

realize  
**TROY**  
a new comprehensive plan

# Realize Troy Comprehensive Plan

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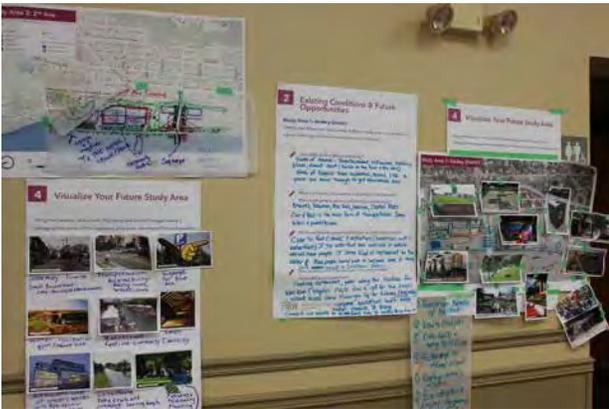
# PLAN OVERVIEW

Cities are constantly evolving and changing. They are never static. The buildings, neighborhoods, public places and streets that make up the character of a city reflect this constant evolution, as well as the values and aspirations of the people who inhabit these spaces. Troy's history has been shaped by its location on the Hudson River, the determination of its founders and the 18th century political will and war that led to the formation of the nation.

The growth and expansion of the nation enabled Troy to evolve by the middle of the 19th century as a successful center for iron, steel, and textile manufacturing. In the early 20th century however, changes in the manufacturing and distribution sectors led to a decrease in industrial job growth and Troy's population fell from a peak of approximately 76,000 people in 1910 to its current population of approximately 50,000 people.

As a result of the ingenuity and creativity of its citizens, Troy is experiencing a resurgence of people and businesses interested in being a part of Troy's success. Many are attracted to the city's rich cultural and architectural offerings, strong educational institutions and burgeoning technology and maker spaces. To effectively sustain this momentum and reverse the effects of long-term population decline, a bold new vision, growth strategy and development framework are needed to guide growth, change and transformation of the city over the next 25 years.

The Realize Troy Comprehensive Plan (the 'Plan') establishes this vision, strategy and framework. It is a blueprint for community transformation aimed at enhancing prosperity, community well-being and the quality of life and opportunity the City of Troy offers its citizens. This Plan identifies city-wide networks, systems and policies to support the city's waterfront, foster a thriving city center, and strengthen and promote the city's diverse neighborhoods. It will also help focus and align public and private sector initiatives around a set of common goals aimed at becoming a more attractive and vibrant city with a distinct role within the region.



# ACKNOWLEDGMENTS

**Realize Troy** is the culmination of work by hundreds of local residents, community groups, land owners and City Staff, coming together to consider a shared challenge: how can we enhance the quality of life for Troy's residents, now and in the future?

Over a two-year period, individuals and organizations in the city participated in interviews, workshops, open houses, and online surveys intended to capture ideas, goals and recommendations for this Plan. The City Summit, a three-day, city-wide community visioning and brainstorming event, provided a strong foundation for the development of this document and many of the ideas discussed at the Summit have been carried forward into the policies of this Plan. An interactive project blog ([realizetroy.com](http://realizetroy.com)) provided additional opportunities for residents to comment on the visualizations and strategies of this Plan and to monitor and follow project activities.

The development of the Plan was led by the City of Troy and the Department of State, with guidance provided by a 25-member Advisory Group representing a range of organizations and agencies in the city.

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# PART A: SETTING THE STAGE





# 1.0

## INTRODUCTION

### 1.1 Plan Purpose

A comprehensive plan is a well-considered document that helps guide a city's future evolution by providing policies, actions and strategies that address contemporary issues and opportunities. It aims to guide positive change and transformation to create a healthy, prosperous and sustainable city.

The City of Troy's former Comprehensive Plan was completed in 1962 and was the first planning and policy document to guide growth and development in the city. Since its original adoption, the 1962 Plan has not been formally updated or amended. Troy has experienced significant change over the last several decades resulting in the need to prepare an updated plan that better addresses present-day issues and opportunities and outlines strategies to improve its competitive advantage within the region.

The preparation of the Realize Troy Comprehensive Plan (2018) was initiated in 2014. The new Plan establishes a vision, city building strategies and describes and illustrates projects that can support the long-term transformation of the city. The Plan also holistically considers the city's land use and development potential and outlines policies and strategies to manage and direct change while understanding socio-economic trends, housing conditions and needs, cultural and environmental resources, economic development opportunities and other areas of significance to the community.

The process of creating this Plan involved a three-year dialogue with the broad community aimed at determining community goals and aspirations. The outcome of these conversations is this Plan.

### 1.2 How Will the Plan be Used?

This Comprehensive Plan provides a framework to guide new development and transformation in the city over the next 25 years and beyond. It will be used by the City to guide land use decisions and to seek funding and support for key infrastructure and capital improvement projects. Neighborhood groups and non-profits will use it to seek funding as well. It will also provide developers with an understanding of the City's development priorities by identifying and illustrating the scale and form of new development that may occur in designated **Reinvestment Areas** and in other areas throughout the city. Information on projects/programs should be interpreted as guidance to the City, property owners, developers and future residents. The exact location and timing of public investment will be subject to future detailed analysis, design, and capital budget approvals.

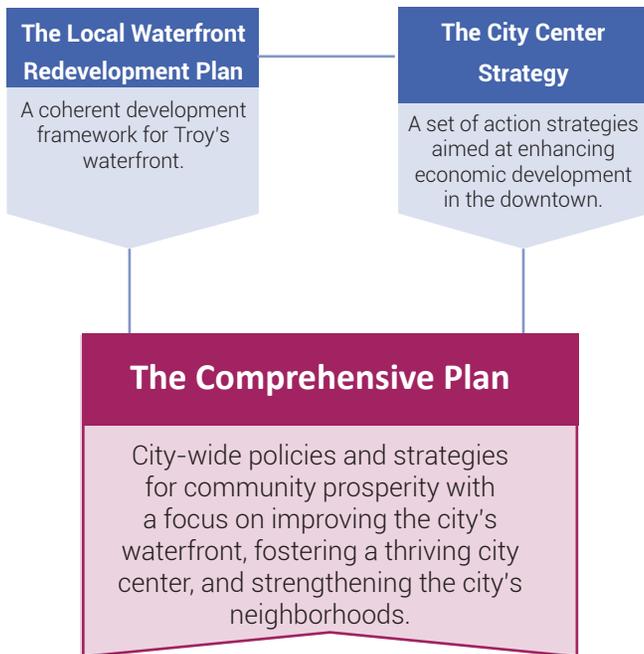
The Plan addresses city-wide opportunities and challenges, but it also acknowledges the identity, history and distinct needs of the city's neighborhoods and puts forth objectives, policies and projects that support neighborhood renewal. The Plan does not include detailed neighborhood plans; rather, it provides high-level directions for neighborhood improvement that communities can use to enhance the attractiveness and vitality of their neighborhoods. As such, detailed neighborhood planning may be a consideration following adoption of this Plan.

This Plan is an integrated document. The goals and strategies provided are equally as important as the regulatory policies in Part B that will govern land use decisions. To ensure individual parts are properly understood the Plan must be read as whole. Terms that are **italicized** in the text are defined terms found in the glossary section of this Plan. Illustrations and supporting maps are also included. The illustrations are intended to guide the interpretation of the Plan, whereas maps form part of the policy framework of the Plan.

### 1.3 A Family of Policy Documents

As part of the Realize Troy Comprehensive Plan process, a Local Waterfront Revitalization Plan (LWRP) was developed concurrently with this Plan. This supporting study will help ensure that the city's waterfront is best positioned to deliver new social, cultural, recreational and economic opportunities to the community. The Comprehensive Plan also provides more in-depth analysis and strategies specific to the *city center* and surrounding area (Section 7.0). The development and place-based strategies found in this section align with the broader economic vision described throughout the Plan.

#### Three Inter-related Planning Processes



### 1.4 Plan Organization and Structure

This Comprehensive Plan consists of nine chapters organized into four parts.

#### Part A: Setting the Stage

Chapter One outlines the Plan's purpose and briefly describes the supporting documents that were developed in conjunction with the Plan.

Chapter Two provides a short historical overview of how the City of Troy developed, outlines present-day opportunities and challenges, and defines the vision of the Plan.

Chapter Three provide a framework to guide growth and reinvestment in the city to help capture new economic, social and cultural opportunities.

#### Part B: Goals, Policies & Strategies

Chapter Four includes policies and strategies which have been grouped into a set of city-building goals. These goals reflect community aspirations for how to best position the city's assets and opportunities They include the following:

- Grow the Economy and Population;
- Promote Healthy, Safe, and Green Neighborhoods;
- Invest in Mobility, Accessibility and Transportation;
- Preserve and Showcase the City's Parks, Open Spaces and Cultural Assets;
- Invest in Sustainable Infrastructure and Protect the Environment; and
- Support Compact Growth.

#### Part C: Reinvestment Areas

Chapters Five to Eight describe the City's priorities for transformation. A series of Reinvestment Areas are identified and grouped into four distinct geographic parts of the city including Lansingburgh and the North Central Neighborhood, the **City Center/** Downtown and the South Waterfront. For each Reinvestment Area, a framework and guidelines are included to direct needed improvements. To help inform capital programs and other funding options, this section also includes recommended initiatives to facilitate change to the physical environment. Graphic depictions and demonstration concepts are provided to clearly convey the overall intent for the transformation of each Reinvestment Area.

#### Part D: Implementing the Plan

Chapter Nine outlines strategies to implement the Plan. It includes a series of 'quick wins' to help advance short-term goals and describes future studies that will be needed to support longer term development.

# 2.0

## UNDERSTANDING TROY'S EVOLUTION

### 2.1 A Brief History of Troy

The City of Troy's first occupants were Native Americans who were drawn to the islands situated at the confluence of the Mohawk and Hudson Rivers due to the fertile farmlands and safe, defensive position this location offered at the intersection of these two waterways. In 1609, Europeans first discovered the area when the English sea explorer and navigator, Henry Hudson, traveled 160 miles north of New Amsterdam, now New York, on the Hudson River seeking a western route to Asia.

By the 1770s, settlers from New England arrived in the area and the subdivision of large tracts of property began. New City (Lansingburgh) was created north of the navigable portions of the Hudson River and the Village of Vanderheyden, later renamed Troy, was created in the southern portion.

Troy became the political seat of government for the newly created Rensselaer County in 1791. Once Albany was declared the state capital in 1797 the city's population began to increase more swiftly. Key to this growth was water-based transportation which enabled Troy to evolve as an important transshipment point for meat and vegetables arriving from eastern Rensselaer County and western Vermont and Massachusetts, that were then shipped to New York via the Hudson River. The power of the Poestenkill, Wynantskill and Piscawenkill Creeks drove early industry and manufacturing by creating the power for iron foundries and textile mills.

Troy was incorporated in 1816 as a city with a population of approximately 4,300 people. The following year, the New York State Legislature passed the Canal Law creating the fund to build the Erie Canal connecting goods, services, and trade through Troy to New York to the south and Buffalo to the West. Troy's importance, population, trade and industry would grow dramatically as a result of the canal's development. The city's geographic location at the terminus of the Erie and Champlain Canals allowed access to sources of iron ore to fuel the steel industry and provided waterborne access to significant markets to the west and south enabling the city to prosper.



> An image of Henry Hudson approaching and greeting Native Americans on his voyage upriver. (Source: Rensselaer County Historical Society)

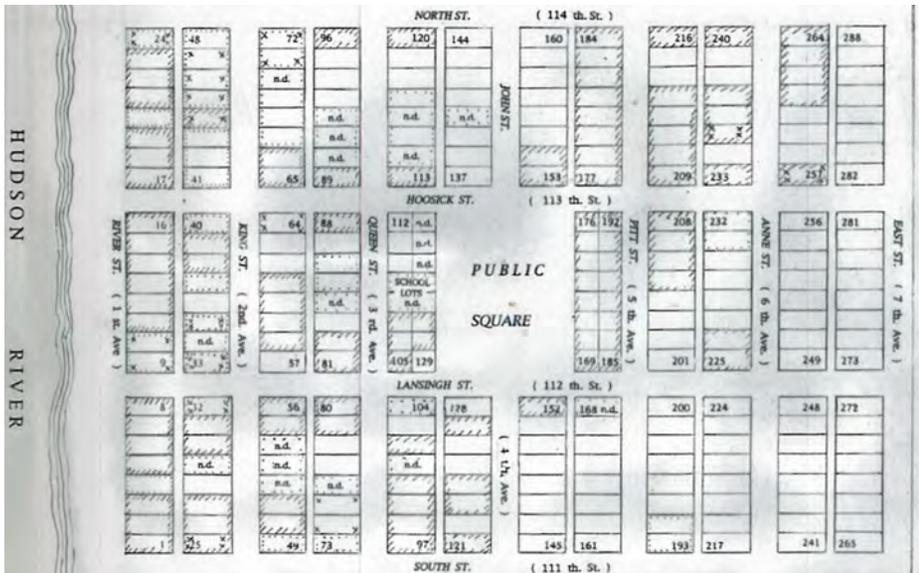
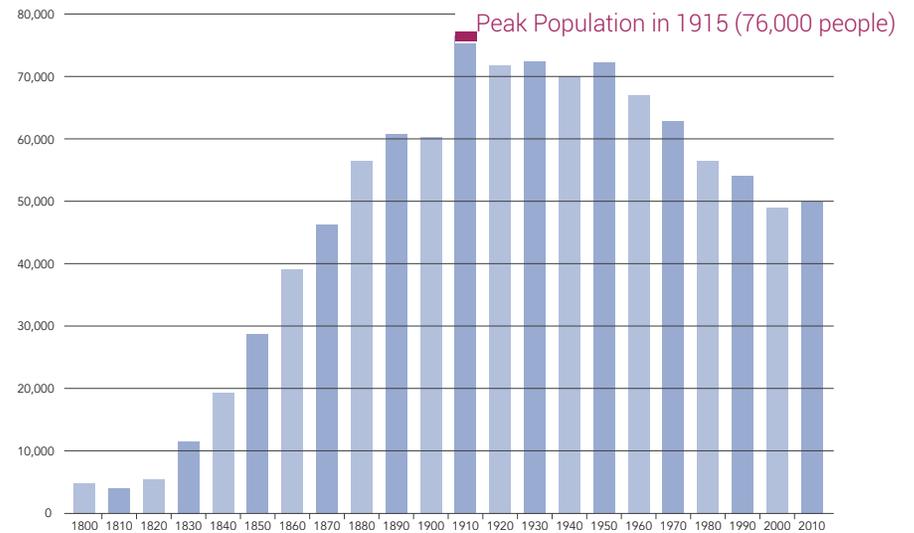


> A view of the city in 1881. The flat areas were mostly built out, with limited additional room for industrial expansion. (Source: Rensselaer County Historical Society)

With growth, industry and invention Troy became the fourth wealthiest city in the nation on a per capita basis by the mid-1800s. It was also one of eight steel manufacturing centers producing all of the nation's iron and steel. Troy became one of the largest cities in the United States manufacturing detachable collars and cuffs, employing approximately 10,000, mostly women, in an industry that gave Troy its nickname - "The Collar City". Education was an equally important "industry" in Troy. Rensselaer Polytechnic Institute (RPI) was founded by Stephen Van Rensselaer in 1824 and positioned Troy as a center of American scientific study. Emma Willard established the Troy Female Seminary in 1821, the first secondary school for women to teach math and science to its students. When the school moved to the east side of Troy, the original campus became Russell Sage College in 1916.

By the 1920s, iron and steel manufacturing began to decline in the Northeast. Just as Troy had benefited from being at the edge of the colonial frontier more than 100 years earlier, the population of United States would push the frontier further westward in search of yet unrealized opportunities. Many of Troy's steel and manufacturing companies would join this search and abandon Troy, moving west to cities with cheaper access to raw materials.

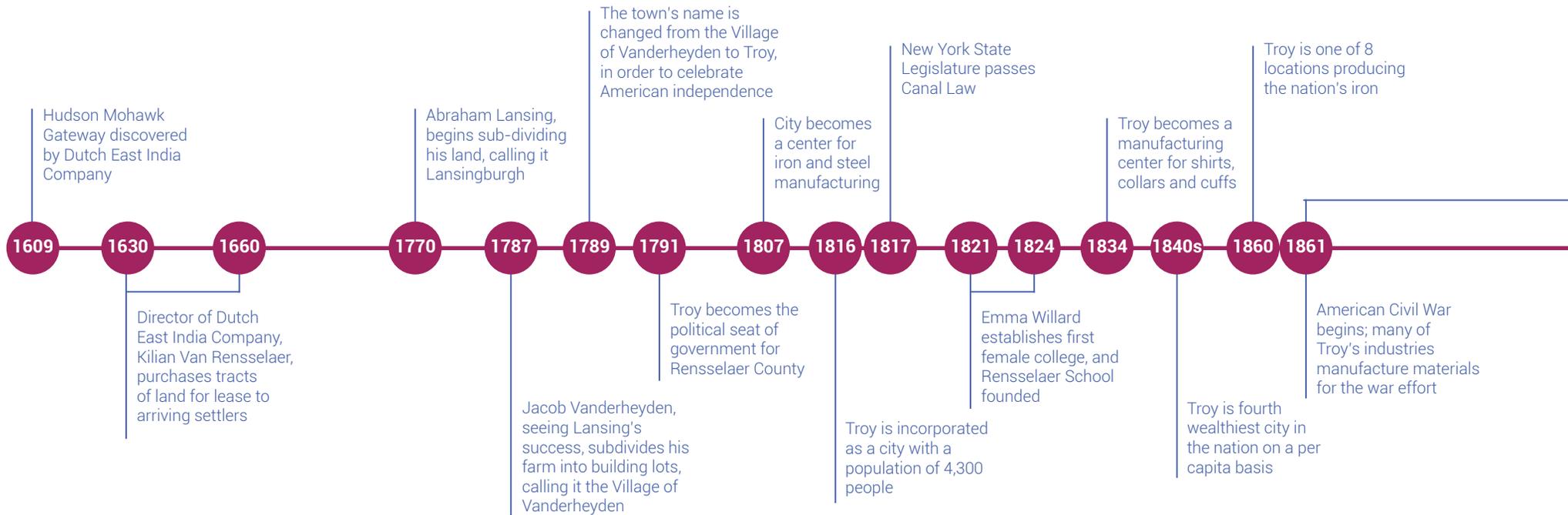
## Population, City of Troy (1800 - 2010)



> A map of Abraham Lansing's lands with building lots, streets and service alleys. (Source: Rensselaer County Historical Society)



> Troy's location at the terminus of the Erie & Champlain Canals allowed access to vast sources of iron ore and provided access to markets to the south and west. (Source: Rensselaer County Historical Society)

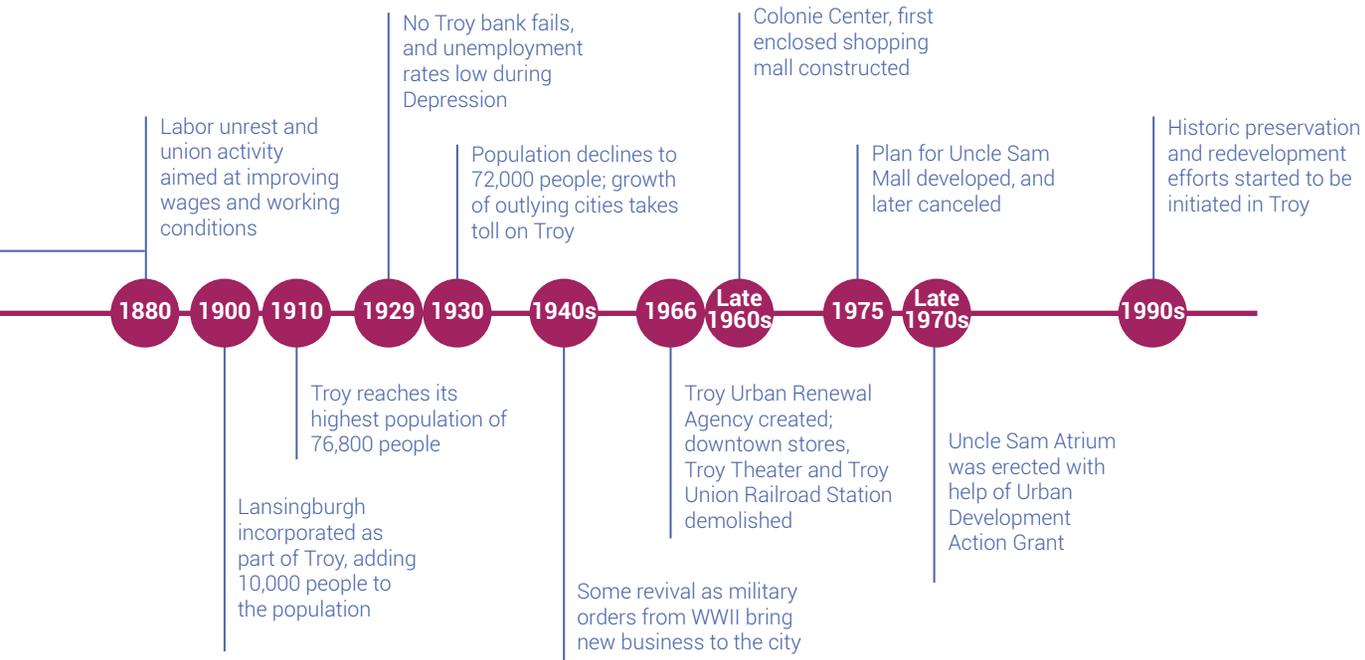


The Village of Lansingburgh was annexed to the City of Troy in 1900. While Troy experienced some growth during the very early years of the 20th century, it reached its peak population in 1910 at 76,800 people. During this period, the collar and cuff industry continued to dominate in the city along with the remaining iron foundries, printing establishments, newspaper publishing, and brush, bell, stove, clothing and paper box manufacturing.

By the 1930s, however, steel production was in decline and clothing production began gradually moving to the south. As a result, the city's growth stalled and population began to fall. Following WWII, Troy experienced more rapid outmigration spurred by low density residential development in the counties and the rise of large format commercial uses which followed. This trend was generally fueled by the prevalence and affordability of automobiles, land development and speculation and the housing and shopping preferences of the population. Residents of the city were aspiring to own a house on a large lot in a quiet neighborhood and the pattern of growth within the city and counties reflected this desire. As development spread to outlying areas, traffic congestion increased and a heavier reliance was placed on highways and major arterial roads to move people and goods.

In 1962 in an effort to address the city's shrinking population and the continued decline in manufacturing, the City of Troy developed its first comprehensive plan. The 1962 comprehensive plan sought to guide the city's growth and strategic investment decisions and heavily promoted urban renewal projects. These included proposals to demolish downtown buildings in order to make way for new transportation projects, public housing and what ultimately became the Uncle Sam Atrium. While not all of the proposals were carried forward, this era of urban renewal led to the demolition of parts of the city's historic downtown, including the Troy Theater and Troy Union Railroad Station. Near the end of the 1960s, the Department of Transportation initiated a number of highway building initiatives including the building of the Collar City bridge that fueled continued outmigration to the suburbs. The development of shopping malls in Latham and Colonie also pulled shoppers and businesses away from the historic downtown.

Over the past few decades, Troy's population has continued to decline and many higher income households have moved out of the city in favor of more suburban, car-oriented and less dense *neighborhoods*. The current population appears to have stabilized at approximately 50,000 people, however, decline has left Troy with a number of challenges that need to be comprehensively addressed to reposition the city for success over the next few decades.



> Looking north on River Street, from State Street to Congress Street. During the urban renewal period from the 1960s to 1970s, the city decided to replace these historic buildings (left) with a parking lot (right). (Source: Rensselaer County Historical Society)

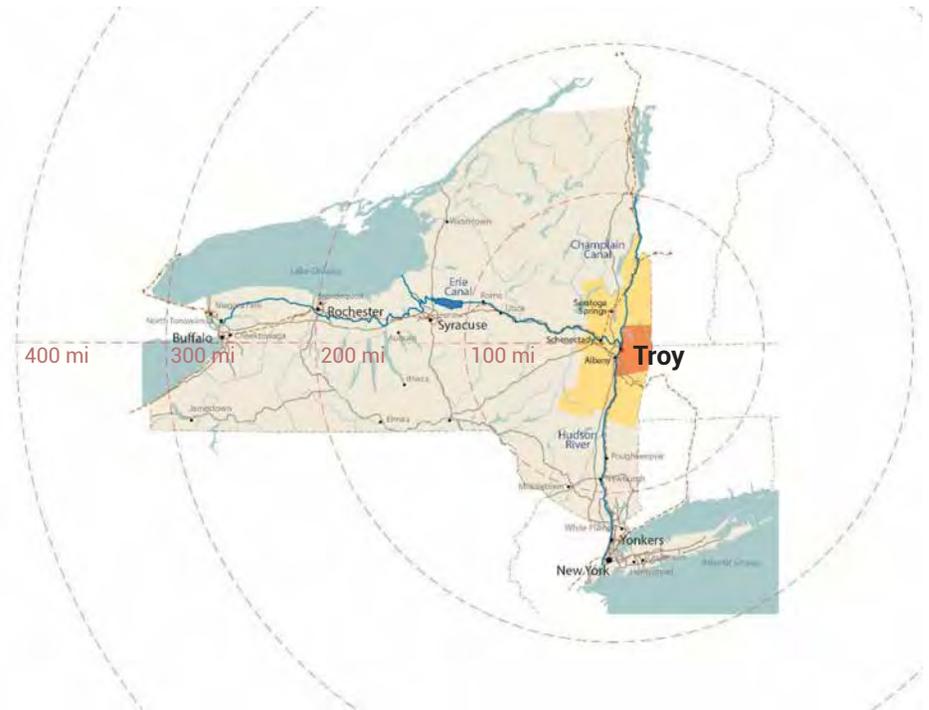
## 2.2 The City in the Region

The City of Troy is located within a 20-minute drive of the State Capitol Building in Albany, a key location within the larger Capital Region. Albany lies to the southwest of Troy on the west side of the Hudson River. The U. S. Census Bureau defines the area slightly more broadly as the Albany-Schenectady-Troy Metropolitan Statistical Area (MSA) which includes the Capital District's four counties plus Schoharie to the west.

Troy's decline in population is typical of many cities and towns in the Capital Region. Both the cities of Schenectady and Albany have suffered significant population losses from the year of their peak population. During the 2000 to 2013 period, the population of the Capital Region staged a comeback with population gains averaging 6.3 percent across all four counties. Population growth in the region was faster than for New York State as a whole which grew by only 3.8 percent during this same period. As the Capital Region's population has recovered in recent years, Troy has only experienced slight population gains (1.6 percent since 2000). Compared to surrounding cities in the Capital Region, Troy experienced the lowest rate of growth.

In recent years, the Capital Region's economy has also grown. The Albany-Schenectady-Troy MSA is poised to gain approximately 65,000 jobs between 2014 and 2026. Significant job growth is anticipated to occur in the health and social assistance sectors followed by jobs in professional, technical and scientific services, industry, manufacturing, construction, accommodation and food service sectors. The Regional Alliance for the Creative Economy, a consortium of regional stakeholders, has also released new data on the potential of the Capital Region to generate significant economic activity from its impressive base of artists, journalists, writers, media producers, accomplished artisans and handicrafters, performing arts, and heritage and cultural assets. As of 2013, these creative industries generated approximately 30,600 jobs, 2,700 of which are located in Troy and Rensselaer County. As result of this growth the region has been branded as the "Tech Valley," referring to the number of large and small-scale technology and creative businesses in the area.

To ensure the City of Troy is able to capture its share of regional population and job growth, the City must invest in its *neighborhoods* and community amenities, heritage assets, enhanced transportation options (bikeways and pedestrian-friendly streets), affordable diversified housing and park spaces. Troy can also support the incubation, cultivation and growth of technology businesses by providing the infrastructure needed to support individuals and businesses, and by promoting a "culture of innovation and creativity" that engages the whole community.



> Troy is situated at the heart of a very large market. It is within 500 miles of 26% of the American population and 65% of the Canadian population.

## 2.3 Opportunities and Challenges

This Comprehensive Plan is based on an understanding of the strengths, challenges, issues and opportunities currently facing the city. It is informed by a review of relevant background studies, current demographic and market based investigations, consultations with key stakeholders, members of the public, city officials and community members. This input has been used to provide an overview of the key characteristics and trends that have influenced the city's economy, use of land, environment, *neighborhoods*, open spaces and transportation networks.

## Land Use and City Structure

**Troy's current land use policies and much of its regulatory framework are based on the 1962 Comprehensive Plan, which is not reflective of the way in which the city has changed over the last 50 years.**

Troy's existing structure is largely shaped by the city's regularized rectangular street and block pattern oriented north-south parallel to the Hudson River. Development blocks and subdivided building lots were laid out on the flat land adjacent to the river, and development was concentrated and constrained by topographic features to the east which created a relatively compact and dense community structure adjacent to the river. Over time, development has progressed up the hill along the primary roadways leading away from the city. Development up the hill has been mostly residential in nature and at much lower densities than seen on the flat lands of the early city. The city's topography and slopes make direct east-west connections difficult, and moving up the hill generally occurs on diagonal roadways making inclines more traversable. These conditions result in a development pattern that reflects two very distinct urban conditions, a very walkable and connected dense urban core on the flat lands, and more dense, car-oriented residential enclaves situated in the hills above.

The 1962 Comprehensive Plan anticipated population growth and created a series of planning districts that were intended to "serve as the basis for future renewal and improvement programs". Dominant land uses in each of these planning districts were defined and were intended to dictate the character of each area of the city. The Plan also resulted in land use incompatibilities that have had a destabilizing effect on certain parts of the city. For example, industrial uses are permitted in residential areas and along the waterfront, and manufacturing and large commercial facilities are permitted within neighborhood areas. To address these incompatibilities new policies and tools are needed to ensure future development or *redevelopment* in *neighborhoods* and along the waterfront respects and reinforces the desired character of the area.



> The 1962 Land Use Plan. This Plan created land uses which promoted segregation of industrial, commercial and residential uses and housing types.

Today, the City of Troy is almost completely built out to its municipal boundaries. Approximately 57% of the land base is made of up non-tax generating uses, which includes the public right-of-ways for streets, parks, cemeteries, institutions and vacant residential lands. While 12% of the city's land base is identified as vacant residential area, much of this land lies on steep slopes and is not likely developable. Only 43% of the total land base today is contributing to the tax base. Residential uses make up 32% of this total, and the remaining 11% includes commercial uses, the downtown core and industrial and manufacturing uses. However, there are many opportunities for reinvestment, development, growth and community revitalization in developed areas, through *intensification* or *infill*.

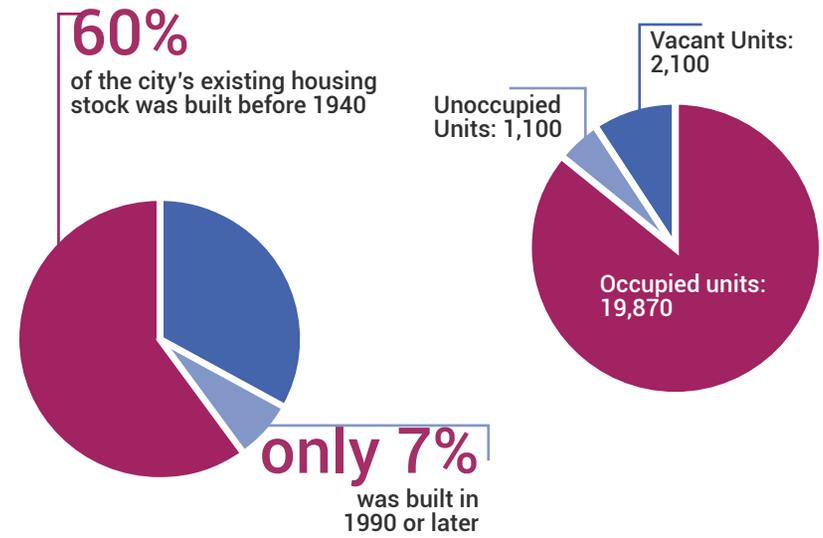
Over the last several years, new development in the city has occurred in the absence of a *city structure* or a hierarchy of areas of change that define where development is appropriate, and where little physical change is expected to occur. In order to protect *neighborhoods*, green spaces, and natural heritage features while also encouraging new development, areas where growth can be directed must be identified. This Plan introduces a *city structure* that establishes a clear vision for development and *intensification* in the city.

## Neighborhoods, Communities and Housing

**Troy is a city of diverse neighborhoods. These neighborhoods vary greatly in size, population, density, demographic and physical characteristics. While many of Troy's neighborhoods offer a unique historic character, a number of inter-related issues including low household incomes, increased concerns about personal safety and high vacancy rates are impacting the quality of life in neighborhoods.**

Troy's housing market consists of many buildings that were built in the previous century or prior. Sixty percent (60%) of the city's existing housing stock (about 14,000 units) was built before 1940, and only 7% was built in 1990 or later. In comparison, approximately 30% of the four-county region's housing was built before 1940 and 19% was built in 1990 or later. Due to the age of the housing stock, the city has struggled with the perception that it does not offer the kind of housing or neighborhoods that the market is seeking. Though there has been recent growth and housing development in the region over the past several decades, very little of this growth has come to Troy. Compounding this issue is the lack of investment in upgrades and repairs needed to maintain neighborhood safety, contribute to neighborhood attractiveness and compete with newer, better quality housing in the region. Many of Troy's neighborhoods struggle with a high proportion of owners who have neglected the care and maintenance of their properties and who are not concerned with neighborhood stewardship or adverse neighborhood conditions.

## Troy's Occupied and Vacant Housing Stock



This issue cannot be addressed by local residents and neighborhood associations alone. It requires sustained support and action aimed at strengthening the city's neighborhoods and housing conditions.

Troy's high vacancy rates are also contributing to neighborhood destabilization. There are approximately 23,100 housing units in Troy and approximately 2,100 of these units, or 9%, are vacant and unused. Prospective residents are deterred from purchasing homes in neighborhoods with high vacancy rates as they are perceived as areas with higher crime, and where continued disinvestment may occur. These conditions have resulted in a weak housing market and low housing values compared to the region.

Despite lower housing values, housing affordability is a primary concern for many of the city's residents. Approximately 60% of renters and 30% of owners face housing 'cost burdens' putting more than 30% of their income towards housing costs each month. At the root of this challenge is the gap between the low income levels of a large segment of Troy's households and the income levels needed to support a healthy housing market.

Addressing *affordable housing* needs for the city's lowest income residents, particularly its lowest income renters, will require increases in the earning potential and economic sufficiency of many of Troy's households, and a greater regional commitment to addressing *affordable housing* needs.

Over the longer term, the City and its housing partners including the Troy Housing Authority will need to consider the creation of a Housing Action Plan that will provide a coordinated and progressive approach to providing affordable and market rate housing options in the City of Troy. The Housing Action Plan should establish and implement housing targets based on existing and future needs.

In addition to quality housing, city residents must have access to amenities, community services and facilities. Currently, many residents must drive outside of their neighborhood or outside of the city to access day-to-day amenities or services. Accessing healthy food options in the downtown core is especially difficult as there are only a limited number of fresh food providers in the area.

A range of revitalization strategies will be needed to enhance the city's *neighborhoods* and to make Troy a more desirable place to live in the region. Initiating and supporting ongoing neighborhood revitalization activities including streetscape and public realm improvements and coordinating these activities with the city's Community Lank Bank rehabilitation efforts is an important step in addressing many of these neighborhood challenges.

## Economy, Jobs and Education

**The city's *major institutions, the downtown and employment lands* play a significant role in creating economic opportunities. However, many of these areas are in need of renewal and investment in order to diversify and grow the economy.**

The city's larger educational institutions including Rensselaer Polytechnic Institute (RPI), Russell Sage College, Hudson Valley Community College and Emma Willard offer a high number of well-paying local jobs and provide much needed workforce and career training programs. They also contribute a large student population to the city, which supports local businesses. However, only a small number of graduating students stay to live and work in Troy after they have completed their studies. A higher retention of these graduates would have a powerful economic impact on Troy. Every additional graduate who stays in the city would occupy housing, work in Troy or the region, shop locally, and generally contribute to the city's economic activity.

The Capital Region Economic Development Council's Strategic Plan (2011) identifies the region's economic strengths as: technology and innovation, higher education, the availability of an educated workforce and array of recreational, cultural, and environmental amenities. The Council has branded the region as "Tech Valley" referring to a number of large and small technology-related businesses within the Capital District. The presence of these high-tech industries and their relationships to key educational institutions are important factors that can help advance these sectors, generate future jobs and support the retention of highly skilled workers. While most of this knowledge-based activity is located throughout the region, some is occurring in Troy, particularly in the downtown. As the downtown expands and becomes better known as a regional destination, the city will have a greater opportunity to attract more technology and innovation-related jobs.

Significant new development in the city will only emerge when demand increases. Most of the vacant land in the city is along the south waterfront and consists of industrial land with scattered, functionally obsolete structures. Some of this land provides low cost space for custom manufacturing, artists' studios, small businesses and technology enterprises and startups. Recent market analysis indicates that there is demand for modern flexible space (office or showroom space at the front with warehouse/assembly space in the back). However, there is significantly more land beyond these uses. Much of it is prime waterfront land that can be used to leverage growth potential. *Redevelopment* in the south waterfront as well as other areas of the city has the potential to deliver exciting opportunities for new office and *mixed-use development*. This reinvestment would raise assessed values and generate new tax revenue to spread the city's fixed costs of public services over a wider and stronger tax base.

## Mobility

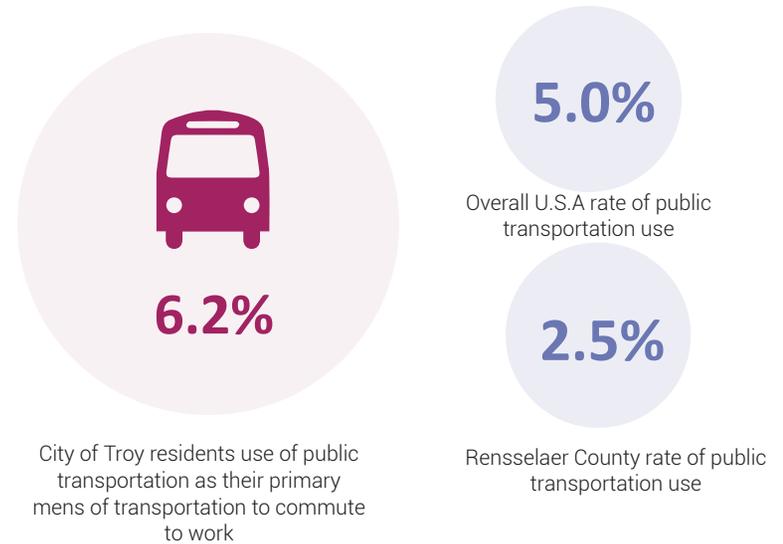
Troy's transportation system is predominantly auto-oriented, making it easiest to travel through the city by car. A more extensive transportation system that provides residents with greater mobility options, and ensures convenient access to basic needs will better support the city's approach to growth and development.

Since its early days, Troy has benefited from a well-connected and logical street grid, which has provided many choices for moving through the city. Following the development of the 1962 Comprehensive Plan, highway and street improvement projects have been undertaken to largely facilitate automobile movement. These projects have separated areas of the city and have made pedestrian, cyclist and vehicular movement difficult. Hoosick Street, where feeder on and off ramps connect with very wide local streets, and the Congress Street access ramp which occurs without warning as an extension of River Street, are examples of poorly designed infrastructure projects that have created a range of physical challenges and barriers to moving around the city.

Insufficient street widths and lane alignments in some commercial *corridors* in the city have also made truck travel difficult or inconvenient. As a result, trucks are often forced onto neighborhood streets, causing air and noise pollution and leading to safety concerns.

Despite the prevalence of public streets in the flat lands, many of these streets do not extend to the waterfront. This reduces access and visibility to the water's edge. The streets ending at the waterfront, are often overgrown or blocked by other uses. There is an opportunity to open up and landscape a significant portion of these foot-of-streets in order to provide waterfront views and access. This can also become an important focus for neighborhood revitalization and a catalyst for further private sector neighborhood investment.

Bicycle and multi-use trails are also limited in the city. The most significant bicycle infrastructure is the Uncle Sam Bikeway located along a former rail line that extends from Middleburgh Street to Northern Drive in Lansingburgh. To help encourage more walking and cycling, city streets and paths must be more complete, safer and better connect people to shops, services, schools, parks, campuses and jobs and the city's waterfront. The development of a well-designed multi-use trail/promenade along the waterfront and through the waterfront *neighborhoods* would significantly enhance the city's *active transportation* network and improve the look and attractiveness of waterfront places. This new trail system could provide continuous access at or alongside the riverfront to promote multi-modal movement and link and create a network of waterfront places.



A detailed analysis of the city's street network and the major barriers to north-south movement is also needed. Existing infrastructure such as the on and off ramps of the Congress Street Bridge interrupt travel patterns and cause inefficient movement through the city. An updated Transportation Master Plan can address these barriers and support the reconnection of areas along the waterfront, between *neighborhoods* and to Reinvestment Areas.

Today, Troy is experiencing a shift from planning for cars to planning for people and places. Much of the developed areas of the city are now within a ¼ mile of a bus route. Bus stops provide access to many destinations including schools, shopping, recreational facilities and entertainment venues. Approximately 6.2 percent of City of Troy residents use public transportation as their primary means of transportation to commute to work. The rate of public transportation use within the City of Troy is higher than that of the U.S. (5.0 percent) and Rensselaer County (2.5 percent). Nevertheless, transit use should continue to be encouraged as an efficient alternative to automobile use, and accessing regional destinations such as the Amtrak train to New York City and the airport in Albany by public transportation needs considerable improvement. The closest Amtrak station is the Rensselaer – Albany Station located in the City of Rensselaer and there is currently no direct transit access to the station from Troy. This reduces the attractiveness of the Amtrak system for travelers seeking a convenient and affordable alternative mode of transportation.

The development of a Regional Commuter Station in South Troy, utilizing the existing rail infrastructure, would help better link Troy to the City of Albany and other significant destinations. Enhanced collaboration with regional transportation partners would be needed to determine the feasibility of establishing such a station in the city.

## Open Space, Recreation and Culture

**The City of Troy hosts a significant amount of parks, open spaces and recreational and culture assets, but not all *neighborhoods* are well served by or have easy access to these spaces.**

A city's open space network, recreation and cultural offerings provide opportunities for both physical activity and mental wellbeing which can contribute to overall community health. Green and open spaces are one of the largest land uses in Troy, occupying 16% of the city's total land area. These spaces vary in scale and function, and provide a range of recreational and passive programming for the city's residents. However, the city does not currently have a parks space hierarchy that reflects the role or programming of its existing parks. The introduction of a new classification of parks to include Major, Community and Local Parks, will help distinguish each park and strengthen the overall public realm network.

Major Parks include Prospect Park, Knickerbacker Park, Frear Park, and Burden Environmental Park. As the city's largest parks, they offer a range of active and passive recreational opportunities. Major parks are mostly located in the uplands and are difficult to access due to changes in topography. Over time, the relationship of these parks to the surrounding *neighborhoods* should be enhanced, with improved vehicular and pedestrian entry points, as well as additional signage.

Community Parks include Riverfront Park, Beman Park, Washington Park, 112th Street Park, Powers Park, Freedom Square, Veterans of Lansingburgh Field and memorial parks like Pawling Memorial Park and 9/11 Memorial Park. Community Parks are smaller publicly-owned spaces that contribute to an improved quality of life within *neighborhoods*. They contain a range of local, informal recreational opportunities and have the potential to attract users from across the city. Many of these spaces are also of historic significance and their stories should be celebrated.

Local Parks should aim to serve neighborhood areas and should be conveniently located within walking distance to residential communities. They should include seating areas, passive and/or active recreational play areas and contribute to localized placemaking. The City should strive to find financially feasible methods to develop new parks in underserved areas, particularly in the low lands.



Troy's 7.5 miles of waterfront along the Hudson River also represents a significant open space and recreational asset. However, much of the waterfront is currently inaccessible to the public. A few boat slips, small public parks in Lansingburgh and the newly built Riverfront Park represent the handful of moments where the public can access the waterfront. Waterfront connections are lacking in South Troy where the dominant features of the Hudson River bank are industrial buildings, parking lots, and storage sites for automobiles, industrial materials, and salt piles.

Streets, alleyways and bridges also form part of the city's public realm and provide connectivity between parks and public open spaces. Although these places have traditionally only served as vehicular infrastructure, there is an opportunity for these places to be reclaimed and transformed into welcoming features that can create a stronger sense of place and character within differing parts of the city. This is true of Troy's *forks*, which are locations where two roads come together often forming a triangular open space. These areas have the potential to become iconic moments in the city through the installation of attractive public art or other features that serve to enliven these spaces. Similarly, the east-west streets in Troy that lead to the Hudson River have the potential to be transformed into small parkettes, called *waterfront lobbies*, that significantly improve public access and enjoyment at the waterfront.

The city's many cultural assets and destinations including visual and performing art facilities and a significant collection of historic buildings also contribute to placemaking in the city. Troy hosts a number of events throughout the year which are highly successful and draw visitors to the city. These events and festivals reinforce a strong community identity, add to the enjoyment of living and working in Troy and make Troy a culturally vibrant city. Continuing to leverage and build upon Troy's growing arts and cultural scene through marketing and branding, and the cultivation of Troy as home to many creative industries will help attract new residents and businesses to the city while supporting increased visitation and tourism.



> Experimental Media and Performing Arts Center (EMPAC)



> Troy Savings Bank Music Hall



> Burden Iron Works Museum

## Environment and Sustainable Infrastructure

**Troy is endowed with a spectacular natural environment— from magnificent gorges, an expansive riverfront, to a wide array of mature open spaces. In recent years, these areas have been impacted by industrial and urban development and need to be better protected to sustain the environmental health of the city.**

The Hudson River and the city's large ponds and streams including the Poestenkill, Wynantskill, Paensickill, Piscawenkill, Wright Lake, Bradley Lake and the Vander Hyden Reservoir have played a critical role in Troy's growth, and continue to provide opportunities for economic and recreational activities.

The Hudson River has been negatively impacted as a result of industrial and urban development. Pollutants from various industrial operations have been discharged into the Hudson River, degrading water quality, and significantly reducing wildlife numbers and shoreline habitat. The majority of the Hudson River shoreline south of the Collar City Bridge has been channelized, which has interrupted or removed natural ecosystems. Due to this activity, sediment from the Hudson River is no longer deposited on the banks, and limited habitat is available for fish and wildlife species. To better protect and restore fish, wildlife and their habitats the City will need to further leverage State support provided through the Hudson River Estuary Habitat Restoration Plan (HREHRP). The HREHRP encourages collaboration between state and federal agencies, local municipalities, non-governmental organizations and commercial interests to plan and implement restoration activities.

Though Troy's economy is no longer dominated by industrial uses along the waterfront, there are still pollution sources on the Hudson River. These include point source industrial discharges and sewage discharges primarily from Combined Sewer Overflows (CSOs). As part of a group of Capital Region communities (known as the "Albany Pool"), Troy is in the process of addressing CSOs through a Long Term Control Plan under a consent order with the NYSDEC. This will involve upgrades to wastewater treatment infrastructure to capture and treat a significant amount of the CSOs over a 20-year period.

Troy's industrial operations have also released pollutants that have impacted surface and subsurface soils as well as groundwater and surface water bodies, over a significant number of years. Though there are fewer industrial and manufacturing operations and many former industrial sites are now vacant or underutilized, these sites either have known contamination or are perceived to be contaminated. Such sites are called *brownfields*. In Troy, these are generally located along the Hudson River, Poestenkill and Wynantskill in South Troy. They include former industrial properties and gasoline and service stations as well as closed landfills. There are likely additional commercial and industrial *brownfield* sites in Troy that have yet to be identified through environmental testing.

Troy's infrastructure, including its sewer and water lines, as well as the city's sidewalks, roads, and bridges have aged without regular improvements. Upgrades and maintenance to the city's infrastructure has often occurred in a reactive manner when an issue or a failure has occurred. A more comprehensive approach to regular maintenance and upgrades is needed to ensure the city's infrastructure can continue to support existing and future residents.

The New York State Department of Environmental Conservation (NYSDEC) estimates that by 2080 the City of Troy could face over 3 feet of sea-level rise on the tidal Hudson River due to global *climate change*. Rainfall events are also expected to become less predictable, more extreme, and occur in the form of heavy downpours or extended droughts. The elevation of the 100-year floodplain and the city's history of extreme flooding suggest that the threat of damage to and loss of property is heightened due to anticipated *climate change*. Rising water level in the Hudson River along with increased precipitation has the potential to overwhelm the city's stormwater system and could have a range of implications on the city's infrastructure system.

While the City of Troy cannot combat global *climate change* nor eliminate *climate change* risks on its own, it can work to become a more resilient city by better planning for and designing its infrastructure and services to reduce the impacts of a changing climate and less predictable weather. The City has already undertaken a series of actions to protect residents from the threat of *climate change*. In 2012, the City of Troy adopted the "Climate Smart Communities" Pledge. The pledge outlines initial steps that should be taken to mitigate this threat, increase energy efficiency and promote sustainability. Since the adoption of the pledge the City has implemented a number of initiatives to support pledge elements including the acquisition of flood prone properties along the Hudson River, and the development of Riverfront Park which was designed to deflect flood waters. A Joint Task Force on Sustainability and Climate Smart Practices in Community Planning was also established to audit and advise the City on energy, waste, efficiency, and climate related issues. The Task Force works with the Mayor and City Departments to develop ongoing goals for decreasing energy consumption (especially from fossil fuels), develops plans to increase the supply of the city's power from renewable energy sources and incorporates environmentally responsible goods and service industries into economic development plans. These actions will help protect Troy from the impacts of extreme weather, increase the overall liveability and sustainability of Troy's *neighborhoods*, and contribute to a more resilient city over time.

## The Downtown

**Troy's downtown is a highly walkable setting with its intact cluster of heritage buildings, public spaces and retail and cultural offering. The downtown can be further leveraged and developed to reinforce Troy as a cultural and visitor destination within the region.**

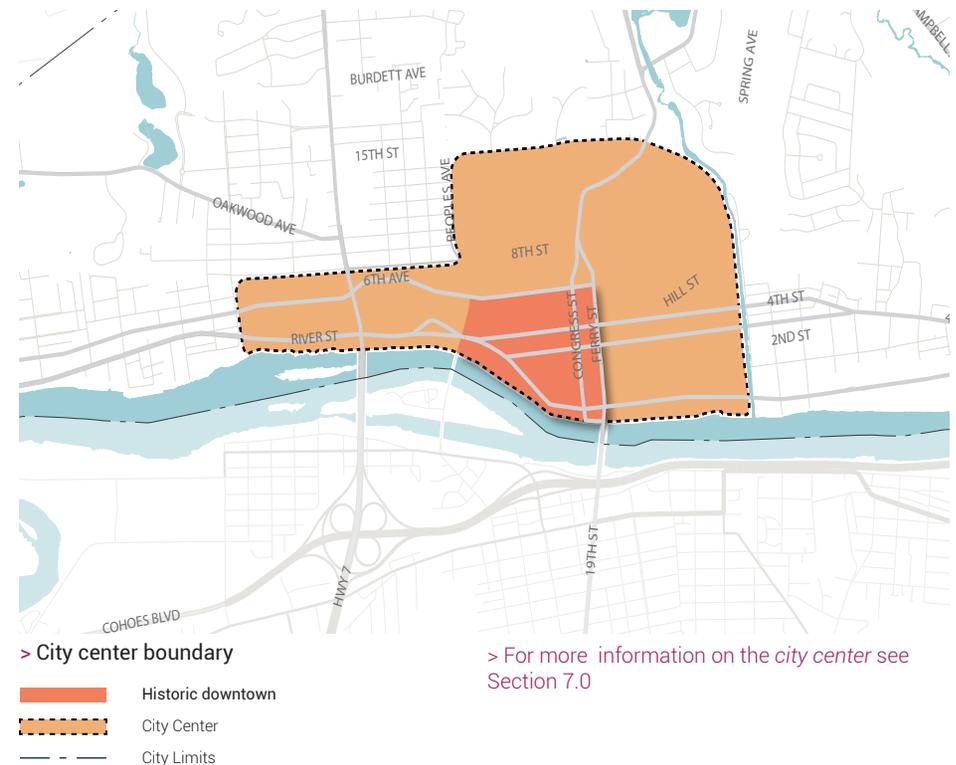
Troy's downtown area initially developed as a prosperous, vibrant heart of the city as a result of its success in manufacturing and the dominance of water-based transportation. With the decline in the city's industrial base and an exodus of people to the suburbs, the city's downtown started to deteriorate and lose its vitality. Today, parts of the downtown convey a rich character and sense of place while other parts are fragmented and characterized by missing fabric, large surface parking lots, and suburban forms of development. Previous plans emphasized commercial uses downtown and as a result Troy lacks a critical mass of residents in the core to support vibrancy.

To increase downtown activity, the city must increase its downtown population. More people living in the downtown will enhance safety, support activity beyond the work day and would better position the city to attract continued investment, job and population growth. Over time, and through population growth, the downtown could attract new neighborhood-serving amenities such as a small, well-stocked grocery store.

Recent investments including the restoration of heritage buildings and public realm improvements are beginning to attract new interest and activity in the downtown. New developments such as the refurbishment of the Quakenbush building to become the home of the Center of Gravity and the opening of the Troy Innovation Garage has brought entrepreneurs and innovation to the downtown. This has created an opportunity to evolve the downtown into the center for the creative economy within the region. There are an increasing number of jobs in the arts, entertainment, and scientific and technical services that are being drawn to the downtown because of the rich experiences found in this area. Branding the downtown as the center of the creative economy, with a focus on innovation, technology and the maker movement could significantly help to grow interest and jobs in these sectors downtown.

Troy's *historic downtown* is bounded by Hoosick Street, Liberty Street, the Hudson River and 8th Street to the north. It is an architecturally rich, walkable district with many boutiques and restaurants, and a successful Farmer's Market. Just beyond this *historic downtown* boundary lie stable residential *neighborhoods*, RPI's core campus, Prospect Park and former riverfront industrial areas to the north and south.

Given the activity in the surrounding area there is an opportunity to acknowledge a larger land area in the center of the city that supports economic and employment growth. This expanded downtown or city center encompasses the areas to the north and south of the historic downtown including RPI's core campus, Russell Sage College and its potential expansion lands, Prospect Park, the Washington Park neighborhood, the Hedley district and the historic buildings north of downtown, and the Hudson River. Continued improvement in these areas will better enable the city to expand its tax base, develop new knowledge-based employment opportunities, and support adjacent neighborhoods.



## The Waterfront

**Troy's waterfront has a diversity of uses and environments that reflect the evolution, growth and decline of the city. While some areas are currently underperforming, the city's seven miles of waterfront provide a tremendous opportunity to reposition Troy as a unique and successful waterfront city.**

Located on the eastern banks of the Hudson River, the City of Troy has seven miles of waterfront. Troy's early development and success were directly related to its ability to harness the power of water, including the Poestenkill and Wynantskill, which powered early industrial and manufacturing growth. The use of the Hudson River and the Erie Canal as water highways connected the city to growing markets to the north, south and west enabling the city to prosper.

In the 20th century however, changes in transportation and shipping, communication and information technology and the emergence of globalization saw the decline of manufacturing in many American cities, including Troy. Industrial decline has left behind many derelict and underutilized industrial areas south of downtown. Some of these areas are currently home to active industry and business, however, much of this land is considered *brownfield* and is challenged by the real or perceived presence of environmental contamination.

Across North America, many post-industrial cities are reconsidering the potential of their waterfronts to bring new energy, development and a host of new activities to the city. This includes re-imagining the kinds of uses and experiences that can be provided in different waterfront settings and considering how these environments can successfully contribute to an enhanced quality of life and experience in the city.

Unlike many waterfront cities, much of Troy looks inward on itself and not outwardly toward the water. With very few exceptions, notably at Riverfront Park, Troy's waterfront is not visible, and the city turns its back to the river. North of the downtown, much of the waterfront is occupied by private residential uses and there are few opportunities to experience the waterfront. In North Central and Lansingburgh, many streets and sidewalks do not extend all the way to the river limiting public access to the water's edge.

A major challenge in the city is the lack of access to the waterfront by land and water. Nearly 25% of the city's riverfront properties are currently in use as surface parking lots, and more than 30% of Hudson River frontage is occupied by vacant parcels. While recreational boats utilize the Hudson River during summer months, there are few marinas for recreational boating due to the predominance of remnant industrial uses along the waterfront. The most apparent consequence of Troy's lack of access and connection with the waterfront is the shortage of publicly accessible

spaces along the Hudson River. The waterfront is largely privatized, with few publicly-owned properties, and although some public spaces do exist, these are sporadically located and are not easily linked.

Transforming the river's edge into a series of unique waterfront places each with a distinct role to play in the future of Troy's economy is a tremendous opportunity to bolster the city as a whole. It is an opportunity that will require a range of strategies from improving connections, removing barriers, increasing access to and from the water and determining the specific role and character of the area as a successful waterfront place. Through the strategic development of publicly-owned waterfront properties, and by working with local partners such as Troy's Local Development Corporation, Industrial Development Authority Land Bank, the City can create projects that can deliver new employment opportunities, fuel reinvestment and broaden community renewal.

## 2.4 Comprehensive Plan Vision

Throughout the Comprehensive Plan process, Troy residents have shared their opinions and aspirations about the future of their city. The following Vision synthesizes public input received during this process and sets the stage for an ambitious blueprint to guide physical development and positive change in the city over the next 25 years and beyond.

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.

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 an 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.

We are a determined group – residents, industry, and government – and by working together an incredible future lies ahead for Troy.





> Potential opportunities for new waterfront development

# 3.0

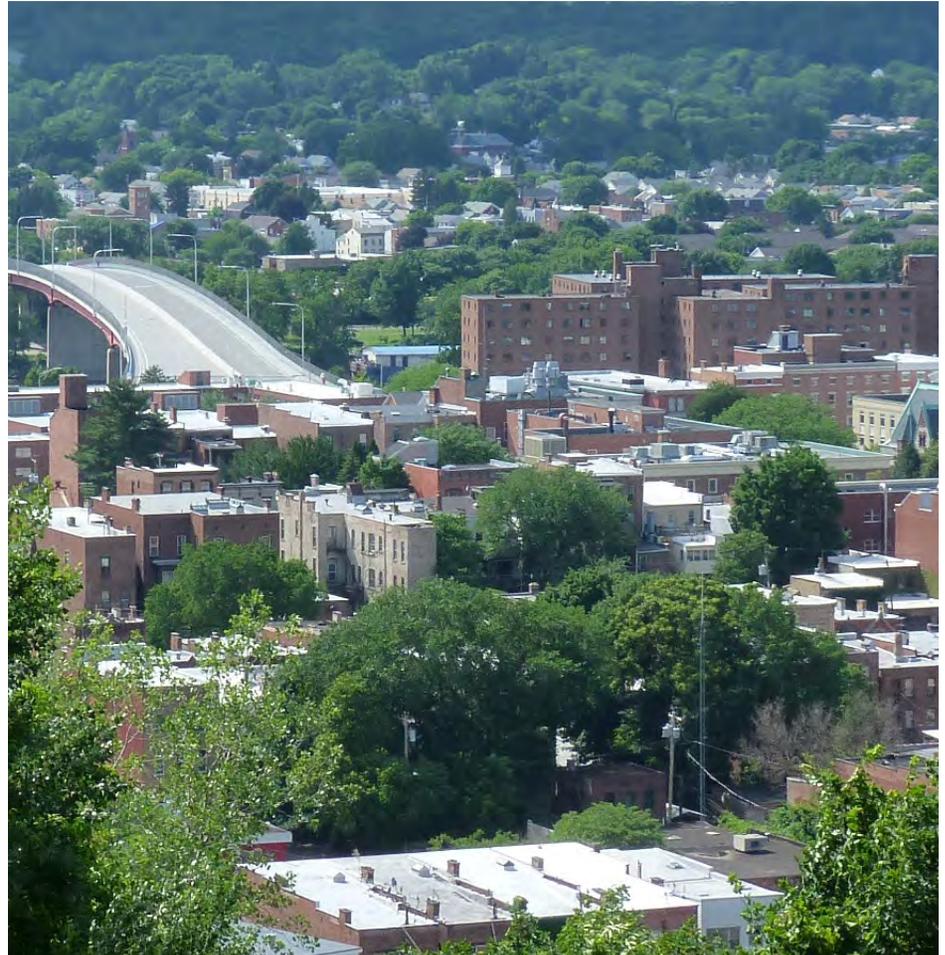
## A FRAMEWORK FOR DIRECTING GROWTH

### 3.1 The City Structure & Reinvestment Areas

To help implement the City's long term vision, this Comprehensive Plan lays out a strong framework for managing and directing growth in a manner that protects the city's natural assets while promoting economic competitiveness. The *City Structure* illustrated on Map 1 reflects historic and current development patterns of the city, but also anticipates future reinvestment areas. It is composed of elements that represent a range of functions and roles that collectively create vital and distinct parts of the city. These elements include *Nodes* and *Corridors*, *Employment Areas*, *Neighborhoods*, *Major Institutions*, *Major Open Spaces*, the *City Center*, and the *Historic Downtown*.

The City of Troy is comprised of a number of diverse communities ranging in size, scale and context. Each geographic area of the city plays a unique role and offers distinct opportunities for growth and change. Map 2 – Reinvestment Areas supports the *city structure* by outlining Reinvestment Areas within the city. It introduces two tiers for growth: *major reinvestment areas*, and *gradual change areas*. These tiers provide direction for growth by outlining key locations to focus public and private sector investment. By encouraging and supporting growth at the scale and form appropriate to the corresponding tier, the city can ensure growth occurs in a responsible and compact manner. Part C further describes these Reinvestment Areas, their function and design, as well as the nature of public and private sector initiatives that are necessary to develop these areas.

The following section provides a detailed description of the *city structure* and reinvestment area. The general locations of each component and tier are depicted conceptually in each map.



> View of the City of Troy from Prospect Park looking west

## City Structure Components

----- The *City Center* is the central element of the *city structure* and a key area for future *intensification*. It contains educational institutions such as RPI and Russell Sage College, the *historic downtown*, Prospect Park, and several residential areas. The *city center* will be planned to accommodate 1,000 new residents in the next five years, as well as significant employment growth and new recreational, cultural and entertainment uses.

■ The *Historic Downtown* is the oldest part of Troy, which houses residential and government buildings with a distinct architectural character and history. This area also houses numerous cultural destinations, such as the Capital Region Arts Center, and plays host to annual citywide events.

■ *Major Open Spaces* will provide residents and visitors with opportunities for passive and active recreation. They include parks, open space areas and natural features that contribute to placemaking, the number of amenities and the health of city residents.

■ *Major Institutional* areas will accommodate predominately educational, health care and government facilities. These areas may also include ancillary residential, recreation, research and office uses and will be linked by *nodes* and *corridors*. Major Institutional areas are key economic and *employment areas* which are important contributors and attractors to the city. Major Institutional areas offer significant public realm elements and contribute to the overall open space network.

■ *Nodes* are areas where a mix of uses and activities are clustered, including commercial, residential and institutional uses to support surrounding residential areas. *Nodes* are intended to intensify over time and support a range of mobility options including walking, cycling and transit.

■ *Corridors* will provide a range of retail and commercial uses along key connecting streets and transportation routes across the city. *Corridors* will be developed at a lower intensity than *nodes*. They will provide strong linkages to neighboring residential and *employment areas*, and where feasible, be supported by higher order transit.

■ *Neighborhoods* have a distinct character and identity, and comprise much of the fabric of the city. *Neighborhoods* will primarily consist of residential uses and supporting facilities and services that meet the day-to-day needs of residents. These services may include parks, schools, trails, recreational centers, neighborhood serving retail stores, offices and restaurants. *Neighborhoods* should be regarded as physically stable areas with distinct identities.

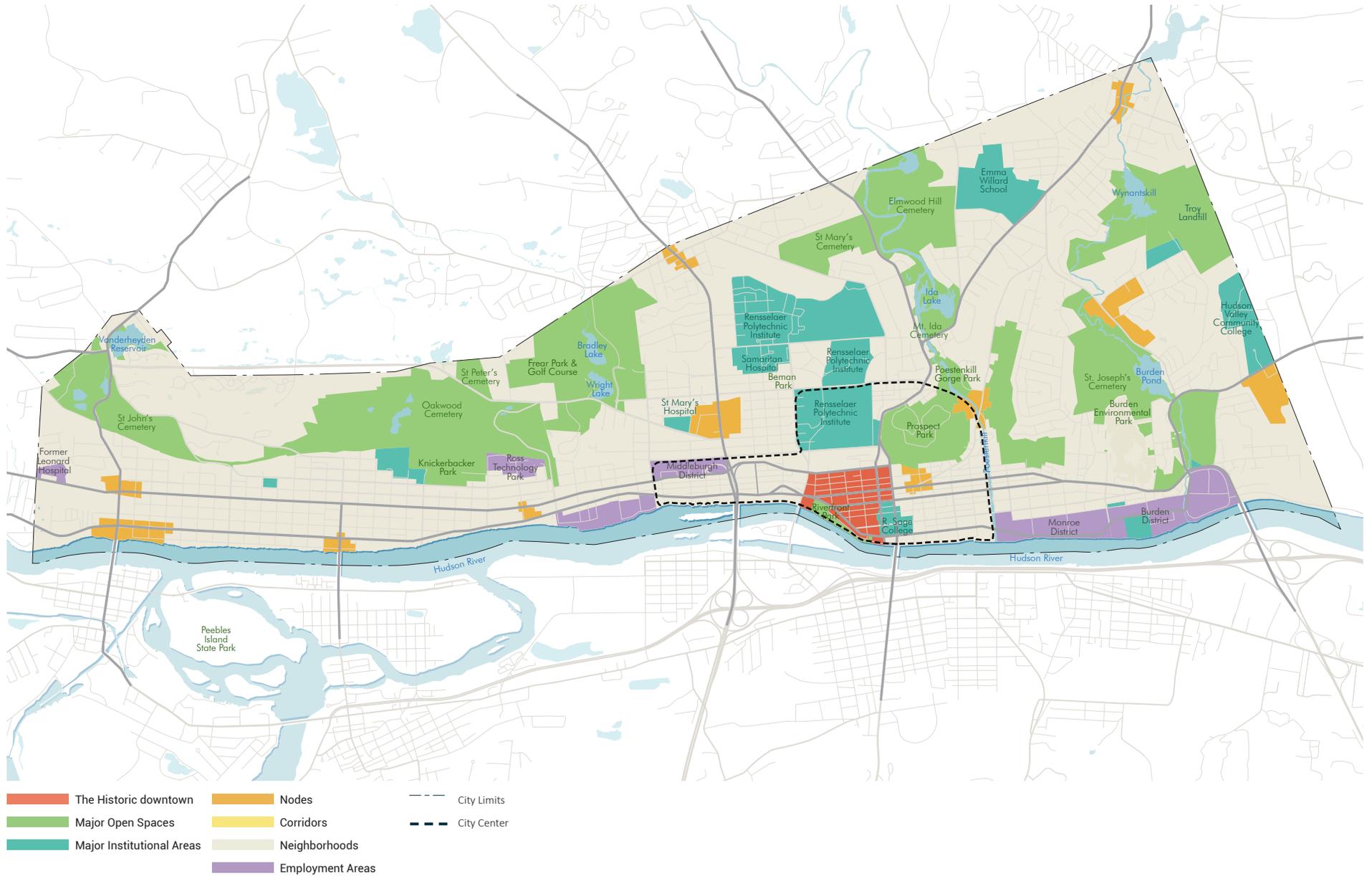
■ *Employment Areas* will support economic activity and accommodate future employment growth. These areas will provide employment opportunities through a range of uses including industrial, manufacturing, warehousing and distribution, ancillary office and research and development operations.

## Reinvestment Areas – Growth Tiers:

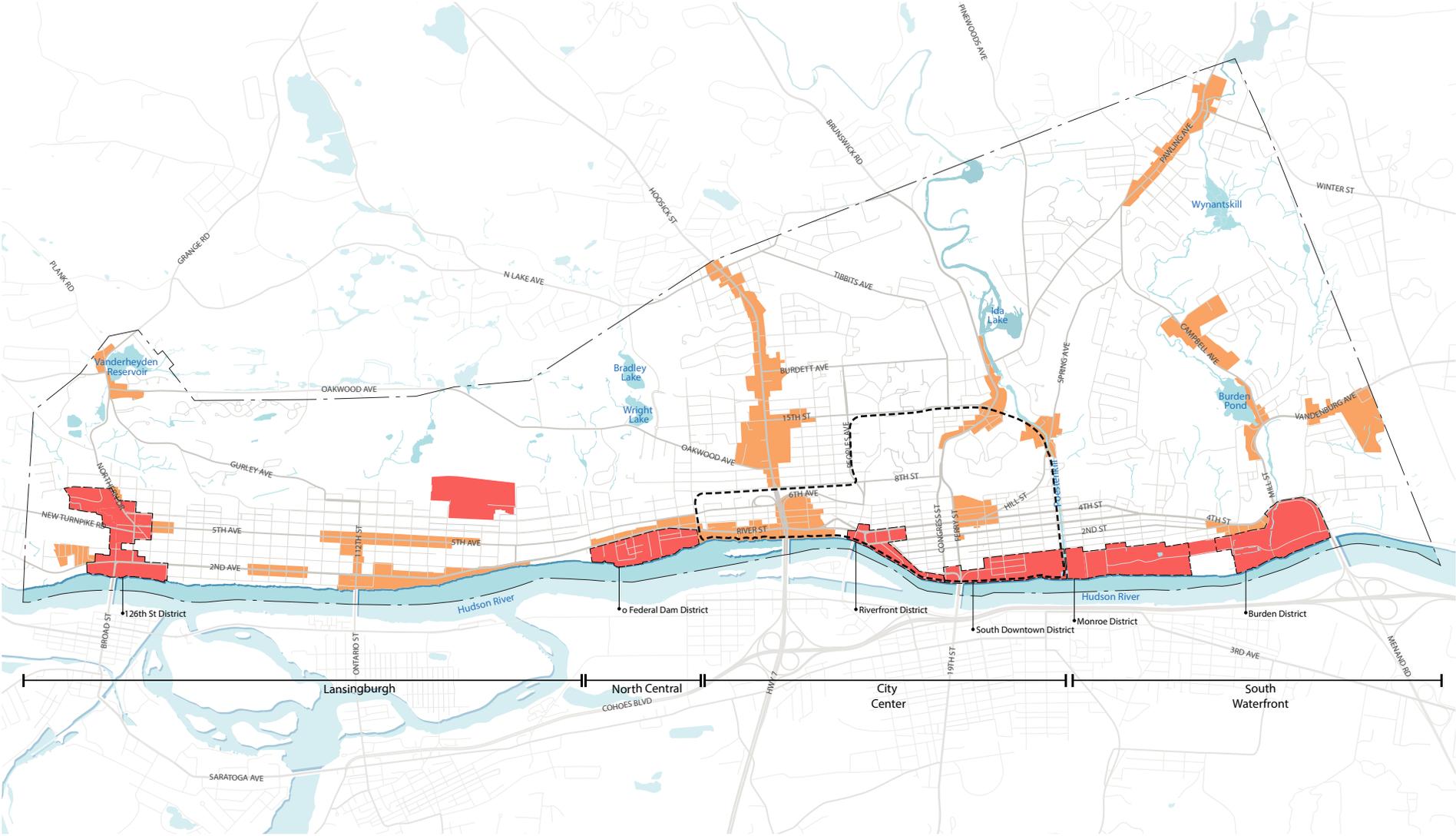
■ *Major Reinvestment Areas* provide opportunities for significant change that can support population and employment growth at various scales. *Major reinvestment areas* include large vacant areas within and adjacent to the *city center*, older commercial areas and underutilized industrial sites. Major Reinvestment will be the focus of significant new development and city building activity. These areas will facilitate the establishment of new offices and commercial development, as well as a diverse range of new residential *neighborhoods* that contain a mix of housing types, including housing for seniors and families with children.

■ *Gradual Change Areas* are typically located along major transportation *corridors* and routes where sensitive *infill* can support a greater mix of uses and investment in existing properties. These areas will serve as areas for *infill*, *intensification* and reinvestment throughout the city, and will provide an appropriate transition in intensity, scale and use to stable residential areas and *major reinvestment Areas*.

# Map 1 - City Structure



# Map 2 - Reinvestment Areas



- Major Reinvestment Areas
- City Limits
- Gradual Change Areas
- City Center

# PART B: GOALS, OBJECTIVES & POLICIES





# 4.0

## COMPREHENSIVE PLAN GOALS, OBJECTIVES & POLICIES

This Comprehensive Plan is based on six goals developed through a series of city-wide and neighborhood public meetings. Together, the goals provide a framework to guide change in the city and capture new economic, social and cultural opportunities. They are supported by objectives and policies which are the result of an extensive consultation process and have been designed to organize future activities around a set of priorities that support the vision of this Plan.

The achievement of these goals will require collaboration both internally among city departments and commissions, and externally with residents, community groups, institutions and business leaders to leverage resources, improve existing processes, and work collaboratively toward realizing Troy and its vision. This will require strong leadership and commitment to the Plan and a sustained program of reinvestment aimed at securing long-term community prosperity and well-being.



**Grow the Economy and Population**



**Promote Healthy, Safe, and Green Neighborhoods**



**Invest in Mobility, Accessibility and Transportation**



**Preserve and Showcase the City's Parks, Open Spaces and Cultural Assets**



**Plan for Sustainable Infrastructure and Protect the Environment**



**Support Compact Growth**



## Goal 1: Grow the Economy and Population

The City of Troy is situated at the heart of a very large market. It is within 500 miles of 26% of the American population and 65% of the Canadian population. Troy is also closely connected to the larger regional economy and has a strong focus on four job sectors including government, health care, education and the retail trade sectors. In 2013, there were 26,500 jobs in Troy and over 50% of these jobs were within these sectors.

Growth in jobs in the arts, entertainment and recreation category as well as professional, scientific and technical service have outpaced those created at a national level, indicating the growth of the creative economy within the region. The ability to grow and strengthen these sectors will be part of the city's broader economic development strategy and these sectors would logically be attracted to the amenities, character and availability of office and commercial space in Troy's urban areas.

As the region grows, the City of Troy will need to ensure that it can attract its share of projected regional population and job growth. This will require strategic actions aimed at leveraging and marketing Troy's assets including its historic downtown, strong educational institutions, opportunities for waterfront transformation and emerging activity in the innovation and technology sectors which are beginning to gravitate to Troy and in particular the *city center*. The longer term development of *major reinvestment areas* described in Part C of this Plan, identify areas to focus future growth of new residents and jobs in the city.

To achieve this goal, Troy should establish a minimum target of 1% new growth in residents and jobs annually. Along with expanding the tax base, targeted growth can enhance the vitality of the city, revitalize established *neighborhoods* and create new regionally significant employment districts along the waterfront. More economic activity within the *city center* and in *nodes* and *corridors* will also be important to create locally-based jobs and more vibrant places to work.

This section focuses on policies and strategies that will assist the City in capturing new population and job growth. Coordinating and aligning these policies with other sections of this Comprehensive Plan will ensure an integrated approach to growth that optimizes the city's key assets.

### Map(s) Related to this Goal

- **Map 3:** *Employment Areas* identify the city's *employment areas* and associated land. The *employment areas* in the City of Troy are organized into the following categories: *major institutions*; employment business; employment industrial
- **Map 4:** The *City Center* identifies the components of a broader downtown area with a high concentration of amenities and services, residential and employment density and mixed use development.



> Troy's Historic Downtown

## 1.1 Promote the *city center* as a key area for residential growth.

- 1.1.1. The *city center* will be made up of areas to the north, south and east of *historic downtown* where greater development opportunities exist and there is an opportunity to capitalize on the value of the *historic downtown*.
- 1.1.2. The *city center* will be planned to accommodate more than 1,000 new residents in the next five years, as well as significant employment growth and new recreational, cultural and entertainment uses.
- 1.1.3. The *city center* will be a mixed-use center with a variety of new activities, higher density uses and employment opportunities.

## 1.2 Promote job growth and the competitiveness of the city's existing employment base.

- 1.2.1. Encourage employment opportunities in the health and social service, professional, technical and scientific, education, manufacturing, and construction sectors.
- 1.2.2. Employment growth will be accommodated in *employment areas*. These areas will consist of the following designations shown on Map 3:
  - *Major Institutions* such as educational facilities and health care centers;
  - Employment Business including office and flexible office spaces; and
  - Employment Industrial including traditional industrial uses such as manufacturing, processing, assembly, construction and service and trade, as well as warehousing and distribution.
- 1.2.3. Office and light industrial uses will be developed in Reinvestment Areas.
- 1.2.4. *Brownfields* will be cleaned up and reused, prioritizing those in Reinvestment Areas. *Brownfield* Cleanup Program tax credits will be promoted as a way to expedite the cleanup of *brownfield* sites. Where deemed beneficial, *Brownfield Opportunity Area Programs* will be used.
- 1.2.5. Troy will develop, upgrade and maintain infrastructure, including municipal utilities and broadband capacity in all *employment areas* shown on Map 3 to support existing and new employment opportunities.
- 1.2.6. *Nodes* and *corridors* will be planned to ensure that they have an appropriate mix of retail, services and other small-scale businesses to meet the needs of local residents and provide employment opportunities.

1.2.7. Local and neighborhood employment will be encouraged within the *nodes* and *corridors* to ensure jobs are available close to where people live.

1.2.8. *Major institutions* are key employment anchors and will be allowed to grow as is appropriate for their continued operation.

## 1.3 Support existing and new creative and cultural industries.

- 1.3.1. Existing creative assets and institutions, including the Tech Center of Gravity and the Troy Innovation Garage will be showcased to position Troy as a regional creative and technology hub.
- 1.3.2. Older industrial buildings and *employment areas* will be reused, remediated and/or repurposed to accommodate new businesses.
- 1.3.3. Troy's creative and technology hub that brings arts, technology, creative markets, education and talent development together will be supported to encourage additional entrepreneurial activity.
- 1.3.4. Diverse and *affordable housing* options will be planned for to help attract employees from the cultural and creative industry.

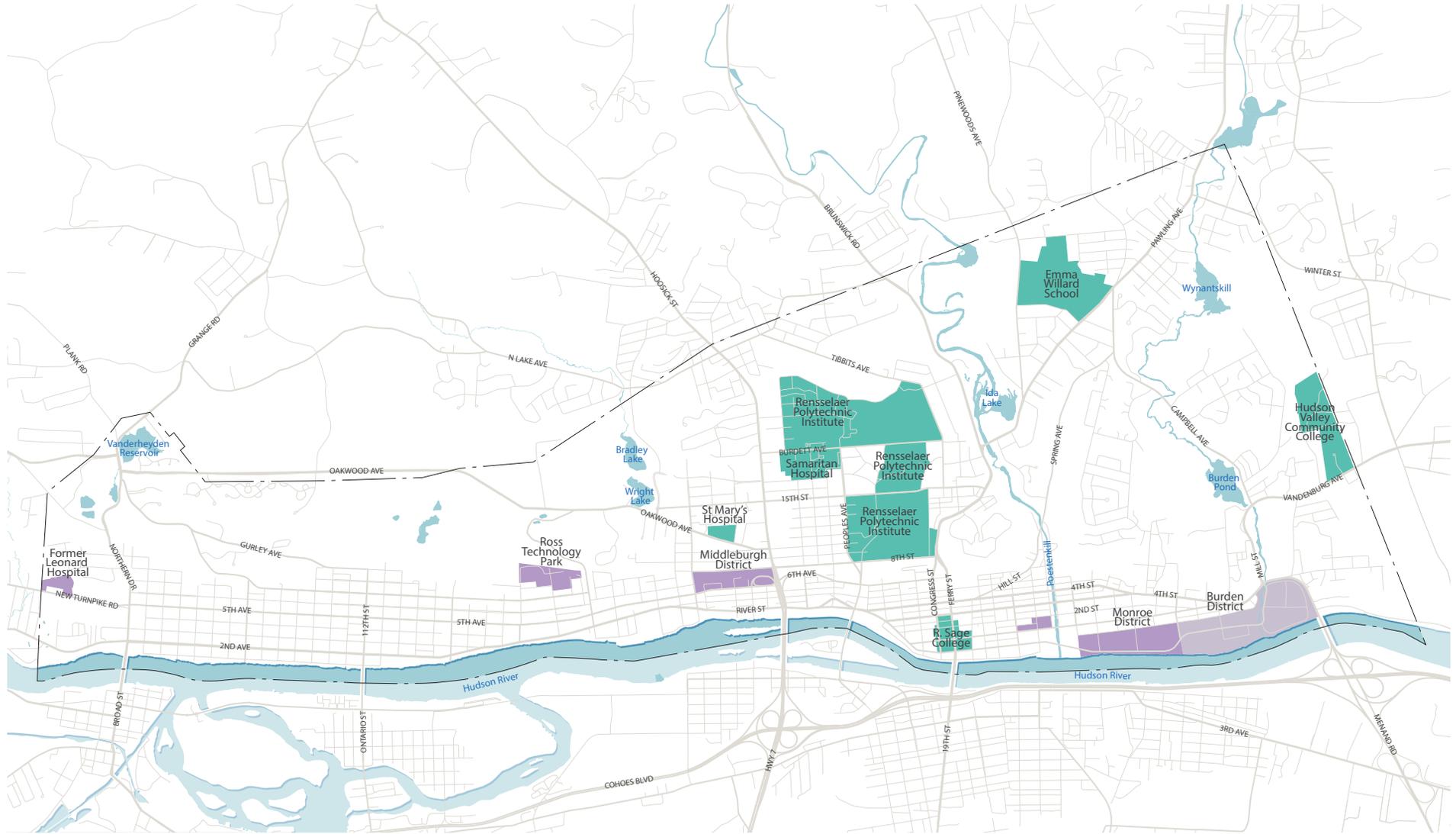
## 1.4 Promote tourism and Troy's draw as a distinct tourism destination.

- 1.4.1. Troy will collaborate with business, government and non-profit groups to support tourism activities and the growth of tourism facilities.
- 1.4.2. Partnerships will be created to support artists, cultural programs, events and facilities that contribute to the city's distinct tourism draw.
- 1.4.3. Troy's *historic downtown* will be enhanced as a tourism destination by promoting heritage initiatives such as a United Nations Educational, Scientific and Cultural Organization (UNESCO) world heritage designation and supporting historic preservation initiatives.
- 1.4.4. Arts, culture and heritage within the *city center* will be promoted, celebrated and protected.

## **1.5 Enhance and support education and workforce training to maintain a strong position in the knowledge economy.**

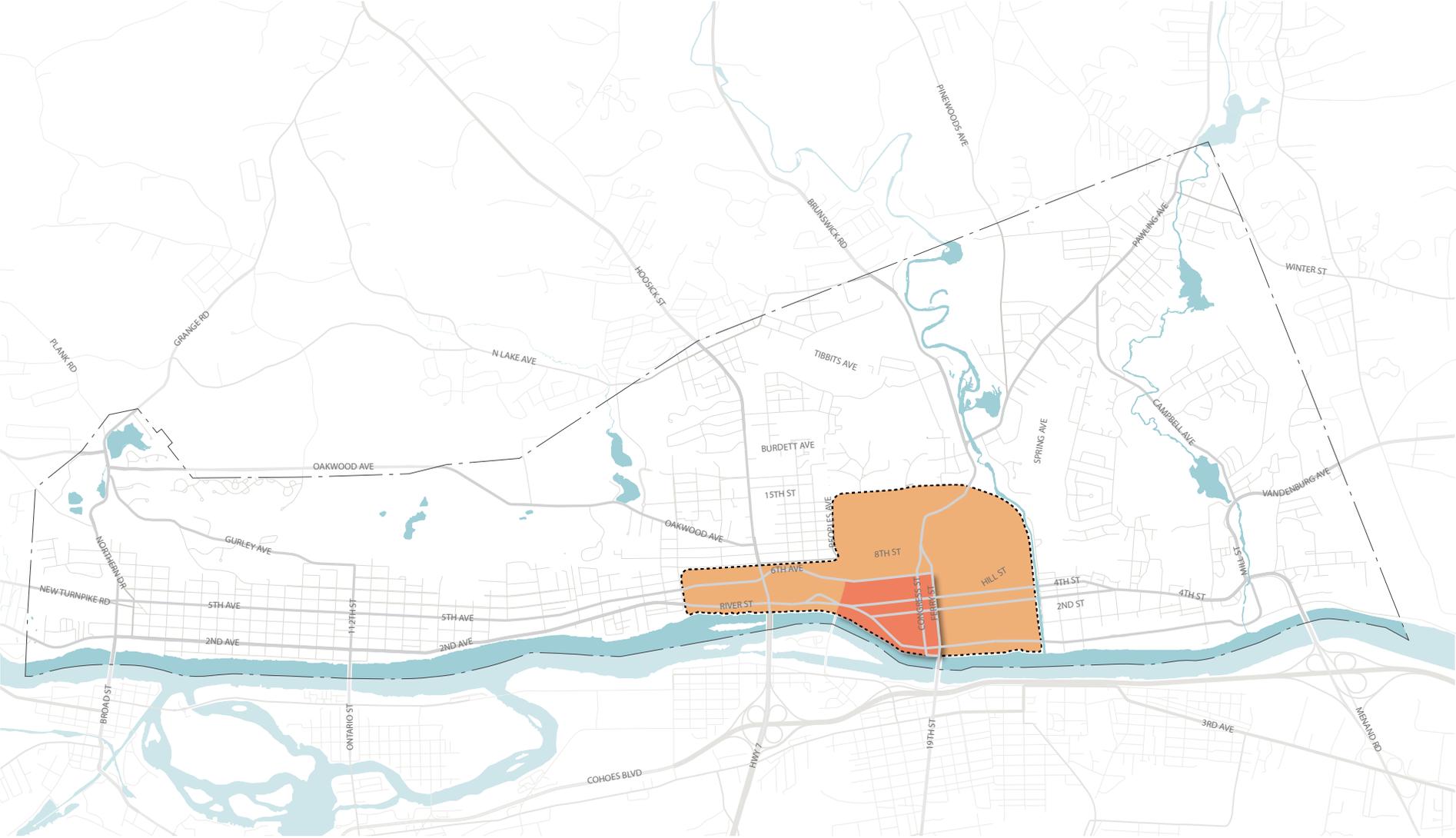
- 1.5.1 Troy will establish partnerships with local businesses and organizations to support education and workforce development city-wide.
- 1.5.2 Troy will work with local colleges and universities to support co-working spaces and promote innovation and enhanced knowledge exchange.
- 1.5.3 Working in partnership with local service agencies the City will promote programs and services that enhance Troy's competitiveness and build expertise in employment growth sectors including:
  - Health and social services;
  - Professional, technical and scientific services;
  - Education;
  - Manufacturing; and
  - Construction.
- 1.5.4 Major capital and infrastructure projects will be encouraged to provide employment opportunities for local youth.

# Map 3 - Employment Areas



- Major Institutional
- Employment Business
- Employment Industrial
- City Limits

# Map 4 - The City Center



- Historic Downtown
- City Center
- City Limits



## Goal 2: Promote Healthy, Safe, and Green Neighborhoods

Troy is made up of many different *neighborhoods*, parks and open spaces. The variety, quality and safety of these areas are key factors in maintaining the existing population and in attracting new residents and businesses to locate and invest in Troy. Healthy and complete *neighborhoods* contain a range of housing choices, employment opportunities, retail amenities, schools, parks and cultural and social facilities.

Creating healthier and more complete *neighborhoods* in the city will require targeted and comprehensive strategies that leverage investments in the existing housing stock along with strategic neighborhood improvements such as streetscape and park enhancements. Linking housing and building renovation efforts to historic preservation, the delivery of *affordable housing* and localized skill development will have a range of positive community benefits.

The creation of new areas for *mixed-use development* with a range of housing choices will support new home ownership and rental options which are needed to keep established *neighborhoods* healthy. Enhancing the relationship between the city's existing and new *neighborhoods*, the riverfront and the city's park lands through new connections, linkages and public realm improvements will connect established *neighborhoods* to new investment making these areas more attractive places to live within the city and region.

This section outlines a series of policies to strengthen Troy's many communities and make the city a more desirable place to live. It addresses the quality and type of housing that may be required to support city residents, both young and old, couples and families, and to foster complete and healthy communities. It also includes additional policy directions for key *neighborhoods* within the city. These additional policies are intended to provide more detailed guidance for growth and development over the short and longer term.

### Map(s) Related to this Goal

- **Map 2:** Reinvestment Areas
- **Map 5:** The *Neighborhoods* map outlines the city's eleven *neighborhoods*. Each of these *neighborhoods* have a distinct identity, character and features.
- **Map 6:** The Community Services and Facilities map provides the locations of community programs, facilities and agencies in the city.



> 6th Avenue Housing

## 2.1 Leverage the livability and safety of Troy's neighborhoods.

- 2.1.1 Within neighborhood *nodes*, a variety of retail and service uses as well as other local businesses will be encouraged to allow residents to work close to where they live. The City of Troy will consider a range of strategies to support neighborhood-scaled employment opportunities, including but not limited to, business planning services and tax abatement programs for stores and restaurants in the *neighborhoods*.
- 2.1.2 *Neighborhoods* will be planned to provide social service facilities. The City of Troy will work in partnership with Troy's social service agencies to prepare and update inventories of community infrastructure to help identify locations for additional community resources.
- 2.1.3 New development and infrastructure projects will be designed with Crime Prevention through Environmental Design (CPTED) principles to improve community safety.
- 2.1.4 On-line technology solutions will be planned and developed for easier reporting and tracking of neighborhood conditions.
- 2.1.5 The City will revisit its Property Disposition procedures for the sale of foreclosed properties to better enhance *neighborhoods*. This may include:
- Slowing down the sales process when necessary to afford adequate time for potential owner-occupants to procure financing; and
  - Consistently enforcing requirements placed on purchases.

## 2.2 Encourage a diverse housing stock to meet the needs of Troy's existing and future population.

- 2.2.1 A variety of housing types in terms of housing form, tenure and affordability will be promoted. In particular, townhouses and multi-unit buildings will be encouraged in the *neighborhoods*. New housing will be compatible and complementary to the existing building stock. Within primarily residential areas, the City will identify methods to prohibit uses which create heavy parking demand where insufficient capacity exists.
- 2.2.2 An *Affordable Housing* Action Plan will be developed by the City and its housing partners to encourage greater affordable options within the *neighborhoods*. The Plan will highlight that *affordable housing*, including rent-g geared-to-income housing, will be well integrated within the *neighborhoods*, mixed with market rate housing where possible and locate in proximity to transit, local amenities and *employment areas*.
- 2.2.3 Live-work units, secondary suites, and home businesses with less than three employees will be permitted in all *neighborhoods*.

- 2.2.4 In the *city center*, *nodes* and along *corridors*, mixed-use *infill* housing and residential uses on upper floors of buildings will be encouraged.
- 2.2.5 Within the *neighborhoods*, buildings with heritage value will be protected and adaptive reuse that is in keeping with the heritage attributes of the building will be promoted.
- 2.2.6 The design and construction of new housing will incorporate low-impact development and green building practices.
- 2.2.7 The City will continue to develop home ownership incentive programs to attract new residents and to support existing residents looking to purchase a home within the city.

## 2.3 Support long-term neighborhood reinvestment through rehabilitation of Troy's older and vacant housing stock.

- 2.3.1 Troy will seek to initiate the neighborhood transformational projects detailed in Part C of this Plan to encourage reinvestment and revitalization.
- 2.3.2 The revitalization of City-owned vacant lots will be promoted within the *neighborhoods* through *infill* development and *intensification*. The City will consider a full range of tools to efficiently track and monitor the city's vacant housing inventory.
- 2.3.3 Troy will increase support of the Troy Community Land Bank in undertaking strategic rehabilitation and renewal activities.
- 2.3.4 The enforcement of property standards and efficient use of enforcement resources will be prioritized. As funding becomes available, the City will explore opportunities to improve the efficiency and staffing of the Codes Department and the Offices of the Corporation Counsel. The City will consider instituting an Administrative Fee that is assessed on repeat code offenders to facilitate timely compliance.
- 2.3.5 The City will work with property owners and developers to encourage the reuse of vacant, underutilized and abandoned sites and buildings in the neighborhood to prevent neighborhood decline.
- 2.3.6 In areas that have active revitalization and renovation projects, investment in public spaces and streetscapes will be prioritized and will occur through funding such as Community Development Block Grants.

- 2.3.7 Prevent the further subdivision of residential buildings, and identify incentives to restore those that have undergone subdivision back to their historic as-built use.

## 2.4 Ensure Troy's neighborhoods are healthy and active communities.

- 2.4.1 Land use and development will be planned in a manner that ensures residents have access to a basic food store, park or other open space amenities within a fifteen-minute walk of their home or work place.
- 2.4.2 *Neighborhoods* will have high-quality pedestrian sidewalks and bicycle infrastructure to support *active transportation*. Troy will develop and implement a Safe Routes to School Master Plan.
- 2.4.3 Linkages and *corridors* to existing and planned parks and open spaces will be improved to ensure green spaces are within walking distance of nearby residents. These public realm improvements may include:
- Enhancements to the city's urban trail to initially connect the Wynantskill with the John B. Staalesen Vanderheyden Preserve in the south and to the Poestenkill and Prospect Park further north;
  - Enhancements to existing connections between Knickerbacker Park and the Uncle Sam Trail to support pedestrian access; and
  - The restoration of Prospect Park's historic trail network to better connect to the historic downtown, Little Italy and other areas.
- 2.4.4 Pedestrian and cycling trails will be integrated within the street network, parks and open spaces to encourage pedestrian connectivity within and outside *neighborhoods*. In particular:
- The South Troy Trail will be constructed to create a continuous multi-use trail from Lansingburgh to South Troy. The City will continue to enhance the trail by adding riverfront portions to the trail as opportunities arise;
  - The Uncle Sam Trail will extend north to the city line and over time to areas beyond the city; and
  - Troy's trail network will connect to the Empire State (Erie Canal) Trail Network by way of all six of Troy's Hudson River Crossings.
- 2.4.5 Community gardens and gardening programs will be encouraged in all land use designations except wetlands and natural heritage areas to help improve residents' access to fresh food options.

## 2.5 Provide accessible housing options.

- 2.5.1 The development of assisted living facilities, supportive housing and shared housing options for all lifecycles will be encouraged.
- 2.5.2 New and rehabilitated housing should aim to meet or exceed the Americans with Disabilities Act standards.
- 2.5.3 New homeowners will be actively targeted through incentive initiatives such as mortgage assistance and tax abatement programs.

## Place-Specific Strategies to Guide Neighborhood Renewal

There are a number of key locations within the city's *neighborhoods* where a combination of adaptive reuse, historic preservation and sensitive *infill* development can support a greater mix of uses, increase housing choices, deliver local employment and encourage continued private sector reinvestment in existing properties. These locations are identified as *gradual change areas* in **Map 2** as they will play an important role in long-term neighborhood transformation. They are expected to improve gradually over time, mostly through private sector initiatives but also through streetscaping and other public realm improvements intended to beautify the neighborhood, encourage pedestrian activity, support local businesses and attract private investment.

Some of the improvements in *gradual change areas* may be achieved through the use of Community Development Block Grants (CDBG). Public agencies such as the Troy Land Bank, may also play an active role in development and enhancement of *gradual change areas* through building and housing revitalization, land consolidation for new development or open space development. Collectively, these activities can have a positive impact on neighborhood stability and can encourage greater interest and activity in broader neighborhood revitalization.

This section is intended to provide more place-specific direction for the following six *neighborhoods*: **Lansingburgh, North Central, Hillside, South Central, South Troy, and Eastside.**

## Lansingburgh

Lansingburgh is one of the oldest *neighborhoods* in Troy. It is an area with a distinct character, a deep history and strong community bonds. Strategic reinvestments in this neighborhood can support the intentions of the Comprehensive Plan and can have a number of positive benefits towards the goals of greater neighborhood stability and continued reinvestment.

Strategies for Lansingburgh:

- L1: Implement the following recommendations outlined in the Lansingburgh Master Plan (2004):
- Rehabilitate Powers Park as it was originally planned and create a linkage along 111th Street to a riverfront promenade on City owned property along 1st Avenue;
  - Create a 3rd Avenue Historic Residential District;
  - Rehabilitate Lansing Commons (112th Street Park) by enhancing the perimeter, adding landscaping and new playground equipment (see policy L5);
  - Continue to invest CDBG funding to improve 2nd and 5th Avenues and 112th Street;
  - Install traffic control devices to slow vehicles, and install pedestrian improvements along transportation and commercial *corridors* including gateways at the 112th Street Bridge and at Gurley Avenue; and
  - Reconnect Lansingburgh visually and physically to the Hudson River shoreline.
- L2: Enhance the Second Avenue mixed-use corridor between 115th Street and 118th Street through new streetscape improvements including:
- New street tree plantings;
  - Pedestrian amenities in the form of benches; and
  - Improved sidewalks and decorative paving to unlock the area's *redevelopment* potential.
- L3: Enhance the Second Avenue mixed-use corridor between 103rd Street and 113th Street. Improvements may include:
- Consolidation of automotive sales and service uses to more appropriate locations to free up land for mixed-use and residential development in the center of the neighborhood;
  - Acquisition of land for an expanded park and park improvements over time to create an improved setting for local *infill* development; and
  - Public realm improvements including tree plantings, new curbs and sidewalks.

- L4: Enhance the Fifth Avenue mixed-use corridor between 105th Street and 114th Street. Improvements may include:
  - Consolidation of automotive sales and service uses to an industrial location to support a greater mix of uses in the area;
  - Development of a Streetscape Improvement Plan for Fifth Avenue to improve the character of the area. The Streetscape Improvement Plan should include recommended locations for new street trees, benches, public art and attractive lighting; and
  - Improved pedestrian amenities including benches and landscape screening at 112th Street Park to make the park a more attractive and inviting civic and neighborhood destination (see policy L5).
- L5: Improve the 112th Street and 120th Street Parks to serve the recreational needs of area residents. The development of a Parks Planning Study is encouraged to evaluate a range of park improvements including:
  - The removal or renovation of deteriorated park facilities;
  - The introduction of new playground equipment and sports fields;
  - The creation of family zones in suitable locations within the parks; and
  - The installation of trees and other appropriate landscaping.
- L6: Adaptively re-use the former Leonard Hospital site to support new development that is compatible with the neighborhood.
- L7: Establish a new waterfront park between 123rd and 126th Streets by creatively redesigning and expanding the existing City-owned boat launch.
- L8: Develop triangular plazas/*forks* at the following street connections:
  - New Turnpike Road and Northern Drive; and
  - 106 Street at 2nd Avenue and 3rd Avenue.
- L9: Create *waterfront lobbies* at the termini of the following streets:
 

123rd Street	117th Street	107th Street
122nd Street	116th Street	106th Street
120th Street	115th Street	105th Street
119th Street	114th Street	104th Street
118th Street	113th Street	103rd Street
- L10: Undertake detailed study or analysis on the Major Reinvestment Area Projects within the neighborhood including the 26th Street District, and Knickerbacker Park projects outlined in Part C.
- L11: Improve sidewalk conditions throughout the neighborhood to improve safety and neighborhood connections.

## North Central (Includes areas north of Hoosick Street, and areas east to the city line including North Hillside and Frear Park)

The North Central neighborhood historically constituted the northern end of the original City of Troy. The neighborhood developed around the location of a water power facility at the Hudson River Dam and ease of access to water transportation and railroad. It served as the site for mills warehouses and heavy industry with housing and commercial services for local workers. As the city's manufacturing base contracted and residential patterns changed, activity in the North Central neighborhood began to decline.

The nine-block area called "Hillside North" is a subsection of the larger North Central neighborhood. Once home to mill and factory workers (including Kate Mullaney, a laundress who organized the first women's labor union in 1864), the area is located on a hill that slopes up from the Hudson River, affording some great views toward the west.

Targeted reinvestment along the North Central riverfront will help redefine the neighborhood and will support the introduction of new businesses and housing for a range of income levels.

Strategies for North Central:

- NC1: Enhance 101 Street to Middleburgh where 2nd Avenue transitions to River Street. Improvements may include:
  - The City's acquisition of the triangular site at Fifth Avenue, River Street and Middleburgh Street for use as a future signature park with a potential revenue generating amenity such as a restaurant overlooking the park on the Middleburgh frontage.
- NC2: Construct the Ingalls Avenue Boat Launch and connect it to the surrounding park and trail system.
  - Expand the boat launch area to the south across the adjacent city-owned lot to create a waterfront park;
  - Identify methods to integrate *redevelopment* of the Marshall Ray building at 701 River Street into the park and waterfront; and
  - Explore opportunities to install interpretive art exhibits along the park and trail system.

- NC3: Extend the Riverfront Trail north into the North Central neighborhood.
- In the short term, development of the trail should focus on the extension of the trail north to the Ingalls Avenue Park and Boat Launch creating 1.5 miles of riverfront trail;
  - In the longer term, the trail should be extended further north from the Ingalls Avenue Boat Launch to the Federal Dam and beyond;
  - The City will explore financing methods to support the development of difficult sections of the trail.
- NC4: Support the Troy Community Land Bank's work in the North Central neighborhood.
- Prioritize property transfers to the Land Bank to encourage owner-occupancy;
  - Consider reducing or removing Land Bank costs for acquiring city-owned in-rem properties; and
  - Expand partnership between the City, Land Bank, Troy Rehabilitation and Improvement Program (TRIP) and Habitat for Humanity to co-develop properties in the City.
- NC5: Identify and plan for a location that will serve as the neighborhood's new central business district to expand employment opportunities for neighborhood residents.
- NC6: Investigate opportunities to address parking shortages particularly in the area around North Street and Middleburgh Street.
- NC7: Incentivize the *redevelopment* of lands containing incompatible uses at 7th Avenue between Glen Avenue and 101st Street.
- NC8: Prohibit new or the expansion of existing incompatible auto-related uses including storage, salvage and sales facilities.
- NC9: Study the existing traffic and pedestrian conditions in the Hillside North neighborhood and the feasibility of additional cross streets on the longer blocks between Rensselaer and Middleburgh Street.
- NC10: Introduce pedestrian-scaled lighting along neighborhood streets to promote passive surveillance and enhanced safety.
- NC11: Consider introducing traffic calming measures in the neighborhood such as speed tables and bump-outs to reduce vehicular speeds.
- NC12: Enhance existing parks and natural spaces while encouraging the development of new open spaces including pocket parks. Improvements to existing parks may include:
- 10th Street Park - replacement of inappropriate concrete blocks and introduction of new garbage facilities;
  - Frear Park - resurfacing of the existing tennis courts and replacement of the climbing park;
  - 7th Avenue and Ingalls Park - repairs to the perimeter fence; and
  - Craigin Park - possible expansion of the park to connect to the Uncle Sam Bike Trail.
- NC13: Develop triangular plazas/*forks* at the following street connections:
- River Street and Ingalls Avenue;
  - 10th Street and Oakwood Avenue.
- NC14: Create *waterfront lobbies* at the termini of the following streets:
- |              |                   |                    |
|--------------|-------------------|--------------------|
| 102nd Street | Douw Street       | Middleburgh Street |
| Jay Street   | Rensselaer Street |                    |
- NC15: Develop a plan for Redevelopment of the area between 6th Avenue and 8th Street from Hoosick Street to Middleburgh Street and create better connections to the Downtown from the Hillside North neighborhood.
- NC16: Restore Hillside's connectivity to Hoosick Street and the Route 4 transit network and explore additional opportunities to restore connections from Hillside North to the downtown transit network on Route 4.
- NC17: Work with property owners between Hoosick Street and Middleburgh Street to support improved access to Hoosick Street and enhanced neighborhood connectivity.
- NC17: With Capital District Transportation Authority and the Land Bank, develop a Bus Rapid Transit Station on River Street in the Federal Dam District.

## Hillside (Includes Beman Park, RPI and Congress Street) & Sycaway

The Hillside area stretches from Prospect Park in the south to Hoosick Street in the North and from 8th Street to Burdett Avenue. Sycaway continues east of Burdett to the City line, consisting mostly of 19th and 20th century structures on larger lots. The neighborhood's gateway hosts three historic buildings: the Kate Mullaney House (now a National Historic Site and labor museum); the Oakwood Presbyterian Church (now a community center) with a rich civil rights history; and the Esek Bussey Firehouse, a historic building built in 1891-92. Hillside North is boarded on two sides by busy commuter arteries built decades ago that makes it difficult to walk or bike to downtown's business district. Strategic streetscape and roadway improvements in this area will improve access within the neighborhood and to surrounding destinations.

Strategies for Hillside:

- H1: Implement the following recommendations from the Hoosick Street Corridor Plan (2004):
- Redesign Hoosick Street as a parkway with a median, reduced access points and street trees;
  - Introduce regulatory and roadway changes at 6th and 8th Street to alleviate traffic and enhance the gateway to Troy from the bridge;
  - Enforce the Land Use regulations adopted in the Zoning Ordinance as new projects appear before the Zoning Board and Planning Commission;
  - Develop neighborhood Design Guidelines to ensure future development and renovations create a consistent, coherent and functional district;
  - Construct a western gateway at the bridge and eastern gateway at Mont Pleasant Avenue;
  - Create an Access Management Plan to consolidate, eliminate and regulate driveways;
  - Identify bicycle routes and trail opportunities in the corridor.
- H2: Enhance existing parks and natural spaces, while encouraging the development of new open spaces, including pocket parks. Improvements to existing parks may include:
- Beman Park - creation of a dog park and new playground equipment;
  - 9th Street Park (between Jacob and Eagle Streets) - new playground equipment;
  - 8th Street Park - tree planting and landscaping initiatives; and
  - Prospect Park - resurfacing of the existing tennis courts enhancements to the condition of the spray park, adaptive reuse of the Prospect Park pool into a skate park or theater.

- H3: Introduce pedestrian-scaled lighting along key neighborhood routes to promote passive surveillance and enhanced safety.
- H4: Consider introducing traffic calming measures in the neighborhood such as speed tables and bump-outs to reduce vehicular speeds.
- H5: Consider the introduction of raised barriers or other interventions that eliminate cut-through traffic and prohibit heavy truck traffic on Route 2 and other areas within the neighborhood.
- H6: Repair and maintain the 'little' approach at 12th Street and Peoples Avenue.
- H7: Inventory sidewalk conditions throughout the neighborhood and develop a long-term plan to complete the sidewalk network.
- H8: Enhance the intersection of Sage and Eaton Road to improve access and safety for pedestrian and cyclists.
- H9: Develop a Master Plan to improve 15th Street between Hoosick Street and Peoples Avenue, to create a gateway to the neighborhood and to RPI. The Master Plan should identify the following:
- New street and path connections that will improve permeability;
  - Recommended façade enhancements to commercial and residential buildings to improve the look and feel of the neighborhood;
  - Proposed locations for open spaces and their relationship to surrounding streets.
- H10: Encourage RPI to limit land banking and support the active use of neighborhood properties.

## South Central (including Riverside, Washington Park, Little Italy and the Pottery District)

The South Central neighborhood is bounded by three natural features including the Hudson River to the west, the slopes of Mount Ida to the east and the canal to the south. The neighborhood contains two distinct residential areas; Little Italy which is characterized by its two and three-story 19th century brick buildings, and the area from Russel Sage College south to Washington Park that contains stately mansions built prior to the 1860s. Improved connections to open spaces, parks and trails in around the neighborhood will enhance movement through the neighborhood and will provide strong linkages to key recreational assets.

Strategies for South Central:

- SC1: Introduce streetscaping improvements along 4th Street north of the Poestenkill that support and celebrate the street's role as a main gateway to the downtown. Improvements to this street may include:
- Repairs to existing curb cuts, and sidewalks;
  - New pedestrian-oriented lighting;
  - High-quality street crossings; and
  - Landscaping, public art and other design treatments.
- SC2: Establish a gateway to South Central/Little Italy Neighborhood (Ida Street and 4th Street intersection) such as the creation of a pocket park or garden acknowledging the history of the area with a vision for the future.
- SC3: Re-establish connections to and through Prospect Park. Strategies to improve connections may include:
- Connect South Central and the *city center* with the Prospect Park walking trails and overlooks. A connection may be made by reclaiming the abandoned access road that starts on park property at Hill Street between Adams Street and Jefferson Streets and ascends to the Prospect Park summit at the swimming pool;
  - Study the creation of additional access points where possible, including Ferry Street, Havermans Avenue, Buckley Street, Arthur Court, and from the Poestenkill Gorge area. Clear overlook areas along these trails to create shorter hiking destinations and to create better visual connections;
  - Clear, maintain and enhance the trail under the utility right-of-way on Lower Prospect Park lands between Liberty and Ferry Streets.
- SC4: Create a linear greenway along the Poestenkill, providing bike and pedestrian access from the waterfront through the neighborhood to Prospect Park and the Poestenkill Greenway. Investigate ways to incorporate Canal Street as part of this design.
- SC5: Enhance neighborhood entrances through public realm improvements and wayfinding. Key neighborhood entrances include:
- Ferry Street between 3rd Street and 4th Street; and
  - 4th Street and 2nd Street where the neighborhood crosses the canal.
- SC6: Partner with land owners of the salt pile to relocate it or mitigate its impacts on the neighborhood.
- SC7: Continue to work with the Troy Housing Authority to develop a long-term plan to redevelop the Taylor Apartment buildings, including the demolition of vacant buildings 1 & 2, and ensure that buildings 3 & 4 enhance the site's riverfront location.
- SC8: Preserve the history of the former Hill Street Market site located between Liberty and Washington Streets in Troy's Little Italy neighborhood and introduce enhancements to the site. This may include:
- Designating the site as a neighborhood public space for entertainment, sporting events, festivals, car shows, reunions, and other family-friendly social activities;
  - Installing interpretative signage about the history of the market at the site;
  - Constructing a WWII memorial for veterans from the 8th Ward;
  - Incorporating street trees, landscaping, pedestrian amenities and a permanent stage platform in a corner of the site to improve the image of the areas to support greater activity.
- SC9: Consider introducing traffic calming measures in the neighborhood such as speed tables and bump-outs to reduce vehicular speeds.
- SC10: Inventory sidewalk conditions throughout the neighborhood and develop a long-term plan to complete the sidewalk network to better support area residents.
- SC11: Develop triangular plazas/*forks* at the following street connections:
- Hill Street, Adams Street and 5th Avenue
- SC12: Create *waterfront lobbies* at the termini of the following streets:
- |                 |                |              |
|-----------------|----------------|--------------|
| Congress Street | Liberty Street | Adams Street |
| Madison Street  | Monroe Street  |              |
- SC13: Further detailed study or analysis will be considered for the Major Reinvestment Area Projects including the Riverside and Monroe Districts discussed in Part C.

## South Troy (includes Burden, Osgood and Stowe)

South Troy, generally south of the Poestenkill to the City line, developed in the mid to late-nineteenth century, as industrialists began to locate mills and factories along the Poestenkill and Wynantskill. Paper mills, distilleries and grain mills were numerous, but it was the early introduction of iron and steel manufacturing that had the most pronounced effect. Transportation links offered by the New York Canals and the railroads helped turn South Troy into one of the nation's first manufacturing centers. Today, South Troy is densely populated, with a mix of industrial and residential uses. Much of the area along the river is underutilized and cuts off public access to the river. The longer term *redevelopment* of industrial properties, and the introduction of new vehicular and pedestrian connections will enhance and support neighborhood renewal.

Strategies for South Troy:

- ST1: Encourage the long-term *redevelopment* of the King Fuels, Sperry and Alamo site by expediting the site's remediation process. The *redevelopment* of the lands should consider the following:
- The creation of a riverfront trail and park land with connections to other city trails and lands in Rensselaer County south of the Menands Bridge;
  - The removal of the Transfer Station (following its lease expiration in 2030);
  - The consolidation of the sites for more constructive and environmentally friendly development uses suitable to attract 21st century industry and business development. New uses should look to take advantage of waterfront locations, convenient access to Interstate 787, and the strong nearby residential employment base; and
  - The integration of parks and open space buffers around the Burden Museum and the jail.
- ST2: Establish the South Troy Industrial access road. The development of the road should consider the following:
- The creation of a bypass that will direct trucks off local roads from Main Street moving northward;
  - The installation of new water and sewer lines to provide for future waterfront development;
  - The development of a direct connection from Access Road to the Menands bridge. This will require collaboration with the Department of Transportation to create an appropriate design and to secure necessary funding; and
  - Design options to ease congestion at the intersection of Route 4 at Morrison/Stowe and Route 4 at Mill Street.

- ST3: Complete the South Troy Bike Trail south from Riverfront Park to the Menands Bridge and explore opportunities to connect across the Menands Bridge to Albany County with riding lanes as opposed to dismount areas.
- ST4: 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 along the Wynantskill to the Hudson River to connect with other trails via Troy's undeveloped escarpment system.
- ST5: Partner with TAP, Troy Community Land Bank, and neighborhood groups to create energy efficient infill homes for owner occupants, or neighborhood focal points through a system of pocket parks on vacant lots and on sites created by demolition of blighted structures.
- ST6: Develop triangular plazas/*forks* at the following street connections:
- Van Buren, 3rd Street and 4th Street
  - Burden Avenue, Main Street, 4th Street and 1st Street
  - Polk Street, 1st Street and 2nd Street
- ST7: Work with local and regional partners to explore opportunities to incorporate energy-efficient LED lighting on the Menands Bridge to establish a more attractive and welcoming gateway into South Troy.
- ST8: Consider designating sections of 2nd and 3rd Streets as part of the National Historic Register to support the creation of a South Troy Historic District over time.
- ST9: Create *waterfront lobbies* at the termini of the following streets:
- |                  |                           |
|------------------|---------------------------|
| Jackson Street   | Tyler Street              |
| Van Buren Street | The bottom of Wynantskill |
| Harrison Street  | Water Street              |
- ST10: Protect the city-owned lands along Forbes Avenue and on Troy's border with North Greenbush for open space and acquire additional land as opportunities become available.
- ST11: Undertake detailed study or analysis on the Major Reinvestment Area Projects within the neighborhood including the Burden District discussed in Part C.

## Eastside (includes Albia and Campbell Avenue neighborhoods)

The Eastside neighborhood is largely residential with commercial development concentrated along major roadways including Pawling and Campbell Avenue. Housing in the neighborhood was built more recently and the area is much less developed compared with other locations in the city. A range of low-scale streetscape and park/open space improvements will help increase neighborhood activity and support residents.

Strategies for Eastside:

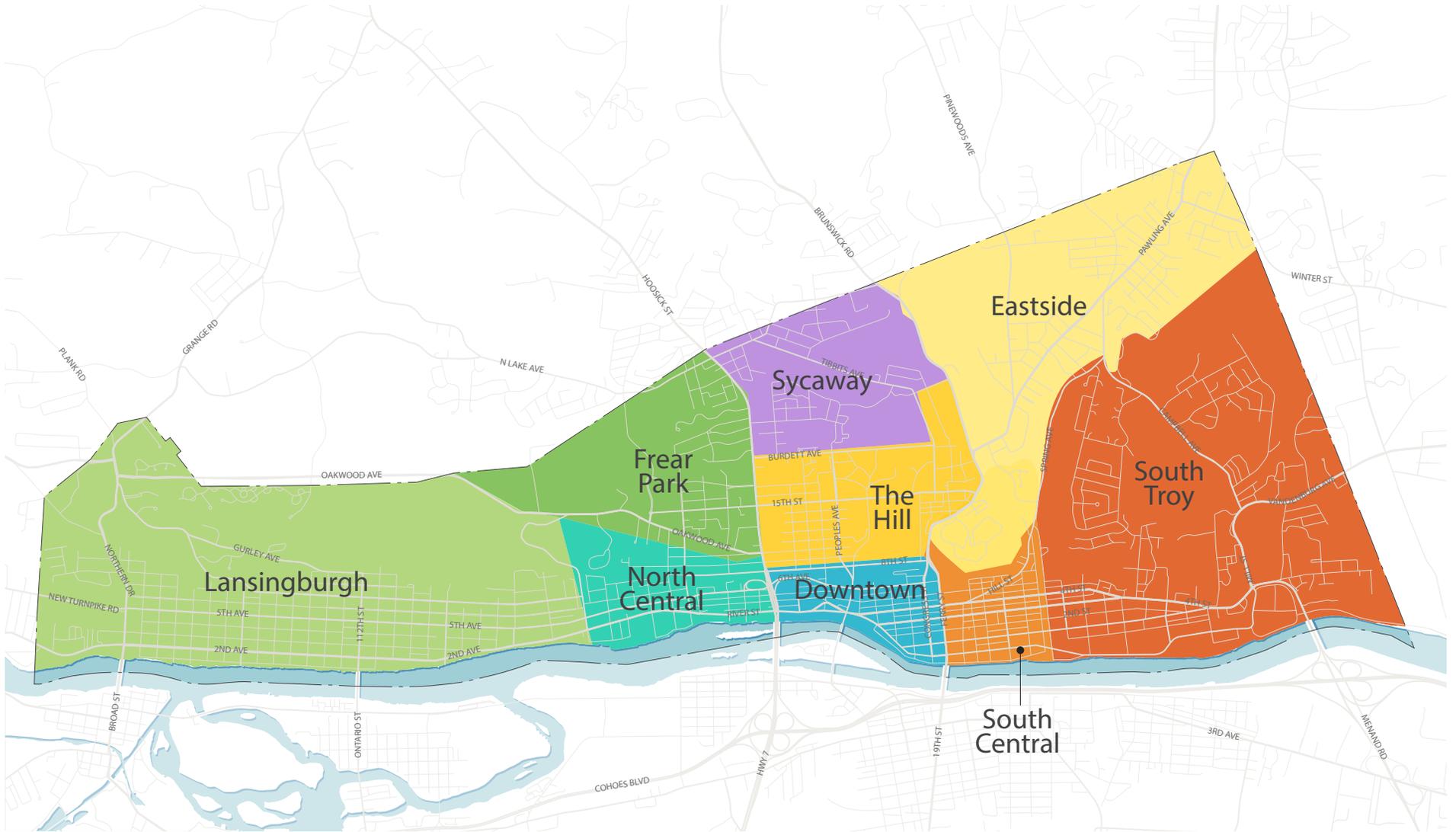
- E1: Enhance existing local parks and natural spaces, while encouraging the development of new open spaces, including pocket parks. Actions should include:
- Mount Ida Cemetery and Lake - the introduction of new active family uses and interpretation, restoration of the pillar, and gatehouse and fencing along Pawling Avenue;
  - Prospect Park - improved connections to the Prospect Park access road from the burial grounds at Walnut Street, adaptive reuse of the Prospect Park pool such as a theater skate park,
  - Kinlock Park - expansion of the park north through vacant lands to support a greater range of uses/users, improvements to the dog park, restoration of the water pad to provide an alternative to the former pool and replacement of aging playground equipment;
  - Poestenkill Gorge Park - maintain, replace or restore improvements to support physical and visual access to the park, and identify methods to connect Gorge Park to Prospect Park and Mount Ida; and
  - Open space at Spring and Palwing Avenues - continue to protect as an open space and identify possible methods for acquisition.
- E2: Support the establishment of a Pawling Avenue Commercial District that appropriately leverages the areas assets.
- E3: Explore opportunities to redevelop the former Ardex industrial site with new *mixed-use development* that capitalizes on the site's locational advantage and that complements surrounding uses.
- E4: Develop a gateway landscape strategy and treatment for the area around Pawling Avenue at the City Line, Spring Avenue, Congress Street and at Campbell and Vandenburg.
- E5: Complete the sidewalk network along Campbell Avenue west of Spring Avenue. Inventory sidewalk conditions and develop a long term plan to improve and maintain sidewalks throughout the neighborhood.

- E6: Study the existing traffic and pedestrian conditions in the neighborhood and the feasibility of redesigning the Campbell Avenue, Spring Avenue and Maple Avenue intersections to improve safety.
- E7: Explore opportunities to re-use the landfill for recreational or energy uses such as wind or solar power or to support community institutions.
- E8: Consider introducing traffic calming measures in the neighborhood such as speed tables and bump-outs to reduce vehicular speeds.
- E9: Develop triangular plazas/*forks* at the following street connections:
- Pawling Avenue at Congress Street
  - Pawling Avenue and Spring Avenue
- E10: Work with neighborhood residents to create an historic district.

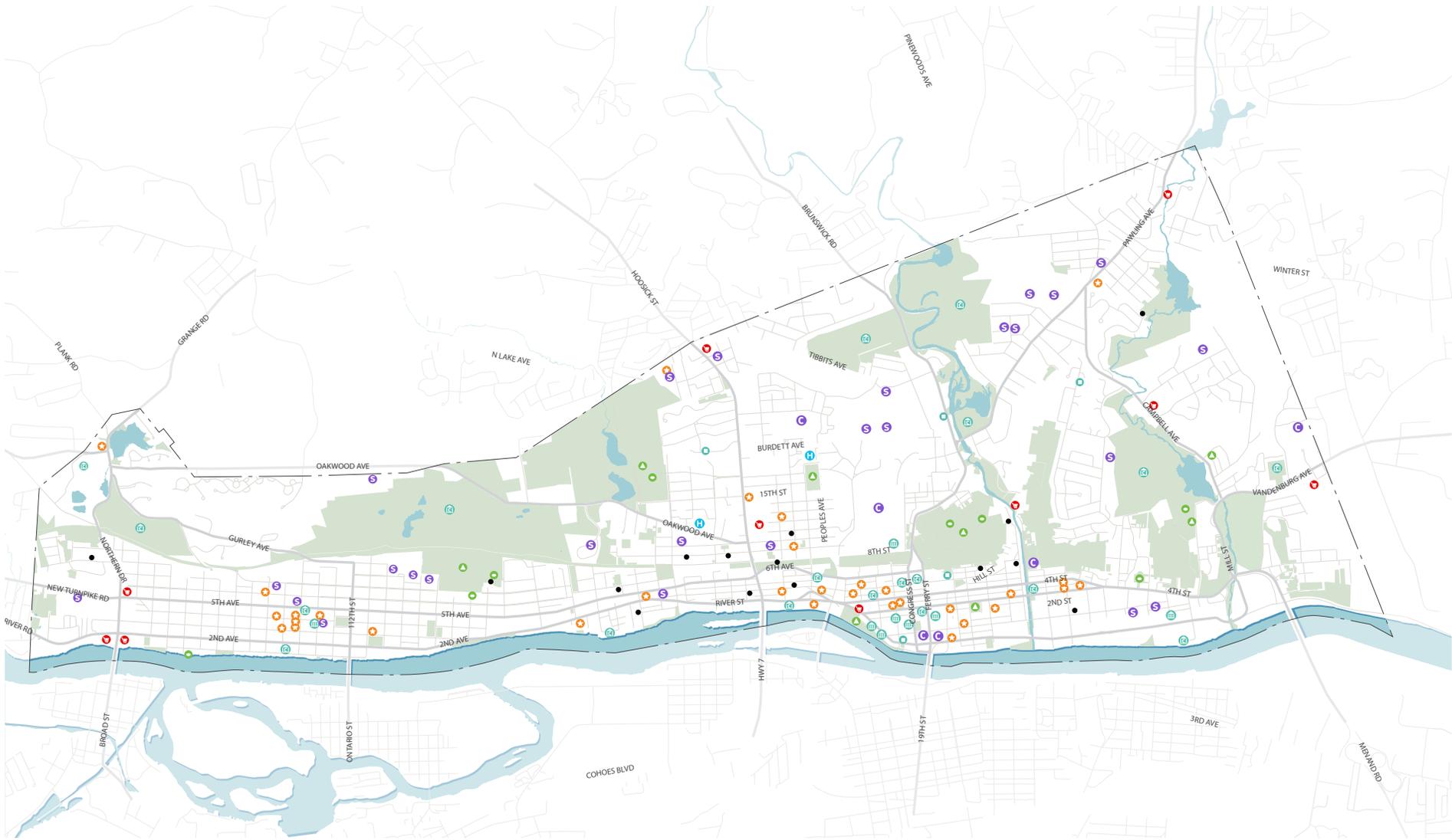


> City of Troy - Historic housing

## Map 5 - Neighborhoods



# Map 6 - Community Services & Facilities



- City Limits
- Major Park
- Sports/Leisure
- Worship Place
- Community Center
- Hospital
- Cultural
- Civic
- School
- College
- Major retail/Commercial
- Community Garden

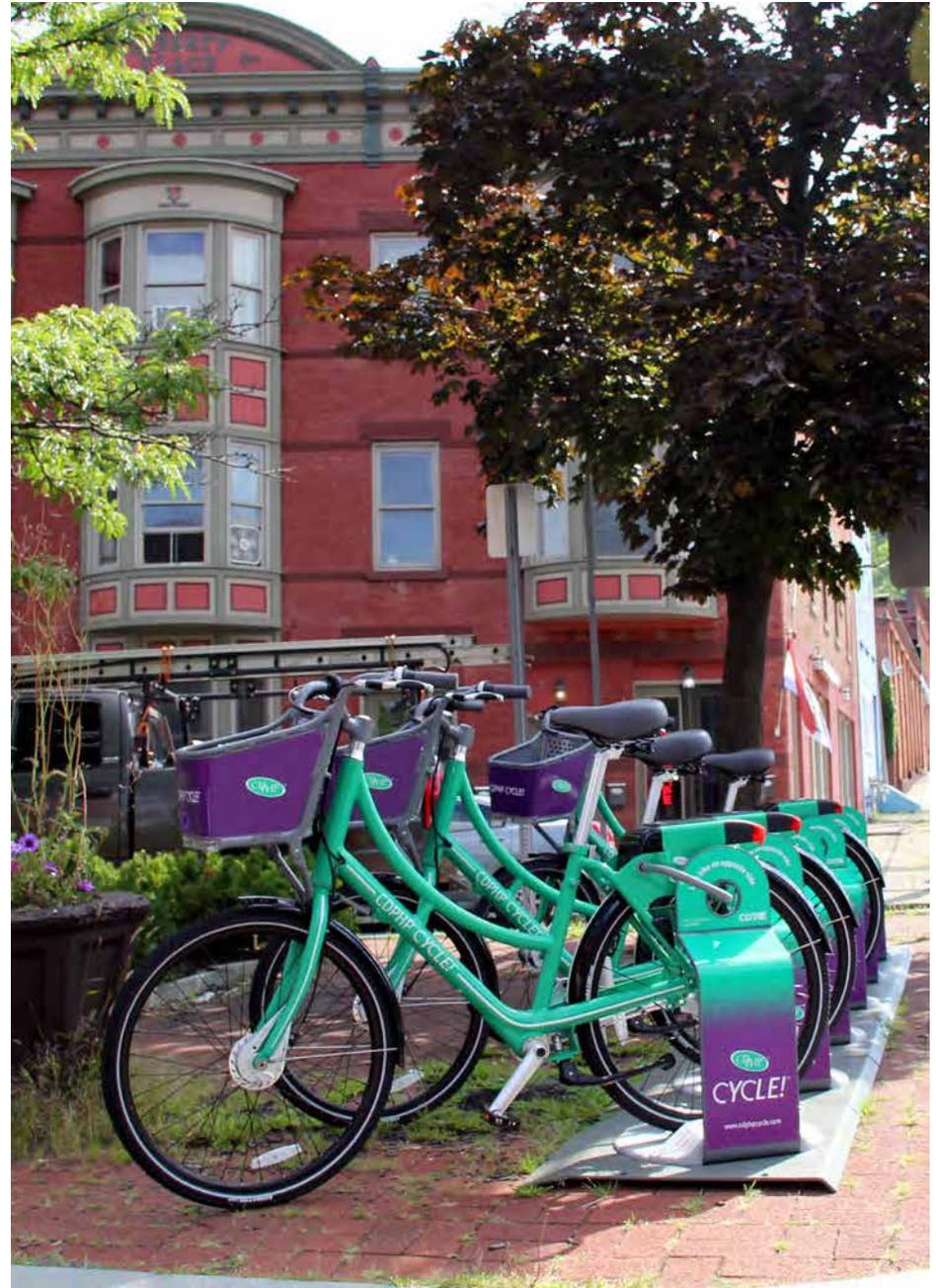


## Goal 3: Invest in Mobility - Accessibility and Transportation

A transportation system designed for all travel modes – walking, cycling, transit and driving - is critical to providing mobility options for people of all ages and abilities. As more people seek healthier, affordable and sustainable alternatives to the car, cities like Troy can build on their inherent fine-grained system of streets and blocks to become more 'multi-modal'. The design and functioning of a city's transportation system has an effect on numerous other aspects of a city – its pattern of land uses, the overall health of the community, the social wellbeing of its residents and the level of access residents have to key places and destinations within a community. As Troy plans for growth, the City must focus on creating a transportation system that provides residents with multiple, viable transportation options to ensure connectedness within the city. This section contains policies and strategies to improve the existing transportation system, increase connectivity, promote *active transportation* and enhance travel options.

### Map(s) Related to this Goal

- **Map 7:** Future Transportation Network identifies regional and state highways as well as local and private streets that knit together places within and beyond the city's boundaries.
- **Map 8:** Future Active Transportation Network identifies walking, cycling and transit routes that enhance mobility throughout the city.
- **Map 9:** The Public Transit Network identifies local bus routes and the Capital District Transportation Authority's proposed BRT alignment and transit station.
- **Map 10:** Parks and Open Spaces introduces a parks and open space classification system.



> CDTA Bike Share Program

**3.1: Promote a well-connected street network that provides access between the *city center, employment areas and neighborhoods*.**

- 3.1.1 The City of Troy will prepare a Transportation Master Plan that highlights transportation improvements, including new street connections, barriers created by bridge infrastructure, truck routes, water transportation options, sidewalk improvements, public transportation routes and the potential impact of autonomous vehicles, to create a more efficient transportation network.
- 3.1.2 The City of Troy will plan transportation improvements in accordance with the street hierarchy identified in Map 7. The street network consists of the following components:
  - City Arterial: High-capacity roads that link Troy to adjacent cities and towns as well as national highways. City Arterials will be planned as multi-modal transportation *corridors* that move drivers, cyclists, pedestrians and goods between key destinations in Troy;
  - Connectors: Streets that knit together places within the city and provide connections to arterials from the *neighborhoods*. Connectors will be planned to provide access from the *neighborhoods* to higher activity centers; and
  - Local Streets: Streets that move local traffic through *neighborhoods* and are linked with homes, shops and other amenities. Local streets will be planned with traffic lanes, cycling infrastructure and sidewalks and will be designed to encourage slower, more local traffic.
- 3.1.3 Existing and new connector streets will be introduced and promoted within Troy's street network to link the *neighborhoods* with the *city center, waterfront, employment areas*, and parks and open spaces as illustrated on Map 7.
- 3.1.4 Traffic calming measures and pedestrian buffers will be introduced along Hoosick Street to reduce conflicts between pedestrians, cyclists and cars.
- 3.1.5 The transportation and related infrastructure improvements on Hoosick Street as outlined in the Hoosick Street Corridor Plan will be advanced.
- 3.1.6 The City of Troy will study the opportunity for two-way car movement on Congress/Ferry Street and 3rd Street to 4th Street to ease congestion.
- 3.1.7 The implementation of innovative information technologies to improve transportation choices, convenience and reliability will be encouraged.

**3.2: Ensure that the City's public transportation system establishes an accessible, convenient transit network.**

- 3.2.1 The provision of public transit service within a 500 yard walking distance of all *neighborhoods* will be promoted.
- 3.2.2 High-density areas such as *nodes, corridors*, office buildings and healthcare facilities will be well supported by convenient transit service.
- 3.2.3 Safe, accessible sidewalks and other linkages will lead from *neighborhoods, nodes, corridors*, and *employment areas* to public transportation facilities and stops.
- 3.2.4 The City of Troy will collaborate with the Capital District Transportation Authority to encourage public transportation facilities that are safe, reliable and comfortable.
- 3.2.5 The City of Troy will continue to work with the Capital District Transportation Authority on the development of a transit center in the *historic downtown* as shown on Map 9. The center will offer enhanced waiting areas and facilities to purchase fares.

**3.3: Encourage walking and cycling as safe and convenient mobility options and ensure pedestrian and cycling networks are well integrated with other transportation modes.**

- 3.3.1 The City of Troy will participate in the Capital District Transportation Committee Bike and Pedestrian Task Force to identify and address opportunities to increase pedestrian and cyclist activity within and beyond the city boundary.
- 3.3.2 *Neighborhoods* will be planned to encourage walking and cycling by ensuring that key routes and *corridors* have sidewalks and safe crossing zones. The City of Troy will work with property owners to encourage maintenance of local sidewalks.
- 3.3.3 All new sidewalks will be designed to comply with the Americans with Disabilities Act (ADA).
- 3.3.4 New streets will be developed as green streets that accommodate street trees, bioswales and sidewalks.

3.3.5 Street crossings will be designed to improve pedestrian priority and safety through the introduction of pedestrian-scaled lighting, medians and minimized turning radii. Raised pedestrian crossings may be appropriate for high pedestrian crossing intersections within the city.

3.3.6 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 - Recommended Bikeway Treatment Matrix).

3.3.7 Working with the New York State Department of Transportation, safe and comfortable cycling infrastructure will be provided on the bridge connections leading into Troy, including the Waterford Bridge, 112th Street Bridge, the Hoosick Street Bridge, the Green Island Bridge, the Congress Street Bridge, and the Menands Bridge.

3.3.8 Hillside connections/stairs will be introduced to facilitate pedestrian and cyclist movement between the highlands and lowlands as shown on Map 8.

### **3.4: Ensure Troy has a responsive and flexible parking system for residents, employees and visitors.**

3.4.1 The City will manage the provision of parking to appropriately meet demand while supporting development and *intensification*. Strategies for parking management may include:

- 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;
- Considering opportunities to introduce an on-street residential permit parking system in the *historic downtown* to support increased parking availability for residents;
- Periodically reviewing the city's parking requirements to create new parking standards as appropriate; and
- Pursuing a long-term Parking Strategy for the Downtown that builds on the Downtown Parking Study (2016).

3.4.2 Transportation demand strategies that reduce car use and the demand for parking will be promoted.

3.4.3 In the *city center*, alternative parking standards may be considered which allow for the utilization of shared parking solutions and shared transportation services.

3.4.4 The City will explore partnerships to bring car share and bike share services to key areas of the city.

### **3.5: Provide opportunities for water transportation both along and on the Hudson River.**

3.5.1 The proposed waterfront trail shown conceptually on Map 8 will be planned to consist of both on-street and off-street multi-use facilities to improve access to the waterfront.

3.5.2 Where public right-of-way exist, streets will be extended to the water's edge and a network of *waterfront lobbies* as shown on Map 10 will be introduced to increase pedestrian access to the waterfront.

3.5.3 The introduction of new ferry services to encourage more water-borne travel across and along the Hudson River will be explored.

### **3.6: Enhance connections between local and regional public transit.**

3.6.1 The City of Troy will collaborate with regional partners to explore opportunities to develop a Regional Commuter Station in the Monroe District (see section 8.1). The Regional Commuter Station will use the existing rail infrastructure to link to the Rensselaer Amtrak station, to the City of Albany and other significant destinations.

3.6.2 The City of Troy will promote the Capital District Transportation Authority Blue Line Express Bus and encourage additional public transit connections within the region, including to Albany and Watervliet as well as the Albany International Airport.

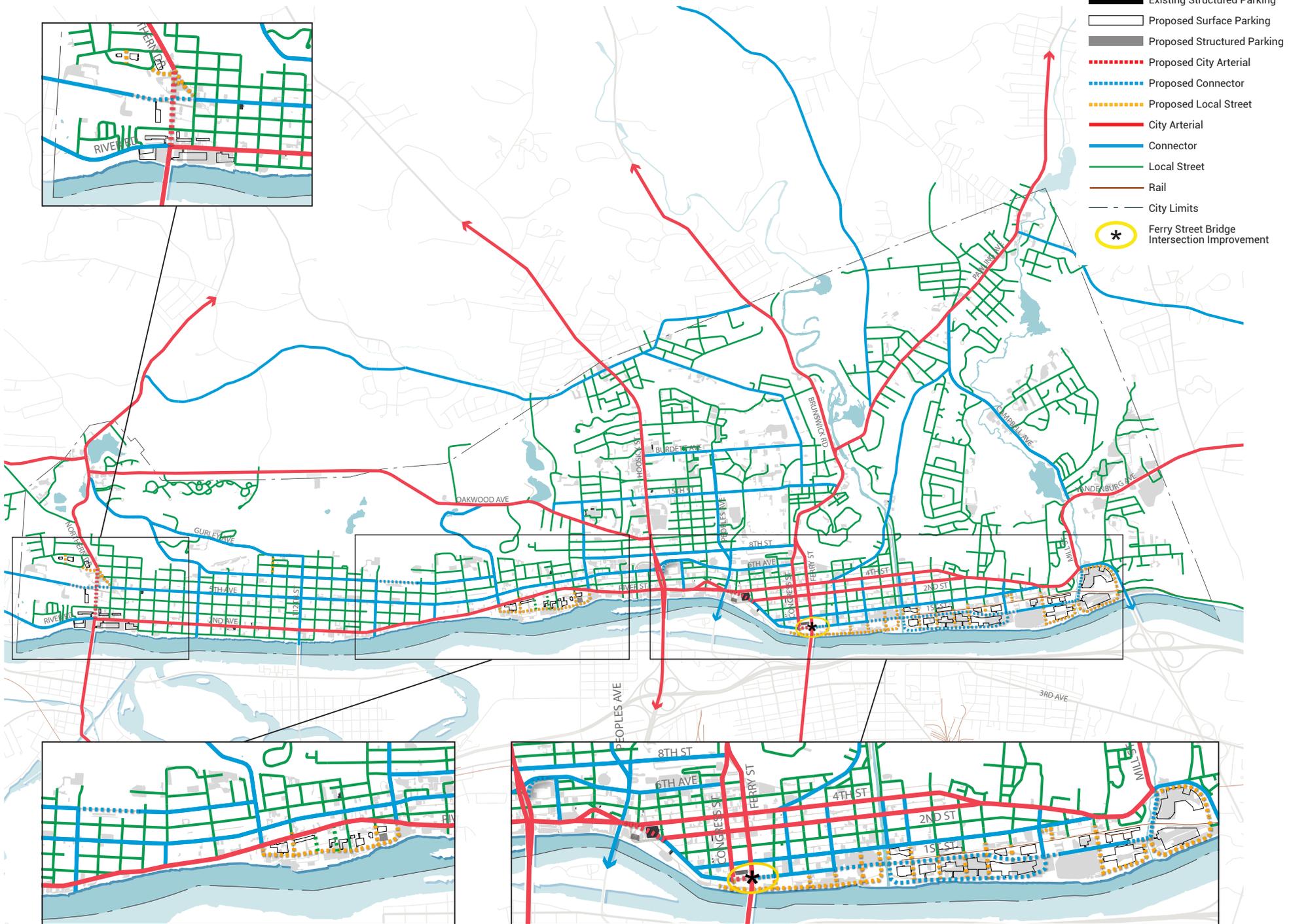
### **3.7: Plan for the safe and efficient movement of goods to, within and from Troy.**

3.7.1 New truck routes will be identified within the City's Transportation Master Plan to provide for safe and efficient truck access.

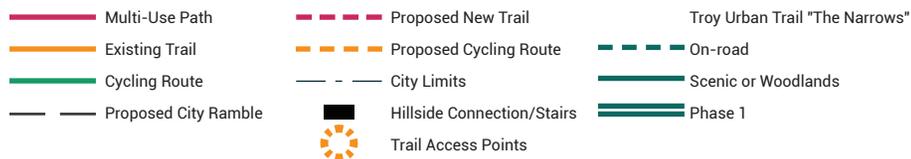
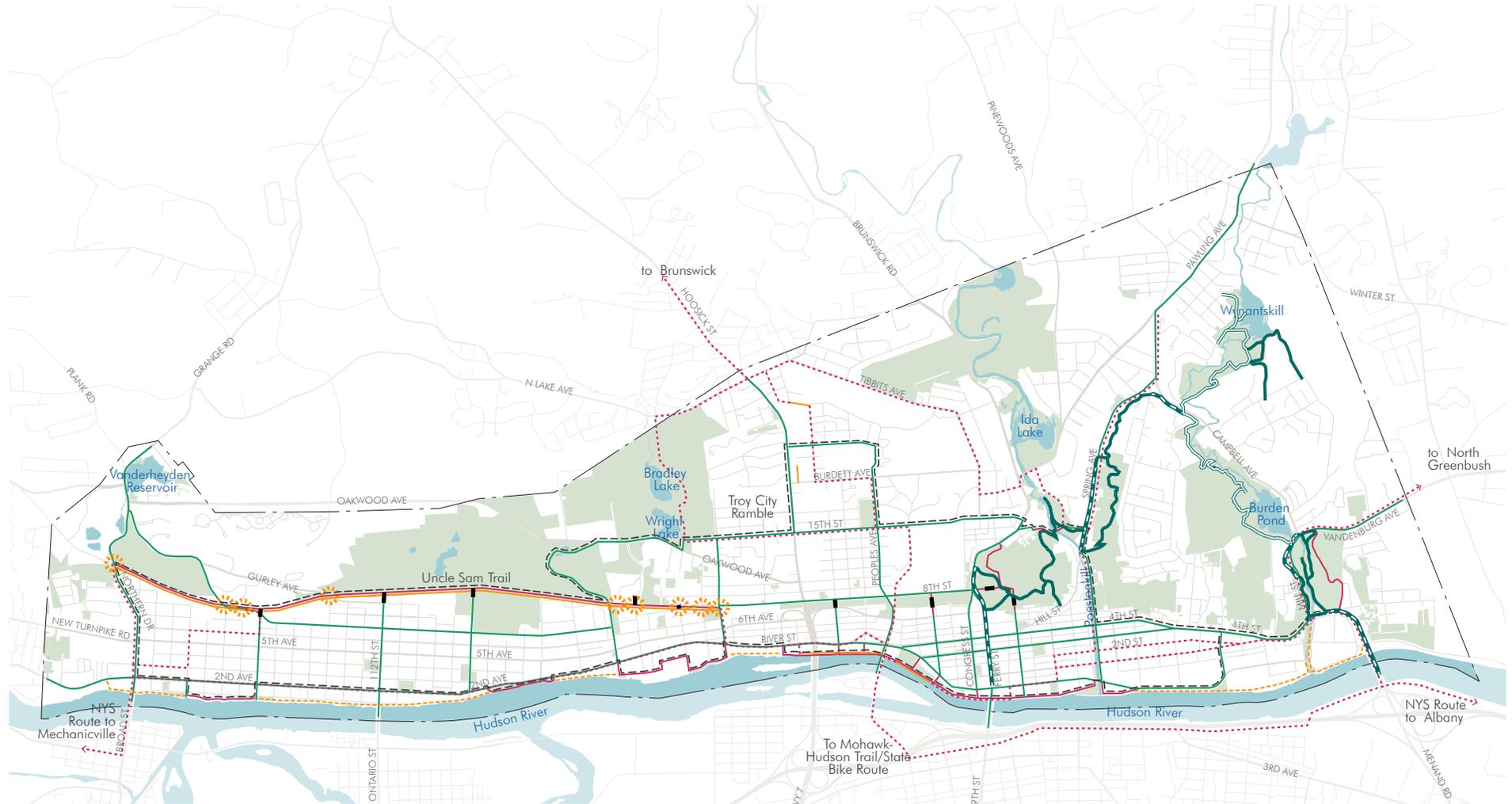
3.7.2 The Industrial Parkway will be introduced to accommodate truck and trailer movement to the *employment areas* along the south waterfront as shown on Map 7.

3.7.3 The City of Troy will work with the Army Corp of Engineers to monitor and maintain the hard shore wall in a state of good repair along the waterfront.

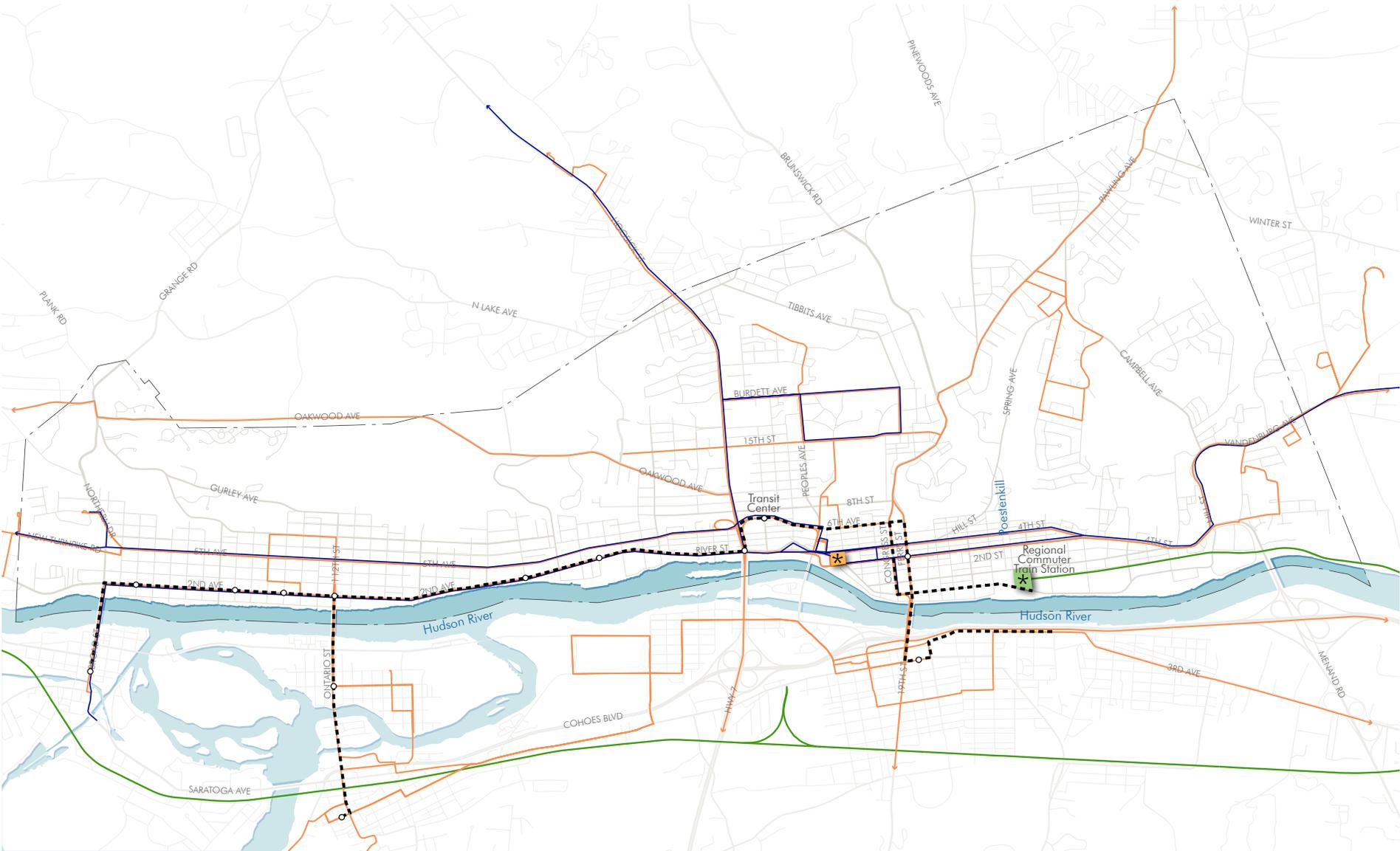
# Map 7 - Future Transportation Network



# Map 8 - Future Active Transportation Network



# Map 9 - Public Transit Network



- Bus Route
- Truck Route
- Proposed BRT Route
- Rail
- ★ Proposed Regional Commuter Train Station
- ★ Transit Center (BRT Station)
- City Limits



## Goal 4: Preserve and Showcase the City's Parks, Open Spaces and Cultural Assets

A city's open space network and the variety of its recreational and cultural offerings contribute significantly to a community's quality of life, overall health and competitive advantage within the region. The preservation and enhancement of these resources will play an important role in Troy's long-term growth strategy, and continued emphasis and marketing of these resources will help to brand and reinforce the city as a cultural center in the region.

To best optimize the existing natural spaces, the City must explore opportunities to link its parks and open spaces with improved streetscapes that achieve better connectivity and encourage walking and cycling. This will result in a linked open space network which can support increased recreational use and community safety. The addition of new public gathering spaces, particularly along the waterfront, will also support civic activities and can provide opportunities for active and passive recreation.

Troy has a wealth of historic assets and resources. These include visual and performing art facilities and a significant collection of historic buildings and districts. The city accommodates a number of regular festivals and events that draw people from across the region and form part of its rich cultural identity. The Farmer's Market, River Fest, and the variety of downtown restaurants and cafés have contributed to making Troy an exciting cultural, recreational and tourist destination in the region.

Over time, a more cohesive approach to the protection, preservation, celebration and marketing of Troy's cultural heritage offerings and events will help the city attract and expand visitation, growing its profile as an important and interesting cultural destination. With easy access to several highways, and proximity to the historic Erie Canal, Troy has the potential to build upon its assets to become a significant cultural and tourism hub.

Much of the city's urban fabric demonstrates an outstanding example of an architectural ensemble which illustrates a significant stage in human history and Troy's success as an innovative and entrepreneurial city. The pursuit of a UNESCO World Heritage Site Designation for the *historic downtown* and its broader environment would elevate Troy nationally as a world class heritage destination with the power to significantly strengthen the city's tourism-related economies.

This section outlines policies and strategies that will support the creation of a healthy, well-connected and active city that promotes and respects its unique cultural offerings. The open space policies included in this section address cemeteries, major parks, community parks and local parks. Recreation policies address sports fields, community centers and *active transportation* routes. Policies related to culture address heritage, arts, creative industries and festivals, many of which are hosted in the city's open spaces.

### Map(s) Related to this Goal

- **Map 10:** Parks and Open Spaces introduces a parks and open space classification system that helps inform the role, function and types of programming for the city's various park spaces. The classification system includes the following: major parks; community parks; local parks; open spaces; *forks*; *waterfront lobbies*.
- **Map 11:** Historic Landmarks identifies locations of historic significance in the city that should be celebrated and protected.

#### 4.1: Ensure Troy has an adequate supply of accessible, well-maintained parks and open spaces to provide active and passive recreational opportunities.

- 4.1.1 The City of Troy will plan, maintain and enhance existing parks and open spaces and develop new spaces in accordance with Map 10. These include:
- Major Parks: The city's largest park spaces which offer a range of active and passive recreational opportunities.
  - Community Parks: Medium sized publicly owned parks that contribute to an improved quality of life within neighborhoods. These spaces contain a range of local informal recreational opportunities and have the potential to attract users from across the city.
  - Local Parks: Small public green spaces within *neighborhoods* that serve local residents and may include sitting areas and decorative murals that contribute to localized recreation and community place making;
  - *Forks*: Unique places in Troy where two roads come together forming a triangular open space that provides place-making opportunities;
  - *Waterfront Lobbies*: Spaces along the water's edge that are located at the end of public streets and provide opportunities for enhanced recreational enjoyment and public access to the waterfront; and
  - Entryways: Locations that act as entry points into the city that can accommodate passive recreation.
- 4.1.2 Concentrations of underutilized land will be redeveloped as parks in Reinvestment Areas, including the *city center*, the Burden District and the Monroe District (see Part C).
- 4.1.3 Local parks will be preserved to provide locally accessible green spaces. The City will work with neighborhood groups to ensure these parks meet the needs of residents in the surrounding area.
- 4.1.4 Community stewardship of parks and open spaces will be encouraged to enhance programming and maintenance through programs such as adopt-a-park.
- 4.1.5 Appropriate revenue-generating amenities such as concession stands and cafés, will be encouraged in major parks to improve utilization, park safety and to offset operational costs.
- 4.1.6 Pedestrian amenities, landscaping, street trees and potential public art or interpretative elements will be introduced in areas identified as *forks* shown on Map 10 to create vibrant, small-scale community gathering spaces.

- 4.1.7 The City will work with interested groups to identify and develop suitable locations for dog parks.
- 4.1.8 The City will undertake a city-wide master planning initiative to ensure that new parks and open spaces identified in this Plan are developed over time and that existing parks and open spaces are well maintained, accessible, and provide active and passive recreation opportunities.
- 4.1.9 Ongoing operating and maintenance costs of parks and open spaces will be minimized through sustainable landscape and facility design, including the transition to drought-resistant, native plants.
- 4.1.10 Americans with Disabilities Act (ADA) standards for accessible design will be applied in all new park and open spaces and in the improvement of existing parks.
- 4.1.11 The City will reassert its claim to city-owned right-of-ways where private use infringes on public access necessary for implementation of waterfront lobbies, forks, creation of green networks, and other connectivity related projects.

#### 4.2: Create a green network of parks, open spaces and trails.

- 4.2.1 A series of new east-west linkages and a continuous and connected network of trails, paths, cycling routes, and stairways will be developed to connect the parks and open spaces between the lowlands and uplands as shown on Map 10.
- 4.2.2 The waterfront public realm and marina will be transformed into a destination for community and civic events through streetscaping and new development.
- 4.2.3 A city-wide waterfront trail/promenade along the Hudson River will be planned to improve access to the water's edge and to enhance recreational opportunities.
- 4.2.4 Public streets that end at the water's edge will be transformed into *waterfront lobbies* for improved enjoyment and access to the waterfront.
- 4.2.5 Entryways into the city will be enhanced by ensuring new buildings are appropriately sited and massed to define these entryways and through the introduction of landscape elements, pedestrian amenities and other special treatments such as decorative pavement, distinctive street furniture, public art and/or other landscape features.

4.2.6 Working with the Downtown Business Improvement District (BID), the City will explore the feasibility of transforming alleyways in the historic core into enhanced retail laneways through landscaping, special lighting, relocation of garbage and recycling facilities and the introduction of special features such as public art.

### **4.3: Highlight and promote the city's civic and cultural destinations.**

4.3.1 The *historic downtown* and the *city center* will be positioned as the cultural and creative hub of the region. The City will consider the creation of new visitor center to provide city information related to cultural attractions and events to residents and visitors.

4.3.2 The Riverfront District Reinvestment Area described in Part C will be pursued to mark the entry to the *historic downtown* and to establish new civic and cultural infrastructure that can reinforce Troy as a significant tourist and cultural destination in the region.

4.3.3 Unique opportunities to integrate and utilize the Hudson River as part of Troy's cultural offering will be explored, through strategies that include, but are not limited to, hosting annual regattas and boating events and introducing a floating theatre on the waterfront.

4.3.4 Troy's recreational assets, including its trails, the Arts Center of the Capital Region, the Troy Savings Bank Music Hall, and the Troy Burden Iron Works Museum will be promoted through a range of strategies including:

- Establishing a robust marketing and tourism campaign;
- Collaborating with the city's cultural event providers to promote events, exhibits and organizations; and
- Developing a signage initiative to draw awareness to existing cultural buildings and events.

### **4.4: Preserve and restore Troy's historic resources.**

4.4.1 The historic places, landmarks and *Historic downtown* illustrated on Map 11 will be protected. The City will prohibit the demolition or inappropriate alteration of these heritage resources.

4.4.2 The adaptive reuse of heritage buildings that conserve the architectural integrity of the structure will be encouraged through development incentives such as tax credits and permit and fee waivers. The City of Troy will require a detailed development plan that outlines how unique heritage features will be maintained and protected wherever adaptive reuse is planned.

4.4.3 New development adjacent to historic buildings or landmarks will be sensitive to and compatible with the existing built fabric.

4.4.4 A Cultural Resource Investigation will be required for new development planned for archaeological sites or sites within areas identified as archaeologically sensitive by the New York State Office of Parks, Recreation and Historic Preservation (OPRHP).

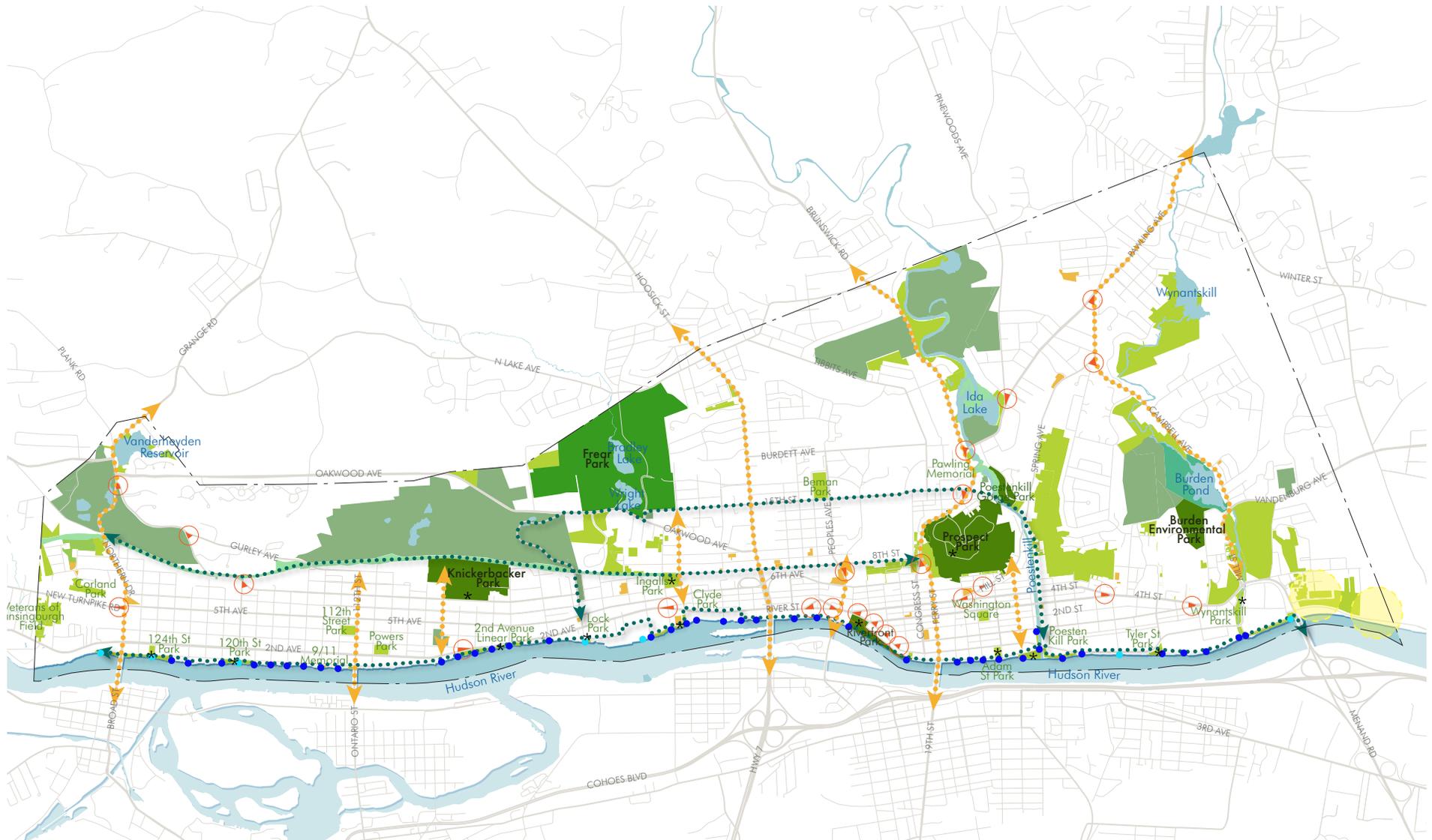
4.4.5 Effective, enforceable Historic District Guidelines will be established by the City of Troy.

4.4.6 The City will periodically review its building stock and expand or create additional Historic Districts, as appropriate.



> 123rd boat launch (above) and walking trail

# Map 10 - Parks & Open Spaces



- |             |                                  |                               |                                      |
|-------------|----------------------------------|-------------------------------|--------------------------------------|
| Open Space  | Major Park                       | Watercourse                   | New or Improved Open Space           |
| Waterbody   | Community Park                   | East-West Streetscape Linkage | Fork                                 |
| Golf Course | Local Park                       | North-West Path Linkage       | Waterfront Lobbies (Public-Owned)    |
| Cemetery    | City Owned Lands to be Protected | City Limits                   | Waterfront Lobbies (Privately-Owned) |

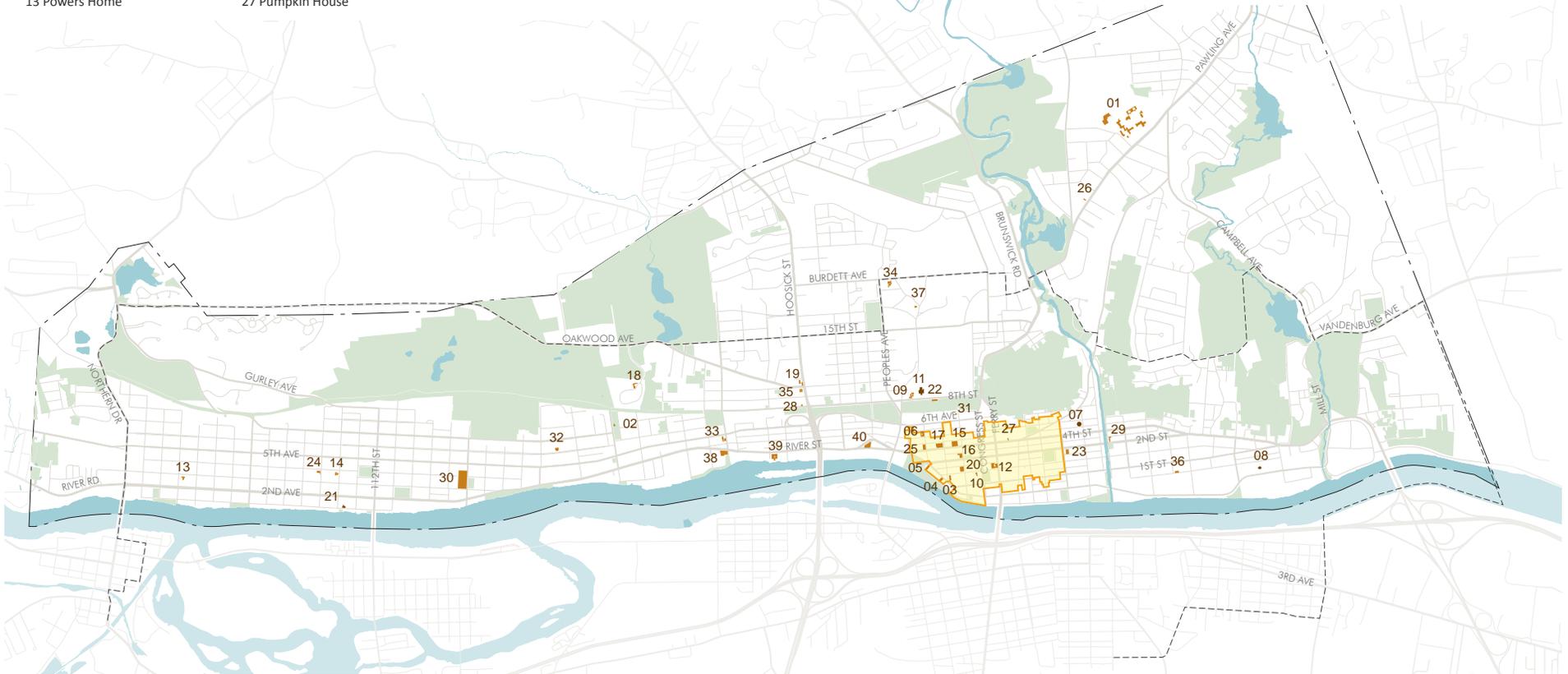
# Map 11 - Historic Landmarks

## Historic Buildings

- 01 Emma Willard School
- 02 Oakwood Cemetery
- 03 Cannon Building
- 04 McCarthy Building
- 05 National State Bank Building
- 06 W. & L. E. Gurley Building
- 07 Troy Gas Company
- 08 Burden Ironworks Office Building
- 09 Church of the Holy Cross
- 10 Hart-Cluett Mansion
- 11 Old Troy Hospital
- 12 Troy Public Library
- 13 Powers Home

- 14 Lansingburgh Academy
- 15 Proctor's Theater
- 16 St. Paul's Episcopal Church Complex
- 17 US Post Office-Troy
- 18 Glenwood
- 19 Bussey, Esek Firehouse
- 20 Troy Savings Bank and Music Hall
- 21 Herman Melville House
- 22 Winslow Chemical Laboratory
- 23 Public School No. 10
- 24 Trinity Church
- 25 Ilium Building
- 26 Henry Roon House
- 27 Pumpkin House

- 28 Kate Mullany House
- 29 J. C. Osgood Firehouse
- 30 Lansingburgh Village Burial Ground
- 31 Fire Alarm Telegraph and Police Signaling Building
- 32 Haskell School
- 33 St. Barnabas Episcopal Church
- 34 Chapel & Cultural Center
- 35 Oakwood Avenue Presbyterian Church
- 36 United Waste Manufacturing Company Building
- 37 Theta Xi Fraternity Chapter House
- 38 Searle, Gardner & Co. Cuff & Collar Factory
- 39 Van Zandt, Jacobs & Co. Cuff & Collar Factory
- 40 Troy Waste Manufacturing Co. Building



- Historic Places
- Heritage Area System
- Historic Landmarks
- City Limits
- Historic Downtown
- Historic District



## Goal 5: Invest in Sustainable Infrastructure and Protect the Environment

Troy is endowed with a spectacular natural environment that includes magnificent gorges, an expansive waterfront and a wide array of mature open spaces. The city's historical development is directly tied to its natural environment and Troy's residents value these assets within their city. In order to protect the natural environment while supporting fiscal sustainability, a range of strategies such as growing the urban forest canopy, improving the health of the river ecosystems, introducing green infrastructure and adopting conservation measures in development projects should be implemented.

The City has already experienced a number of different changes to its climate. It is estimated that by 2080, the city could face over 3 feet of sea-level rise on the tidal Hudson River due to global *climate change*. Changes in climate patterns have the potential to impact resident's quality of life. These impacts may include housing security as a result of sea-level rise, and increased floods that can affect the operations of local businesses and industries.

As weather patterns and weather events such as severe storms change and increase, city infrastructure systems may not be able to accommodate such conditions. While *climate change* is primarily an imposed global challenge, a number of local activities also contribute to global *climate change*. These activities typically include low density development patterns, reliance on the automobile as the primary mode of transportation, solid waste generation with limited diversion rates and increased energy consumption with reliance on fossil fuels.

While the City of Troy cannot combat global *climate change* nor eliminate its risks on its own, a number of programs and initiatives can be implemented at the local level. These include improving energy efficiency of existing buildings through Leadership in Energy and Environmental Design (LEED), using alternative modes of transportation, reducing energy consumption and utilizing renewable energy sources, and solid waste reduction through increased recycling efforts and other means. In addition, targeted strategies including flood mitigation measures can be introduced to mitigate and manage the impacts of flooding in areas along the Hudson River.

Troy formally adopted a "Climate Smart Communities" Pledge in 2012, which recognizes the threat of *climate change* to the city. The pledge outlines initial steps that should be taken to mitigate this threat, increase energy efficiency and promote sustainability. Since the adoption of the pledge, the City has implemented many initiatives to support pledge elements including the city's acquisition of flood-prone properties along the Hudson River, and the development of Riverfront Park which was designed to deflect flood waters.

Policies and strategies in this section will help conserve and improve Troy's natural environment and the quality of life of the city's residents.

### Map(s) Related to this Goal

- **Map 12:** Waterways/Natural Heritage Features identifies the locations of the city's waterways and other natural environmental assets.
- **Map 13:** The Waterfront identifies the environmental features along the Hudson River bank.

## 5.1: Protect, restore and enhance the city's environmental assets to benefit both human and ecological health.

- 5.1.1 Watercourses and *major open spaces*, shown on Map 12 will be protected and the City will prohibit major development in these areas.
- 5.1.2 Existing ecological resources including wetlands and shoreline habitat shall be protected, preserved and enhanced. This includes maintaining and enforcing the provisions of Troy's existing Freshwater Wetlands Ordinance (Chapter 162) which requires a permit for regulated activities (dredging, removal, filling, etc.).
- 5.1.3 Environmentally sustainable maintenance practices, including reduced pesticide and water use, will be developed for Troy's major parks, community parks and local parks.
- 5.1.4 All development will be set back a minimum of 100 feet from watercourses and wetlands identified on Map 13, to help prevent adverse impacts on these natural assets.
- 5.1.5 Any development or infrastructure within 100 feet of watercourses and wetlands will be classified as a Type I action pursuant to the State Environmental Quality Review (SEQR) process to increase the level of environmental review necessary to protect their integrity.
- 5.1.6 The city's urban tree canopy will be grown and maintained by expanding tree planting initiatives and incorporating tree planting as part of sidewalk and other streetscape improvements.
- 5.1.7 Existing mature trees will be protected during building construction or any alterations to streets or buildings. Tree inventories and management plans will be required for all major capital projects and developments.

## 5.2: Improve the ecological health of the Hudson River and enhance resiliency to flooding and erosion.

- 5.2.1 The City of Troy will require implementation of flood protection standards for new buildings within the flood zones that are consistent with the guidelines established by the Federal Emergency Management Agency (FEMA).
- 5.2.2 The shoreline will be naturalized to provide greater resiliency during significant flood events. Shoreline remediation techniques involving re-vegetation, the use of organic material and, in some instances, the limited

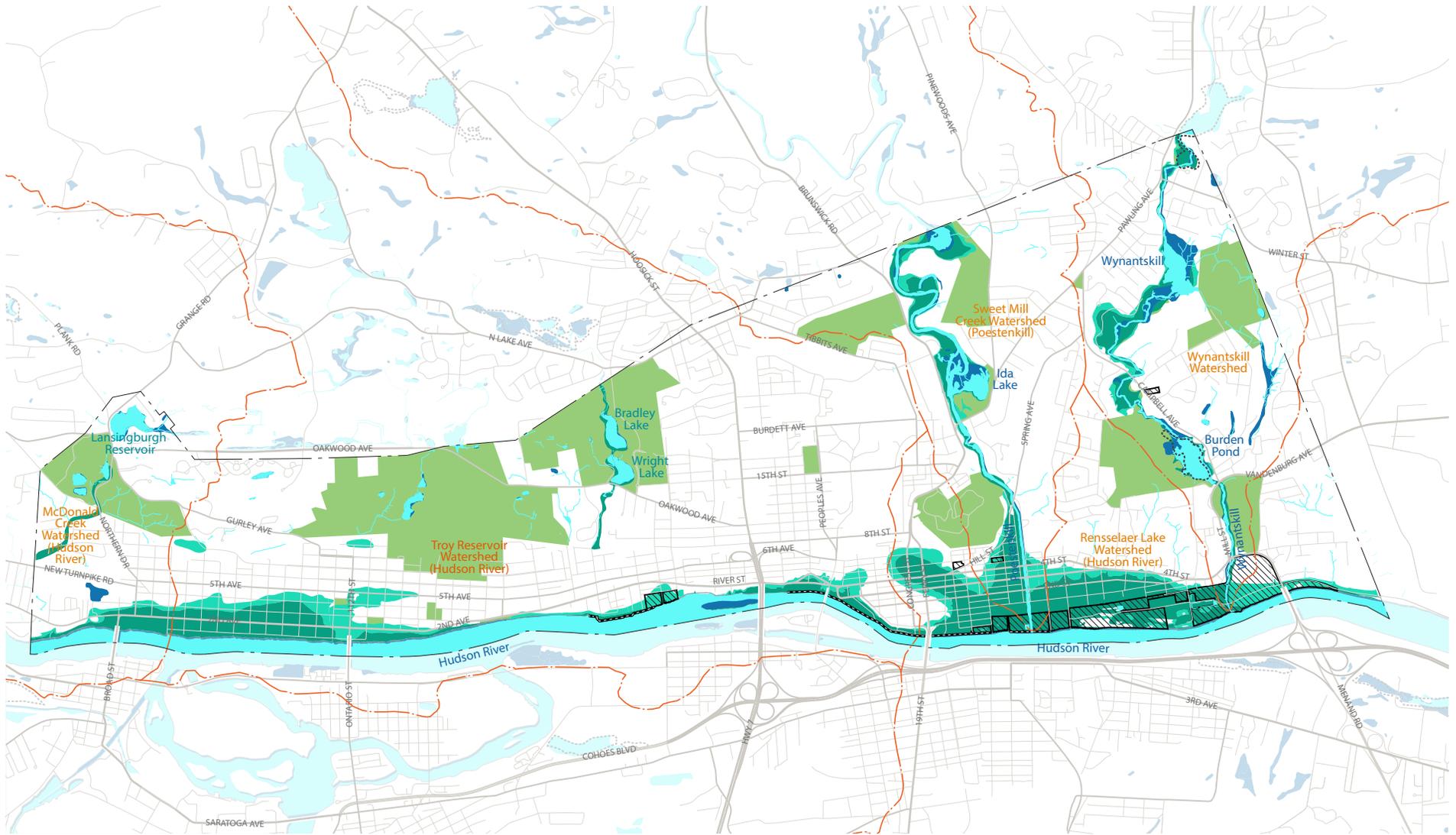
use of rock will be considered. A variety of structural and organic materials such as wetland plants, submerged aquatic vegetation, organic fill and stone shall also be explored.

- 5.2.3 For new development with frontage on the waterfront that is 500 square feet or greater, the City of Troy will require the submission of a construction management plan that demonstrates that the development will not compromise the Hudson riverbank.
- 5.2.4 The City of Troy will work with the State and other cities in the region to reduce Combined Sewer Overflows (CSOs) and other point and non-point pollution sources.
- 5.2.5 Strategies for improving existing infrastructure will be developed for areas that are inadequately serviced or experiencing major growth or change. Additional infrastructure needed for the building of new communities will be coordinated through the City's development application process.

## 5.3: Respond to the impacts of global *climate change* and plan for risk mitigation and adaptation.

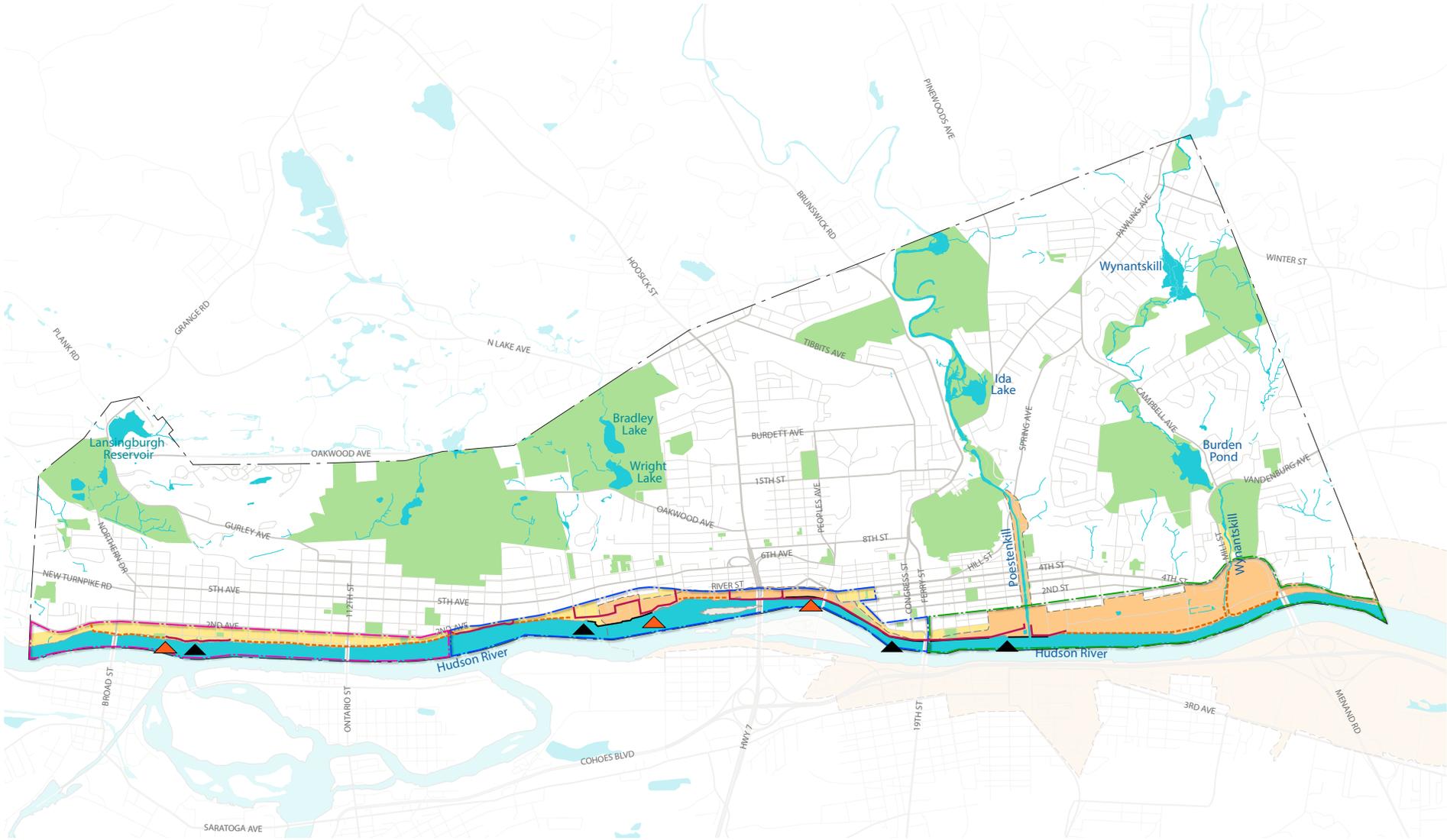
- 5.3.1 The City of Troy will develop a Climate Action Plan that includes targets and strategies for greenhouse gas reductions and initiatives for climate change adaptation.
- 5.3.2 Low-impact development (LID) techniques that can be integrated with sustainable infrastructure will be promoted.
- 5.3.3 Resilient building design as part of new development will be required to help minimize the impacts of climate-related events.
- 5.3.4 Community gardens will continue to be encouraged as opportunities for greening, local food production and to reduce the need to transport food over long distances.
- 5.3.5 Waste will be diverted from landfills as Troy expands recycling, composting and waste diversion programs.
- 5.3.6 Local stewardship initiatives by residents to protect the city's natural environment, including its inland water bodies, the gorges, open spaces, natural habitats and the waterfront will be promoted.
- 5.3.7 Update the City's Zoning Code to require permeable landscape features.

# Map 12 - Waterways & Natural Heritage Features



- |  |   |  |
|--|---|--|
|  Major Open Space    |  500 year Floodplain |  NYSDEC Wetland     |
|  Waterbody           |  Brownfield          |  Dock Wall Location |
|  U.S. FWS Wetland    |  Watershed Boundary  |  City Limits        |
|  100 year Floodplain |  Watercourse         |  |

# Map 13 - Waterfront



- Waterbody
- Major Open Space
- Existing Landward Coastal Boundary
- New Proposed Coastal Boundary
- Watercourse
- Community Park
- Local Park
- Open Space
- Watercourse
- East-West Streetscape Linkage
- North-South Path Linkage
- City Limits
- Public Water Access Point
- Private Water Access Point



## Goal 6: Support Compact Growth

The City of Troy is largely built out. Opportunities for change, development, growth and community revitalization will need to occur within developed areas, through intensification or infill development. Infill can support improvements to public transit as well as walking and cycling infrastructure. It can also revitalize neighborhoods and areas of the city that contain brownfield and greyfield sites. Infill development makes use of existing structures and infrastructure and is therefore considered a more sustainable city-building approach compared to continued outward expansion which has occurred in the counties of the Capital District.

Strong land use and built form policies that encourage compact growth will help ensure logical and complementary development that supports neighborhoods, businesses and institutions and encourages continued investment and prosperity. The policies in this section pertain to each of the land use designations shown on Map 14. The policies associated with each land use designation describe the uses that are permitted in each. These policies will become the basis for zoning and development control.

### Maps Related to this Goal

- **Map 14:** Land Use Plan identifies the land use categories that apply across the City. This map, together with the corresponding policies, will help to manage growth and change in the city.



> City of Troy panoramic view

**6.1: Ensure development in the City Troy occurs in accordance with the land use designations set out in this Plan.**

- 6.1.1 The following uses will be permitted in all land use designations:
- Community Garden;
  - Flood Control and/or Erosion Management Infrastructure;
  - Parkland and Open Space;
- 6.1.2 Drive-throughs will not be permitted as a new use within the city center and reinvestment areas.
- 6.1.3 In areas where existing uses do not conform to the Land Use Plan but provide a benefit to the area, the City of Troy will permit the maintenance and enhancement of the use but may limit any expansion to the building, site or facility.
- 6.1.4 The City of Troy will review and consider amendments to the Land Use Plan at five-year intervals to ensure the Plan remains relevant to the growth and development needs of the city.

**6.2: Development in stable neighborhoods will respect and reinforce the existing neighborhood character and pattern of development.**

- 6.2.1 Residential areas will contain primarily residential uses and may include local schools, small-scale, neighborhood-serving retail and recreational facilities. Neighborhoods are intended to be healthy stable areas and predominantly places for housing and associated amenities where significant change is not envisioned. There are three types of residential areas: Low-Rise Residential, Mid-Rise Residential, and High-Rise Residential.
- 6.2.2 Low-Rise Residential areas shall contain low-density, ground-related housing that is no greater than three-stories in height.
- 6.2.3 Mid-Rise Residential areas are primarily located along corridors, and represent opportunities for moderate intensification within the city. Mid-rise buildings may be permitted at no greater than six-stories.
- 6.2.4 High-Rise Residential areas will be permitted in key locations that are close to a high concentration of services, transit and amenities and shall primarily consist of residential buildings at the greatest intensity.

**6.3: Ensure Troy's mixed-use areas continue to grow and evolve as vibrant places with high-quality, urban development.**

- 6.3.1 Mixed-Use areas have a mix of residential, commercial and office uses in a compact form but at different levels of intensity, depending on location. Mixed-Use areas are intended to accommodate complementary uses and amenities such as community parks, stores, and cultural facilities that support the creation of lively, walkable places. A mix of uses may occur within a building or on a block.

**6.4: Ensure Troy's residents and businesses have access to a range of retail, commercial services and institutional amenities.**

- 6.4.1 Commercial Areas shall contain large and smaller-scale retail, and entertainment uses. Commercial Areas will provide shopping precincts to meet both the needs of the immediate community and that of the city as a whole.
- 6.4.2 The Major Institutional designation applies to major health, educational, cultural, and government uses that serve both a city-wide and a regional function.

**6.5: Ensure that Troy has designated areas for a range of employment uses to maintain a diverse and prosperous economy.**

- 6.5.1 Employment areas will be protected to accommodate industrial and other complementary employment uses. Employment areas consist of Business Employment and Industrial Employment.
- 6.5.2 The Business Employment designation is intended to accommodate businesses in technology, development, professional services, financial services and advanced manufacturing.
- 6.5.3 The Industrial Employment area designation applies to industrial and manufacturing precincts that are focused on clean industry, advanced manufacturing, automotive uses and larger scale indoor/outdoor industrial uses and warehousing.

**6.6: Protect for a diversity of open spaces across the city.**

6.6.1 Parks are public lands owned and/or operated by the City of Troy for passive or active recreation. Parks shall be developed and designed in accordance with the Parks and Open Spaces policies in the Comprehensive Plan.

**6.7: Ensure that all new buildings, districts, parks and streets demonstrate a high-quality design and contribute to placemaking.**

6.7.1 The Reinvestment Area plans in Part C as well as the City's Local Waterfront Revitalization Plan (LWRP) shall guide new development, infrastructure planning and public realm improvements in the Reinvestment Areas.

6.7.2 The City of Troy will establish a design review process to promote development in the city that respects the character of existing neighborhoods, the city's historic assets and promotes design excellence in infill and intensification projects.

6.7.3 Where a new building is directly adjacent to a listed historic building the City will require the design of the new building to be compatible with the form and massing of the historic structure, including height, setback, massing, roof form and architectural style or with the architectural statement of values and attributes, where those have been defined.

**6.8: Promote land use change and *redevelopment* that addresses issues of compatibility, optimizes existing infrastructure, and enhances *neighborhoods* and the city as a whole.**

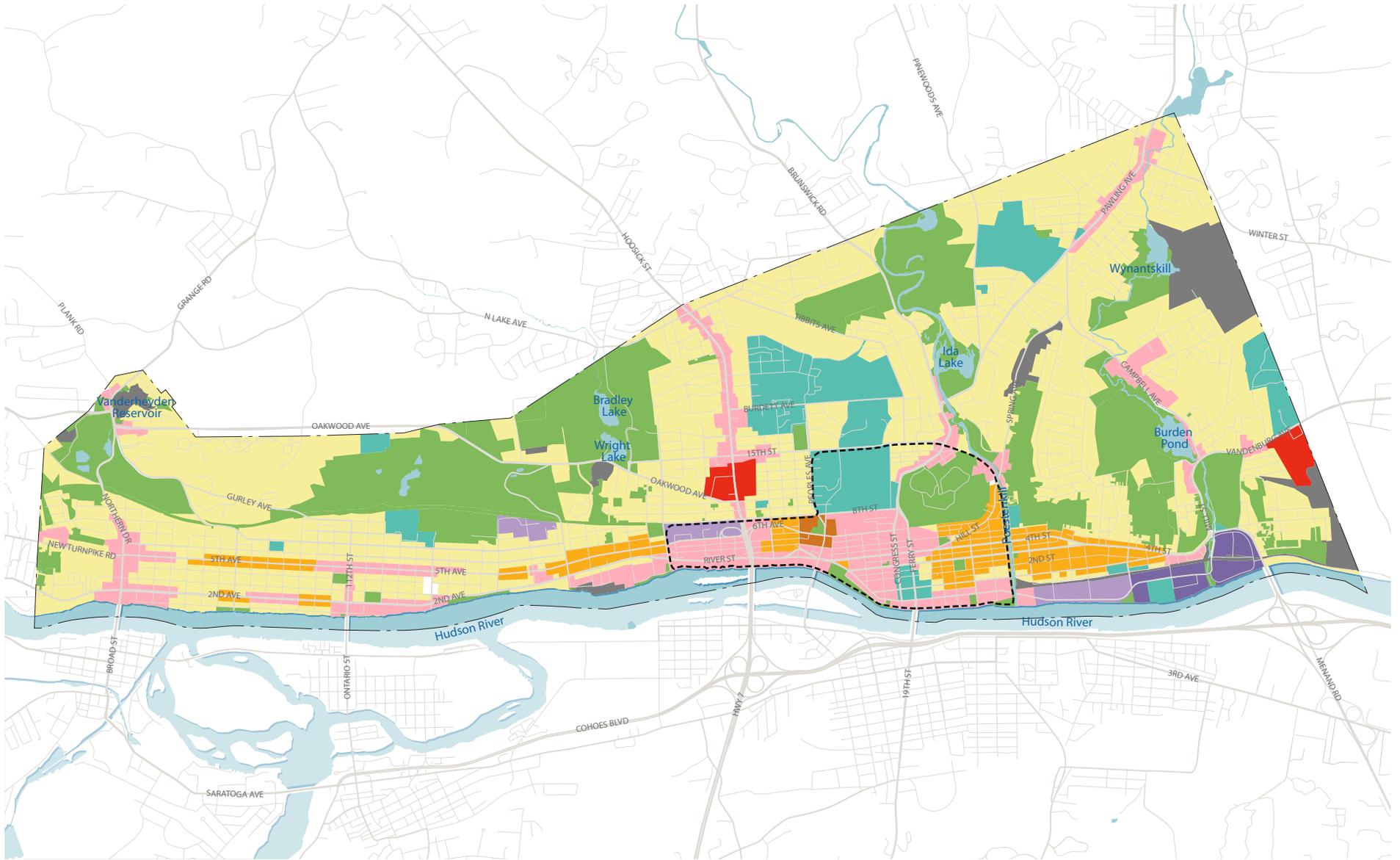
6.8.1 The development and redevelopment approval process will be expedited to support reinvestment and adaptive reuse of vacant and abandoned properties.

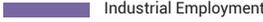
6.8.2 Acquisition of vacant and abandoned property will be prioritized through enhanced support and funding for the Troy Community Land Bank.

6.8.3 The City of Troy will regularly update its inventory of vacant and abandoned property and consider providing appropriate incentives for the purchase of these properties including the exemption of development fees and levies.

6.8.4 The City of Troy will identify areas of land use incompatibilities and seek opportunities for the redevelopment of buildings or structures to promote conformity with the land use permissions of this Plan.

# Map 14 - Land Use



 Low-Rise Residential	 Commercial	 Infrastructure & Utilities	 Waterbody
 Mid-Rise Residential	 Institutional	 Open Space	 Watercourse
 High-Rise Residential	 Business Employment	 Park	 City Center
 Mixed Use	 Industrial Employment	 Open Space	 City Limits



# PART C: MAJOR REINVESTMENT AREAS



AIRD DON CO.

RYAN'S WAKE PUB "LIFE IS THIRSTY WORK"



Hoosick Street Bridge Public Art

**Major reinvestment areas are locations in the city in most need of renewal and which also have the potential to accommodate most of the population and employment growth planned for Troy. Strategic initiatives in these areas are intended to catalyze neighborhood revitalization, transform derelict portions of the waterfront and spark economic development. They include large-scale redevelopment opportunities that can result in distinct new employment and mixed-use areas, sites appropriate for significant park and other public realm improvements and areas for neighborhood growth and revitalization.**

These areas shall be planned to be redeveloped in a comprehensive manner, with consideration to various forms of housing and employment, diverse and adequate open spaces, and strong linkages to surrounding areas.

A series of conceptual plans for *major reinvestment areas* are included in this section. They are intended to describe and illustrate the type and magnitude of change possible in each area. Many of these areas will require *brownfield* remediation and new infrastructure such as roads and park improvements in order to attract and facilitate private sector development. It will take time and many combined actions by the City of Troy, the private sector and development partners, working with the community in an open and collaborative manner, to achieve successful transformation of these areas. Despite the challenges and time required, transformation of these areas is crucial to Troy's future success. Targeted investment and focused city-building within *major reinvestment areas*, complemented by smaller-scale, neighborhood revitalization initiatives, will reposition the city for sustained growth and prosperity.

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. These uses will be allowed to continue in their current configuration under the City's Zoning Ordinance.

Each Major Reinvestment Area plan includes the following;

- A summary of the area today;
- A long-term vision and goals for the area;
- A development framework or concept plan and guidelines for transformation; and
- Strategic initiatives required to realize the plan.

The illustrated concepts for the *major reinvestment areas* convey the overall intentions for how the area should change and evolve, including:

- The physical area of change and transformation and the proposed scale and magnitude of development; and
- Built form and urban design considerations, including the location of buildings, parks and open spaces, and new infrastructure needed to support transformation over time.

Implementation of the Major Reinvestment Area plans will generally require additional studies and more detailed plans to fully determine the scope and implications of various initiatives, including elements such as *brownfield* remediation and municipal infrastructure requirements. Implementation will generally be led by strategic public sector investments and actions aimed at creating physical settings and market conditions intended to attract desired private sector development, investment and partnerships. Achieving these goals will require patience, negotiation and flexibility. As such, illustrations in this section of the plan are intended to demonstrate potential and provide a framework for change, but not to prescribe actual outcomes.

Map 2 - Reinvestment Areas identifies four zones targeted for reinvestment: Lansingburgh, North Central, the *City Center*, and the South Waterfront. Conceptual plans for *redevelopment* projects in each zone are detailed in this section.

## 5.1 126th Street District

The 126th Street District has the potential to become a key mixed-use area in Lansingburgh, with new commercial, mixed-use and residential *infill* that will form a welcoming northern entryway into Troy.

### The Area Today

The 126th Street District encompasses a large land area and represents a key entryway to the city at the Waterford Bridge. The area is largely defined by two commercial *nodes*, one along 2nd Avenue and the other along Northern Drive between 5th and 7th Avenue. Both of these *nodes* present a suburban impression of the City of Troy, and neither area is welcoming or attractive to residents or visitors. Northern Drive is the primary east-west connection into the city, but it is a very indirect route, as the logical extension of 126th Street to Northern Drive is missing. 126th Street is a highly trafficked roadway connection that has attracted suburban forms of commercial development along 2nd Avenue. There are also vacant land parcels on 2nd Avenue where house-form businesses have been demolished, often to create additional commercial parking areas.

### Long-Term Vision and Goals

The 126th Street District will evolve as a mixed-use/commercial area connected along the realignment of 126th Street. The realignment of 126th Street will help establish a logical and direct connection in and out of the city. It will also provide the opportunity to link the two commercial *nodes* to create one larger mixed-use district with the extension of 126th Street as the mixed-use and commercial spine. Over time, commercial uses will be replaced by new mixed-use buildings with an improved relationship to the street by framing the street and public realm to support an attractive pedestrian environment. Small-scale parks throughout the district will create gathering places for civic and social functions for people of all ages. A continuous waterfront trail will stretch from 123rd Street linking across the Waterford Bridge to include the river frontage along the Hannaford Supermarket.

## Framework and Guidelines for Reinvestment

To support the development of the 126th Street District, the following development guidelines will be encouraged:

### Land Use and Built Form:

- Two and three story mixed-use buildings throughout the district will be promoted to contribute positively to the character and identity of the district.
- Taller buildings of four and five-stories will be permitted where it can be demonstrated that parking needs can be met without restricting the ability to establish a continuous streetwall along primary commercial streets, including 2nd Avenue, 126th Street and Northern Drive.
- Commercial uses at-grade will be required for all developments fronting 2nd Avenue, 126th Street and Northern Drive.
- Residential *infill* development is encouraged in areas such as the unused portions of Northern Drive, to create a revenue stream for the City through the sale and development of former right-of-way lands. *Infill* development should be of a similar scale and massing to development in the immediate context.
- Auto-oriented uses such as drive-throughs, auto dealerships, service and gas stations will not be permitted in the district.
- Office uses will be encouraged to locate on the ground and upper floors of buildings.
- Buildings will generally be situated at the property line to create a consistent streetwall.

### Mobility Network:

- To create a more logical and direct entry into the city, 126th Street will be extended to Northern Drive.

#### Open Space:

- A new linear park with a multi-use trail along the waterfront from the north end of the Hannaford Supermarket to 123rd Street overlooking the Hudson River will form part of a linked city-wide waterfront trail.
- *Waterfront lobbies* will provide places to sit, rest and view the waterfront and will be attractively landscaped with trees for shade.
- Opportunities for the inclusion of public art or commemorative memorials will be considered for the linear park design.
- Additional local parks are encouraged at the western terminus of 124th Street and 126th Street at Northern Drive. The 124th Street park will provide opportunities to connect 2nd Avenue with the linear park along the riverfront. This park space is appropriate for public and community gathering and should be designed to accommodate programmed events.

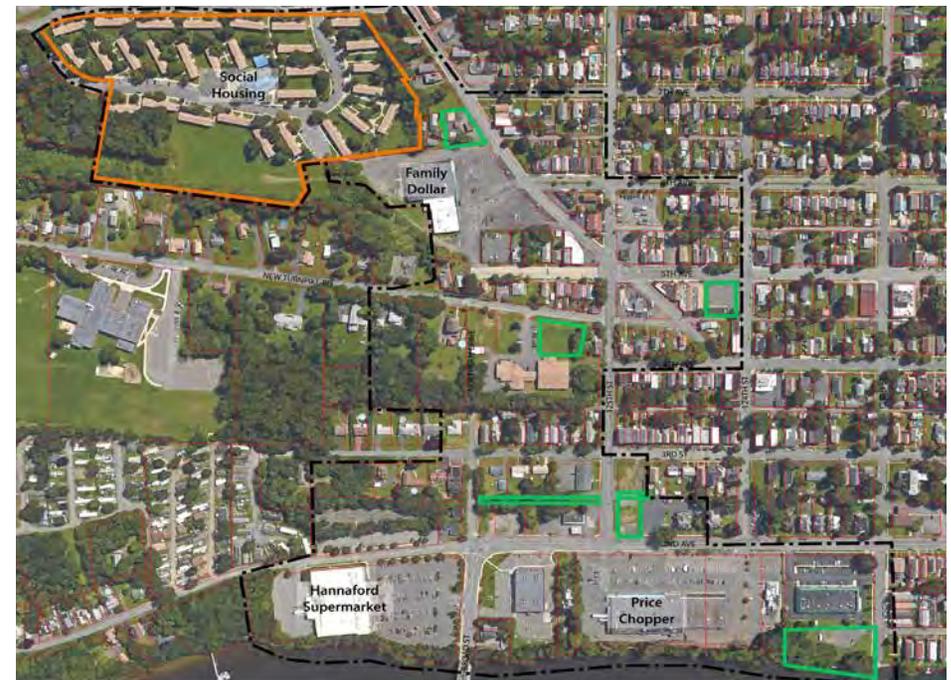
#### Parking:

- Metered on street parallel parking will be provided on commercial streets.
- Parking for commercial and residential uses will be located toward the rear of the development site so that it does not detract from the attractiveness of the public realm.
- Underground and structured parking for higher density developments will be located internal to the block.

### Strategic Considerations

1. To begin re-imagining 126th Street, discussions with landowners in the 126th Street District will be needed. These early discussions will provide a more detailed understanding of available land to be acquired for the 126th Street extension.
2. Following these discussions, the City and its private partners must work collaboratively to undertake design, costing and phasing of the new roadway, and initiate a process for the disposition and sale of portions of the Northern Drive right-of-way to be developed for future residential *infill* development and to support neighborhood reinvestment.

3. A Park and Infrastructure Master Plan that defines the full extent of hard and soft infrastructure needed and the future design of the park spaces will be required to coordinate open space development in the district.
4. Changes to the traffic pattern will be carefully considered to ensure appropriate traffic flow through the neighborhood and surrounding areas.



- — Reinvestment Area Boundary
- City of Troy Owned Land
- Troy Housing Authority Owned Land



- |                                  |                         |                      |             |
|----------------------------------|-------------------------|----------------------|-------------|
| Transformation Area Boundary     | New Street              | Waterfront Lobbies   | Boat Launch |
| 1-4 Stories Residential Building | Surface Parking         | Permitted Commercial |             |
| New Employment                   | Streetscape Improvement | Required Commercial  |             |
| New Open Space                   | Improved Trail          | Grocery Store        |             |
| New Commercial                   |                         |                      |             |



> Concept plan for the 126th Street District

## 5.2 Knickerbacker Park Reconfiguration

The Knickerbacker Park reconfiguration will allow 7th Avenue to be reconnected while introducing new residential development on the perimeter of the park. The parkland will be strategically relocated, with no net loss, to address parkland deficiencies in the Lansingburgh and North Central *neighborhoods* and to support the goals of neighborhood renewal.

### Area Today

Recent community initiatives have resulted in a number of small park and parkette improvements in North Central and other areas of the city. This is indicative of the importance and high level of community interest in creating better and more accessible open spaces for community members. The strategic creation of parkland in areas that are parkland deficient can be a very helpful strategy to advance and stimulate neighborhood renewal and revitalization activities, and can also fuel private sector interest and investments in housing and commercial rehabilitation. The reconfiguration of Knickerbacker Park is an excellent demonstration of this type of neighborhood revitalization strategy. The park is located on 103rd St and 8th Avenue in Lansingburgh. The western portion of the site disconnects 7th Avenue, which is a key connector street in the city. The western portion of the site is lined with residential uses which back onto the site and reduce public visibility of the park.

### Long-Term Vision and Goals

The reconfiguration of the Park and reconnection of 7th Avenue will improve the interface with the park by developing uses that front, as opposed to back onto the park, improving visibility and enhancing safety for park users. Converting the portion of the park west of the new road on 7th Avenue into new residential uses would bring significant investment to this neighborhood and would support neighborhood renewal and lend greater stability to the area. This would also provide an opportunity to develop a greater diversity of low density housing in the eastern part of the Lansingburgh neighborhood, including townhouses and semi-detached units.



— — Reinvestment Area Boundary  
Knickerbacker Park Trust



- - - Transformation Area Boundary
- New Street
- Townhouse
- ● ● Streetscape Improvement

## Framework and Guidelines for Reinvestment

To support the reconfiguration of Knickerbacker Park, the following development guidelines will be encouraged:

### Land Use and Built Form:

- New residential development within this district will include two and three story townhouses or semi-detached units.
- Existing park space will be reconfigured to provide a new park entry.
- To accommodate the new road connection, the existing baseball diamonds and tennis courts must be reconfigured and the aging swimming pool will need to be replaced in an alternate location.

### Mobility Network:

- The extension and reconnection of 7th Avenue will improve north-south connections and enhance access to Knickerbacker Park. Additional access points to the park will be identified to enhance connections to the adjacent school, the Uncle Sam Trail and residential areas.
- Additional surface parking will not be permitted. Private residential parking will be encouraged at the rear of new residential developments.

## Strategic Considerations

1. In order to start to reconfigure Knickerbacker Park, discussions with the Knickerbacker Land Trust will be needed. Early engagement with the Knickerbacker Land Trust on the opportunity for park improvements and revenue generation is key to ensuring the realization of this project. The disposition of parkland should also involve a public consultation process to explore how and where new park spaces should be accommodated. Areas for new parkland development should be coordinated with the Land Bank and announced following land acquisition.
2. A Park and Infrastructure Master Plan that defines the full extent of hard and soft infrastructure, the design of recreational uses, grading and topographic issues and the design of the extension of 7th Avenue will be required.
3. The City of Troy should consider the development of a set of Urban Design Guidelines for the residential uses that will front the park. The Urban Design Guidelines should provide direction for built form and public realm improvements. The intent of the guidelines is to ensure a high quality of development that can positively contribute to neighborhood revitalization.



> Concept Plan for the reconfiguration of Knickerbacker Park

## 6.1 Federal Dam District

The Federal Dam District will be a distinct mixed-use area within Troy that is well connected to other parts of the city. It will consist of a mix of housing and a vibrant green network of planned streetscapes, new parks and marina boat access that provides connections to Troy's waterfront.

### The Area Today

The Federal Dam District encompasses the lands from 101 Street in the north to Middleburgh Street in the south and from River Street west to the Hudson River. This is a complex area that is significantly challenged by land use incompatibilities and limited infrastructure connections. While access to the district is provided from River Street along a series of east-west streets, continuous north-south connections are non-existent. The area lacks a structure that would typically be achieved through a formal street grid. In the absence of a connected street grid, the area has developed as a series of isolated and disconnected land parcels. A mix of industrial and residential uses including the Fallon Apartments, as well as vacant and underutilized properties are located west of River Street. The Federal Dam and Lock, operated by the U.S. Army Corps of Engineers sits at the western edge of the district between Bond Street and Glen Avenue. Unlike other locks in New York State, this facility is not accessible to the public despite resident and visitor interest in the site. To the north of the lock are a range of fenced industrial facilities that prevent access to the waterfront. The City of Troy owns a large land parcel bounded by Douw Street and Ingalls Avenue between President Street and the river. The site is the proposed location of a new boat launch.

### Long-Term Vision and Goals

The Federal Dam District will evolve as a mixed-use area with many new strong street connections serving to link and integrate various plan components in a more cohesive manner. The Fallon Apartments will be renewed and redeveloped to incorporate market rate housing and to achieve a better and more compatible relationship between different land uses. Access to the waterfront parklands, a new marina boat launch, and the Lock and Dam facility will be provided for both residents and visitors. With the development of the Ingalls Avenue Boat Launch

facility, the Troy Lock may be extended to Middleburgh Street. A new north-south road will provide some opportunity for residential development overlooking the parkland by the Hudson River. *Intensification* of President Street on City-owned lands will stimulate similar development across the street to support the goals of neighborhood renewal and revitalization.

### Framework and Guidelines for Reinvestment

The following development guidelines will be encouraged to support reinvestment in the Federal Dam District:

#### Land Use and Built Form:

- Lands within this district will be developed with a range of use including industrial, commercial and residential uses.
- Commercial uses at-grade will be required for all developments fronting River Street.
- Auto-oriented uses such as drive-throughs, auto dealerships, service and gas stations and large outdoor scrap storage areas will be considered non-conforming uses and expansion of these uses will not be permitted.
- Office uses are permitted and encouraged to locate on River Street.
- Buildings will generally be situated at the property line to create a consistent streetwall.

#### Mobility Network:

- A new street, Lock Street, will provide north-south connectivity linking the existing east-west streets and providing new roadway frontage to support *redevelopment* in the district.

#### Open Spaces:

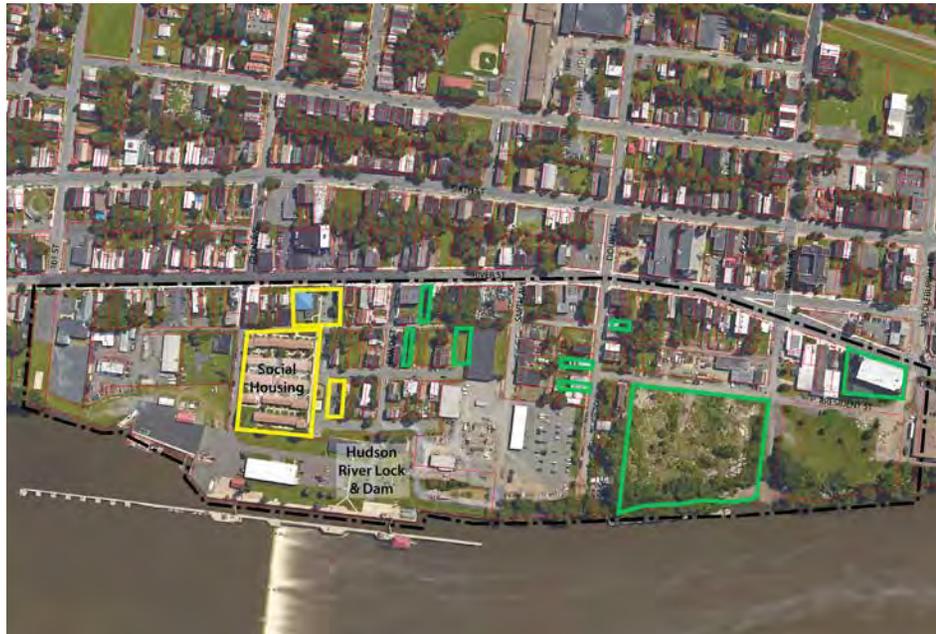
- A new linear park along the Hudson River will provide access to the proposed boat launch.
- The terminus of Douw, Ingalls, and Middleburgh at the park will be designed as *waterfront lobbies* and will include landscaping, street trees and seating to create an attractive environment for pedestrians and cyclists.

Parking:

- Private surface parking will be permitted interior to the development blocks and screened from the public street. On-street parking will be permitted.

### Strategic Considerations

1. Discussions with land owners including the Troy Housing Authority will be needed to facilitate development of Lock Street from 101st Street south to Middleburgh Street. This will create a public road frontage for existing and proposed uses and will make the overall area more safe and accessible. This new street will also provide improved access to existing and planned amenities



- — Reinvestment Area Boundary
- City of Troy Owned Land
- Troy Housing Authority Owned Land

in the area including riverfront parkland, the boat launch facility, the Lock and Dam, the redeveloped Fallon Apartments and other potential new residential and industrial development in the district. The development of this street will be phased to coincide with development proposals in the area so this may occur over a longer period of time. A more detailed study of the roadway and servicing components will also be required.

2. In the short term, the *redevelopment* and expansion of the Fallon Apartments creates an opportunity to deliver a segment of Lock Street while integrating market rate and subsidized housing. This will also create road frontage along the Lock and Dam providing the public with improved access to lock functions. The City of Troy should work to ensure controlled public access to the facility as an important educational opportunity on navigable waterways in New York State.
3. A Park Master Plan for the new waterfront park segment between Douw Street and Middleburgh Street will be required to ensure coordinated open space development. The Master Plan should define the full extent of hard and soft infrastructure, park programming, lighting and address any issues of combined sewer overflows to improve the quality of the water entering the Hudson River.



- |  |   |  |
|--|---|--|
|  Transformation Area Boundary     |  New Street              |  Required Commercial                        |
|  1-3 Stories Residential Building |  Surface Parking         |  Waterfront Lobbies                         |
|  Townhouse                        |  Structured Parking      |  Potential Water Lobby                      |
|  New Employment                   |  Streetscape Improvement |  Proposed Ingalls Ave. Boat Launch and Dock |
|  New Open Space                   |  Improved Trail          |  |



> Concept plan for the Federal Dam District

The *city center* will play an instrumental role in facilitating the growth of Troy's economy and its population. While the existing concentration of businesses and activities, architectural richness and the ability to walk around easily have made this area an important regional and local destination, its role and function must be further enhanced to support the vision of this Plan.

Over time, the *city center* should evolve and grow to contain a greater mix of uses, more civic attractions and a greater critical mass of people both working and living in the core. This can be achieved by directing a significant share (50% or greater) of new residential development to the area and by ensuring that it is the focus for new public infrastructure and public realm improvements intended to attract new private sector development.

The *city center* is the central element of the *city structure* and the key area for future *intensification*. It contains educational institutions such as Rensselaer Polytechnic Institute and Russell Sage College, the *Historic Downtown*, Prospect Park, the Riverfront and several residential areas. It includes a large portion of waterfront land which offers unique opportunities for employment and residential growth. As new public realm and infrastructure improvements occur and attract sustained interest in the area, it will become more vibrant and the range of employment, cultural and recreational activities will be expanded.

Reinvestment in the *city center* will be fundamental to Troy's future success. Continued improvement can drive positive, city-wide change by improving the city's fiscal health, providing more job and business opportunities for residents and sustaining positive development momentum that extends more broadly into *neighborhoods* where reinvestment is needed. The *city center* includes the historic downtown and other assets in the heart of the city that either currently have or can have a meaningful role in strengthening the local and regional economy. These assets include RPI's core campus, Russell Sage College and its potential expansion lands, Prospect Park, the Washington Park neighborhood, the Hedley district and the historic buildings north of downtown, Riverside Park and the Hudson River. Successful strategies will be ones that leverage the area's key assets to create

a compelling, authentic and lively place. Preserving the remarkable character of the architectural legacy, enhancing the public realm, improving accessibility to the waterfront, focusing on dynamic industry sectors, and strengthening ties to educational institutions will all be key to positioning Troy as a unique and sought-after location in a regional landscape of revitalizing small cities.

This section summarizes the opportunities for the *city center*, as well as the challenges it faces, to set the stage for six overarching strategies, each supported by a set of proposed actions. It then provides specific direction for the transformation for two *major reinvestment areas* within the *city center*.

## Regional Context

Troy's economy is entwined with the larger regional economy. It is focused on government, health care and education, reflecting the long-term economic shift toward a knowledge-based economy occurring across North America. Troy's economy is also focused on creative industries, the maker movement, technology and innovation - all sectors which thrive and actively seek a physical environment that offers the amenities, culture and hip vibe that Troy's *city center* offers. In comparison to the centers of Albany and Schenectady, Troy's core is uniquely placed as a walkable and compact, urban-historic downtown, offering a ratio of night life, culture, retail, and entertainment similar to what is found in Saratoga Springs. These successful attributes are sought after in downtowns across the nation and position Troy as a rich complementary attraction to the growing Tri-City area, and Capital Region, offering itself as a great choice for new companies and residents seeking to live in an active, high-creativity ecosystem. At the same time, the concentration of government employment and the presence of major educational institutions give it a stronger and more dynamic economic base than found in entertainment-focused downtowns. Development of the *city center* with an eye towards expanding its unique role and position within the region will complement the economic development efforts of the region's other cities.

## The Historic Downtown Today

Troy's *historic downtown* extends between the Green Island Bridge and Ferry Street. As the city's central business district, it remains predominantly commercial in its land use, with retail uses focused along River Street and Broadway. Housing, government buildings and the campus of Russell Sage College complete the mix of uses. The new Riverfront Park is the only major public open space within this core. While there are many opportunities for growth and improvement in the core, a strategy for improving the economic performance of the area must recognize that the long-term success of the *historic downtown* and the city as a whole will also rely on public and private investments in the areas adjacent to downtown, to support population growth and economic development. This Plan has introduced a *city center* area that includes the land to the north and south of the *historic downtown* including RPI's core campus, Russell Sage College and its potential expansion lands, Prospect Park, the Washington Park neighborhood, the Hedley district and the historic buildings north of downtown, and the Hudson River.

## A Vision for the New City Center

The Realize Troy planning process has engaged residents and other stakeholders to think about the *city center* and its role in Troy's future. Through careful planning and investment, Troy residents envision the downtown to be:

- An engine for economic growth fueled by market-driven development, local talent and an innovative business climate that generates city-wide prosperity.
- A premier destination that draws visitors from the region and beyond with a unique sense of place and a developed array of cultural, heritage and visitor-oriented amenities.
- A real, vibrant, livable center integrally tied to Troy's *neighborhoods*, bustling beyond the work day, where all of Troy residents feel at home and where there is economic opportunity for all.

## Challenges

As Troy pursues its vision for the *city center*, there are several key challenges to be acknowledged and overcome:

- Lingering negative perceptions of the *city center*. The *city center* needs to shed negative impressions still held by many residents in the region from decades ago.
- Vacant buildings and land. The "missing teeth" in the *city center*, a legacy of Troy's economic and population decline, compromise the quality of the existing urban fabric and dampen surrounding property values.
- Underutilized and inaccessible waterfront. As a consequence of its industrial history, the *city center* turns its back to the Hudson River and over time needs to re-orient itself to the water's edge with new development and public spaces.
- Over-engineered road infrastructure. Wide roads and ramps to facilitate vehicular movement pose challenges to creating inviting, comfortable places for people and act as barriers between downtown and surrounding neighborhoods.
- Lack of visitor amenities. Troy has exceptional assets to support a larger tourism base in its downtown, but the lack of basic visitor amenities, like an information center, quality hotels and convention and meeting spaces constrain further growth in tourism, especially in extended stays.
- Limitations of the local labor pool. The lower level of education and higher unemployment levels found among Troy's labor force compared to benchmark areas is an indicator of a skills gap that constrains economic development and also limits the opportunities for local residents to directly benefit from *city center's* prosperity.
- Constrained municipal resources. Like many older cities, limited financial resources will restrict Troy's options in devoting public resources to projects in the *city center*.
- Out-of-date zoning code. The uncertainty developers face regarding the time and resources needed to obtain approvals for their projects can discourage them from initiating new projects.

## The Opportunities

Recent public and private investments and the increase in commercial activity in the *city center* mark a significant shift for Troy and a departure point for continued revitalization. Building on the many assets in the heart of the city, there are several major opportunities for the community to pursue.

## Leveraging History

The ongoing preservation, restoration and conversion of historic buildings in the *city center* offers the benefits of cost-effective production of new living and working space, using historic tax credits, that offer attractive and unique living and working environments for a growing residential base and workforce. In addition, heritage-based initiatives that convey Troy's history can be aligned with tourism related strategies and market-based actions to rebuild the physical fabric of the *historic downtown* as an engaging, pedestrian-oriented place that draws residents and visitors alike.

## Optimizing the Role of Institutions

An incredible resource for Troy are its higher education institutions. Colleges and universities serve as important economic generators, as major employers, and purchasers of goods and services that have multiplier impacts in the local and regional economy. Higher education institutions are also talent generators, supporting a skilled workforce that local businesses can tap into. They are also sources of innovation, providing research that can fuel local startups and generate home-grown economic development. Reinforcing the presence of RPI and Russell Sage College will be fundamental to growing Troy's economy. The Hudson Valley Community College can also serve as a resource, economic generator, engine for upward mobility and builder of the local talent pool in the *city center*.

## Embracing the River

The recent reinvestment in Riverfront Park is an important first step in creating gathering places that can bring new energy and vitality to the core. The further transformation of the waterfront to create more gathering places integrally connected to the urban fabric in the *city center* can serve multiple objectives in furthering revitalization. It will significantly increase the value of adjacent private property and encourage residential and commercial development. It also provides a broader platform for recreation, entertainment tourism and events.

## Capturing and Retaining Startups

Troy and its surrounding region are rich in creative energy that fuels small business startups and a culture of innovation. Troy's position in the region's arts and technology landscape is anchored by a focus on "maker" culture, the presence of the talent, knowledge base and facilities within RPI, and the facility and community connected with the Tech Valley Center of Gravity and the Troy Innovation Garage.

The combination of an engaging entrepreneurial community, a delightful urban environment, and the availability of low cost space give Troy a distinct advantage in targeting makers, artists and entrepreneurs who want easy access to New York City but a more affordable and intimate environment in which to live and work.

## Growing the Culture and Business of Food

The Farmer's Market, which brings several thousand people to the *city center*, is an asset that offers the potential to generate even more economic opportunity in Troy. The urban environment created by the market attracts the knowledge-based workers who in turn attract innovative and creative businesses. Additionally, the market can reinforce the *city center* as a regional hub for high profile restaurants and artisanal food manufacturing. This expanding "food hub" also offers significant opportunities for community-based prosperity through partnerships with community gardens, food incubators and social enterprise organizations.

## Growing the Service Sectors

The *city center* serves as a location for service industries with growing employment. These include government, healthcare and education. The need for high quality office space for an expanding workforce in these sectors dovetails with the directives to use new office development as a force for the physical transformation of this area.

## Employing Existing Organizational Capacity

Troy has a strong foundation of organizations that can advance the vision and strategies for the *city center*, including the Downtown Troy (BID), the Industrial Development Authority (IDA), the Local Development Corporation (LDC) and the Troy Redevelopment Foundation.

## City Center Strategies

To respond to the opportunities and challenges in the *city center*, seven key strategies are described in this section. These strategies are intended to guide programs and actions aimed at achieving the vision for the heart of the city. The strategies are supported and complemented by concept plans for major reinvestment areas within the *city center* (see section 7.1 and 7.2).

## Strategy 1: Support and Promote Creative Industries

This strategy builds on strong, existing assets in Troy and prioritizes “home-grown” business growth to fuel economic development within the city. Troy has a dynamic, technology-focused creative economy that offers unique opportunities within the Capital Region and contributes to the region’s emerging economy of art, culture, design and technology. The Captivate Study, prepared in 2014 for the eight-county Regional Alliance for a Creative Economy consortium, identified substantial regional resources to propel the growth of a creative and innovation-focused economy. The *city center* is an ideal setting for fostering an environment of social networks and face-to-face interaction that is key to collaboration, information sharing and rapid testing of new ideas. Tying sector-based business support strategies with promotion of the *city center* as a choice residential location reinforces Troy as a “maker place” and a live-work location that appeals to talented and creative workers.

### Actions to Support the Strategy

- **The City will continue to promote existing building reuse for maker space and startups.** Older, smaller buildings provide excellent space for startups, small businesses and non-profits because they are generally available at a lower price point than newly constructed space.
- **The City will support ongoing capacity-building and promotion within the local maker and startup movement.** Troy has strong organizations, such as the Tech Valley Center of Gravity, that support makers and entrepreneurs by providing common space and equipment, access to technical support, and convening events that allow for information exchange. Troy’s higher education institutions, existing businesses, and economic development entities all have a role to play in continued capacity building, understanding this emerging economic sector’s needs and place-based strengths, taking a unified approach to industry promotion, and building relationships that can advance shared interests. In promoting economic development, the City of Troy will take a sector-based approach, with a potential role of facilitating relationship and capacity building, and convening stakeholders to gain common policy direction.
- **The City will promote maker movement outreach to the public.** Increased promotion and awareness of Troy’s maker movement will include primary and secondary school outreach that make STEAM (science, technology, engineering, art and math) skills accessible, exciting and fun to students. Activities could include mini maker fairs, maker camps and science contests.

## Strategy 2: Encourage and Facilitate City Center Living

An authentic and complete *city center* will have a wide variety of uses and activities, including a variety of housing types. Encouraging a larger residential population in the *city center* serves multiple revitalization objectives. First, building on the momentum of residential conversions and new residential buildings already occurring puts vacant buildings and sites to good use. Second, it extends the vitality of the *city center*’s streets beyond the work day, to promote an “18-hour” core full of neighbors as well as visitors. Third, a strong residential base, along with a diverse set of cultural, recreational and consumer amenities, provides fertile ground for attracting young, creative talent to the core.

### Actions to Support the Strategy

- **The City will continue to support market-based conversions of commercial structures to residential use.** Prime buildings and sites for residential conversion will be identified, and the City will ensure potential developers and investors are aware of the tax credits and other incentives that make conversion projects financially viable.
- **The City will consider selling City-owned lands for residential development and/or partnering with private developers to achieve housing objectives.** Through the conditions of their disposition, the City can use properties it owns to support continued growth of the residential base in the *city center*. From smaller properties owned by the Troy Community Land Bank, to large catalytic development sites, the City will leverage its inventory of land to the greatest extent possible, including for the development of mixed-income housing and housing for artists.
- **The City will encourage development of a grocery store and neighborhood services in the heart of the city center.** The attractiveness of *city center* living to a wide variety of households will get a big boost as a greater range of amenities are offered and everyday needs are met. Although the provision of a grocery store, medical offices, pharmacies and fitness centers will be dependent in large part on the number of “rooftops” available to a business selling to residents, the City can promote development of these amenities by disseminating demographic and development information, promoting more innovative approaches to meeting basic needs in the short term (such as a smaller-format grocery store, a food co-op, and/or a store that can also capture significant sales to visitors and workers) and offering financial incentives where necessary.

- **The City will update the zoning code for the *city center* and streamline the approvals process for new development.** The policies in the Comprehensive Plan will be institutionalized into the City's zoning code. A zoning update that encompasses a public process and City Council approval will provide certainty to potential developers who are seeking as-of-right entitlements, provide clear articulation of community standards to all community and development stakeholders, and preserve the intent of Comprehensive Plan outcomes through changes in the City's political environment. The City will also explore other changes in the approval process to encourage market-based development activity.
- **The City will work to create assisted living opportunities for citizens who want to remain downtown and identify methods to ensure affordable housing within the Central Business District.**

### Strategy 3: Link Education and Workforce Development to the Evolving City Center Economy

As the primary employment base for the city, the success of city center-focused economic growth is closely tied to the success of Troy's workforce development efforts. This strategy recognizes the importance of tailoring workforce development and education initiatives to the specific sectors that are strong and have strong growth opportunities. This strategy also leverages the human capital and talent found in institutions in the city center to benefit education and workforce development efforts city-wide.

#### Actions to Support the Strategy

- **Relationships will be strengthened between Troy's institutions of higher learning (RPI, Russell Sage College and Hudson Valley Community College) and its primary and secondary schools.** There are many potential directions that new relationships and strengthened partnerships could take. Higher education institutions could develop enrichment programming and curriculum; sponsor volunteer, student mentorship, teacher residency and "adopt a school" programs; offer on-campus facilities and events for public school activities; expose middle and high school students to available academic or career/technical pathways that can be pursued at the college level; or even pilot new schools and neighborhood revitalization initiatives in areas immediately adjacent to campus. The City will convene and facilitate gatherings among K-12 and higher education stakeholders to establish communication and discuss shared goals and potential ventures.
- **The City will work with institutions to promote sector-based education and training at all levels.** Workforce development should focus on sector-specific career pathways, employment needs and workforce development vehicles. Sectors identified as important for an emerging and differentiated *city center* economy include food production, information and communication technologies, entertainment and tourism. In addition, healthcare, government and education are large and growing parts of Troy's economic future. The aim of this ongoing action is to build strong "talent pipelines" that promote greater opportunity for Troy households and support the *city center's* business environment with a pool of skilled labor.

## Strategy 4: Build a Tourist Hub

There is a need for more tourist infrastructure in the *city center*. Specific physical improvements and a long-term strategy for organizing, promoting and managing Troy's tourism assets can be part of a regional recreational and heritage tourism effort that benefits Troy along with the entire Capital Region.

### Actions to Support the Strategy

- **The City will pursue a UNESCO designation for Troy and the Erie Canal as part of a strategy of designating more heritage areas.** Troy has the potential to make a major play for international tourism through a UNESCO World Heritage Site designation. Troy has one of the most intact 19th century downtowns in the U.S., and on its face it meets UNESCO's selection criteria. Pursuit of a UNESCO designation could be expanded to include designation for the Erie Canal as well. There are no other UNESCO heritage sites designated in the northeastern U.S., which would differentiate Troy from other historically and architecturally significant communities.
- **The City will encourage hotel/conference facility development in the city center. As part of the Hudson Valley region, Troy is situated in an area rich with cultural, historic and recreational resources.** By encouraging high quality hotel and conference facility development, promoting Troy's attractions, and building partnerships with other tourism entities in the region, Troy can position itself as an attractive home base for exploring the region with the aim of retaining tourists in Troy for multiple nights.
- **Re-establish a tourist information center.** Troy needs a central location from which tourists can get information on visitor activities in and around Troy. As the city's tourism economy develops, this center would also be the home of a Troy entity that provides accommodation for visitors, and coordinates events, activities, promotion and advocacy for tourism.
- **The City will encourage the development of a permanent home for the Farmer's Market.** The market has been a significant cultural event and destination within the city attracting visitors from far afield. The use of River Street as a setting for open market stalls has been very successful, however, the market is seasonal and dependent upon warmer summer months. A permanent winter and summer home would support this use year round.
- **The City will encourage the transformation of historic downtown alleys as 'retail lanes'.** Currently a number of businesses in the core are using service lanes as access points to their respective businesses and many have restaurant patios that overlook these lanes. Alleys can become remarkable retail spaces due to their narrow configuration which creates an intimacy not often found on traditional shopping streets. Working with the BID, a pilot program to encourage 'retail lanes' should be explored that seeks to encourage retail and commercial uses on the lane, integrates public realm elements including plantings, potted plantings, benches and laneway lighting, and seeks to relocate garbage and recycling facilities to a centralized hub to free up space for retail and public enjoyment.
- **The City will encourage the development of a coordinated building and street lighting program in the historic downtown.** Given the quality and importance of many of Troy's architectural buildings in the *historic downtown*, a night building lighting program would transform the core into a remarkable 19th century live theatre set. Working with building owners and developers as they convert and adaptively reuse core *city structures*, the city should strive to make the *historic downtown* shine at night. This should include lighting strategies from building top to building top on special streets to add to the ambiance and amenity afforded in the historic downtown.
- **The City will encourage the development of a downtown cinema project and prevent this use elsewhere in the city.**

## Strategy 5: Nurture the Development of a Food Hub

Troy's Farmers Market is a great example of successful placemaking and functions as a regional economic engine that sustains farmer vendors, brings visitors to downtown and helps to fuel a growing "farm-to-table" restaurant scene. However, the market is only the most visible element of a growing food economy in the *city center*. Other components should include entrepreneurship activity around artisanal food manufacturing, community-based organizations that support food security and career paths through urban gardening, and employment generated through new restaurants.

### Actions to Support the Strategy

- **The City will encourage artisanal food production and restaurant growth as part of the city center's destination infrastructure.** The City and its partners should see growth in restaurant and small-scale food production as an outcome that supports both a destination focus and a broader economic strategy to promote entrepreneurship and economic opportunity. Marketing the *city center* food culture will be complemented with programs that support food-based small business and workforce development.
- **The City will facilitate development of a food incubator kitchen project.** One model for encouraging new business creation and diversifying the City's economic base is to create a kitchen incubator which is a facility with shared equipment that allows small businesses to reduce their startup costs, build a community of similar businesses, and access technical assistance and supports that help them grow. Working with local non-profits and other stakeholders, the City will explore the feasibility of a food business incubator that can house emerging food production businesses and possibly food-industry non-profits.
- **Encourage and develop other partnerships around food sector training and employment.** In addition to a food incubator facility, other opportunities to strengthen the local food industry and deepen its economic impacts on Troy households will be explored, such as a catering social enterprise business or a new culinary school.

## Strategy 6: Enhance the Public Realm and Support Placemaking Initiatives

Thanks in large part to its heritage, Troy's *historic downtown* has attractive streetscapes, and Riverfront Park has helped to reconnect the city to the river, providing open space for passive enjoyment and cultural events. As the city strives to attract more businesses, tourists and residential development in the core, ongoing enhancements to the broader public realm of the *city center* will be necessary. Improvements to streetscapes, particularly along streets connecting *neighborhoods* to the *historic downtown*, the waterfront and Prospect Park, will encourage more walking and cycling and contribute to an attractive setting for private reinvestments. Prospect Park itself requires a refresh of its facilities and landscape to accommodate a range of recreational pursuits as well as passive enjoyment. New parks and other gathering spaces will be needed as the residential population grows and more people converge in the *city center* for business, shopping and entertainment. As permanent improvements to the public realm are phased in, temporary placemaking initiatives intended to bring vitality to an area should be promoted.

### Actions to Support the Strategy

- **The City will prepare and implement a master plan to guide improvements to Prospect Park.** Enhancing Prospect Park with more trails and other recreation facilities, and making it more accessible, will be vital to attracting households of all types to live in the *city center*. The master plan will consider all aspects of the park and a range of possibilities for making it a year-round destination, including the potential for a cultural or mixed-use attraction at the top of the park, such as a children's museum.
- **The City will prepare and implement a streetscapes master plan for the city center.** While many downtown streetscapes simply need surface upgrades, greening and pedestrian amenities, others hold opportunities for heritage interpretation and public art. A streetscapes master plan will ensure that both capital projects and significant private developments include streetscaping elements designed and built to consistent standards.
- **The City will pursue expansion of Riverfront Park and development of a transient marina.** Extending Riverfront Park, animating its edges and adding a marina will provide more reasons for being in the *city center* and more ways to get there. The park expansion should accommodate year-round programming to bring a range of events and festivals to the *city center* and better support increased cultural activities and visitation. The marina should also provide access near water-level for non-boaters to better connect with the river.

- **The City will encourage and support temporary/pop-up placemaking initiatives.** The City will work with the Downtown BID to identify locations and programs for limited duration, low-cost activities on underutilized public or private property. Successful temporary or “pop-up” commercial and cultural activities might include temporary stores, art installations, beer gardens, and “parklets”, often coordinated with special or ongoing community events. The objective of temporary urbanism projects is to give a sense of possibilities, spur new community and stakeholder engagement, and try pioneering new activities that are low cost and low risk. The City will facilitate such projects by streamlining the approvals process.

## Strategy 7: Market the Opportunities within the City Center and Maintain Measurable Data to Track Success

As part of the Comprehensive Plan process, the city has created an online searchable database that will enable interested members of the development community and business owners to search for retail, commercial, residential and office space for lease or for sale. Maintaining the inventory in an up to date state, and using the information to develop marketing materials aimed at increasing business and development interest while reducing the number of vacant upper floors will assist the City to achieve measurable results in demonstrating economic success over time. The searchable database can be accessed from the City of Troy website at [www.troyny.gov](http://www.troyny.gov).

### Actions to Support the Strategy

- **In conjunction with the BID, the city will update and maintain an on-line searchable property database to market real estate within the Downtown.**
- **In conjunction with the BID, the city will prepare marketing materials promoting business and development opportunities broadly within the Downtown.**

## 7.1 Riverfront District

The Riverfront District will establish a welcoming new recreational, entertainment and hospitality precinct from the Green Island bridge entry to the Congress Street Bridge by returning River Street to its former alignment, rebuilding Catham Square, and strengthening the draw of downtown with a number of new signature amenities.

### The Area Today

Troy's *historic downtown* is an important economic driver and an anchor for the city as a whole. It is remarkable in its scale, urbanity, walkability and exceptional architectural legacy. However, the riverfront area is not achieving its full potential. There are currently very few opportunities to experience riverfront from within the *city center*. Unlike many waterfront cities, Troy's *city center* looks inwards and much of the riverfront is treated as 'back of house.' With the exception of Riverfront Park, the predominant use found along the riverfront is surface parking. Once at the river's edge, there is not a continuous waterfront trail or promenade, and visitors are greeted with chain linked fences, asphalt pathways and limited pedestrian and cycling amenities. The state of the riverfront area is partly the result of heavy handed urban renewal projects occurring in the 1970s. These have resulted in the realignment of River Street from its historic location to its current alignment and the development of Uncle Sam's Atrium and the Best Western Hotel, which are distinctly suburban developments. These uses do not serve to animate or activate the Riverfront District, and set within this context, Riverfront Park feels isolated and separate from the city's.

### Long-Term Vision and Goals

The Riverfront District will be a new recreation, entertainment and hospitality district that will complement and strengthen the *city center* as a cultural destination within the region and help draw people, visitors, conferences and conventions to the city. It will offer the type of quality of experience one would expect at a significant cultural and tourist destination. Riverfront Park is a destination on the riverfront that has brought new energy and vitality to the core through ongoing programming, events and festivals.

The Riverfront District will leverage this reinvestment by significantly expanding the park and adding new recreational, entertainment and tourism uses to strengthen the waterfront as a focus for culture, visitation, recreation, and social interaction. Riverfront Park will be expanded from State Street to Grand Street and will be supported with new park programming, a new public marina in the park, a new landmark hotel/residence and convention facility on the waterfront with a public parking component. The new signature hotel/residence and conference facility will be developed at the entry point to the downtown at the intersection of the Green Island Bridge and River Street. The District will also include the establishment of a permanent home for the Farmer's Market within a new mixed-use building that fronts the park expansion. Uncle Sam's Atrium may be redeveloped into a mixed-use building with the potential for a small mid-sized cinema to better support the *city center* as a cultural and entertainment destination. The vacant land at Monument Square will be filled in with a ramped park space and additional mixed-use buildings that will serve to add more people and activity to the core of the city.



-  Reinvestment Area Boundary
-  City of Troy Owned Land
-  Troy IDA Owned Land
-  New York State Department of Transportation



- |                                  |                         |                              |
|----------------------------------|-------------------------|------------------------------|
| Transformation Area Boundary     | New Open Space          | Improved Trail               |
| 3-5 Stories Residential Building | Private Green Space     | Required Commercial          |
| 6-8 Stories Residential Building | New Street              | Waterfront Lobbies           |
| 10+ Stories Key Density Node     | Structured Parking      | New Farmer's Market Building |
| New Employment                   | Streetscape Improvement | New Hotel                    |
| New Hotel                        |                         |                              |

## Framework and Guidelines for Reinvestment

The following development guidelines will be encouraged to support reinvestment in the Riverfront District.

### Land Use and Built Form:

- A new hotel building will front the expanded Riverfront Park to the south. This mid-rise building of six to eight-stories will feature a signature tower element of up to 25-stories. The building will include private as well as public parking below-grade that is structured.
- The proposed mixed-use building will become a permanent home for the Farmer's Market, allowing merchants to spill out into the expanded park and along River Street during the summer on market Saturdays. The building can contain below-grade parking, additional community uses and residential uses on the upper levels in a six-story building.
- The *redevelopment* of Uncle Sam's Atrium will allow for the creation of a mixed-use destination with office uses, potentially cinemas and residential uses to complement the *city center*.
- The vacant land at Monument Square will be partially developed with new mixed-use buildings that are compatible with the height and articulation of neighboring structures.
- Additional *infill* development is proposed along the front of the Hudson River between State Street and Congress Street consistent with the height and built-form character of neighboring structures.
- Commercial uses will be required at-grade along River Street to help animate Riverfront Park.



> Riverfront District looking south east

### Mobility Network:

- River Street will be realigned to its former location.
- A public marina will be operated out of the hotel/residence and conference center utilizing the dockwall along Riverfront Park to better position Troy as a key water-based destination on route to New York and destinations along the Erie Canal.

### Open Spaces:

- Riverfront Park will be significantly expanded as a city-wide destination and civic space. It should contain hard and soft landscaping and include active programming during the summer and winter months to ensure it functions as an animated destination bringing visitors to the core of the city. The expanded park should include a summer pond with water jets that can be used as a skating rink in winter months, and should have a well-developed waterfront promenade and other trails and features to ensure it is an interesting and exciting space.



> Riverfront District looking north east



> Riverfront District looking east

#### Parking:

- Private underground and structured parking will be located interior to the development sites such that it is not visible from the street.
- Access to underground and structured parking should generally occur on east-west streets only, except in the case of the hotel/residence site.
- Public parking is proposed as a component of the hotel/residence site.

### Strategic Considerations

1. The evolution of the Riverfront District is primarily focused on creating a stunning park along the riverfront with a series of cultural and entertainment destinations dispersed throughout. River Street should be realigned to its former location to facilitate the Riverfront Park expansion and allow for the creation of new development blocks to support a hotel/residence and conference center in the district. The first step in realizing this Major Reinvestment Area is to develop an interim or phased road system and park development strategy. These plans will recommend or confirm a phasing plan for the development of streets and open spaces. At a minimum, the early street network should include River Street from Fulton Street to Federal Street.



> Concept Plan for the Riverfront District

## 7.2 Riverside District

The Riverside District runs from Congress Street to the Poestenkill. Over time, this district will be redeveloped to better utilize significant vacant and underutilized waterfront lands leading to the creation of a new mixed-use waterfront neighborhood fully connected to the historic downtown and the Monroe District. Existing South Central neighborhoods will also benefit from new public access to the riverfront and a linear park with trails and sitting areas.

### The Area Today

The Riverside District is a largely underutilized area with prime waterfront potential. The District is situated at the southern boundary of the *city center* beginning at Congress Street and ending at the Poestenkill. Traveling through the historic downtown, south on River Street, it is difficult to access this area of the city. River Street ends abruptly as it changes from an urban street into a highway on-ramp directly loading vehicles onto the Congress Street Bridge. This street transformation occurs suddenly and results in vehicles unexpectedly finding themselves outside the city and traveling into Watervliet. Along with bisecting River Street and creating a physical barrier to the *city center*, the Congress Street ramps also prevent the logical southern extension of the area to the Poestenkill. The Congress Street Bridge is an important entryway into Troy and plays a key role in shaping perceptions of the city for both visitors and residents. Currently, impressions of the city at this arrival point are largely negative. The over-designed ramps combined with vacant Troy Housing Projects create an unpleasant image of the city. Although the district is presently underperforming, given its location and its relationship to the surrounding area including Russel Sage College, it has tremendous potential to evolve as a logical expansion to the *city center* generating increased vitality, commerce and tax revenue.



- — Reinvestment Area Boundary
- City of Troy Owned Land
- Troy Housing Authority Owned Land
- NYS Owned Land



- Transformation Area Boundary
- 3-5 Stories Residential Building
- 6-8 Stories Residential Building
- New Employment
- Private Green Space
- New Open Space
- New Street
- Ferry Street Bridge Intersection Improvements
- Structured Parking
- Streetscape Improvement
- Improved Trail
- Required Commercial
- Permitted Commercial
- Waterfront Lobbies

## Long-Term Vision and Goals

The Riverside District will be a new, urban mixed-use waterfront neighborhood accommodating approximately 45 acres of new *mixed-use development* including new employment opportunities. The development of this district will significantly increase the number of residents and taxpayers in the city, and will add new commercial, retail and destination amenities to areas immediately adjacent to the historic downtown to better support tourism, business growth and vibrancy of the city as a whole. Improvements to the Congress Street bridge ramps will support enhanced northern connections to the *city center* and southern connections to the Monroe District. This key arrival point to Troy will also be marked with distinctive mixed-use buildings of a high urban design and architectural quality.

Russell Sage College may be expanded as a joint development partner at this location to create a unique and signature arrival destination at the bridge crossing. There is also an opportunity to redevelop the site owned by the Troy Housing Authority into a mixed-income development incorporating subsidized and market rate housing. Several new urban parks including a linear waterfront park along the Hudson River will provide more recreational opportunities in this part of Troy. These park spaces are appropriate for public and community gathering and should be designed to accommodate programmed events, and support family living downtown. Similarly, open space areas under the Congress Street Bridge will be redefined through the introduction of new amenities, innovative landscape techniques, and potential programming opportunities.

## Framework and Guidelines for Reinvestment

The following development guidelines are encouraged to support reinvestment in the Riverside District:

### Land Use and Built Form

- The district will include a minimum of three to five-story mixed-use buildings with opportunities for taller six to eight and possibly 12-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.
- Auto oriented uses such as drive-throughs, auto dealerships, service and gas stations will not be permitted within the district. Office uses should be permitted and encouraged to be located on the upper floors of buildings.
- Buildings should generally be situated at the property line to create a consistent streetwall.

### Mobility Network

- The district will have a fully connected street grid and the linear park developed along the waterfront should include a multi-use trail/promenade.

### Open Spaces

- A new linear park with multi-use trail will enhance the western edge of the district. The trail segment will become part of a linked city wide waterfront trail/promenade.
- *Waterfront lobbies* will provide places to sit, rest and view the waterfront and should be attractively landscaped with trees for shade.
- Opportunities for the inclusion of public art or commemorative memorials will be considered in the park design.



> Riverside District looking south east



> Riverside District looking north east

#### Parking

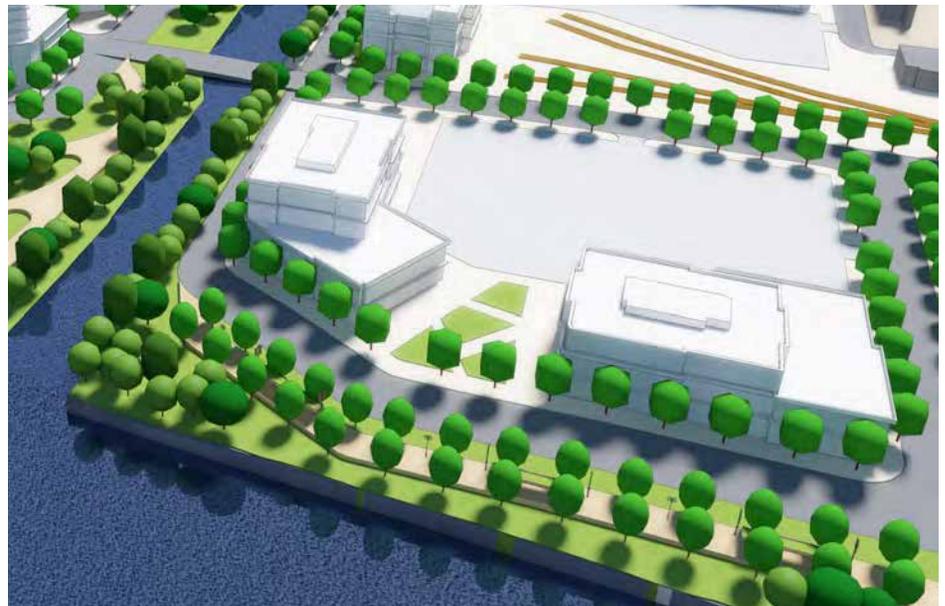
- Private underground and structured parking should be integrated with new development and located interior to the development blocks so that it is not visible from the street. Access to underground and structured parking should only occur from the east-west street.
- Private surface parking will be permitted for townhouse units provided that parking is located toward the rear of the property and not visible from the public street.
- Public parking is proposed as metered on street parking and a public parking deck is proposed to be located on River Street. The deck should be designed to appear as a mixed-use building and should accommodate commercial uses at-grade fronting River Street.

## Strategic Considerations

1. Extension of the downtown will require the replacement of the Congress Street bridge ramps and the reconfiguration of the River Street and bridge connection into a signalized urban intersection. The City of Troy will undertake a Transportation and Infrastructure Study, which will assist with confirming the feasibility of removing the Congress Street ramps, and will establish the potential design and construction components needed to introduce a signalized intersection at River Street. This study will also examine a new street network that includes Front Street running parallel to the Hudson River, the extension of River Street, and the extension of local east-west streets to create a fully connected street grid within the district.
2. The City of Troy should also form an agreement with the Troy Housing Authority to ensure that the Authority's land parcels develop into mixed-use areas. Lands should also be protected at the terminus of Liberty Street, Adams Street, and Jefferson Street for proposed *waterfront lobbies*. Lands from Division Street to the Poestenkill should be reserved for the waterfront trail.



> Riverside District looking north east



> Boundary between Riverside and Monroe



> Concept Plan for the Riverside District

# 8.0

## SOUTH WATERFRONT

### 8.1 The Monroe District

The Monroe District will be an attractive knowledge-based employment district supporting approximately 1,400 jobs focused on technology development, innovation and advanced manufacturing in flex office buildings.

#### The Area Today

The Monroe District is situated between the Riverside District to the north and the Burden District to the south and is adjacent to the waterfront south of the Poestenkill and north of Tyler Street. This district has traditionally been used for a range of industrial uses but it is largely underutilized today and is underperforming with respect to employment and tax returns to the City. Existing rail infrastructure runs north-south along the eastern boundary of the district. The rail line is currently used by a few businesses including Interstate Commodities located at 7 Madison Street. Water-based transportation is nonexistent and the existing businesses are not reliant on water based transportation as part of their business model. The water's edge is not lined with hard dock or sea wall which could facilitate land to water loading. Presently, *brownfield* sites make up approximately 85% of the land area within the district, but some remediation efforts have occurred. Soil cover and groundwater treatment occurred on the Industrial Park site and some clean-up activities were recently completed for the Rensselaer Iron Works (Scolite) site.

Current access to the district is provided via east-west streets that generally travel through the South Troy residential neighborhood. Residents have noted that trucks traveling through South Troy to service the industrial uses along the waterfront have disrupted the reasonable peace and enjoyment of their neighborhood. To address these concerns, the City of Troy is building an Industrial Park Road which will route industrial traffic around the existing *neighborhoods*. The City of Troy, the Troy Local Development Corporation and the Rensselaer County Industrial Development Authority are large public land holders in the area and have the potential to act strategically to catalyze and encourage development in this area.

#### Long-Term Vision and Goals

The Monroe District will be transformed into an exciting knowledge based employment district. Employment in the district would be focused on technology development, innovation and advanced manufacturing. The proposed Industrial Road Parkway will align with the extension of River Street. This new north-south street will fully connect the Monroe District to the Burden District to the south and the Riverside District to the north. This connectivity is essential to supporting the *intensification* goals of the *city center* and will create a much more integrated transportation network with improved opportunities for transit and cycle use. The expanded road network will also create a series of new development blocks for new high-quality developments fronting the Hudson River. A new linear park adjacent to the Hudson River will be a distinct and attractive amenity within the district, and will define it as a highly competitive business location within the region. Over time, a Commuter Rail Station may be located just south of the Poestenkill and accessed by transit. The station has the potential to make use of existing rail infrastructure to connect Troy to Albany and other major cities including New York City and Buffalo. This will better connect Troy to larger markets to the south and west and will provide a greater number of transportation options within the city.

#### Framework and Guidelines for Transformation

The following development guidelines are encouraged to support reinvestment in the Monroe District:

##### Land Use and Built Form:

- Lands along Front Street should be one to three-stories, with flex-office being the most predominant use to create a highly attractive innovation and business district. Smaller, more cost-effective industrial and manufacturing buildings will front the extended River Street/Industrial Park Roadway.
- Commercial and retail uses are permitted as accessory uses within the district.
- It is expected that there will be opportunities for a new destination such as a restaurant at the north-west corner of the district overlooking the Poestenkill and Hudson River.

#### Mobility Network:

- A new street network will be introduced including a designated truck route and local streets to provide an organizational framework for the development of individual parcels. An extended River Street and a series of new east-west streets are proposed to enhance mobility within the district.
- The Industrial Parkway Truck Route will have bike lanes and sidewalks on both sides of the street, as well as a streetscape and planting zones to create an attractive address.
- All local streets should generally consist of two through lanes and parallel parking on both sides of the street with sidewalks and a streetscaping zone to create an attractive public realm. Local streets could be developed within a 70 foot right-of-way.

#### Open Spaces:

- A new linear park with multi-use trails will enhance the western edge of the district. The trail segment will become part of a linked city wide waterfront trail/promenade.
- *Waterfront lobbies* will provide places to sit, rest and view the waterfront and should be attractively landscaped with trees for shade. The park should be designed with passive landscaping and should act a buffer to the Wynantskill.

#### Parking:

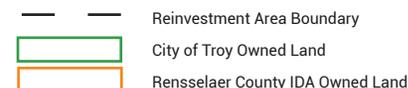
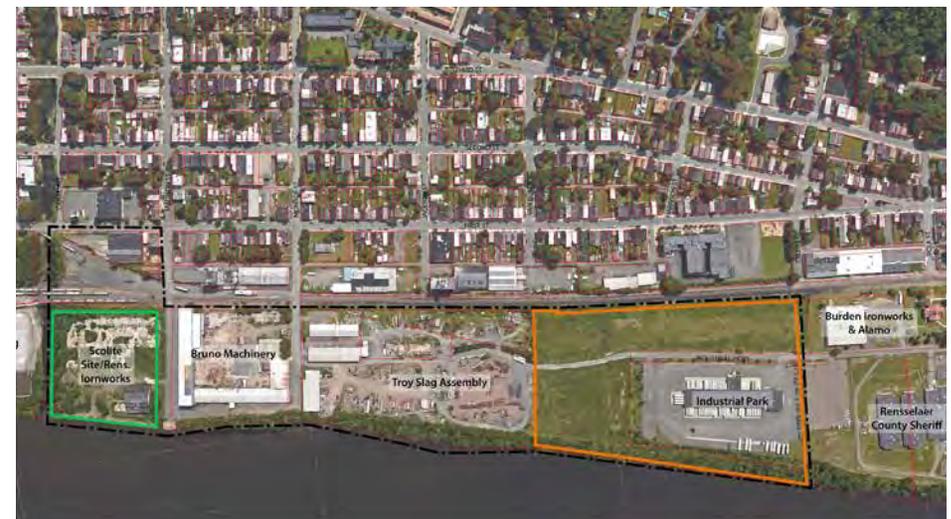
- Parking should be located interior to the blocks and its visual impact should be minimized as seen from Front Street.

## Strategic Considerations

1. Key to unlocking the potential of the Monroe District is the ability to access shovel-ready lands for development. The first step of this work includes addressing the environmental contamination in the district. The City of Troy needs to work with the Department of State (DOS) and the Department of Environmental Conservation (DEC) to proceed with a Step 3 Nomination Study for the lands enabling a range of eligible tax credits and other funding programs which can better support the transformation of the Monroe District, and enable it to evolve as a regionally competitive employment destination. The City of

Troy owns the Scolite site and with *brownfield* clean up now complete it should market this site for flex-office that commences the implementation of the Monroe District from the north but with the creation of a park buffer along the canal.

2. Working collaboratively with existing educational institutions engaged in innovation such as RPI, Russell Sage College and Hudson Valley Community College, the City and the IDA can work to fund and create a state-of-the-art joint-use innovation building with specialized research equipment on City- or IDA-owned land. The City and IDA can also offer lower or discounted rental space to start-ups and innovators to advance the pace of positive change within the district.
3. The City of Troy must also work to protect the rail corridor for utilization by businesses and the lands at the terminus of the corridor for a potential Regional Commuter Station.





- Transformation Area Boundary
- 1-3 Stories New Building
- New Open Space
- Surface Parking
- Streetscape Improvement
- Improved Trail
- Permitted Commercial
- Waterfront Lobbies
- 1 Proposed Train Station
- New Street



> Concept Plan for the Monroe District

## 8.2 The Burden District

The Burden District will be an industrial and manufacturing district at the southern entryway to the city that supports 1,200 jobs in the advanced manufacturing sector. The District will contain large-scale indoor/outdoor industrial uses and warehousing.

### The Area Today

The Burden District is located at the southern end of the city between Tyler Street and the Menands Bridge. Though the area represents a key entryway to the city via the bridge and High Street, a vast majority of the lands within this area are underutilized. Less than a handful of businesses operate within the district including the Sperry Warehouses, Callanan South, King Fuels Assembly and Portec Assembly. Approximately 75% of the district contains *brownfield* sites some which have already undergone *brownfield* cleanup and remediation efforts. The Wynantskill Creek bisects the district into two parts with the southernmost portion having excellent visibility from the Menands Bridge. Significant grade changes have created challenges moving into and out of the district. Access into the area is currently provided by Water Street which circles the perimeter of the site meeting High Street almost two-stories above the lower portions of the site. The primary street access from Burden Avenue up the hill is via Main Street which provides a direct connection to the Rensselaer County Correctional Facility at the far northern end of the district. The location of the rail infrastructure running north-south across the district has limited the potential for further east-west connections.

### Long-Term Vision and Goals

Manufacturing remains a growing sector within the region and the Burden District has the great potential to capture industrial and manufacturing operations. The Burden District will have a logical road network that links land parcels both within the Burden District, and to other destinations within the city. This new road network will include the extension of Mill Street west along the southern side of the Wynantskill Creek and a loop or ring road along the Hudson River linking to Water Street. A new connection to the proposed Industrial Park Roadway will further support enhanced movement within the district and will provide for a new truck route eliminating the need for trucks to travel within the residential areas of South Troy. The extension of Mill Street will also ensure access to the Wynantskill, and a new linear park adjacent to the roadway will offer space for employees to relax. The new waterfront trail and a series of *waterfront lobbies* will further allow nearby residents, employees and visitors to appreciate views to the water's edge and enjoy a series of recreational activities.

### Framework and Guidelines for Reinvestment

The following development guidelines are encouraged to support reinvestment in the Burden District:

#### Land Use and Built Form:

- Development within this district will include one and two story industrial, manufacturing and warehousing buildings with appropriate setbacks to create a consistent streetwall.
- All development within the district will face the street to create an active street frontage.
- Commercial and retail uses are permitted as an ancillary use within the district to enhance local amenities for district employees and visitors.
- Development shall support the movement of cars, trucks, cyclists and pedestrians and shall provide an opportunity for water dependent uses.

Mobility Network:

- A new street network will be introduced including a designated truck route and local streets to provide an organizational framework for the development of individual parcels. A designated truck route along the proposed Industrial Park Roadway/River Street extension from Main Street will serve to enhance overall mobility within the district.
- All local streets should generally consist of two through lanes and parallel parking on both sides of the street with sidewalks, bicycle lanes and a streetscaping zone to create an attractive public realm.



- — Reinvestment Area Boundary
- City of Troy Owned Land
- Troy Housing Authority Owned Land
- Troy Local Development Corp Owned Land
- Rensselaer Sewer
- Rensselaer County IDA Owned Land
- NYS Owned Land

Open Spaces:

- A new linear park with multi-use trails will enhance the northern and western edge of the district. The trail segment will become part of a linked city wide waterfront trail/promenade. Within this district it will cross the Wynantskill on the Industrial Park Road extension looping west and north along the Hudson River to connect to the Monroe District.
- *Waterfront lobbies* will provide places to sit, rest and view the waterfront and should be attractively landscaped with trees for shade. The park should be designed with passive landscaping and should act a buffer to the Wynantskill.

Parking:

- Surface lots should accommodate the required parking for the district and should be permitted adjacent to public streets. The introduction of trees, landscaping and other design treatments that help conceal and soften surface parking will help to improve the visual and physical character of the district.

Strategic Considerations

1. In the immediate term, land should be protected at the terminus of Main Street, on the other side of the Wynantskill and below River Street for the proposed *waterfront lobbies*. The sliver of land along the water's edge should also be secured for a generous, well treed waterfront trail.
2. Similar to the *redevelopment* of the Monroe District, in order to redevelop this part of the city, the City of Troy should undertake a detailed Public Realm, Infrastructure and Servicing Master Plan. The Plan should highlight the necessary infrastructure improvements that are needed to realize the building activity in the district. The Public Realm, Infrastructure and Servicing Master Plan will consider the creation of an early street network that includes the following street segments: Industrial Park Road and Mill Street extension from High Street to the intersection of the Industrial Park Road at the Wynantskill. The completion of the roads that front the Hudson River can occur as development proceeds. The Master Plan should also address any combined sewer overflows to improve the quality of the water entering the Hudson River, and should address storm water management to reduce the amount of water entering the sewer system.



- |  |   |   |
|--|---|---|
|  Transformation Area Boundary |  New Street      |  Streetscape Improvement |
|  1-3 Stories New Building     |  Surface Parking |  Waterfront Lobbies      |
|  New Open Space               |  Improved Trail  |   |



> Concept Plan for the Burden District looking north

# PART D: IMPLEMENTING THE PLAN





# 9.0

## IMPLEMENTATION

Achieving the goals of this Plan will require strategic action, leadership, cooperation and significant investment over time. While approval of this Plan represents the first step in realizing the city's full potential, a range of supporting initiatives, studies, partnerships and support mechanisms will be needed to carry the ideas of this plan forward. It must be recognized that the costs of many of the initiatives described in this Plan are not currently committed in the City's budget. However, the intent of this Plan is to identify the actions necessary to support growth and change in the city, and to set realistic priorities to determine what may be achievable over the short, medium and longer term.

It will also be important to link implementation of this Plan to many of the other studies and initiatives undertaken by the city and its partners. The Lansingburgh Village Study, the South Working Waterfront Study, and the City's Complete Streets Zoning Ordinance, are examples of recent initiatives that complement this Plan and must be considered when implementing elements of this document.



## 9.1 Transitioning to the New Comprehensive Plan

### Comprehensive Plan Adoption

Comprehensive Plans are adopted using New York states zoning enabling statutes. Once adopted all land use regulations must be consistent with the Comprehensive Plan and the Plan must be considered prior to adoption or amendment of any land use regulation. The New York State Environment Quality Review Act requires that Comprehensive Plans follow a (SEQR) process before they are adopted. Adoption of a Comprehensive Plan is considered a “Type 1 Action” and likely requires the preparation of an Environmental Impact Statement (EIS). To continue the momentum generated by the development of this Plan, the City should dedicate a staff resource person to support the development and approval of the EIS.

Regular updates to this Plan will also be necessary to ensure that it continues to address local priorities and changing community needs. The City must be committed to reviewing and updating this Plan every five years. This five-year review will allow the City to evaluate the success of the Plan, and will provide opportunities to revisit locations in the city that may be appropriate for revitalization initiatives that support the goals and objectives of this Plan.

### Zoning Updates

The City’s Zoning Ordinance regulates land uses and specifies development standards such as maximum and minimum building heights, massing, orientation, and parking requirements. A comprehensive update to the City’s Zoning Ordinance will be needed to ensure consistency with the policies and strategies outlined in this Plan. This update should consider the introduction of Overlay Zones in Reinvestment Areas to recognize the distinct vision for these areas. The Overlay Zones would establish detailed design standards to guide building heights, density, land uses, parking, and urban design in a manner that achieves the long-term vision of the Reinvestment Area.

### Geographic Information System (GIS) Updates

A contemporary GIS system is a highly valuable tool that can be used to monitor and review development activity and proposals. The City’s GIS data files should be updated regularly for accuracy and should be used to support and monitor implementation initiatives associated with this Plan.

## 9.2 Quick Wins

Certain aspects of this Plan, including new development in Reinvestment Areas will necessarily occur over time. To maintain the momentum of public interest and engagement with this planning process, a series of priority projects are proposed. These are projects that are intended to help advance the placemaking, and economic development objectives of this Plan. Although completion timeframes may vary, it is expected that many of these projects will be completed within the short term (1 – 5 years). These projects will quickly transform many parts of the city, helping to set the tone for future *redevelopment* projects.

### 1. Advance the Streetscape and Public Realm Projects that are Identified in *Gradual Change Areas*.

There are a range of public realm and streetscape improvements and other recommendations that are proposed to advance and catalyze desired neighborhood investment and *infill* development in the city’s *neighborhoods*. The use of Community Block grants to secure funding for public realm improvements is a first step in bringing positive change that can be built on over time through other improvements and investments.

### 2. Fast-Track the Approvals Process for *Redevelopment* in Reinvestment Areas

Fast-tracked or expedited approvals would prioritize applications for new developments that are located in Reinvestment Areas where proposals are consistent with the goals and objectives identified in this Plan. This process would help reduce the schedule, costs and associated risks that accompany delays often associated with the approval process and would support and encourage development that is aligned with Plan goals.

### 3. Develop *Waterfront Lobbies* on City Owned Lands

This Plan has emphasized the importance of enhancing public accessibility along the water’s edge. It proposes a series of *waterfront lobbies* at the terminus of east-west streets that will create special places where the city meets the river. Map 10 – Parks and Open Spaces identifies the locations of *waterfront lobbies* on city-owned lands. The City should select from among these locations to pilot the development of *waterfront lobbies*. Locations where existing or proposed capital works, Land Bank activities or neighborhood revitalization initiatives are planned should be prioritized.

#### 4. **Develop the *Forks* as Key Civic and Local Gathering Places in the *Neighborhoods***

The *forks* are important places to enhance the character and desirability of Troy's *neighborhoods* by creating small, attractive gathering places where the intersection of roadways create a triangular open space. Enhancing these with seating, street tree planting, landscaping and public art will emphasize the importance of a socially inclusive city. The City should utilize Community Block Grants to develop and enhance the series of neighborhood *forks* identified in this Plan. Locations where existing or proposed capital works, Land Bank activities or neighborhood revitalization initiatives are already underway should be prioritized.

#### 5. **Create a Marketing and Tourism Strategy for the *City Center* and retain a *City Center Coordinator***

There are a growing number of cultural, institutional and environmental, recreational and retail destinations in the *city center* which require a comprehensive Marketing and Tourism Development Strategy to grow economic development and tourism potential in the core. The intent of the Strategy would be to establish a strategic approach to increasing tourism by enhancing the image and competitiveness of Troy as a visitor destination. This will require that the City focus on establishing a positive identity for the city as a whole and increasing the proportion of overnight visitors.

To ensure implementation of the Strategy the City should consider hiring a *City Center Coordinator* to be responsible for working with the BID and tourism partners to advance the goals and actions recommended in this Plan. The *City Center Coordinator* would identify priorities for product development, marketing and attracting investment on a regional level, and positioning the city for the future in a way that complements the work of the City's Economic Development Division.

## 9.3 Future Studies

The following additional studies are recommended to support and supplement this Plan.

- 1. Public Realm and Infrastructure Master Plan for *Major Reinvestment Areas***  
To facilitate private sector development within *major reinvestment areas*, a Public Realm and Infrastructure Master Plan will be needed to establish a framework to coordinate and prioritize infrastructure investments possibly in a phased or sequential manner. These Master Plans should provide a more detailed assessment of existing conditions in *major reinvestment areas* relative to servicing and infrastructure development and make recommendations regarding the detailed design and phased implementation of key streets and public spaces identified within *major reinvestment areas*. In addition, the Master Plan should contain an analysis of potential funding and financing mechanisms.
- 2. Flood Protection Study**  
Troy's Floodplain Management and Flood Damage Prevention Ordinance, Chapter 158, directs floodplain management and guides flood damage prevention by setting out standards for anchoring, construction materials and methods, design and placement of utilities, subdivisions, and residential and non-residential construction. This Plan encourages the development of new mixed-use communities along the city's waterfront where flooding and flood damage has previously occurred. A detailed review of this ordinance combined with additional flood protection studies and measures will be needed to identify flood risk, and assess potential options to reduce flooding in new development areas adjacent to the waterfront.
- 3. Transportation Master Plan for *Major Reinvestment Areas***  
A comprehensive Transportation Study for the *major reinvestment areas* will help ensure that new development can be appropriately accommodated in these areas. The objectives of this study will be to assess the characteristics of existing and proposed new roads from a traffic safety and traffic operation perspective, with consideration of all road users including pedestrians, cyclists and public transit users. This study may also assess traffic impacts arising from the conversion of one-way streets in the *historic downtown* to two-way operation and make recommendations for the normalization of the Ferry and River Street intersection.

#### 4. **City Center Streetscape Master Plan/ Built Form Standards**

A Streetscape Master Plan and Built Form Standards manual for the *city center* should be developed to provide guidance and urban design direction for proposed development in this major economic development zone. The recommendations outlined in the Streetscape Master Plan and Built Form Standards manual will communicate the City's design expectations to the public and private sectors regarding design excellence in keeping with the rich heritage legacy of much of the historic ore.

#### 5. **Bike and Pedestrian Master Plan**

The City's Complete Streets Ordinance (2014) recommended the development of a Bike and Pedestrian Master Plan that would create and improve opportunities in the city for active recreation and *active transportation*. Key to this plan is the development of a network of on-road and off-road bike and pedestrian-friendly *corridors* that are well-connected to the city's *neighborhoods* and key destinations. Map 8 - Future Active Transportation Network outlines a series of proposed new trail and cycling routes that would form part of a new bike and pedestrian system in the city. The Master Plan would study these routes in greater detail and recommend appropriate hard infrastructure such as paved shoulders, bike lanes, and signed-bike routes to support a safe pedestrian and cycling environment.

#### 6. **Brownfield Remediation Study for the South Waterfront**

A *Brownfield* Opportunity Area – Step 2 Nomination Study for the South Troy riverfront area was completed in 2009. To build on this work the City should engage the Department of State (DOS) and the Department of Environmental Conservation (DEC) to explore opportunities to initiate an augmented Step 2 and 3 Study for the South Waterfront lands. Moving forward with a Step 3 Nomination Study for the lands would allow the City to pursue eligible tax credits and other funding programs to support the transformation of the district, and will ensure that it can evolve into a more regionally competitive employment destination.

## 9.4 Strategic City Building to Foster Investment

The development of this Comprehensive Plan has allowed the City to consider a range of projects and initiatives that will support growth and reinvestment in the city over the short, medium and longer term. The City has already seen new investment interest in the *city center* and *neighborhoods*, attracted by affordability, innovation and a strong arts and culture sector. To build on current momentum and interest, the City will need to undertake a series of actions that will appeal to new investment partners and that will attract significant investment dollars to Troy.

### 1. **Coordinating and Promoting Development in Major Reinvestment Areas**

This Plan introduces *major reinvestment areas* where significant *redevelopment* should be directed. Investment in these areas has the greatest potential to support population and employment growth in the city. A coordinated investment strategy should be developed to communicate the opportunities available in *major reinvestment areas* to regional and local investment partners. This strategy should be supported by a range of planning, infrastructure and financial incentives to encourage businesses and land owners to invest in the *major reinvestment areas*. The investment strategy should consider a range of actions and initiatives including the following:

- Promoting development in *major reinvestment areas* by hosting business leaders' roundtables to explain the benefits of investing in these areas;
- Working with the City's *major institutions* such as RPI to ensure the opportunities in these areas are communicated to outside investors;
- Marketing the *city center* and South Troy Reinvestment Areas as distinct *employment areas* that can accommodate both large and small scale employment uses;
- Identifying 'pilot' opportunities for new funding mechanisms and financial incentives such as public-private partnerships;
- Remediating *brownfield* sites that can be marketed for future development;
- Committing to public sector involvement in partial or full development or financing of public infrastructure including roadways and parks to create an improved and more attractive setting for private sector development;
- Exploring development financing mechanisms to support *redevelopment* activities in *major reinvestment areas*.

## 2. Enhancing the Mobility Network to Support Movement and Access to Key Destinations

The City has recently completed a number of important transportation projects including the reopening of the 6th Avenue between Congress Street and Ferry Street, the introduction of sharrows in South Troy and the installation of pedestrian signals and ADA accessible intersection curb ramps at various intersections in the *city center*.

Continuing to improve the mobility experience for all users is key to supporting convenient access to businesses and destinations. The City's Complete Streets Ordinance will play an important role in guiding the design of new or reconstructed streets in the city to meet the needs of all users. This Plan has also recommended a variety of new east-west and north-south road connections as well as cycling and trail improvements to enhance movement and encourage a shift towards more sustainable modes of transportation. The construction of these routes will require additional support and funding from both the Region and the private sector.

## 3. Leveraging the City's Waterfront

As the city's population increases, there will be a need to ensure that new residents, visitors and employees have access to a range of public spaces. The Plan has identified gaps in the city's public space network and has put forward recommendations for the provision of new open spaces as outlined in Map 10 – Parks and Open Spaces. Improving the condition of the waterfront and developing new waterfront amenities will be critical to attracting investment to the city.

The proposed waterfront trail will link a series of public spaces, provide convenient access for pedestrian and cyclists, and would allow for connections to new office and residential development. The establishment of a well-located marina facility that is connected to prominent waterfront facilities will allow for a larger market of excursion and boating visitors to access the *city center*. Implementation of the trail and marina will require funding from the city's capital budget, but can be achieved by leveraging funding available through the Local Waterfront Revitalization Program as well as Community Development Block Grants.

## 9.5 Funding and Support Mechanisms

Many of the initiatives identified in the Plan are not currently committed in the City's capital and operational budgets. In order to achieve the goals and objectives of the Plan the City and its partners will need to identify additional funding sources that can be used to cover gaps in existing resources to support the delivery of the Plan. This process will be an evolving one. As new funding sources emerge, the City's priorities will need to be re-evaluated to ensure Troy can best leverage available funding from external sources.

The following list of funding opportunities may be used by the City and landowners to fund and achieve the various improvements in this Plan.

- Housing and Urban Development (HUD) Grants
- NYS DOS – LWRP Program
- NYS DOT Tiger II Discretionary Grant Program
- NYS DOS *Brownfield* Opportunity Areas (BOA) Program

## 9.6 Collaboration and Partnerships

The success of this Plan will depend on ongoing collaboration and partnerships with a number of organizations and agencies including regional staff, the Capital District Transportation Authority, Troy Housing Authority, educational institutions, developers, private land owners, business associations, and neighborhood groups/leaders. Stronger working relationships with these individuals, organizations and groups will improve the City's ability to seek out new funding and operational supports for the programs and initiatives identified in this Plan. Enhanced public-private partnerships will also be key to maintaining and delivering new infrastructure needed to support long-term growth in the city.

## 9.7 Monitoring and Reporting

Ongoing monitoring, evaluating and reporting on changes in the city will be key to analyzing and understanding the effectiveness of this Plan. Recent development patterns, changes in density and growth in the number jobs in the city, can be useful to quantitatively assess whether the city is experiencing the type and rate of growth and *intensification* anticipated. The results of these assessments can be used by City Staff to report on plan progress and to initiate corrective action where and when the directions and policies of this Plan are not being achieved.

The City will continue to engage businesses, land owners, and residents as the Plan is implemented, when amendments are proposed and when updates to the city's zoning ordinances are needed.



# GLOSSARY



## Glossary Terms:

The definitions found within this glossary are provided to support the interpretation of the Plan. All glossary terms found within this document are *italicized*.

**Active Transportation** - Human powered travel, including but not limited to: walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.

**Affordable Housing** - Rental or owned housing that is affordable and targeted for long term occupancy costing less than 30% of before tax household income. Shelter costs include the following: for renters (rent and any payments for electricity, fuel, water and other municipal services); and for owners (mortgage payments for principal and interest, property taxes, and any condominium fees, along with payments for electricity, fuel, water and other municipal services).

**Brownfield** - Undeveloped or previously developed properties that are contaminated. Brownfield sites are usually former industrial or commercial properties that may be underutilized, vacant or abandoned. The expansion and redevelopment of brownfield sites may involve the remediation of hazardous or contaminated substances or pollutants.

**Brownfield Opportunity Area Program** - A program administered and managed through the New York State Department of State (DOS) that provides financial and technical assistance to complete area-wide strategies for neighborhood revitalization and brownfield redevelopment.

**City Center** - The central core of the City of Troy, with a high concentration of significant amenities and services, residential and employment density and mixed use development.

**City Structure** - A plan that provides guidance on growth management and investment decisions. It is composed of a series of organizing elements that represent a range of functions and roles that collectively create vital and distinct parts of the city. These elements include Nodes and Corridors, Employment Areas, Neighborhoods, Major Institutions, Major Open Spaces, the City Center, and the Historic Downtown.

**Climate Change** - A long term change in the statistical distribution of weather patterns over periods that range from decades to millions of years. It may be a change in the average weather conditions or a change in the distribution of weather events with respect to an average, for example, greater or fewer extreme weather events.

**Corridors** - Lands that will provide a range of retail and commercial uses along key connecting streets and transportation routes across the city. Corridors will be developed at a lower intensity than Nodes. They will provide strong linkages to neighboring residential and employment areas, and where feasible, be supported by higher order transit.

**Employment Areas** - Areas within the city that support economic activity and accommodate future employment growth. These areas provide employment opportunities through a range of uses including industrial, manufacturing, warehousing and distribution, ancillary office and research and development uses.

**Forks** - Unique places in Troy where two roads come together forming a triangular open space that provides place making opportunities.

**Greyfield** - underused, economically obsolete, tracts of land in the city that require public and/or private sector investment to curb further decline.

**Gradual Change Area** - Lands located along major transportation corridors and routes where sensitive infill can support a greater mix of uses and investment in existing properties. These areas will serve as areas for infill, intensification and reinvestment throughout the city, and will provide an appropriate transition in intensity, scale and use to stable residential areas and Major Reinvestment Areas.

**Historic Downtown** - The City's oldest neighborhood, which houses residential and government buildings with a distinct architectural character and history. The *historic downtown* also contains numerous cultural destinations, such as the Capital Region Arts Center, and plays host to annual citywide events.

**Infill** - The development of vacant lots within previously developed areas.

**Intensification** - Development at a higher density than currently exists in built-up urban areas, major employment areas and local employment areas through: redevelopment; the development of underutilized lots within previously developed areas; infill development; or the expansion or conversion of existing buildings.

**Major Institutions** - areas will accommodate predominately educational, health care and government facilities. These areas may also include ancillary residential, recreation, research and office uses and will be linked by Nodes and Corridors. Major Institutional areas are key economic and employment areas, which are important contributors and attractors to the city. Major Institutional areas offer significant public realm elements and contribute to the overall open space network.

**Major Open Spaces** - will provide residents and visitors with opportunities for passive and active recreation. They include parks, open space areas and natural features that contribute to place making, the number of amenities and the health of city residents.

**Major Reinvestment Areas** - Lands that provide opportunities for significant change that can support population and employment growth at various scales. Major Reinvestment Areas include large vacant areas within and adjacent to the City Center, older commercial areas and underutilized industrial sites. Major Reinvestment will be the focus of significant new development and city building activity. These areas will facilitate the establishment of new offices and commercial development, as well as a diverse range of new residential neighborhoods that contain a mix of housing types, including housing for seniors and families with children.

**Mixed Use Development** - Development that mixes compatible residential, commercial, institutional and recreational land uses within buildings or in close proximity in order to increase density, reduce development footprint through land use and improve public accessibility to amenities.

**Nodes** - Nodes are areas where a mix of uses and activities are clustered, including commercial, residential and institutional uses to support surrounding residential areas. Nodes are intended to intensify over time and support a range of mobility options including walking, cycling and transit.

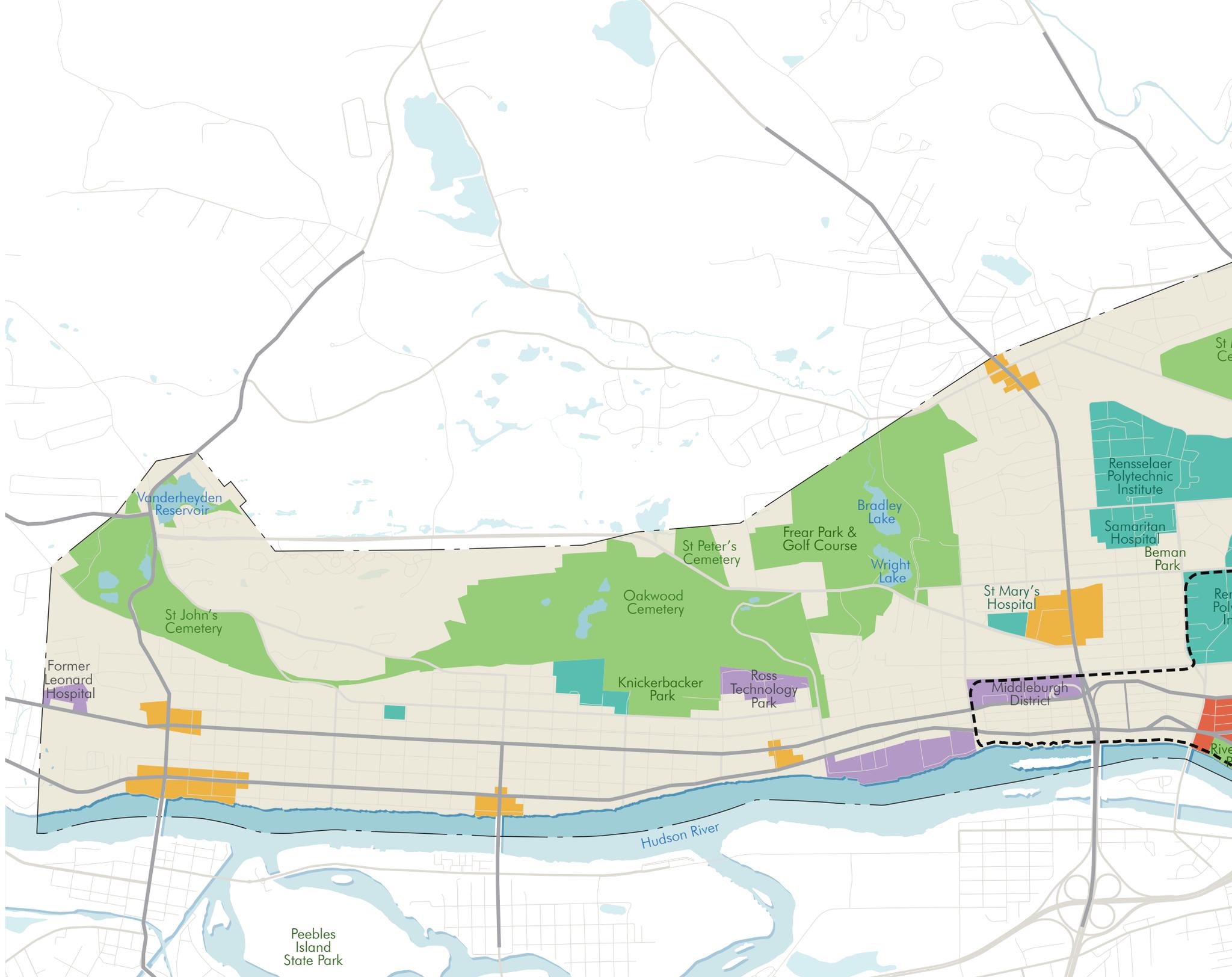
**Neighborhoods** - Neighborhoods primary consist of residential uses and supporting facilities and services that meet the day-to-day needs of residents. These services may include parks, schools, trails, recreational centers, neighborhood serving retail stores, offices and restaurants. Neighborhoods should be regarded as physically stable areas with distinct identities.

**Redevelopment** - The creation of new units, uses or lots on previously developed land in existing urban communities, including *brownfield* sites.

**Waterfront Lobbies** – Spaces along the water's edge that are located at the end of public streets and provide opportunities for enhanced recreational enjoyment and public access to the waterfront.

# MAPS





Vanderheyden Reservoir

St John's Cemetery

Former Leonard Hospital

St Peter's Cemetery

Knickerbacker Park

Frear Park & Golf Course

Ross Technology Park

Bradley Lake

Wright Lake

Oakwood Cemetery

St Mary's Hospital

Middleburgh District

Rensselaer Polytechnic Institute

Samaritan Hospital

Beman Park

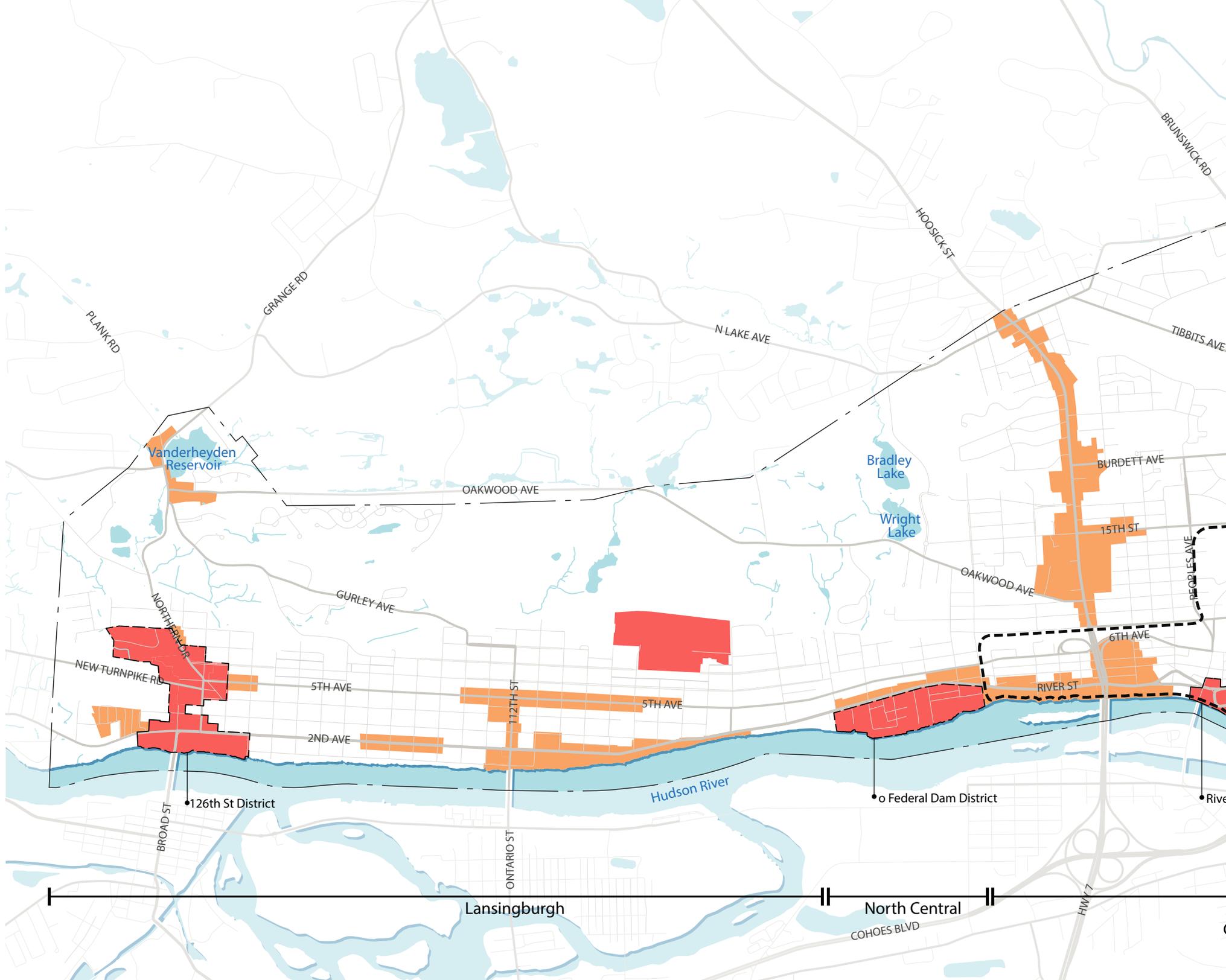
Hudson River

Peebles Island State Park

# Map 1 City Structure

-  City Limits
-  City Center
-  Historic Core
-  Expanded Downtown
-  Major Open Space
-  Major Institution
-  Node
-  Corridor
-  Neighborhood
-  Employment Area





Vanderheyden Reservoir

Bradley Lake

Wright Lake

Hudson River

126th St District

Federal Dam District

Lansingburgh

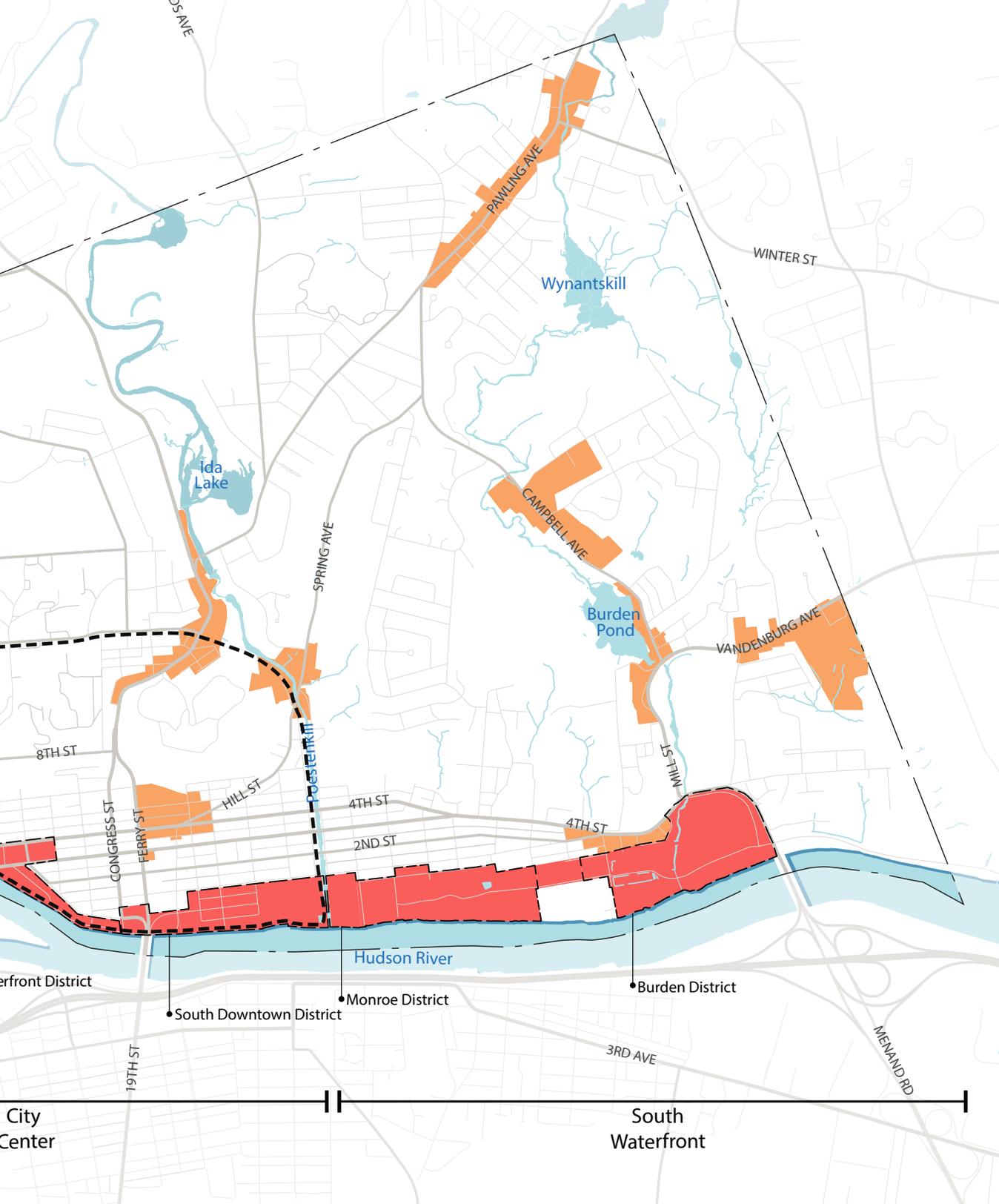
North Central

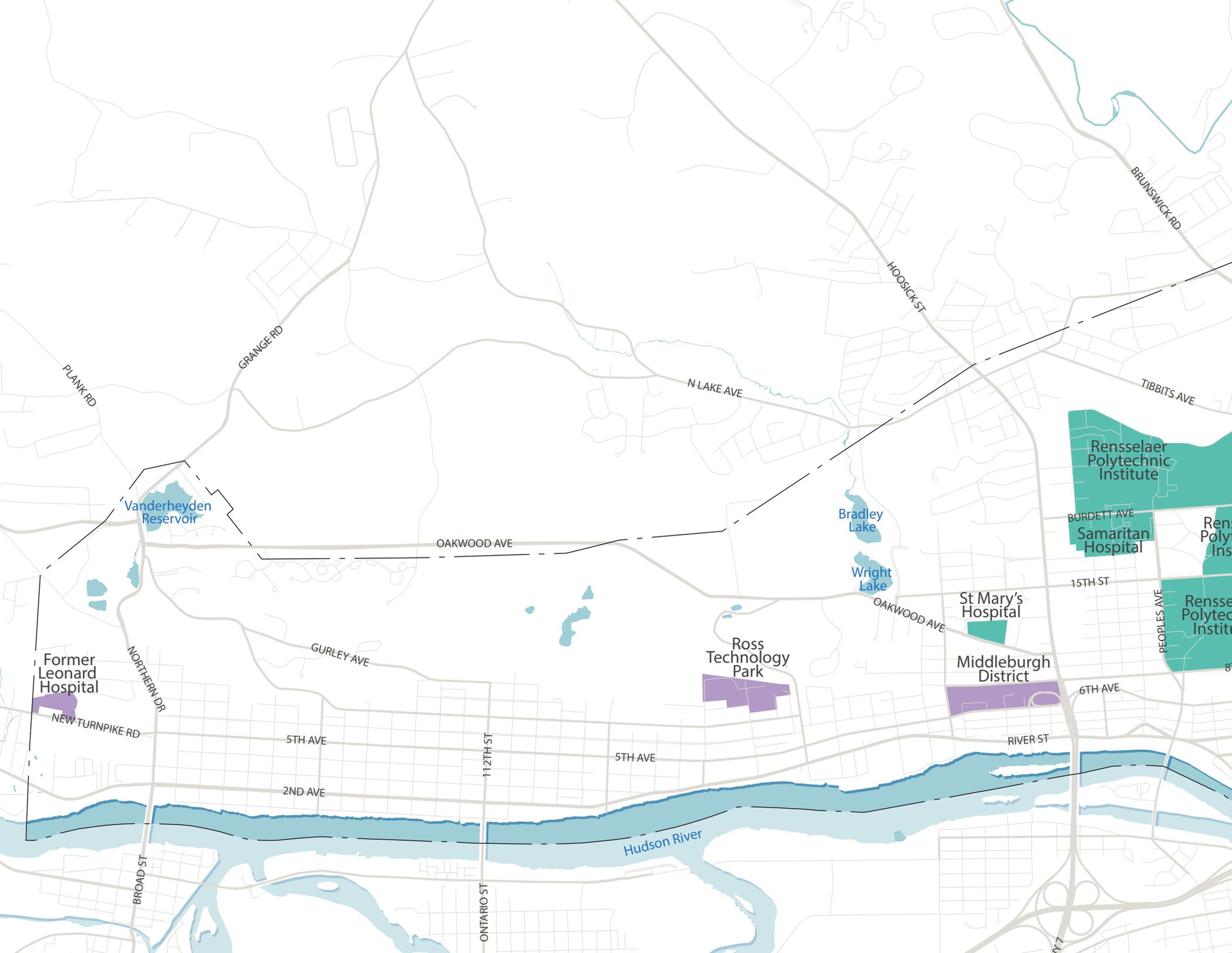
COHOES BLVD

HWY 7

## Map 2 Reinvestment Areas

- City Limits
- - - City Center
- Major Reinvestment Area
- Gradual Change Area
- District Plans





PLANK RD

GRANGE RD

Vanderheyden Reservoir

OAKWOOD AVE

N LAKE AVE

Bradley Lake

Wright Lake

BRUNSWICK RD

TIBBITS AVE

Rensselaer Polytechnic Institute

BURDETT AVE  
Samaritan Hospital

Ren. Poly Ins.

PEOPLES AVE  
Rensselaer Polytechnic Institute

15TH ST

St Mary's Hospital

Middleburgh District

6TH AVE

Former Leonard Hospital

NORTHERN DR

GURLEY AVE

Ross Technology Park

NEW TURNPIKE RD

5TH AVE

112TH ST

5TH AVE

RIVER ST

BROAD ST

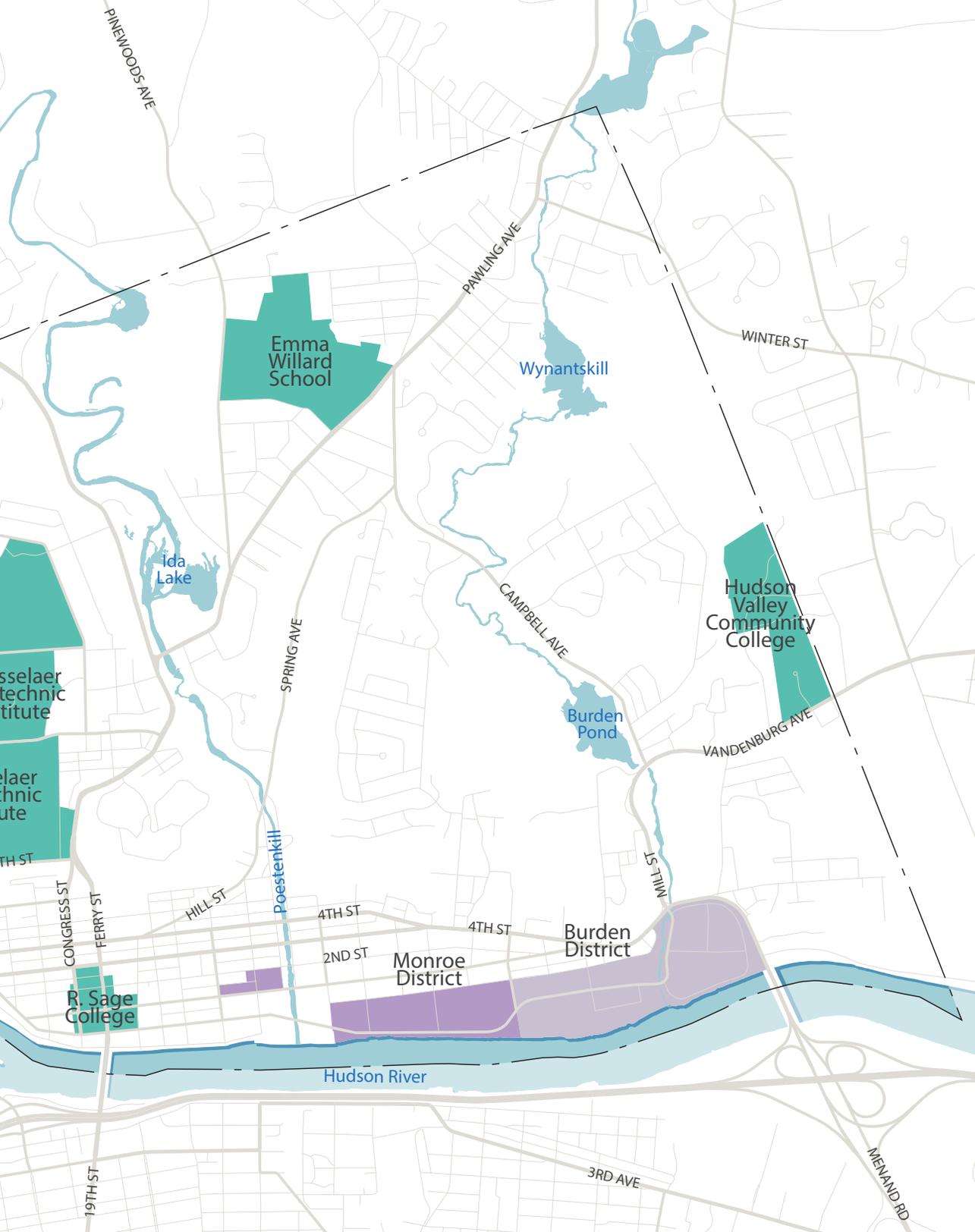
ONTARIO ST

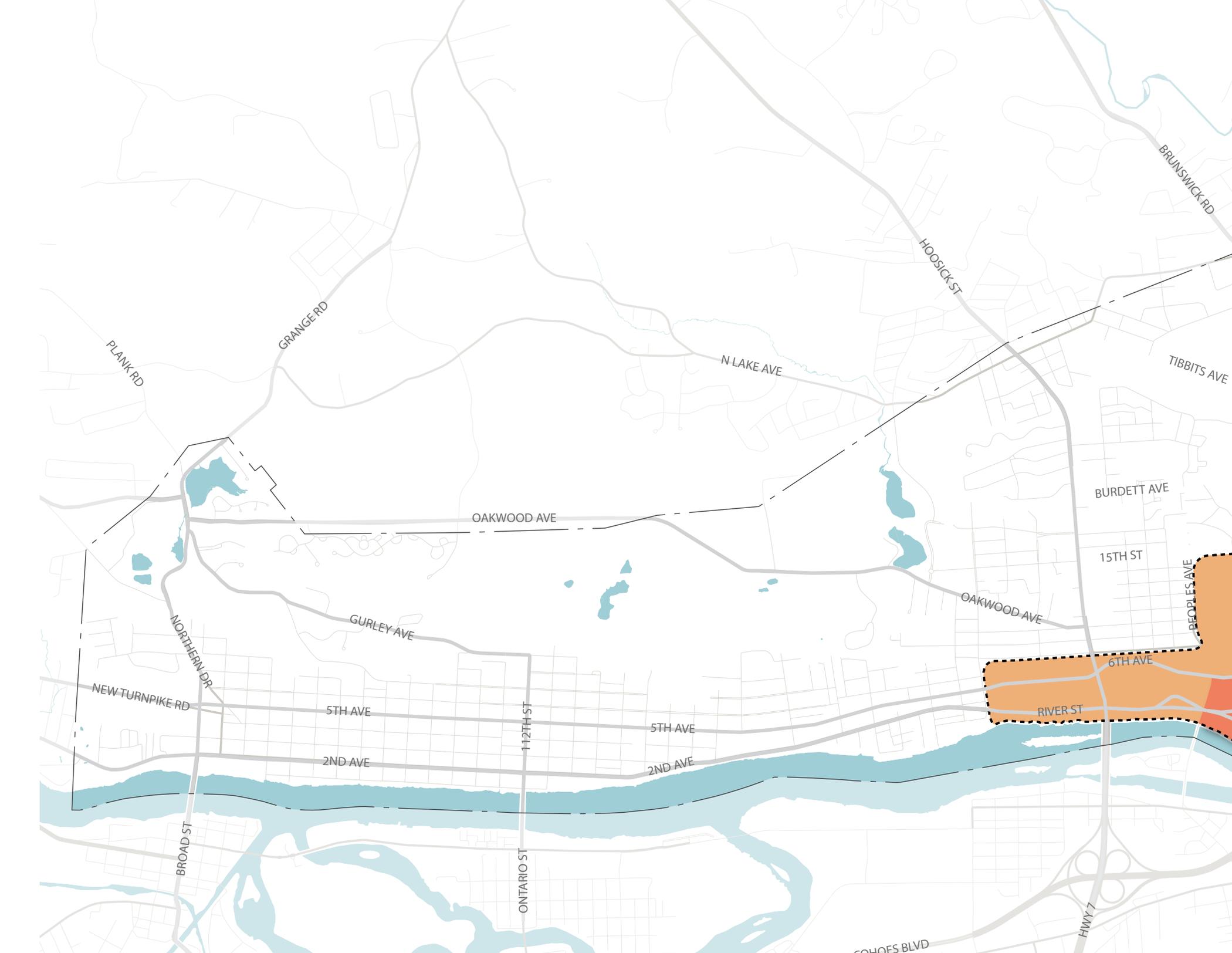
Hudson River

NY 7

# Map 3 Employment Areas

- City Limits
- Major Institution
- Employment Business
- Employment Industrial





PLANK RD

GRANGE RD

N LAKE AVE

HOOSICK ST

BRUNSWICK RD

TIBBITS AVE

OAKWOOD AVE

BURDETT AVE

15TH ST

OAKWOOD AVE

NORTHERN DR

GURLEY AVE

PEOPLES AVE

NEW TURNPIKE RD

5TH AVE

5TH AVE

RIVER ST

6TH AVE

2ND AVE

2ND AVE

BROAD ST

112TH ST

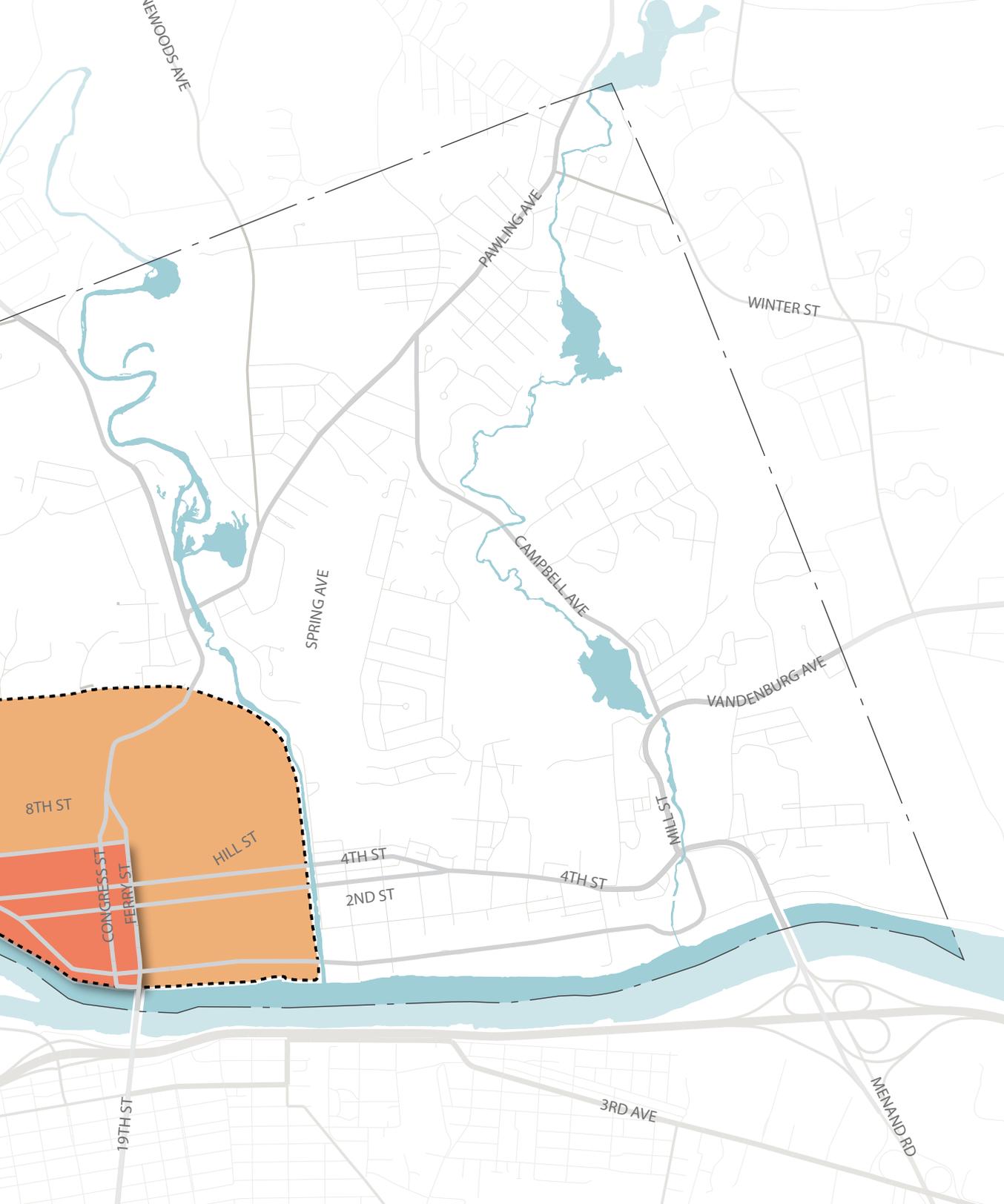
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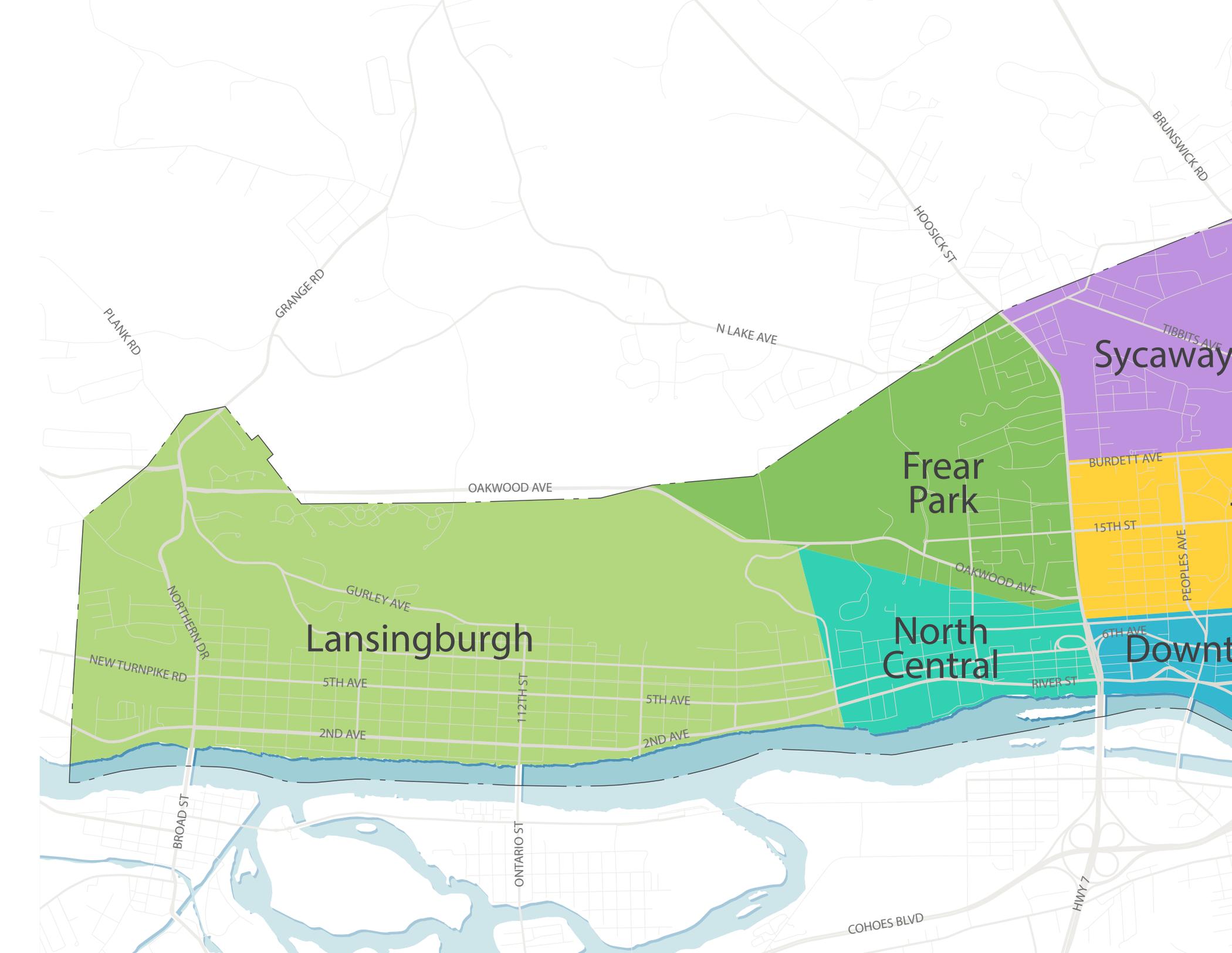
COHOES BLVD

HWY 7

Map 4  
The City Center

- City Limits
- City Center
- Historic Downtown





Lansingburgh

Frear Park

North Central

Sycaway

Downtown

PLANK RD

GRANGE RD

N LAKE AVE

HODSICK ST

BRUNSWICK RD

OAKWOOD AVE

BURDETT AVE

15TH ST

PEOPLES AVE

NORTHERN DR

GURLEY AVE

OAKWOOD AVE

6TH AVE

RIVER ST

NEW TURNPIKE RD

5TH AVE

5TH AVE

2ND AVE

2ND AVE

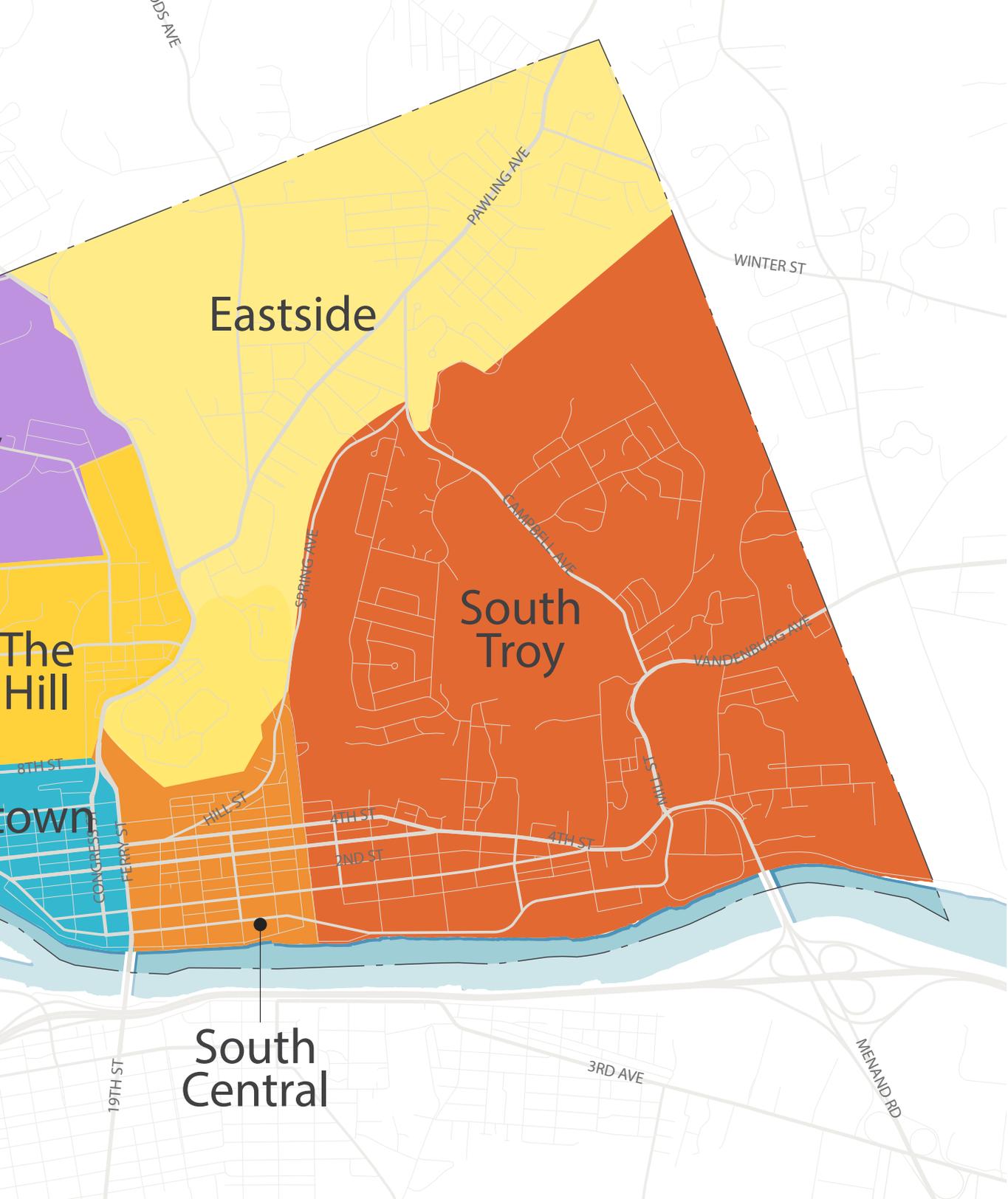
BROAD ST

112TH ST

ONTARIO ST

COHOES BLVD

HWY 7



**Map 5  
Neighborhoods**

- Eastside
- The Hill
- South Central
- South Troy
- Lansingburgh
- Frear Park
- North Central
- Downtown
- Sycaway
- City Limits



PLANK RD

GRANGE RD

N LAKE AVE

HOSICK ST

BRUNSWICK RD

TIBBITS AV

OAKWOOD AVE

BURDETT AVE

NORTHERN DR

GURLEY AVE

OAKWOOD AVE

15TH ST

PEOPLES AVE

NEW TURNPIKE RD

5TH AVE

5TH AVE

6TH AVE

RIVER RD

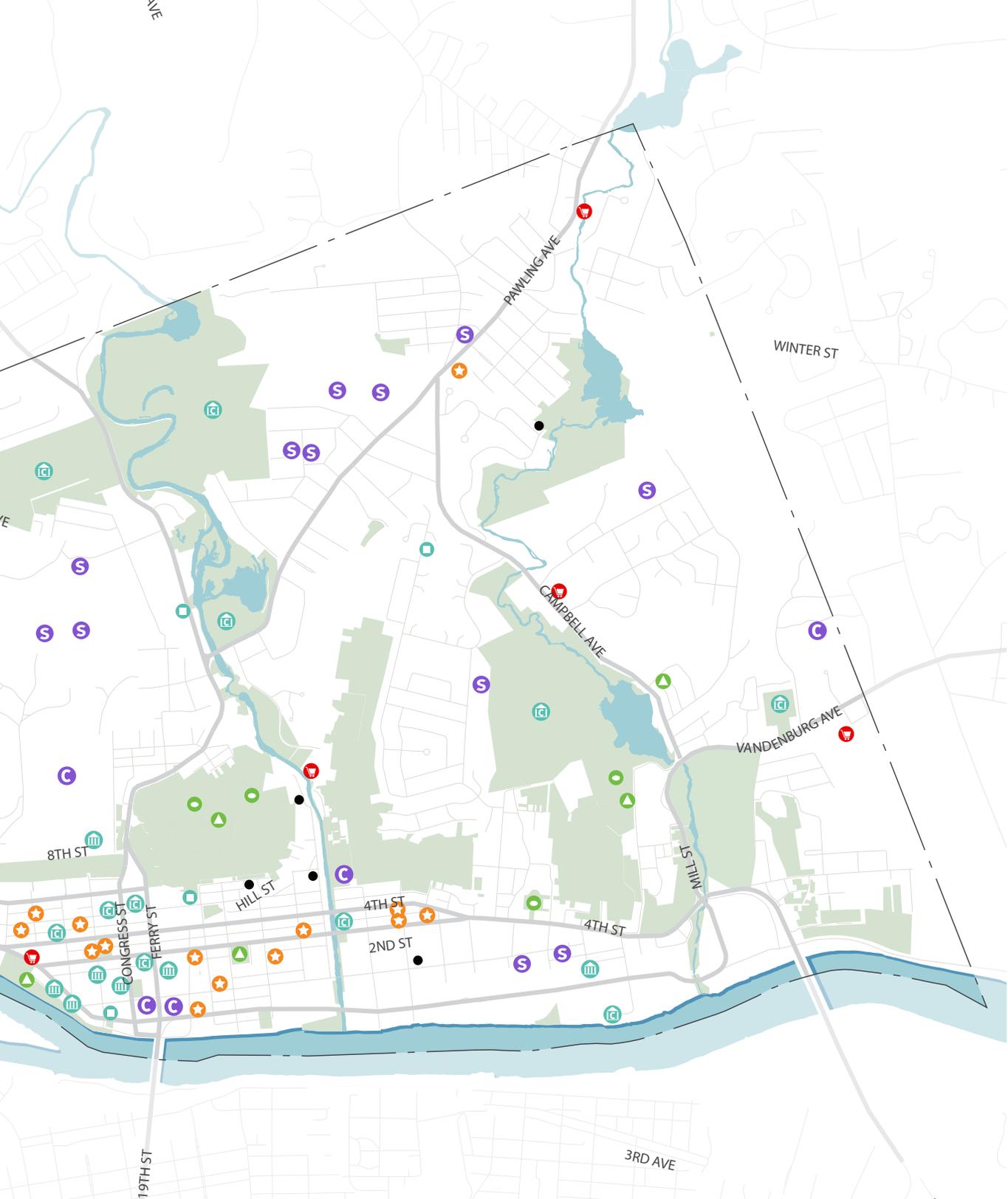
2ND AVE

2ND AVE

RIVER ST

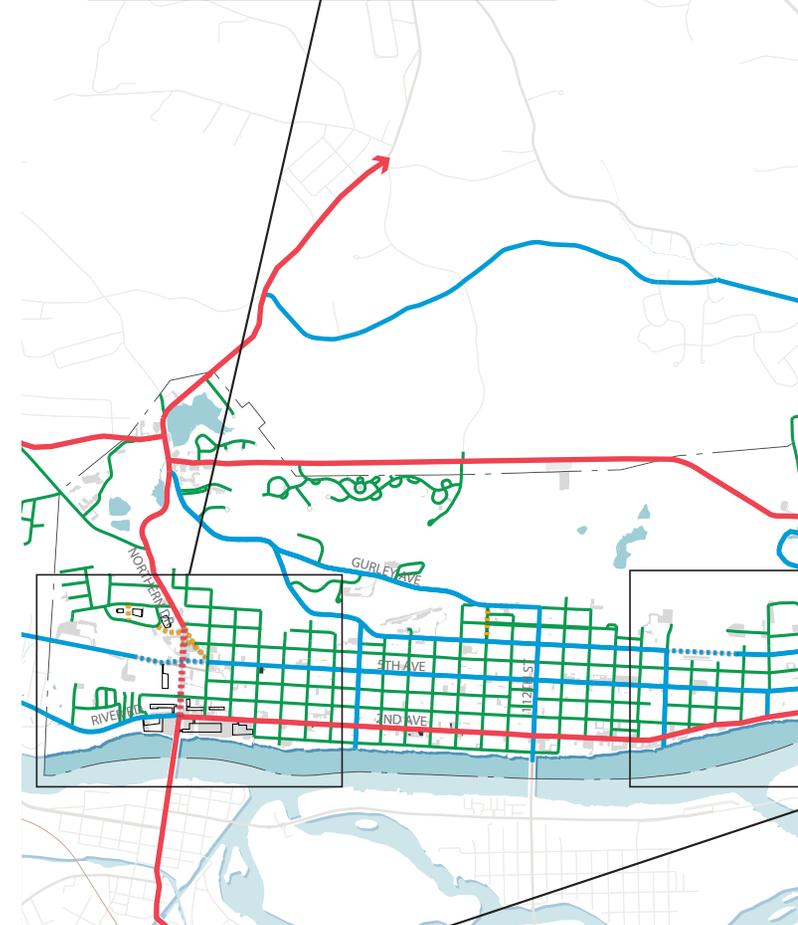
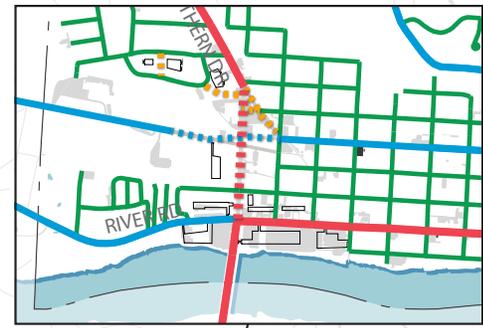
112TH ST

HWY 7

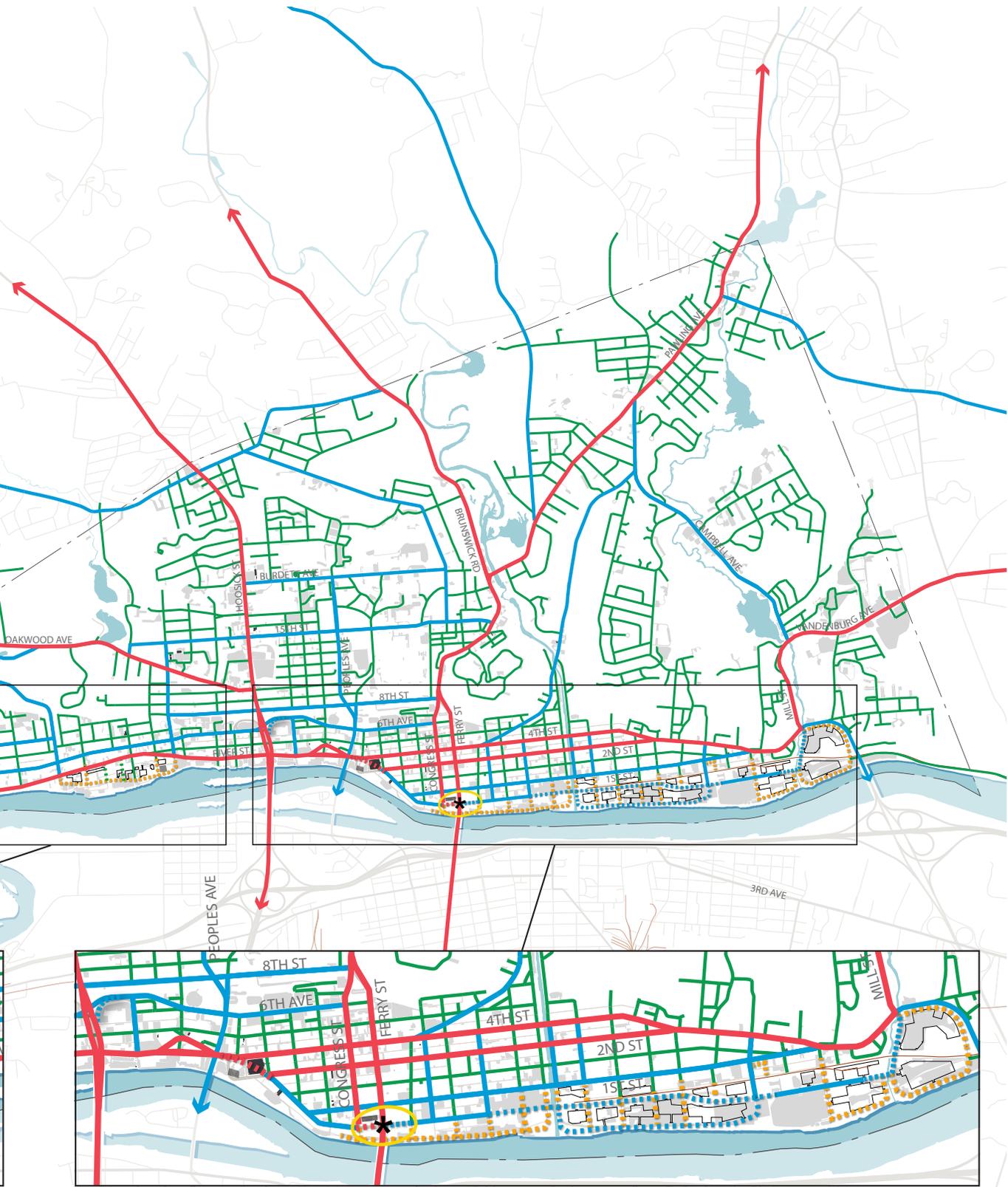


Map 6  
**Community  
 Services &  
 Facilities**

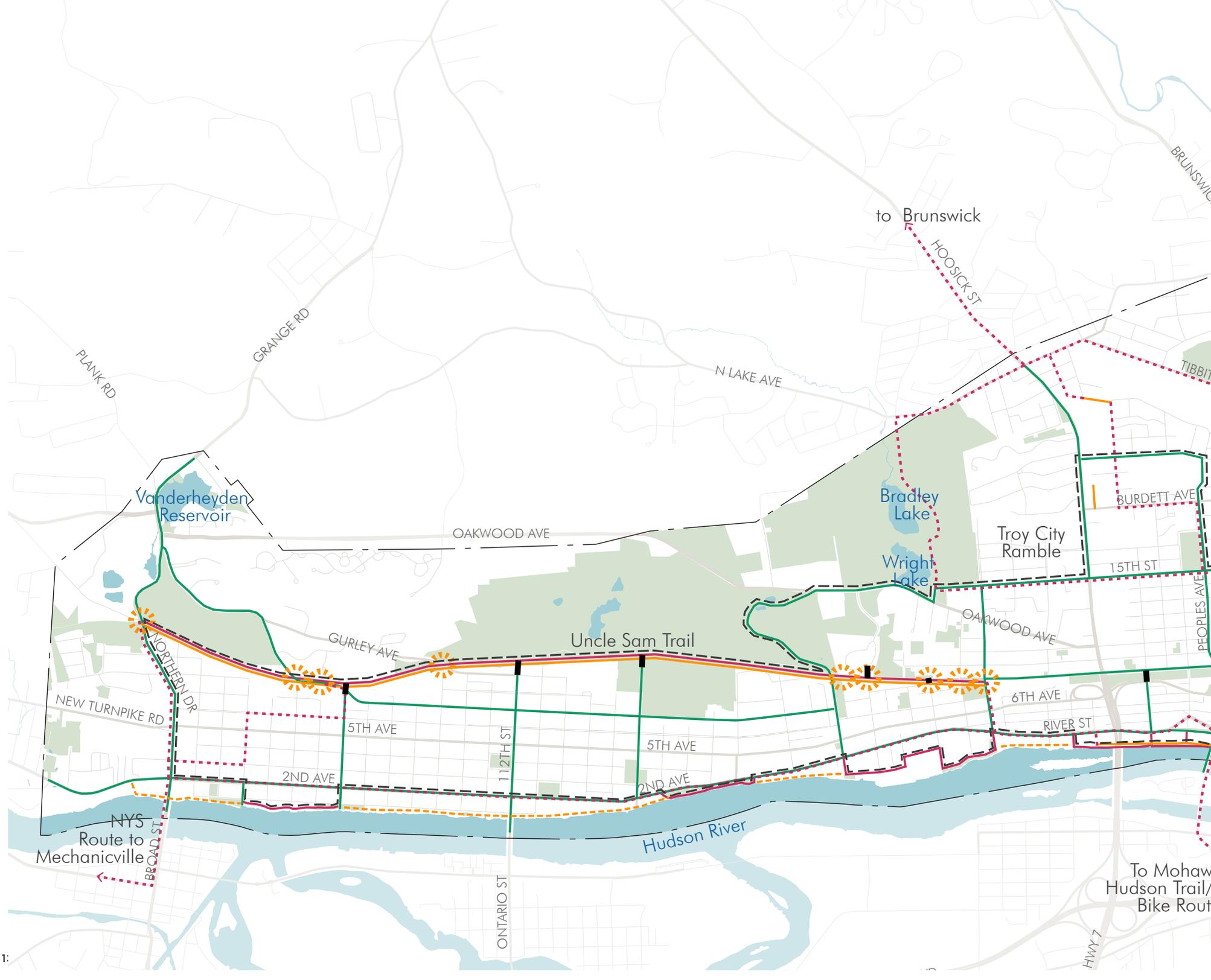
- City Limits
- ▲ Major Park
- Sports/Leisure
- ★ Worship Place
- H Hospital
- ⌚ Cultural
- ⌚ Civic
- Community Center
- S School
- C College
- 🛒 Major retail/Commercial
- Community Garden



# Map 7 Future Transportation Network



- City Limits
- City Arterial
- Connector
- Local Street
- Existing Surface Parking
- Existing Structured Parking
- Proposed City Arterial
- Proposed Connector
- Proposed Local Street
- Proposed Surface Parking
- Proposed Structured Structured Parking
- Rail
- Ferry Street Bridge Intersection Improvements



to Brunswick

HOOSICK ST

PLANK RD

GRANGE RD

N LAKE AVE

Vanderheyden Reservoir

Bradley Lake

Wright Lake

Troy City Ramble

BURDETT AVE

15TH ST

OAKWOOD AVE

GURLEY AVE

Uncle Sam Trail

OAKWOOD AVE

PEOPLES AVE

NEW TURNPIKE RD

NORTHERN DR

5TH AVE

5TH AVE

6TH AVE

RIVER ST

2ND AVE

2ND AVE

ONTARIO ST

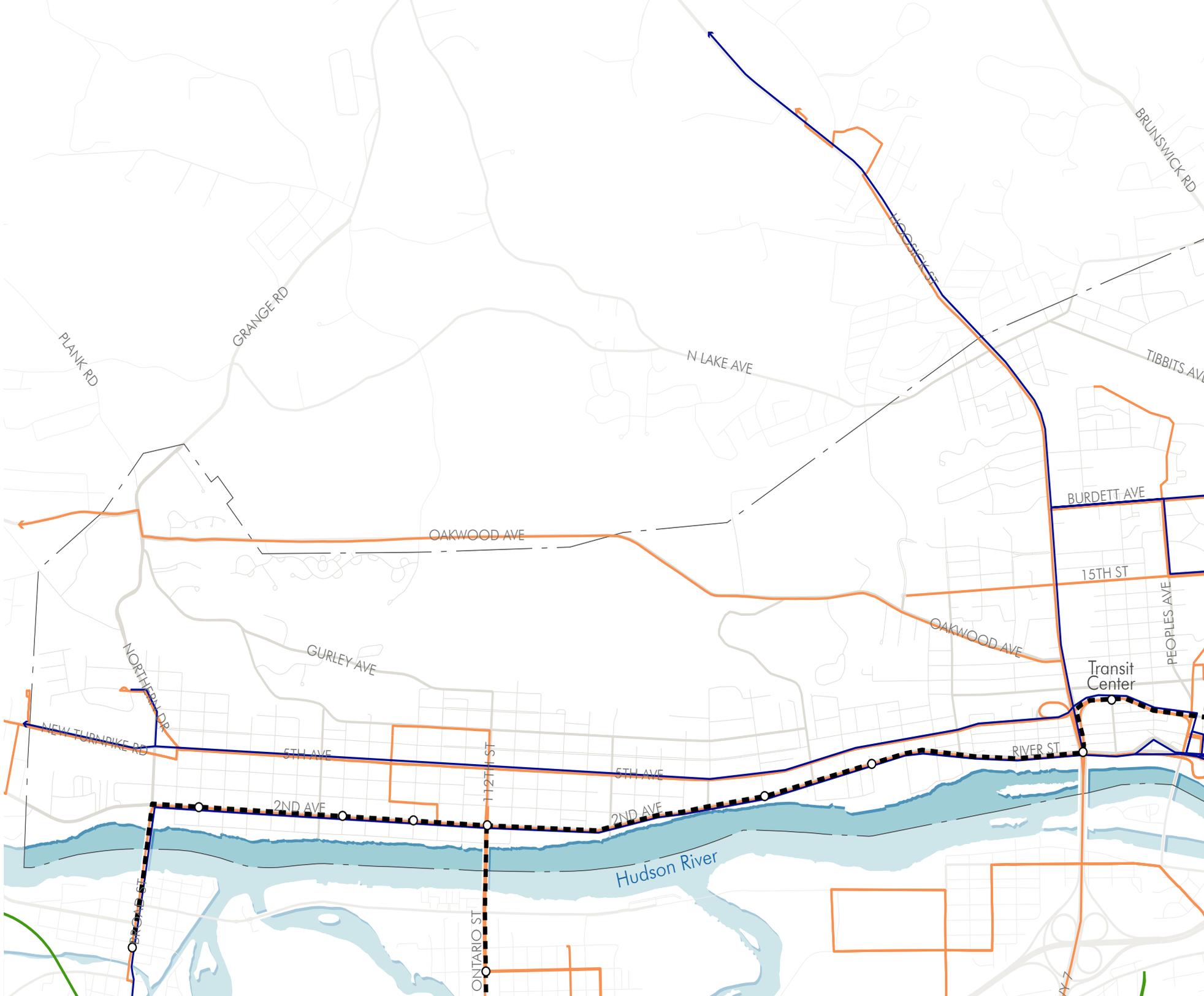
NYS Route to Mechanicville

Hudson River

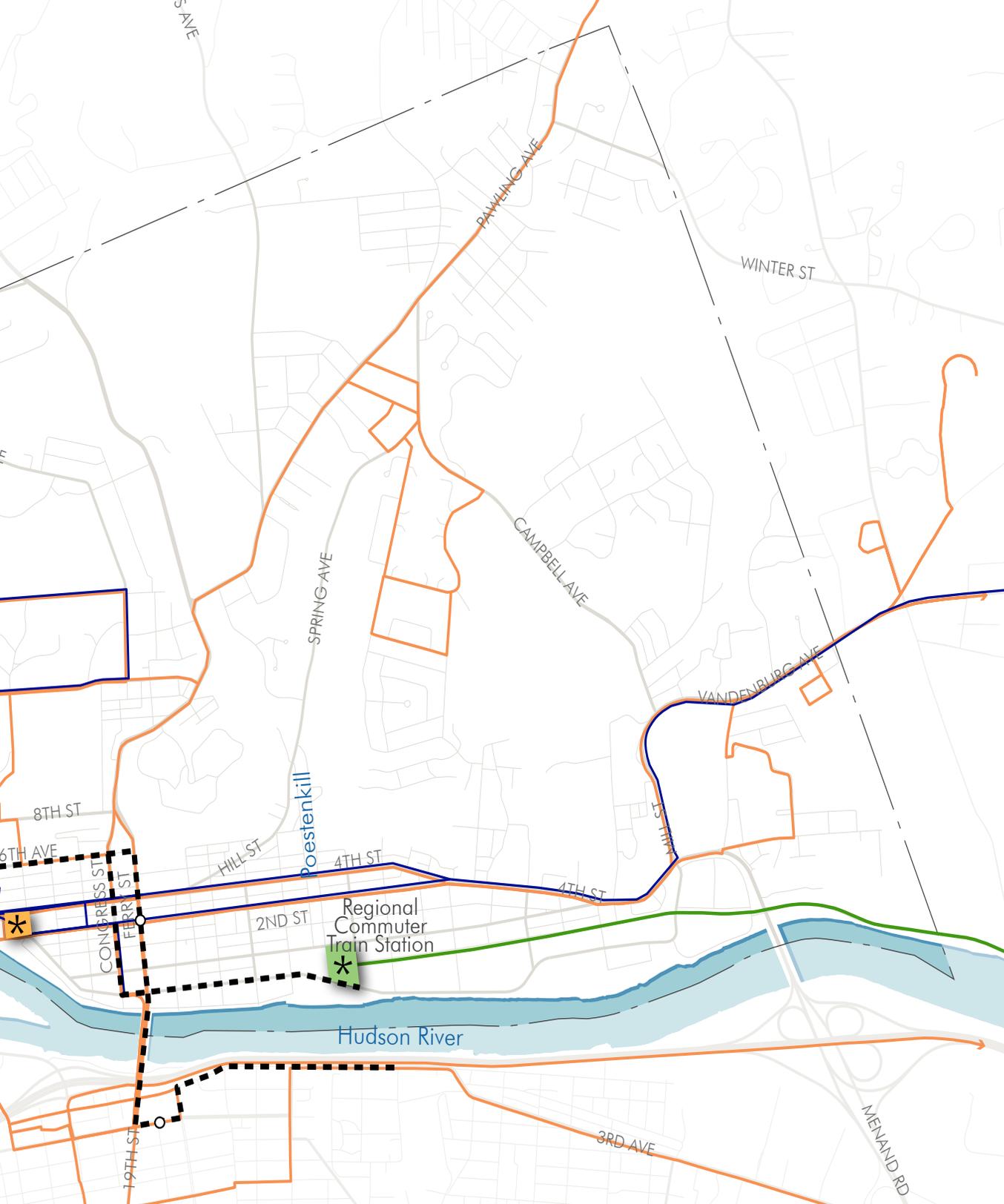
To Mohaw Hudson Trail/Bike Route

HVY 7

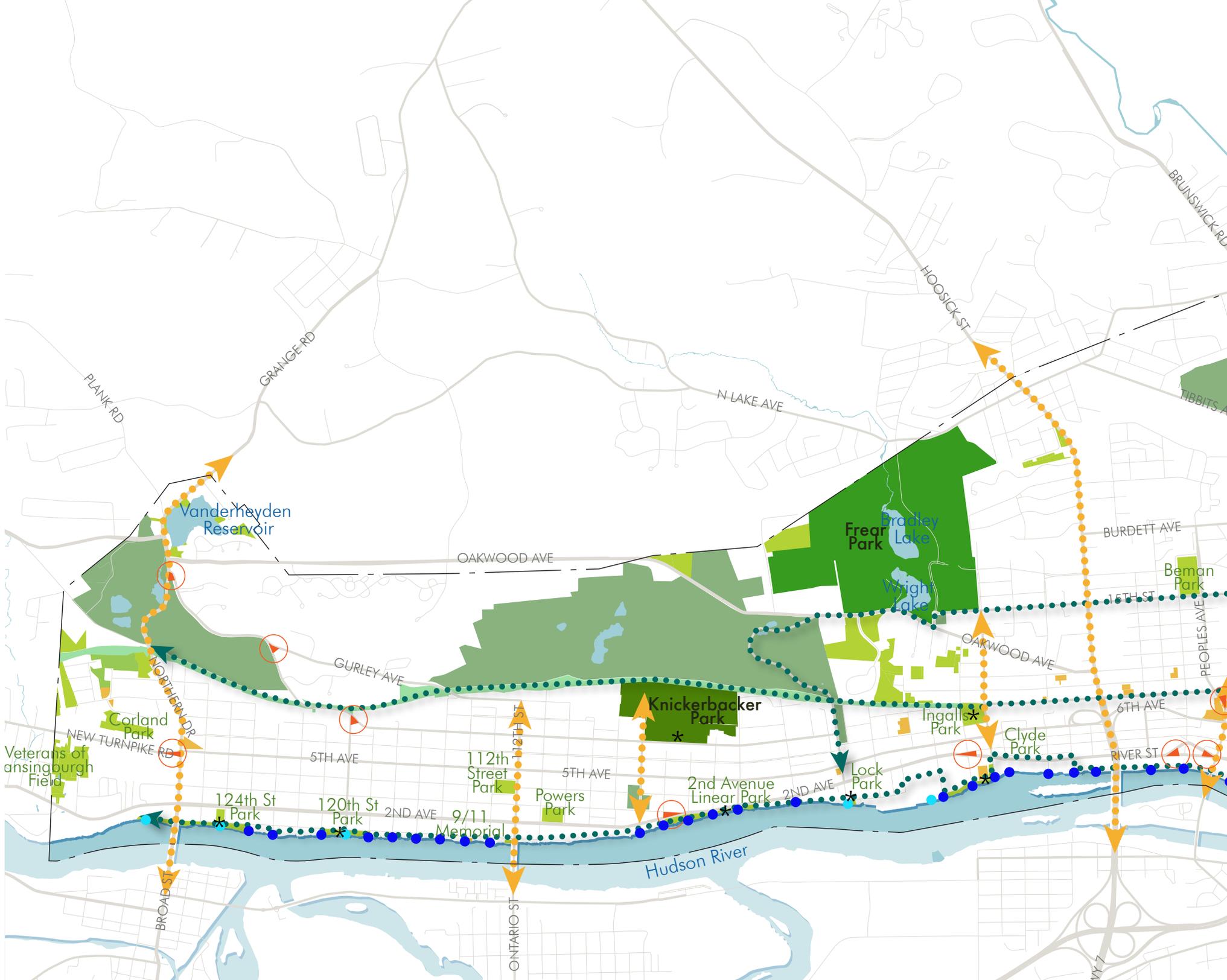




# Map 9 Public Transit Network



- City Limits
- Bus Route
- Truck Route
- - - Proposed BRT Route
- \* Proposed Regional Commuter Train Station
- \* Transit Center (BRT Station)
- Rail



Vanderheyden Reservoir

OAKWOOD AVE

Frear Park

High Lake

Knickerbocker Park

Ingalls Park

Clyde Park

Beman Park

Veterans of Binghamburgh Field

Corland Park

124th St Park

120th St Park

9/11 Memorial

Powers Park

2nd Avenue Linear Park

Lock Park

Hudson River

PLANK RD

GRANGE RD

N LAKE AVE

HOOBICK ST

BRUNSWICK RD

BURDETT AVE

15TH ST

OAKWOOD AVE

6TH AVE

RIVER ST

PEOPLES AVE

NORTHERN DR

NEW TURNPIKE RD

5TH AVE

112th Street Park

5TH AVE

2ND AVE

ONTARIO ST

BROAD ST

NY 7



# Map 10 Parks & Open Spaces

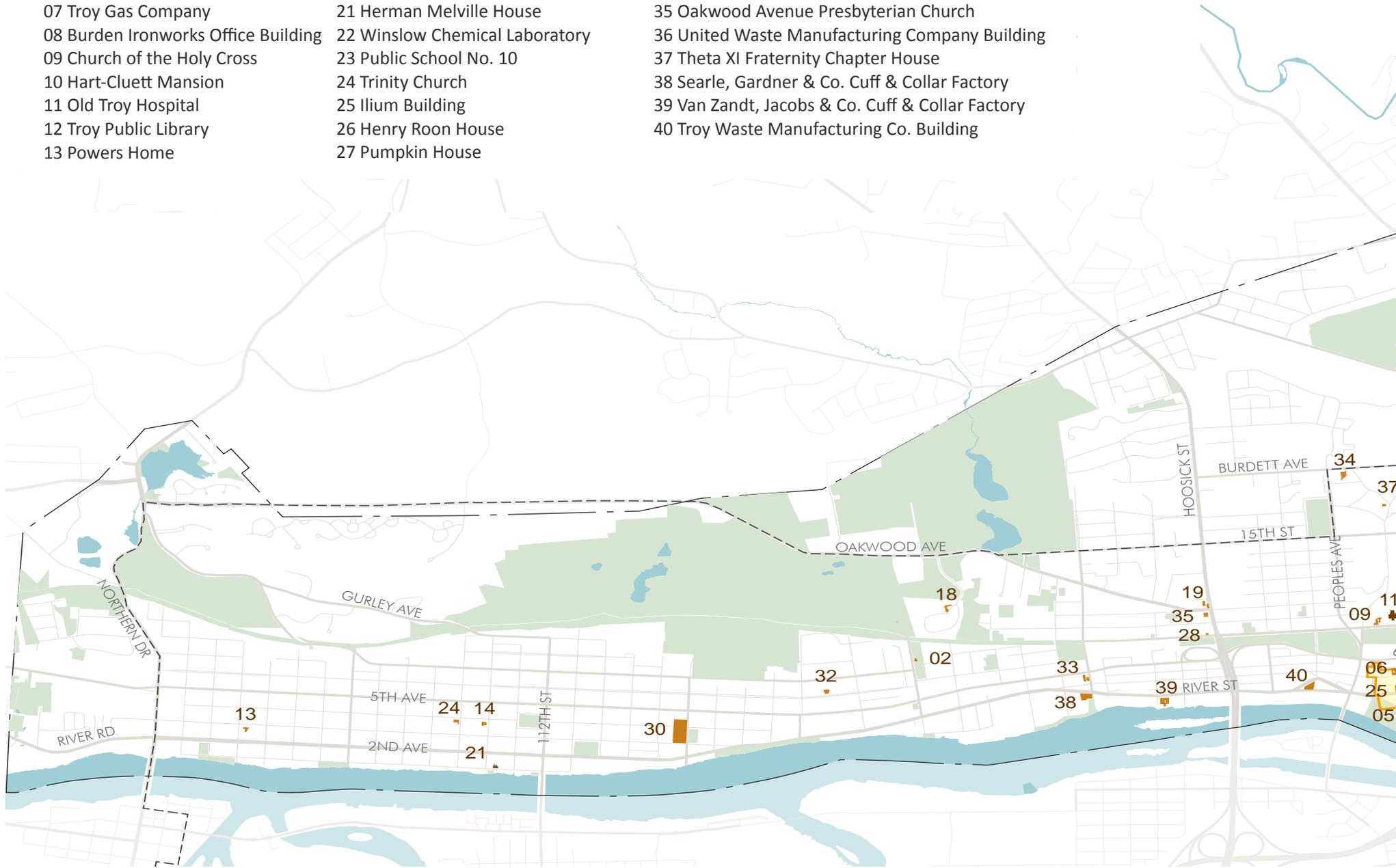
-  City Limits
-  Watercourse
-  Waterbody
-  Golf Course
-  Cemetery
-  Major Park
-  Community Park
-  Local Park
-  Open Space
-  Fork
-  Water-Lobby/Foot-Ofs (Public-Owned)
-  Water-Lobby/Foot-Ofs (Privately-Owned)
-  New or Improved Open Space
-  East-West Streetscape Linkage
-  North-West Path Linkage
-  City Owned Lands to be Protected

### Historic Buildings

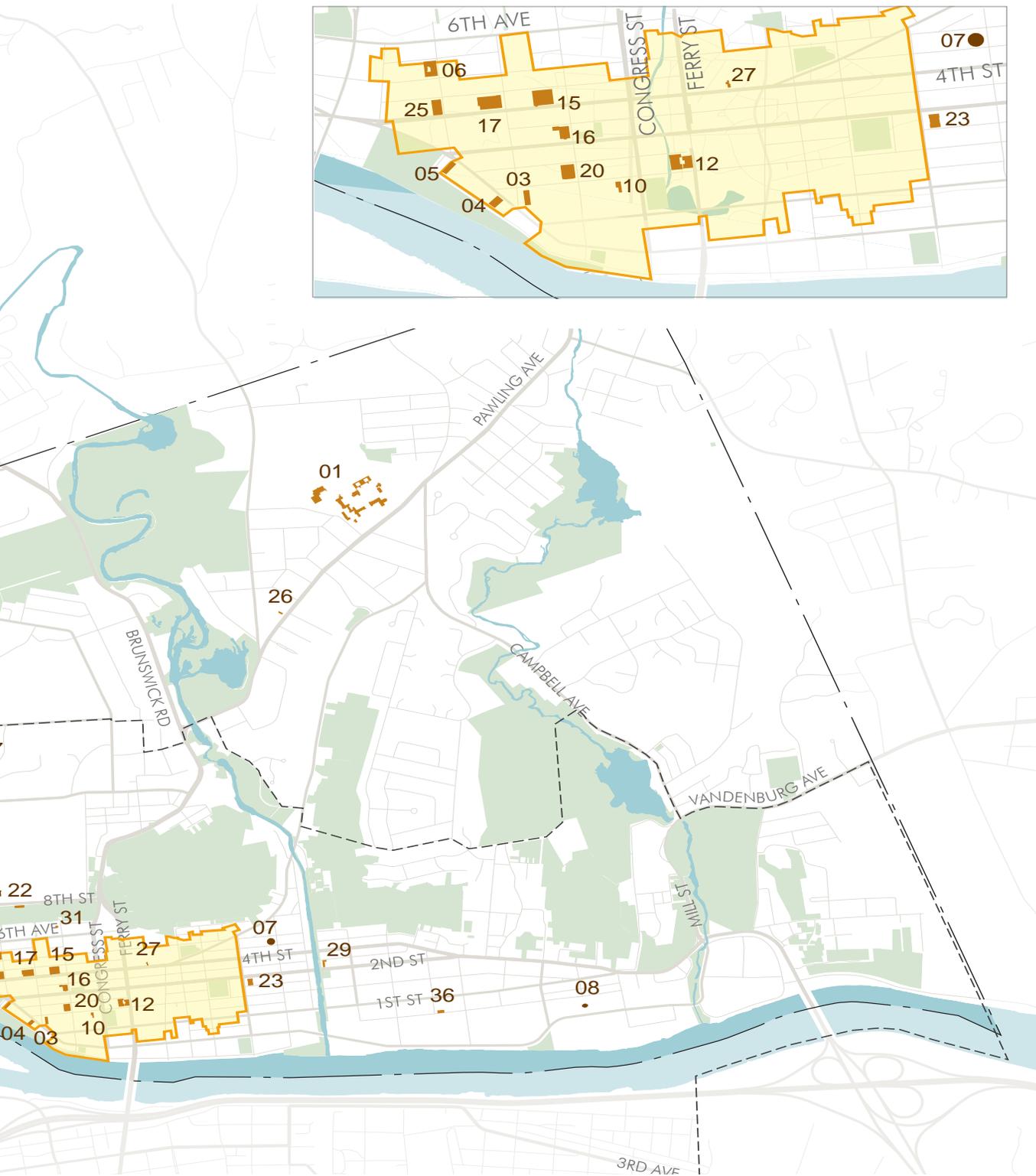
- 01 Emma Willard School
- 02 Oakwood Cemetery
- 03 Cannon Building
- 04 McCarthy Building
- 05 National State Bank Building
- 06 W. & L. E. Gurley Building
- 07 Troy Gas Company
- 08 Burden Ironworks Office Building
- 09 Church of the Holy Cross
- 10 Hart-Cluett Mansion
- 11 Old Troy Hospital
- 12 Troy Public Library
- 13 Powers Home

- 14 Lansingburgh Academy
- 15 Proctor's Theater
- 16 St. Paul's Episcopal Church Complex
- 17 US Post Office-Troy
- 18 Glenwood
- 19 Bussey, Esek Firehouse
- 20 Troy Savings Bank and Music Hall
- 21 Herman Melville House
- 22 Winslow Chemical Laboratory
- 23 Public School No. 10
- 24 Trinity Church
- 25 Ilium Building
- 26 Henry Roon House
- 27 Pumpkin House

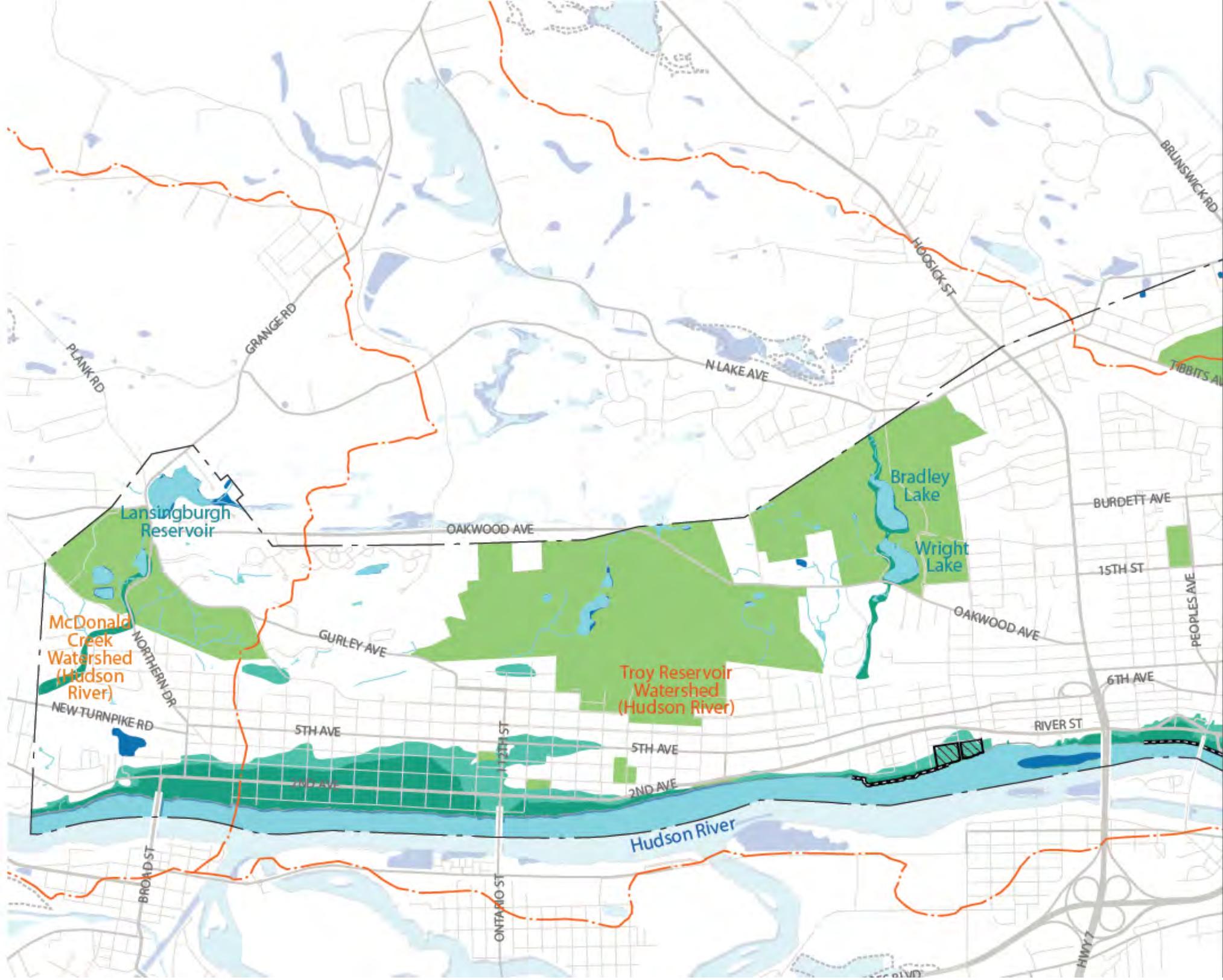
- 28 Kate Mullany House
- 29 J. C. Osgood Firehouse
- 30 Lansingburgh Village Burial Ground
- 31 Fire Alarm Telegraph and Police Signaling Building
- 32 Haskell School
- 33 St. Barnabas Episcopal Church
- 34 Chapel & Cultural Center
- 35 Oakwood Avenue Presbyterian Church
- 36 United Waste Manufacturing Company Building
- 37 Theta XI Fraternity Chapter House
- 38 Searle, Gardner & Co. Cuff & Collar Factory
- 39 Van Zandt, Jacobs & Co. Cuff & Collar Factory
- 40 Troy Waste Manufacturing Co. Building



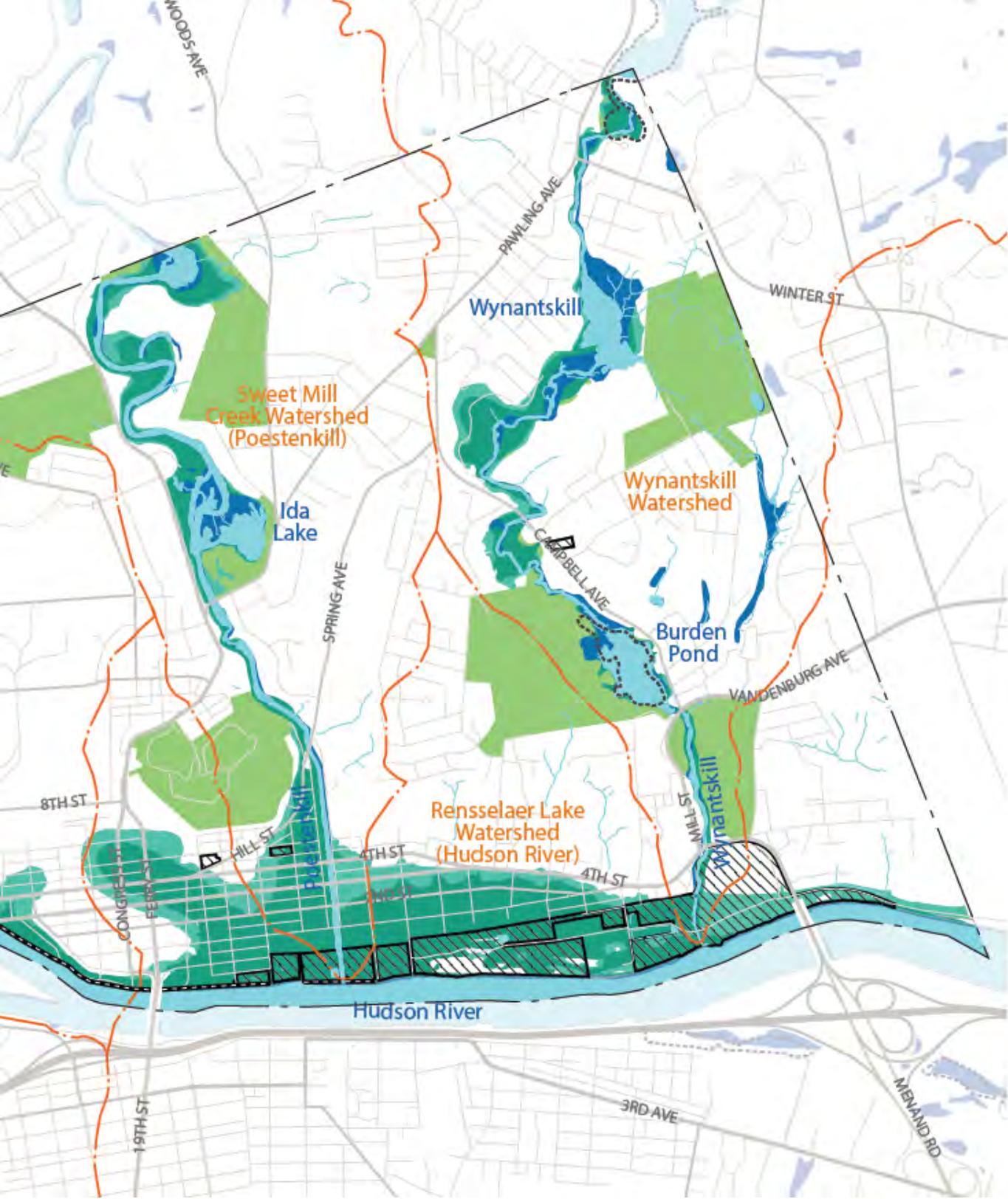
# Map 11 Historic Landmarks



- City Limits
- Heritage Area System
- Historic Places
- Historical Landmark
- National Historic Downtown
- Historic District



**Map 12**  
**Waterways &**  
**Natural Heritage**  
**Features**



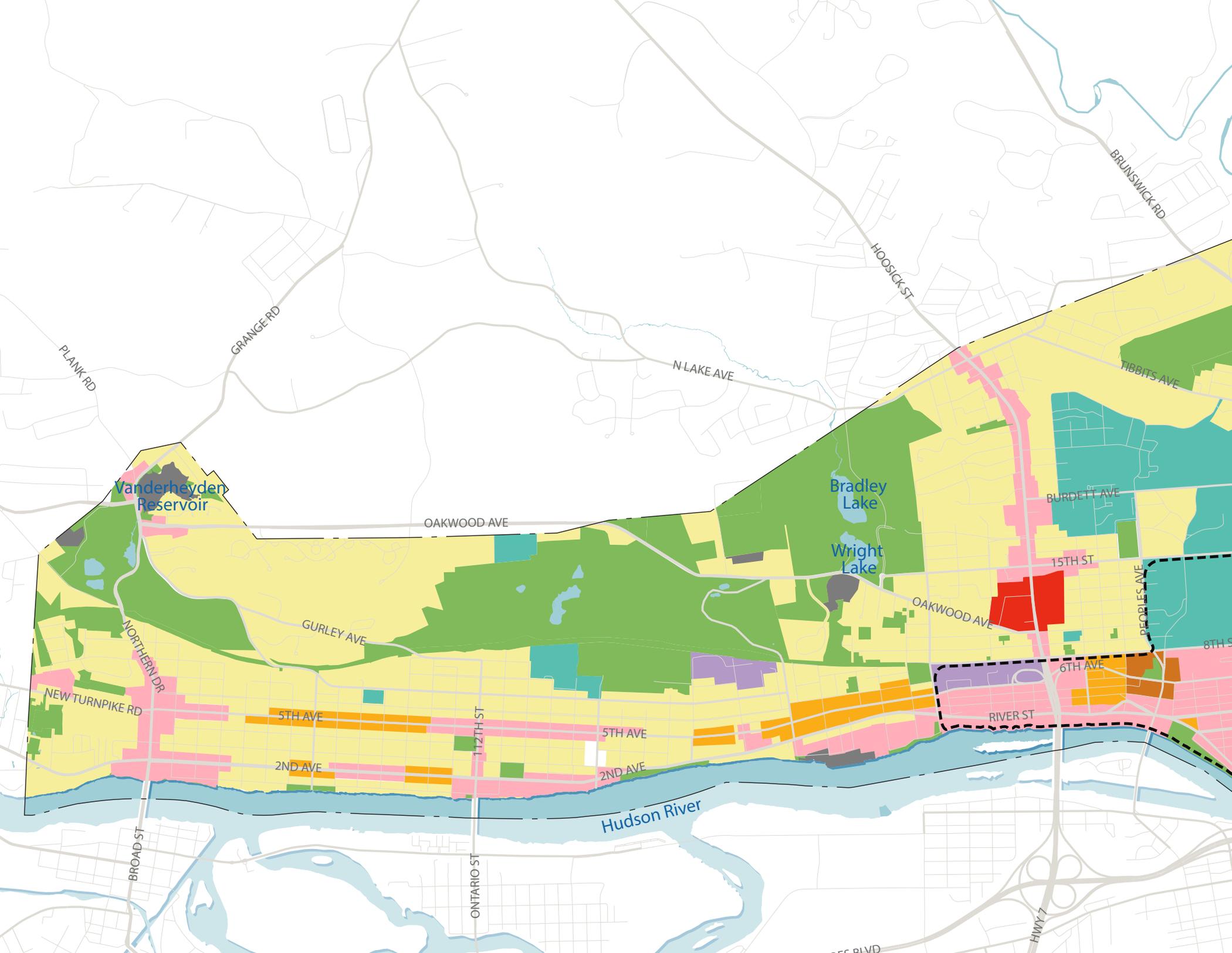
- City Limits
- Major Open Space
- . - . Watershed Boundary
- Waterbody
- Watercourse
- Dock Wall Location
- U.S. FWS Wetland
- 100 year Floodplain
- 500 year Floodplain
- Brownfield
- NYSDEC Wetland



# Map 13 Waterfront



- City Limits
- Waterbody
- Watercourse
- Major Open Space
- Multi-Use Path
- Proposed Cycling Route
- Dock Wall Location
- Public Water Access Point
- Private Water Access Point
- LWRD Boundary**
- Northern Waterfront
- Central Waterfront
- South Waterfront
- Existing Landward Coastal Boundary
- New Proposed Coastal Boundary



PLANK RD

GRANGE RD

N LAKE AVE

HOOSICK ST

BRUNSWICK RD

HBBITS AVE

Vanderheyden Reservoir

Bradley Lake

Wright Lake

OAKWOOD AVE

BURDETT AVE

15TH ST

PEOPLES AVE

8TH ST

OAKWOOD AVE

6TH AVE

RIVER ST

GURLEY AVE

NORTHERN DR

NEW TURNPIKE RD

5TH AVE

5TH AVE

2ND AVE

2ND AVE

112TH ST

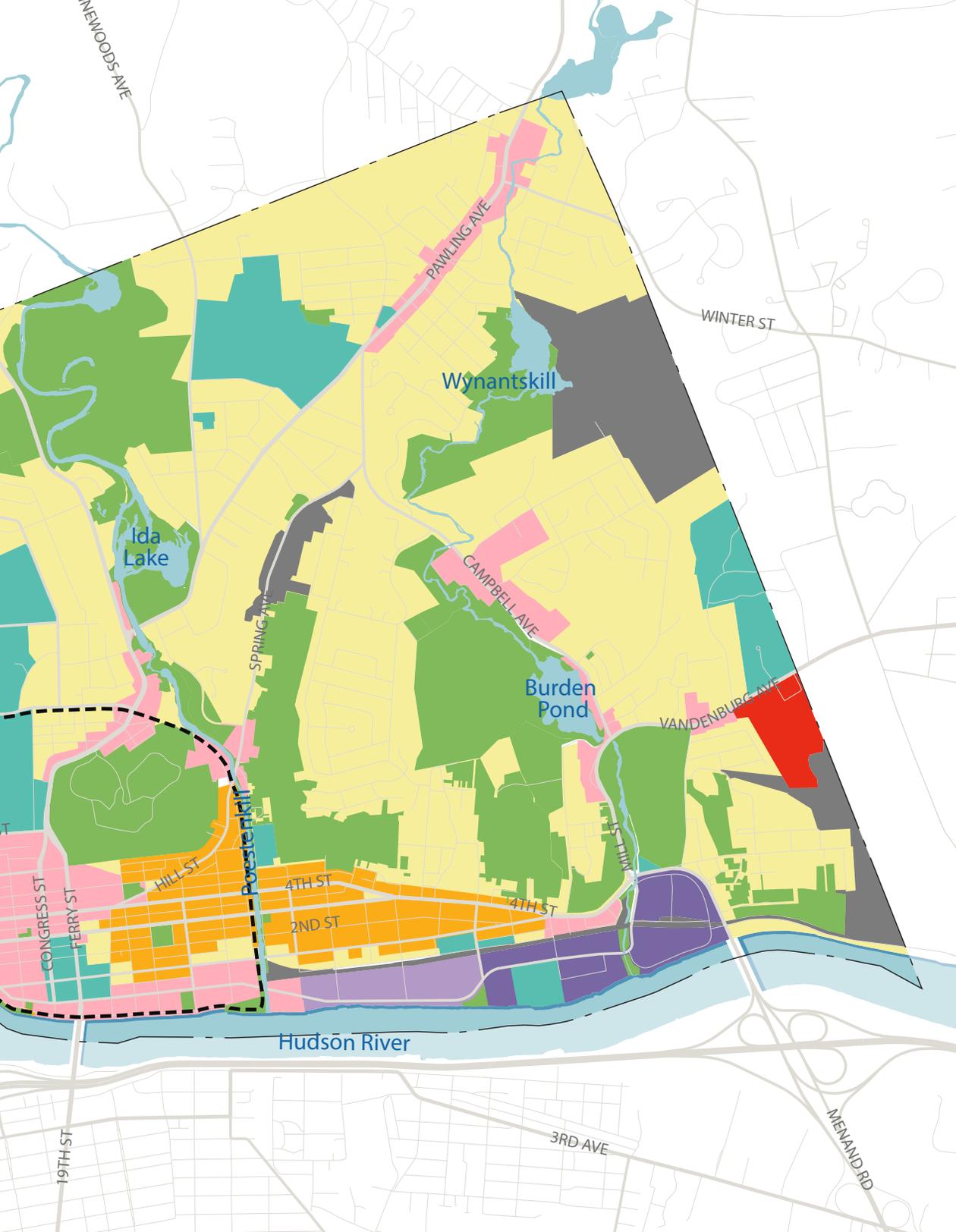
ONTARIO ST

BROAD ST

Hudson River

HWY 7

REC BLVD



## Map 14 Land Use

- City Limits
- - - City Center
- Low-Rise Residential
- Mid-Rise Residential
- High-Rise Residential
- Mixed Use
- Commercial
- Institution
- Business Employment
- Industrial Employment
- Infrastructure & Utilities
- Parks and Open Space
- Waterbody
- Watercourse

# APPENDIX



## 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]
	>5,000 VPD	<17 feet 1 lane	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
<b>UNCLE SAM BIKEWAY</b>	Connection to Knickerbacker Park; access and intersection improvements	See Uncle Sam Bikeway Improvement Plan for details		\$1,057,000	Ongoing
<b>LANSINGBURGH NEIGHBORHOOD BIKEWAY</b>	6 <sup>th</sup> /7 <sup>th</sup> Avenues between Northern Drive and Middleburgh (3 miles)	<ul style="list-style-type: none"> <li>• Directional pavement markings</li> <li>• Route and decision signage</li> <li>• Curb bulb-outs</li> <li>• Speed tables</li> <li>• Speed and volume management techniques, where necessary</li> </ul>	North-South Neighborhood Bikeway connection to South Troy Riverfront Bikeway (STRB)	\$950,000	3 YEAR
<b>2<sup>ND</sup> AVENUE BIKEWAY</b>	Between 126 <sup>TH</sup> St Bridge and Middleburgh; River St from Middleburgh to Vanderhyden (3.4 miles)	<ul style="list-style-type: none"> <li>• Two-way cycle track with protection</li> <li>• Route and decision signage</li> <li>• Intersection treatments, bike boxes, and/or left hand turn boxes Signal and detectors at major intersections</li> </ul>	North-South Primary Bikeway route	\$1.2 M	3 YEAR
<b>4<sup>TH</sup> ST BIKEWAY</b>	Between South Troy Riverfront Bikeway and Green Island Bridge/Federal St (2 miles)	<ul style="list-style-type: none"> <li>• One way striped lane (left-side)</li> <li>• Route and decision signage</li> <li>• Intersection treatments, bike boxes, and/or left hand turn boxes</li> </ul>	North-South route paralleling STRB	\$70,000	3 YEAR
<b>CENTRAL TROY EAST – WEST BIKEWAY</b>	Green Island Bridge; Federal St; Sage Ave to Burdett Ave (1 mile)	<ul style="list-style-type: none"> <li>• Striped bike lanes</li> <li>• Route and decision signage</li> <li>• Intersection treatments, bike boxes, and/or left hand turn boxes</li> </ul>	Primary bikeway / E-W route – connections to regional trail, downtown Troy, RPI, Hill Neighborhood, Troy High and Middle Schools	\$45,000	3 YEAR

<b>PAWLING AVE BIKEWAY</b>	Pawling Ave (Brunswick line to Congress Street) (3 miles)	<ul style="list-style-type: none"> <li>• Striped bike lanes</li> <li>• Route and decision signage</li> <li>• Intersection treatments, bike boxes, and/or left hand turn boxes</li> </ul>	Primary Bikeway connection to Albia neighborhood, Downtown Troy, Prospect Park	\$110,000	3 YEAR
<b>NORTHERN DRIVE BIKEWAY</b>	Northern Dr between 2 <sup>ND</sup> Ave and Oakwood Ave (1 mile)	<ul style="list-style-type: none"> <li>• Striped bike lanes</li> <li>• Route and decision signage</li> <li>• Intersection treatments, bike boxes, and/or left hand turn boxes</li> </ul>	Connections to Uncle Sam Bikeway – E-W connection to 126 <sup>TH</sup> St Bridge; northernmost E-W route	\$45,000	3 YEAR
<b>BURDETT AVE BIKEWAY</b>	Burdett Ave between Peoples Ave and Hoosick St; Hoosick St; 21 <sup>ST</sup> St to Troy YMCA	<ul style="list-style-type: none"> <li>• Sidewalk and crossing improvements at Hoosick and 21st</li> <li>• Extend existing bike lane</li> <li>• Intersection treatments, bike boxes, and/or left hand turn boxes</li> <li>• Route and decision signage</li> </ul>	Primary Bikeway; extends bike lanes on Burdett; access to recreation, education, employment centers	\$35,000	3 YEAR
<b>HIGH STREET / TROY-MENANDS BRIDGE</b>	South Troy Riverfront Bikeway/Water St to MHBHT/EST/ECT	<ul style="list-style-type: none"> <li>• Convert sidewalk to green multi-use path; remove dismount zone</li> <li>• Signal and detector at intersection</li> <li>• Route and decision signage</li> <li>• Clear overgrown brush along sidewalk on Burden Ave/High St</li> <li>• Install bollards in greenway along High Street</li> <li>• Intersection treatments, bike boxes, and/or left hand turn boxes</li> <li>• Advance stop line on Water Street</li> </ul>	Regional trail connection	\$125,000	5 YEAR
<b>LANSINGBURGH BRIDGES</b>	126 <sup>TH</sup> St Bridge 112 <sup>TH</sup> St Bridge	<ul style="list-style-type: none"> <li>• Two-way cycle track</li> <li>• Shared lane markings</li> <li>• Route and decision signage</li> </ul>	Regional trail connections; connections to Cohoes	\$25,000	5 YEAR
<b>TOTAL</b>				<b>\$3.7 M</b>	

