
TROY WATERFRONT PLAN

SUMMARY REPORT



PURPOSE & PROCESS

Why Plan for the Waterfront?

Most city's which are blessed with a waterfront location have a unique opportunity to leverage that resource for the benefit of the entire community, but that fact has only begun to be fully understood on a nation-wide basis in more recent years. The Hudson River is one of America's most important bodies of water, and its influence on the history and physical development of Troy has been profound. While the river served as a focal point for Troy throughout the nineteenth and early twentieth century, like so many other waterfront communities, the city eventually turned its back on the river. Efforts in more recent years, such as the development of the downtown riverfront park, and the active efforts of RiverSpark to stage public events and provide an interpretive history of the city and region symbolize a renewed attitude that this vital resource can no longer be overlooked. In that same vein, the purpose of the Troy Waterfront Plan is to enable the citizenry to take advantage of and leverage this great natural resource to their personal welfare and economic benefit well into the next century.

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The historic Troy Waterfront was a place of active recreation and commerce. It is gradually becoming so again.



How Do You Go About Planning?

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The process employed in creating the plan has relied on meaningful public participation. The project has been spearheaded by the Troy Waterfront Commission, aided by an internationally known consulting team, and public meetings have been held at key stages of the project. Before the project even officially began, a public hearing was held on April 15, 1993 to solicit from the citizens of Troy their opinions, aspirations and thoughts regarding the city's seven miles of waterfront land. At that meeting twenty-two consensus objectives were formulated by the public, and those objectives have served from that point forward as a foundation for the planning process.

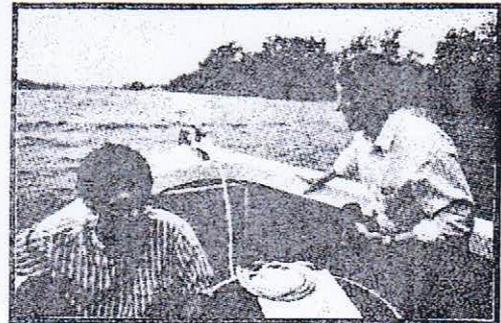
Once this initial public input was provided, the consultants conducted a careful analysis of the natural and man-made features of Troy's waterfront. That investigation included a reconnaissance of the study area. Natural features of Troy's waterfront were evaluated including topography, geology, soils, tributaries to the river, water quality of the Hudson, flood plains, wetlands, and waterfront vegetation. Man-made features included existing land use patterns, development characteristics, and infrastructure. The positioning of Troy's waterfront within the broader regional context was carefully reviewed.

Concurrently, the waterfront was viewed from the perspective of economics and political jurisdictions. Land market considerations included real estate demographics, the property tax base, and land ownership patterns, while jurisdictional considerations addressed the local, regional, state and federal agencies and commissions whose jurisdictions include Troy and whose actions will bear on the future of the city's waterfront.

The next step of the planning process was to identify a variety of alternative development scenarios for Troy's waterfront. In order to facilitate that task, the waterfront was divided into three generalized planning areas -- south, central and north -- and identifiable subdistricts, each with its own characteristics which influence its individual identity, needs and future potential. While an emphasis was initially placed on creative and unrestrained concepts, the various scenarios for each planning area were eventually narrowed following the careful consideration of economic, physical, social and political realities, coupled with a second round of public hearings and the thoughtfully considered input of the Waterfront Commission.

Based upon the scenarios selected, a development plan has been prepared with specific policy recommendations for implementation. Recommended policies varied widely in approach from regulatory/zoning changes to public infrastructure expenditures, all with the objective of leveraging maximum benefit to both the affected community and the city as a whole while stimulating private sector investment in Troy's future. The final step of the planning process was to identify components of the development plan as early action projects. These projects grew both out of their desirability and the apparent short term ability to leverage them through available outside public funding.

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BACKGROUND STUDY FINDINGS

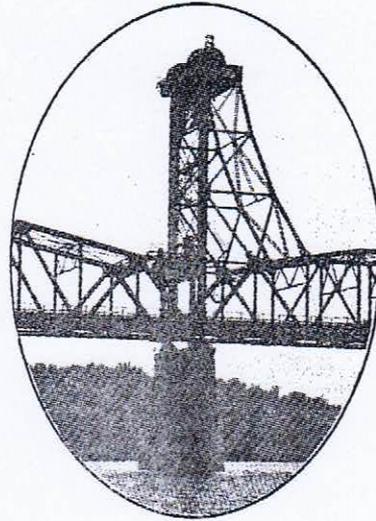
What Did We Learn About Troy's Waterfront?

In planning for the future growth and development and/or redevelopment of an area, whether for an entire community or a targeted area such as a waterfront, it is crucial that a comprehensive approach be taken. That approach includes the consideration of all physical, economic, political and similar issues.

Physical Characteristics & Land Markets

Troy's seven-mile waterfront is characterized in part by a 100-year flood plain. While it does require special construction standards for new development and proper insurance, the flood plain issue has not appeared to be a significant constraint to development along the waterfront. To the east of the waterfront the elevation climbs to form a ridge running parallel with the Hudson. Two key tributaries which empty into the river are the Poesten Kill and the Wynants Kill, both located in the southerly portion of the city. One of the reasons that the city has not had a strong orientation to the river during recent decades has been the high level of pollution in the Hudson, which precludes widespread use of the river for swimming and fishing due to the presence of PCBs.

Based upon existing land uses and development typologies, the southerly portion of the waterfront is an industrial zone; the central portion constitutes the city's central business district (CBD); and the northerly portion features a community within a community - Lansingburgh. Key infrastructure within the waterfront study area includes the centrally-located sea wall, the federal lock and dam located just north of the CBD, a railroad spur within the southerly industrial area, and a total of six bridges across the Hudson. Utilities such as water, sewer, electricity and gas are available in sufficient quantities such that no conceivable growth limitations are posed.



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Jurisdictional Considerations

Beyond the Troy city government and a variety of economic development-related local entities, there are numerous governmental agencies having a strong interest in the future development of Troy's waterfront. Entities such as the Hudson River Valley Greenway Communities Council can provide technical assistance and project-specific matching grant funds, while agencies such as the U.S. Army Corps of Engineers and the Coast Guard perform a more regulatory role pertaining to navigational and safety issues. Other important entities having a strong interest in the future of Troy's waterfront include the State Thruway Authority, the State Division of Coastal Resources and Waterfront Revitalization, and the Hudson-Mohawk Urban Cultural Park Commission.

Zoning

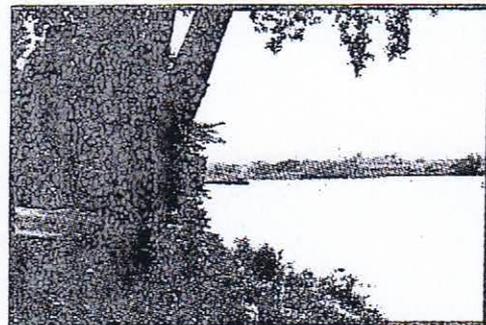
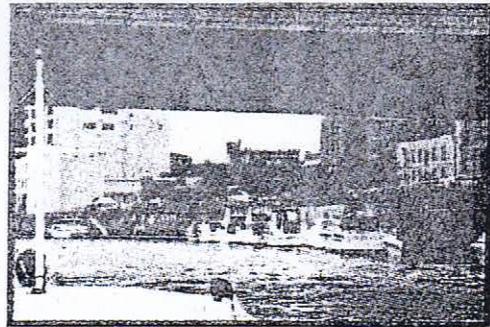
Roughly 38% of Troy's seven mile waterfront is zoned industrial, with most of that being in the south. The next largest land use category at 27% is medium density residential (R-2 & R-3) located primarily in the north, followed by relatively high-density commercial zones (B-4 & B-5) concentrated in the central waterfront. Design review protects the quality and compatibility of architectural renovations and infill development within much of the CBD through the designation of the "Second Street" and "Riverfront" historic districts.

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Planning Objectives & Criteria

The City's April 15, 1993 public meeting resulted in twenty-two consensus objectives being formulated by the citizens of Troy. At a subsequent public meeting on July 29, 1993, the audience was asked to participate in an informal voting exercise on those objectives. While this process was by no means scientific, it did help to highlight those issues which appeared to be of the greatest concern to the citizens in attendance. The highest ranking were:

- **Leverage Troy's tourism potential**
- **Create a waterfront trail**
- **Provide strong public access to the waterfront.**
- **Extend the city marina**
- **Alleviate the downtown parking problem**

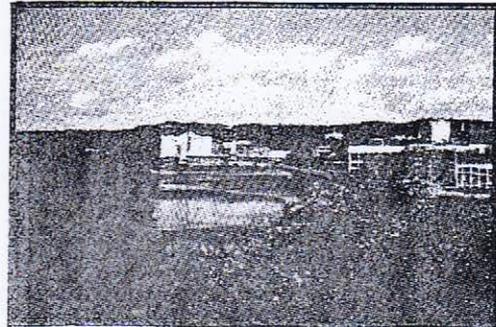


ALTERNATIVE DEVELOPMENT SCENARIOS

What Were Some of Our Options for the Waterfront?

The alternative development scenarios formulated for the city were categorized into those for the southern, central and northerly planning areas, as well as those scenarios "at large". Scenarios at large included items such as the waterfront path, which would traverse the three planning areas, the east-west linkages between the river and land to the east, and repair of the deteriorating flood wall.

The final scenarios chosen by the Waterfront Commission for each of the three planning areas included, for the most part, combined elements of the various scenarios posited by the consulting team. The southerly planning area pursues the "industrial protectionism" scenario for its lower half, while following the "segmented district" scenario for the upper half in which alternative uses such as housing and commercial uses are proposed as a long-term bridge between the Washington Park neighborhood and the waterfront. The central planning area combines an entertainment scenario intended to leverage regional usage and investment and elements of a parklands and recreation scenario aimed at transforming the existing waterfront park and associated parking structure into a more widely used and vibrant space while linking it north and south in accordance with the initiatives of the Greenway Commission and expressed desires of the Troy citizenry. Within the northerly planning area it was recognized that the existing land use and ownership patterns characterized by the privatization of the waterfront were strongly entrenched and future options limited. Exceptions for this important area would include relatively small site-specific projects intended to solidify the Lansingburgh neighborhood, rather than broader schemes designed to direct it in a direction contrary to its historic uses and character.



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RIVERFRONT DEVELOPMENT PLAN: POLICY RECOMMENDATIONS

How Do We Achieve Troy's Vision for the Future?

The Riverfront Development Plan policy recommendations serve as the real substance of the plan. Policy recommendations represent substantive action steps which the City can implement through public spending, regulations, incentives or other measures. Specific policies are bulleted on the following pages.

Issues at Large

Four waterfront issues which transcend the designated planning area boundaries are the waterfront path, signage, historic resources, and the regional context.

Waterfront Pathway

This pathway is important for two reasons in particular: 1) to provide a recreational amenity and waterfront access to the entire community, and 2) as a means to introduce visitors to Troy's various waterfront attractions.

- *ROUTE the waterfront pathway the entire length of the Troy waterfront, while utilizing the Uncle Sam Bike Path in the Lansingburgh area as an option to First Avenue.*
- *ESTABLISH PATHWAY LINKS with the Mohawk-Hudson Bikeway.*
- *THE PATHWAY SHALL IN THE LONG TERM, BE DIRECTLY ADJACENT TO THE WATERFRONT, with the exception of the northerly planning area and those areas where there may be a conflict with commerce, and it should link historic and cultural assets where practicable.*

- *MAINTENANCE should become an on-going programmed expense which is carried out by the City's Public Works and Recreation departments.*
- *BRIDGING THE KILLS shall initially occur at existing grade crossings with bridges developed along the Hudson in the future as monies permit and priorities dictate.*

In getting the study to

this point, numerous

meetings were held

with the various

stakeholders,

including two public

meetings in which

meaningful public

input was solicited

and provided

- *FUNDING for property acquisition and pathway development should be provided by a combination of private easements, City funds, and regional, state and federal grants.*
- *THE PATHWAY RIGHT-OF-WAY shall, in general, consist of a 20 ft. wide access easement either dedicated to, or purchased by, the City of Troy within which shall be an 8-10 foot asphalt bicycle path and a 4 foot walking path. Motorized vehicles, except for the public safety and emergency access, shall be excluded.*
- *EXISTING LINKS between the Uncle Sam Bike Path and the Lansingburgh community shall be clearly marked with signage for improved accessibility.*

Historic Resources

Significant buildings and/or districts should be designated at both the local and national levels for the National Register of Historic Places. The

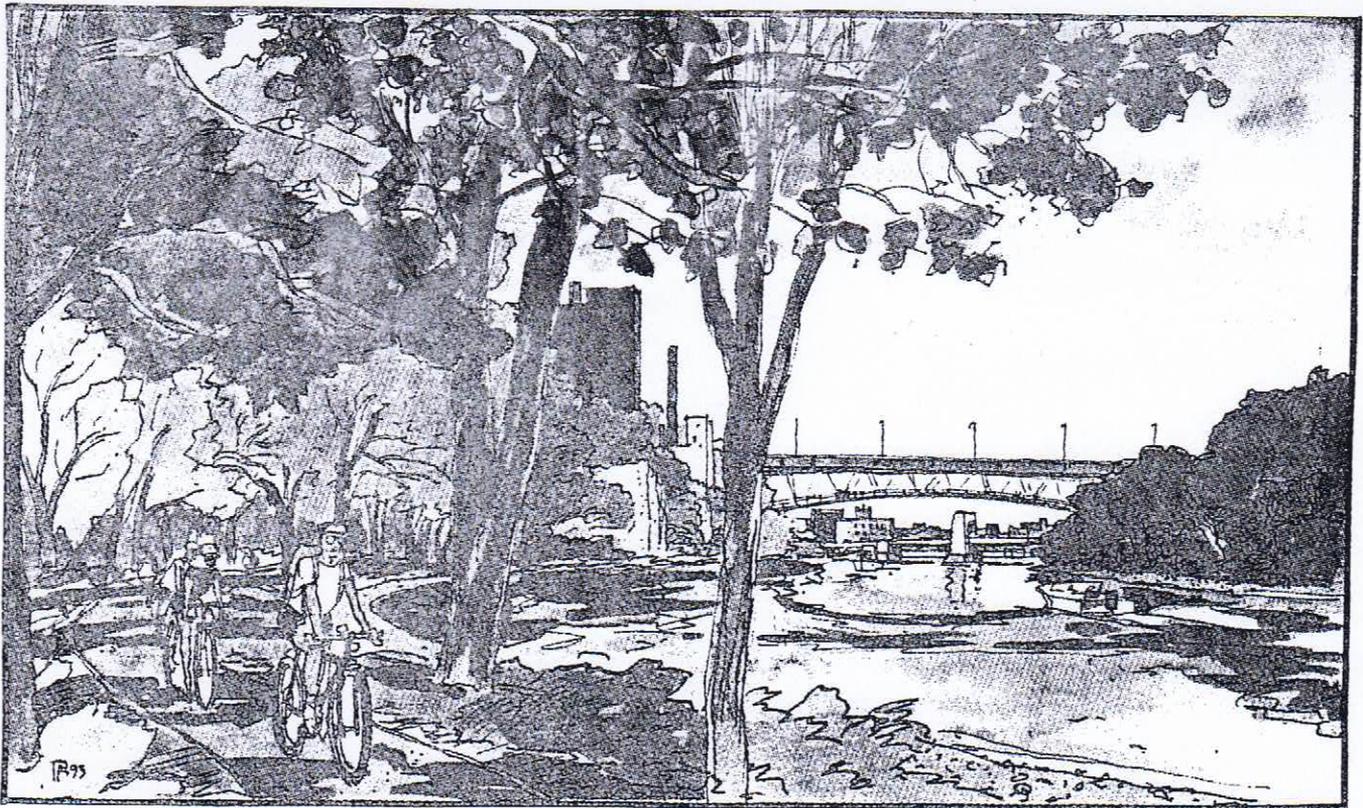
former would protect against demolition, while setting standards for rehabilitation and infill construction, while the latter offers financial incentives from federally and state funded sources.

- *ADOPT A THEMATIC DESIGNATION TO PROTECT A VARIETY OF HISTORIC RESOURCES which are connected with Troy's industrial and river heritage and scattered throughout the Waterfront District.*

Signage

The signage issue in Troy relates primarily to private property, but public signage (traffic & directional) is a secondary concern as well.

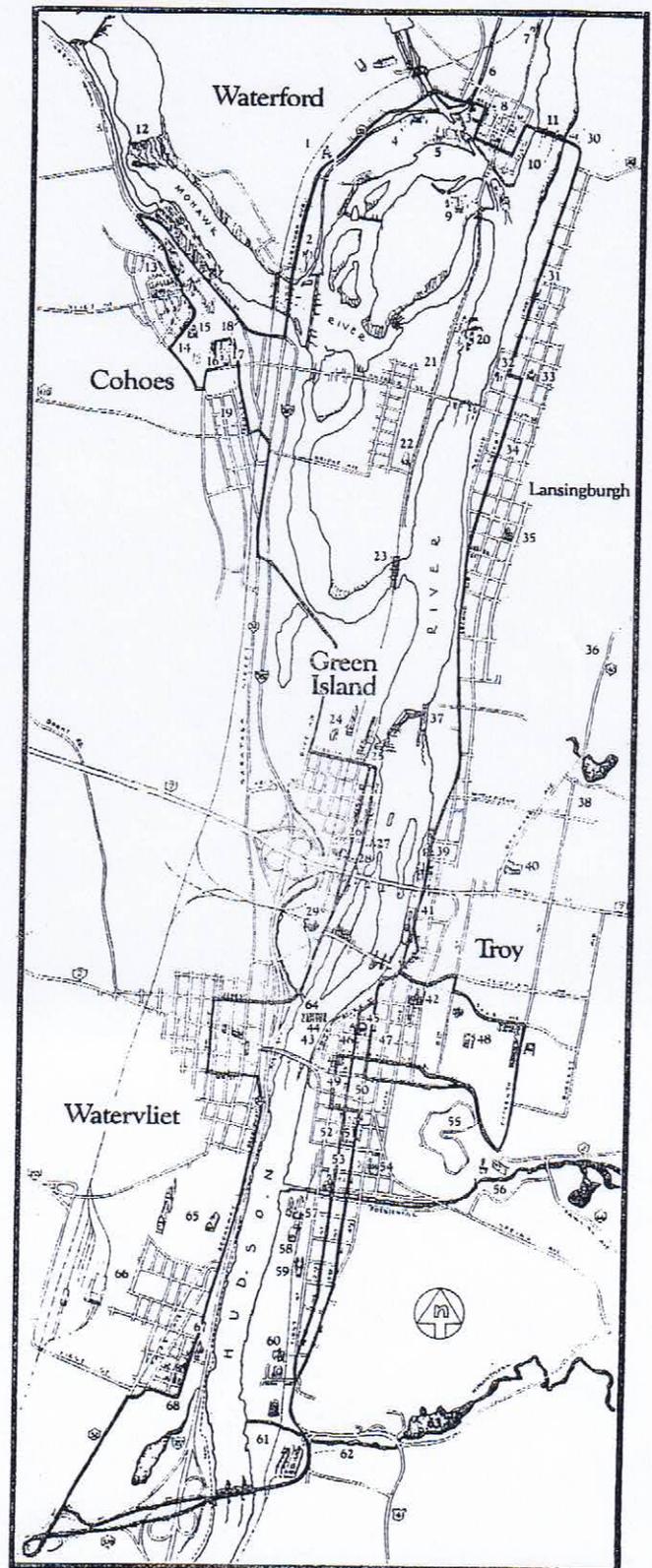
- *ADOPT THE PROPOSED SIGN ORDINANCE*
This action would, in time, lead to significant improvements in the appearance of Troy's waterfront.
- *DESIGNATE THE HUDSON RIVER AS A SCNIC ENTITY for the purposes of the proposed sign ordinance.*



Regional Context

Special attention should be given to the issue of Troy's regional role in the broader scheme of its Hudson River Valley context.

- *ENCOURAGE THE ADOPTION OF AN INTER-JURISDICTIONAL DEVELOPMENT REVIEW PROCESS as part of the regional plan currently being drafted by the CDRPC.*
- *PURSUE THE INCLUSION OF TROY'S ENTIRE WATERFRONT AS PART OF THE OFFICIAL STATE CANAL SYSTEM PRESENTLY BEING DESIGNATED BY THE STATE THRUWAY AUTHORITY. A key advantage to such designation is that it would qualify Troy for another pool of state funding for improvements related to the canal system, including Troy's waterfront, while formally recognizing Troy's legitimate role as Gateway to the Canal System.*
- *ADHERE TO THE GREENWAYS COMMISSIONS GOALS AND OBJECTIVES. They are consistent with Troy's best interest and Troy is one of the model communities within the Greenways program.*
- *ENCOURAGE THE STRENGTHENING OF THE HUDSON RIVER VALLEY URBAN CULTURAL PARK SYSTEM as a generator of tourism. While educationally strong, exhibits are now dispersed and small and visitorship is low. Consolidation of stories into larger, centralized facilities supplemented by more passive interpretation at dispersed sites has increased visitation in other locales.*



Southerly Planning Area

The Southerly Planning Area of Troy's waterfront extends from Liberty Street, located just below the Troy-Watervliet Bridge to the southerly boundary of Troy.

- *ENCOURAGE MIXED USE DEVELOPMENT BETWEEN THE POESTEN KILL AND THE CENTRAL BUSINESS DISTRICT* through zoning amendments to accommodate Planned Unit Developments and by the City accommodating any future industrial relocation efforts. Such a policy encourages the long-term potential for upscale uses leveraged by a proximity of Washington Square, Russell Sage College, and the downtown.
- *CONTINUE TO NURTURE INDUSTRIAL DEVELOPMENT WITHIN THE GATEWAY COMMERCIAL PARK*, and consider the pursuit of light industrial, research and development, and ancillary office uses. Design the park to leverage the river as an amenity.
- *UPGRADE THE IMAGE OF THE INDUSTRIAL PARK AND BUFFER ADJACENT AREAS* from industrial sites by providing landscaping and aesthetic improvements while prohibiting the use of billboards along the new access road. The road will play a major role in segregating truck traffic from the community while upgrading the access to and marketability of waterfront sites.
- *TRANSFORM THE POESTEN KILL INTO A GREENWAY LINKAGE* through environmental reclamation efforts, landscaping, and the provision of a pedestrian path. Leverage this investment to the benefit of the South Troy community.
- *DEVELOP A NEW WATERFRONT PARK FOR SOUTH TROY* aligned roughly west of the school building (located on the corner of First and Harrison Streets) while maintaining strong connections from this community to the waterfront.
- *EXTEND THE PROPOSED BIKE PATH ACROSS THE MENANDS BRIDGE* when the opportunity lends itself with future maintenance and upgrading work on the bridge.

One issue is how to promote job and tax producing industrial usage while better connecting the South Troy neighborhood to the river.

These policies will allow for the continued growth of Troy's job and tax base, open up new opportunities for residential and office uses taking advantage of the waterfront amenity while fortifying adjacent older residential neighborhoods, and provide stronger east-west access and passive recreational opportunities for South Troy residents.

Central Planning Area

The Central Planning Area of Troy's waterfront extends from Liberty Street, just below the Troy-Watervliet Bridge to McLaughlin Lane, just north of the federal dam.

Scenario Summary

The policies outlined here for the Central Planning Area of Troy's waterfront are intended to make the downtown waterfront more functional, user-friendly, and a regional attraction. The seawall improvements are not only crucial to the physical well-being of downtown, but they would provide an opportunity to make design improvements for pedestrian access to the waterfront. Parking measures would make downtown more user-friendly, and would be vital to additional development or redevelopment of any magnitude. The remaining policies, such as the proposed rezoning, development of an expanded dock, creation of access to Adams Island, and leveraging of the new boat ramp facility, are all geared toward enhancing the level of activity in this area, creating stability, and increasing property values. The policy recommendations have been split between the south-central and north-central planning areas, in addition to general policies applying to both.

Central: General

- *REPAIR THE SEAWALL, prioritizing those areas currently in most need of maintenance.*
- *REZONE B-5 WATERFRONT LAND TO B-4 to gradually reduce highway commercial uses and development patterns from the downtown. The area targeted for rezoning is that portion of B-5 land from the Collar City Bridge to Ingalls Avenue, west of River Street.*
- *EXPAND AND AMEND THE EXISTING HISTORIC DESIGN so that new provisions are added to the existing ordinance, and extend the review jurisdiction to areas located within the National Register district but not yet locally designated.*

The City Dock has

allowed Troy to

position itself as a

regional destination

for Hudson River

boaters, while the

food and

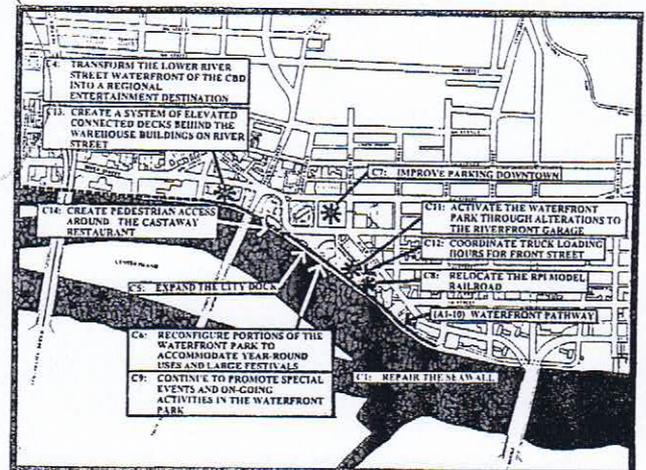
entertainment

facilities emerging on

the river are unique

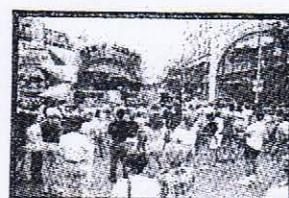
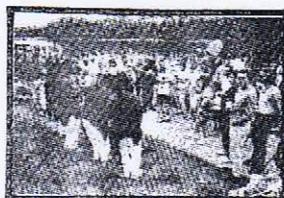
regional attractions.

Recommendations for the South Central Planning area.



South-Central

- *TRANSFORM THE LOWER RIVER STREET WATERFRONT OF THE CENTRAL BUSINESS DISTRICT INTO A REGIONAL ENTERTAINMENT DESTINATION which features historic structures adapted for dining, entertainment, specialty retail, artisan spaces, boutiques and cafes which take advantage of waterfront views and access.*
- *EXPAND THE CITY DOCK. The initial expansion should be to the south in order to bring more activity to the existing waterfront park area.*
- *INTRODUCE USES TO THE WATERFRONT PARK TO ENCOURAGE YEAR ROUND USAGE. Reconfigure portions of the park to accommodate large festivals.*
- *IMPROVE PARKING DOWNTOWN by first promoting the availability of existing parking, and then developing additional parking (through usage of available surface lots and expansion of the Uncle Sam Garage) as demand increases.*
- *ACTIVATE THE WATERFRONT PARK through alterations to the Riverfront Garage to include a reallocation of the upper deck to enable construction of a restaurant and promenade.*
- *COORDINATE ALL TRUCK LOADING HOURS FOR FRONT STREET TO INSURE THAT LOADING DOES NOT OCCUR DURING PEAK BUSINESS HOURS and interfere with Front Street access, or damage the ambiance of Front Street if and when it is developed as a retail/waterfront entertainment zone.*



Festivals organized by RiverSpark have helped bring citizens to the riverfront while spinning off economic opportunity and generating civic pride. They should be promoted as part of a regional marketing effort.

- *EXPLORE THE CREATION OF A SYSTEM OF ELEVATED CONNECTED DECKS FOR THE REAR OF THE WAREHOUSE BUILDINGS LOCATED ON RIVER STREET, between the Troy-Green Island Bridge and Jacob Street.*
- *CREATE A PEDESTRIAN ACCESS AROUND THE CASTAWAY RESTAURANT preferably through cantilevering over the sea wall.*

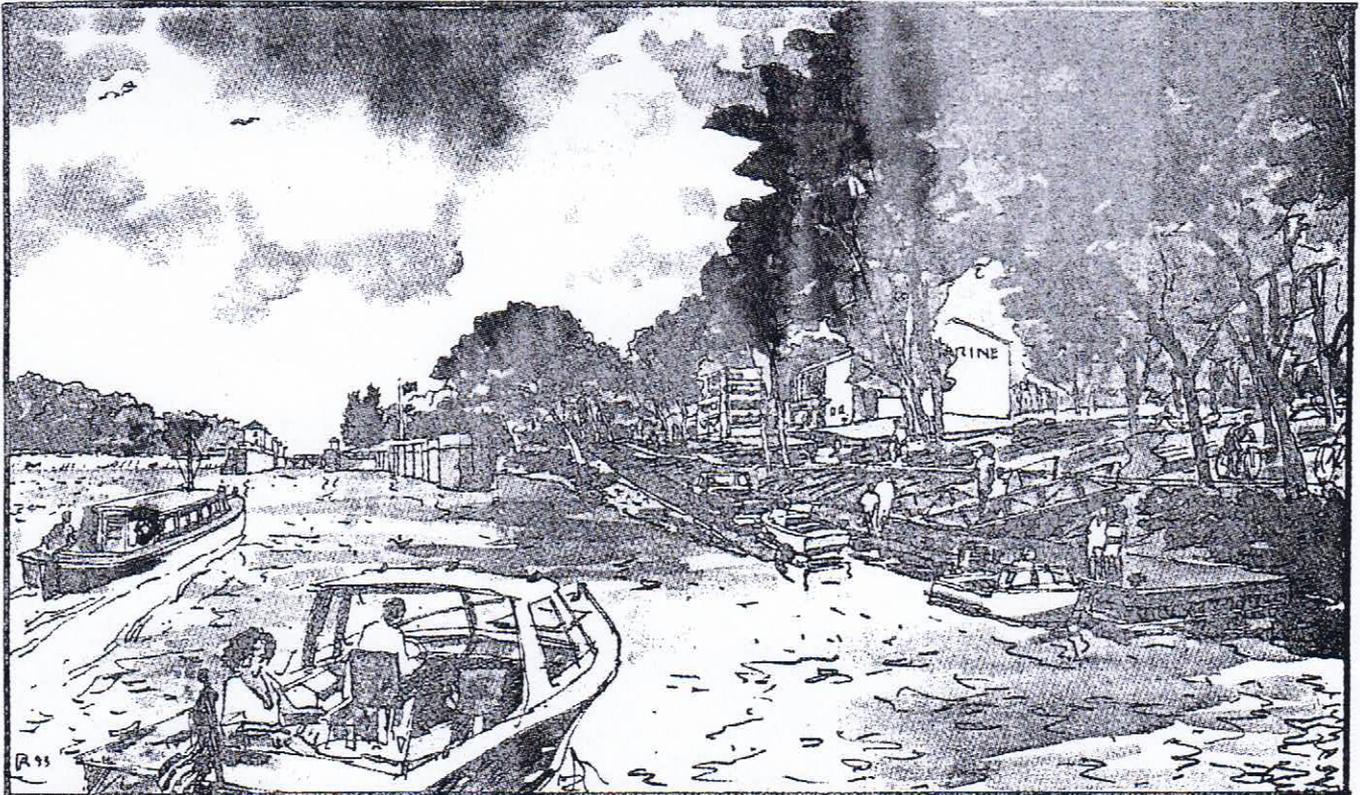
North-Central

Unlike the south-central area, the north-central portion of Troy's downtown waterfront offers a more formidable challenge for revitalization. Instead of pursuing an entertainment theme for this area, two primary goals should be the establishment of a recreational boating center, and the physical rehabilitation and stabilization of the area.

The policies outlined here for the Central Planning Area of Troy's waterfront are intended to make the downtown waterfront more functional, user-friendly, and a regional attraction. The seawall improvements are not only crucial to the physical well-being of downtown, but they would provide an opportunity to make design improvements for pedestrian access to the waterfront. Parking measures would make downtown more user-friendly, and would be vital to additional development or redevelopment of any magnitude. The remaining policies, such as the proposed rezoning, development of an expanded dock, creation of access to Adams Island, and leveraging of the new boat

ramp facility, are all geared toward enhancing the level of activity in this area, creating stability, and increasing property values.

- *LEVERAGE THE NEW MIDDLEBURGH STREET BOAT RAMP FOR THE DEVELOPMENT OF ANCILLARY USES such as boat storage, repair, and sales, the sale of supplies to boaters (including food), and similar uses.*
- *CREATE ACCESS TO THE STATE-OWNED ADAMS ISLAND through the construction of a bridge satisfying the requirements of the Army Corps, Coast Guard, and similar agencies.*
- *WORK WITH THE ARMY CORPS TO EXPLOIT THE FEDERAL LOCK AND DAM AS AN ACCESSIBLE AND INTERPRETED ATTRACTION. A key challenge would be to satisfy security concerns of the Army Corps, while still making the facility accessible to the general public.*



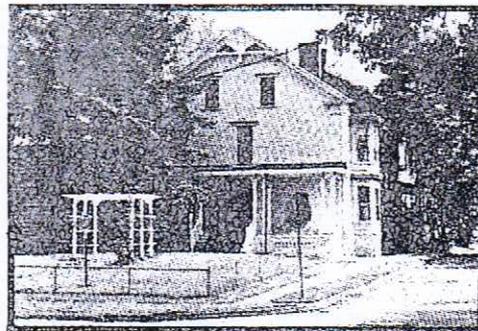
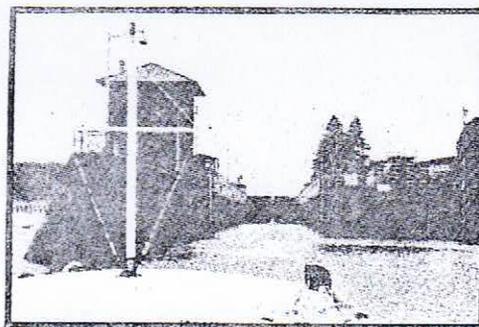
Northerly Planning Area

The Northerly Planning Area extends from McLaughlin Lane (near 101st Street), just north of the Federal Lock and Dam, to the very northerly boundary of the City above the Troy-Waterford Bridge.

The policy recommendations provided here for the Northerly Planning Area of Troy's waterfront will permit most of the existing land uses and development patterns to exist as they are in Lansingburgh, but will provide greater access to the waterfront through existing ROWs and the possible creation of a new park. Existing subtle linkages can be strengthened between the river and Second Avenue, which has great potential as a historic retail, dining and service corridor. Likewise, access via north-south routes for recreational use can be enhanced through clearer demarcation and physical enhancements.

- *CONTINUE MAINTENANCE OF THE UNCLE SAM BIKEWAY, AND IMPROVE ACCESS TO IT, preferably by a connection from the Greek Orthodox Church via 101st street to the gateway of the Cemetery and alternatively via Ingalls Street. Reconnect the path to the water at the Troy Waterford Bridge.*
- *IMPROVE 1ST AVENUE FOR USE AS AN INFORMAL SECONDARY ROUTE FOR PEDESTRIANS. Connect it to the conservation district via 3rd Avenue and 111th Street through signage and streetscape improvements.*
- *RECLAIM THE PUBLIC RIGHTS-OF-WAY OF EAST-WEST STREETS BETWEEN 1ST AVENUE AND THE RIVER FOR PUBLIC USE as important points for physical and visual access to the water.*

- *ENHANCE EAST-WEST STREETS CONNECTING THE RIVER TO 2ND AVENUE through the provision of sidewalks on both sides of the streets, sufficient street lighting, and the supplementing of existing landscaping with additional street trees as needed.*
- *PURSUE THE CREATION OF A NEW WATERFRONT PARK FOR LANSINGBURGH SOMEWHERE BETWEEN 119TH STREET AND JUST NORTH OF 123RD STREET.*
- *TAKE ADVANTAGE OF THE RECONSTRUCTION OF THE 112TH STREET BRIDGE through improvements to the vehicular and pedestrian systems at this point and the inclusion of a small public park.*



Top: The Government Lock and Dam could be included as part of the Greenway system if security issues can be solved.

Bottom: The Herman Melville House.

FIRST STEPS

While many of the actions in this plan can be undertaken immediately and do not require the allocation of city monies, it was felt necessary to designate some priority projects around which to coalesce public support and seek state and federal money. The target projects are the initial ambassadors of the waterfront plan. They provide an immediate focus for the public and lay the groundwork for ultimate implementation of the larger plan. Since this plan document will have a working life of several decades, the target projects may well be examined in the future for their success in starting the agenda of the Waterfront Plan. The criteria listed below were chosen to insure that the Target Projects will not only meet immediate goals, but will also seem logical in the cool light of the future.

Several of these projects are already on-line. They should be pursued vigorously with all the political skills necessary to coalesce a multitude of agency funding and regulatory sources brought to bear. Two projects that can take advantage of currently accessible funding sources were pursued in detail.

Target Projects Considered

- Modifications to Riverfront Park to help implement the food and entertainment concept.
- Extension of the Town Dock Marina.
- Creation of the dedicated public pathway along the Poestenkill Canal from the Hudson to Lake Ida.
- Creation of a boat landing at the Old State Dam.

- Extension of the riverfront path from the Menands Bridge to the Poestenkill Canal, including an extension back to School No. 12.
- Repair of the seawall, including modifications to make the river more accessible.
- Plan for waterfront parks in Lansingburgh.
- Implementation of the industrial access road in the Gateway Commerce Park.

The City has recently

committed to the idea

of developing a new

boat ramp at the foot

of Middleburgh

Street, which may

have an encouraging

impact on the

prospects for other

adjacent properties.

Old State Dam Boat Launch

The chief component of the boat launch project is the ramp which allows the launching of boats parallel to the flow in this tidal portion of the river. Parking and a small public park will be built in conjunction with the launch.

Goals

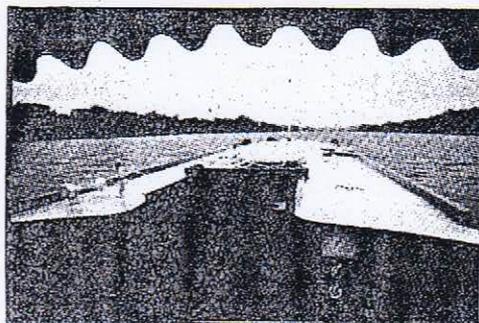
The Old State Dam Boat Launch serves the following specific goals:

Recreation

- To increase recreational boat usage on the Hudson
- To provide a place to launch private pleasure craft
- To accommodate boaters who cannot afford a marina berth
- To create a portion of the Hudson Greenway Path
- To provide a maintained public waterfront park in an area with no public water access
- To protect and restore antique stoneworks associated with this historic site of the low est lock and dam on the Hudson
- To stimulate the opening of the modern lock and dam to the public as an interpretive area and as a portion of the Greenway Path

Commercial

- To increase the use of Troy as a marine recreation center
- To stimulate the conversion of an existing junkyard to marine related commercial uses, including boat storage, sales and boat building
- To set a pattern for waterfront access along River Street, thereby creating a waterfront ambiance for the underutilized mill buildings



Components

The Old State Dam Boat Launch consists of a concrete boat launch ramp, a floating boarding dock, paved access road, 500 feet of new pathway along the Hudson, temporary parking for boats and trailers, signage, lighting, and interpretive access to the archeological remains of the former dam and canal system. The project encompasses 1.25 acres of land owned by the State of New York and the City of Troy.

Budget

Construction of the Old State Dam Boat Launch is estimated to cost approximately \$275,000. Additional expenses will include design, survey, legal, and consulting engineering services which could add \$25,000 to \$50,000 to the cost unless partially or entirely performed in-house.

Funding

Potential sources include the Transportation Enhancement Program and the State Municipal Parks Program.

Future Phases

If the Launch is well-utilized, a second phase involving additional parking and a restroom can be implemented, assuming land procurement is achieved. Conversion of the existing junkyard to a site for marine-related commercial uses will require a zoning amendment as well as cooperation from the site owners.

Broadway Landing at Riverfront Park

Broadway Landing at Riverfront Park is a multi-use facility in the downtown core of Troy and it is entirely located on land owned by the City of Troy.

Goals

Broadway Landing serves the following specific goals:

Recreation

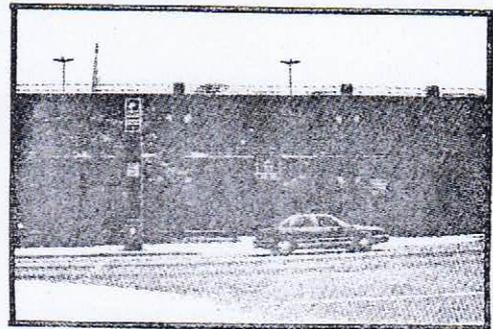
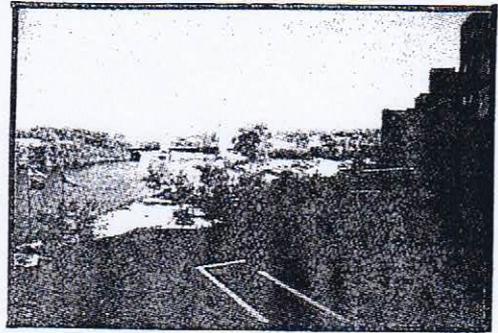
- To guide residents, students and visitors to the river edge in a safe and inviting fashion
- To provide a viewing platform for close examination of the river, its commerce, and its wildlife
- To enliven and secure a portion of the Riverfront Park which is somewhat passive and isolated
- To bring more day-tour excursion boats downtown via the addition of safe and flexible boarding facilities

Cultural

- To tie waterfront activity to the Rennselear County Center for the Arts, creating a useful synergy for both
- To provide a place for outdoor display of sculpture which is in the sphere of influence of the Arts Center
- To provide a festive facility for use in public events

Commercial

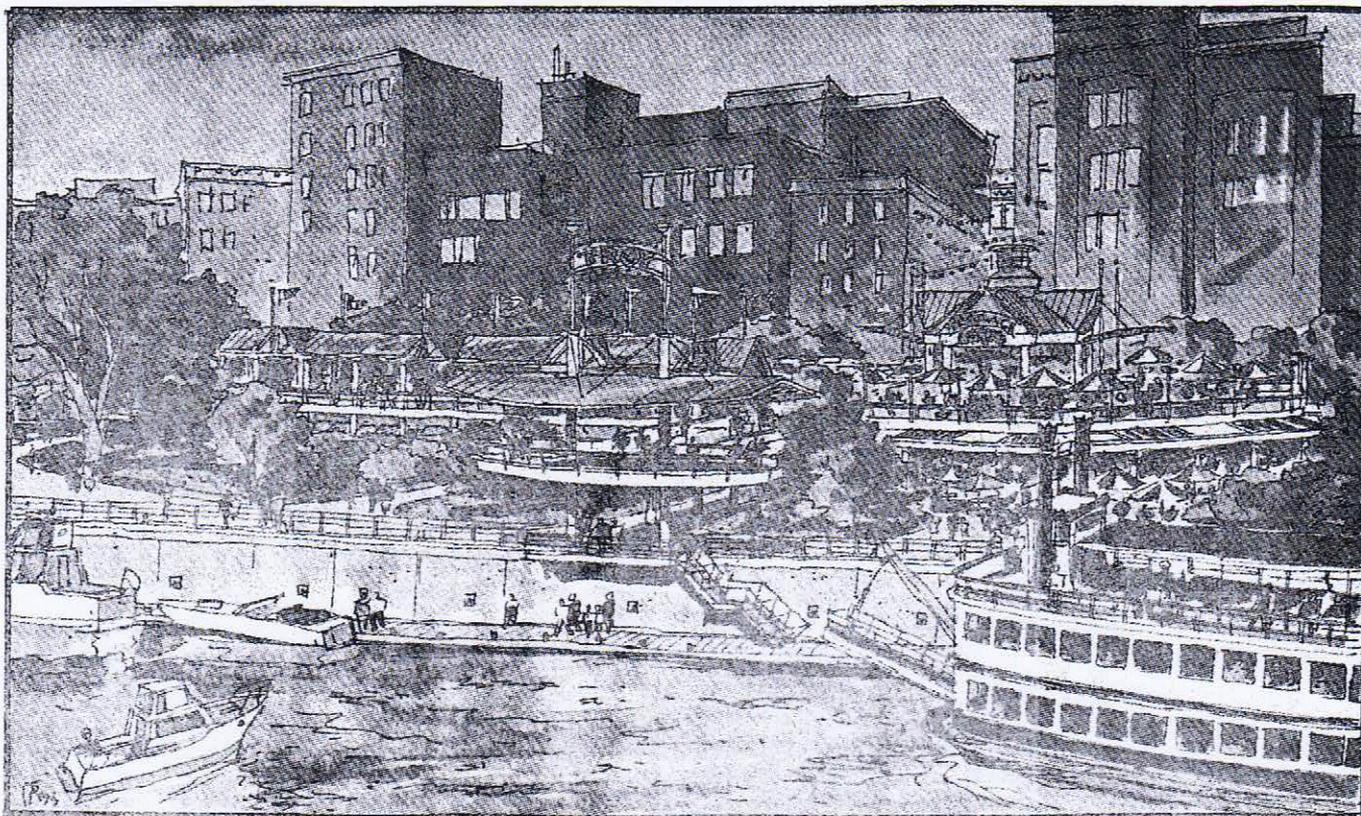
- To provide the riverfront terminus for the Broadway Plan
- To stimulate riverfront food and entertainment businesses
- To create a revenue stream for the City via "pad" lease of the cafe site and possible additional sites
- To provide an overnight mooring facility for the larger cruise and excursion boats which ply the Hudson, further stimulating the restaurant and lodging business



Above: The Riverfront Park needs to both accommodate large festival crowds and be activated at its edges and within it. Some simple adjustments to the current design and careful siting of new monuments, coupled with retail development to complement the RCCA along its edges and the conversion of a portion of the parking deck to retail / cultural usage should assist in this effort.

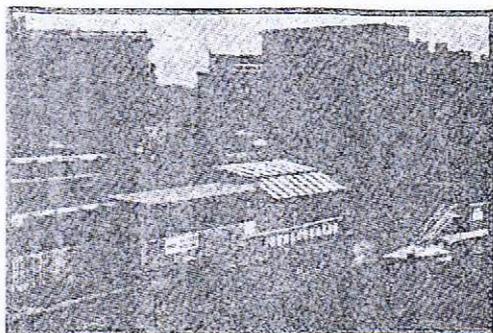
Below: The Uncle Sam Parking Garage is structured to accommodate 2 more levels which would add 360 parking spaces.

Right: Broadway Landing links Troy's downtown to the river at nominal city cost.



Components

Broadway Landing is a linear project commencing at River Street just north of the RCCA's proposed new facility, and leading down a landscaped sidewalk towards the river. The sidewalk is part of the existing vehicular entry bridge to the parking deck and occupies space currently utilized for parking. The adapted deck features the Terrace Cafe, a restaurant whose theme will be coordinated with the activities of the Rennselear County Center for the Arts.



Continuous access should ultimately be provided around the Castaway Restaurant.

Budget

Broadway Landing is part of the \$2,000,000 package. Construction of the Broadway Landing portion will require approximately \$875,000, plus additional sums for design, legal fees, and graphics.

Funding Sources

Potential sources include funds from the federal Intermodal Surface Transportation Efficiency Act (ISTEA) via the state, the New York State Thruway Authority, and private funds relating to the private sector components of the project.

Future Phases

Future phases may include development of further commercial uses on the parking deck including more food and entertainment operations, and possibly the construction of an ice skating rink/reflecting pool just north of the parking deck. Other future additions may include boat rentals aimed at the college population, and regional markets, bringing back an activity which formerly occurred at the waterfront.

Acknowledgments

City of Troy

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The Waterfront Commission

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Assisting Organizations

The Hudson River Valley
 Greenway Communities Council
 The State Thruway Authority
 The State Division of Coastal Resources &
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 The Hudson-Mohawk Urban Cultural
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 The Downtown Council of Troy
 The Troy Riverwalk Association

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