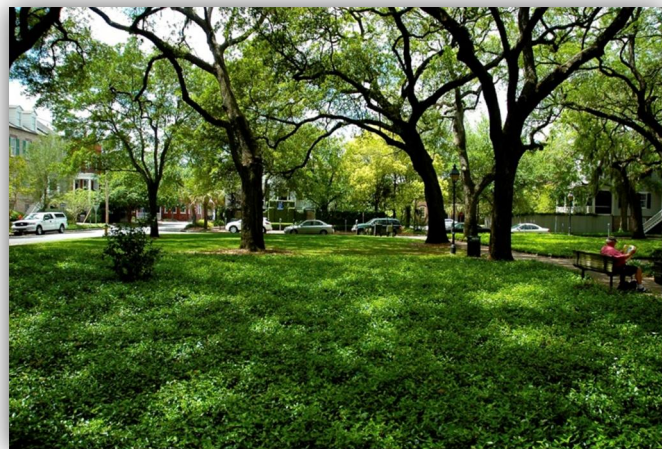


4. New Residential Infill / Main Street Rehabilitation Area

Main Street in Cohoes is built upon the original Clinton's Ditch-era Erie Canal prism and begins at the intersection of SR 32 with Saratoga Street. Proposed improvements include enhanced pedestrian connectivity via wider sidewalks, safety improvements at the railroad crossing, the removal of brush and overgrowth, and general streetscape enhancements to increase the appeal of the southern gateway to Main Street. Infill development is encouraged to maintain an appropriate urban form respectful of adjacent valued historic character, with a focus on single-family detached and two to three-story townhouse structures. These improvements mark a first phase of a more significant set of development recommendations outlined in Project 16.

5. St. Joseph Park Neighborhood

A significant redevelopment project is proposed north of Columbia Street, bounded roughly by Hart Street, Main Street and Congress Street. The two-acre project includes the extension of Howard Street west to Congress Street, and the construction of a half-acre park to function as a central community gathering space. A lack of adequate open space north of Columbia Street was identified during the inventory of existing conditions, and the proposed park would help meet identified recreation needs with plentiful areas of open lawn bounded by a perimeter of high-branching shade trees. The park is envisioned to be bordered by angled parking spaces to support the redevelopment of the former Armory building and expected demand in the Central Business District. New development along Howard Street should be two to three stories in height with new multistory residences facing the park. The extension of Howard Street to Congress will link the St. Joseph Park Neighborhood with Remsen Street, enhancing resident access to the expanding retail and restaurant services available along the corridor.



The squares of Savannah, GA provide a green, shaded respite within the dense urban form of the City. A smaller-scale version of these spaces is proposed for the St. Joseph Park neighborhood.

6. Remsen Street at White Street Redevelopment

The site of the former Cohoes Theatre is proposed to be redeveloped with a three to four story mixed use structure consisting of 7,000 to 8,000 square feet of first floor retail and potentially upper story residential units or an anchor public use, such as a new library. The new structure will anchor the high-profile intersection and become a prominent feature central to the continued revitalization of Remsen Street. In addition to the redevelopment of the former Theater site, the Master Plan proposes streetscape improvements along Remsen Street, including curb bump outs and street trees at appropriate locations. The additional residential units will boost foot traffic along Remsen Street, enhance the viability of corridor businesses,



and increase the density of residents within walking distance of the proposed bus rapid transit station on Saratoga Street. The City should conduct a targeted market analysis to identify feasibility for a mixed use structure consisting of first floor retail with the upper stories utilized by the public library. Such a concept would regularly generate a significant level of foot traffic to the benefit of surrounding businesses along the Remsen Street corridor.



The public library in Pittsford, NY contains first floor commercial space, with the library occupying the rear and upper floors of the structure.

The City should seek to identify an anchor tenant along Remsen Street to generate pedestrian traffic and make the corridor a regular destination in the lives of City residents. The Towns of Pittsford, NY and Webster, NY have relocated their public libraries to new or renovated mixed use structures, which has amplified the success of adjacent businesses through enhanced visitation and visibility.

7. Ontario Street (SR 470) Improvements

The Ontario Street corridor is the primary east/west gateway into the heart of Cohoes. Streetscape improvements will seek to incorporate Complete Streets components to enhance pedestrian and bicyclist safety and enjoyment, as well as motorist wayfinding from the highly traveled Cohoes Boulevard and Saratoga Street corridors. Overall, the corridor is in fair to poor conditions, with failing pavements and curbing. The Master Plan recommends the reconstruction of the roadway to include new curbing, sidewalks and tree lawns. Streetscape improvements should enhance the separation of the pedestrian realm from the roadway, driveways and parking lots, most notably the large parking lot adjacent to City Hall. Safety improvements should be implemented at the railroad crossing and at primary intersections to include high visibility crosswalks and potentially a raised table intersection at Remsen Street. Wayfinding improvements should direct travelers from northbound Cohoes Boulevard and southbound SR 32 onto Ontario Street and towards the Remsen Street shopping district.



Complete streets components, such as bike lanes and high visibility crossings would enhance the City's Healthy Living Infrastructure and support the City's goal for multi-modal transportation options.

8. Cohoes Heritage Trail Wayfinding Improvements

The City of Cohoes is at the confluence of the Region's primary regional bicycle and pedestrian systems, including the Champlain Canal Trail, the Cohoes Heritage Trail and the Mohawk Hudson Bike Hike Trail. Additionally, State Bicycle Route 9 traverses the study area. When complete, it will connect the Hudson River waterfront to the Mohawk Hudson Bike Trail and the Harmony Mills District via both on-road and off-road trails that traverse through the BOA Study Area. The proposed project includes expanded wayfinding / interpretive signage and design elements at key intersections, such as Remsen Street. Through expanded wayfinding signage, the project will provide enhanced connectivity to the Remsen Street shopping district, the future St. Josephs Park, and the proposed BRT station.



Trail wayfinding signage can also incorporate public art.

9. Gateway and Signage Improvements

Cohoes benefits from high levels of connectivity to the regional transportation network, including State Routes 32, 470 and 787. With over 40,000 cars traveling within the Study Area per day, there is a great need for traffic calming, wayfinding and identification signage. One of the most critical areas of improvements is the intersection of Bridge Avenue and Cohoes Boulevard (SR 787). Although Bridge Avenue is approaching the northern extent of Cohoes Boulevard within the City limits, it is the second of three primary opportunities to funnel visitors and traffic into the historic downtown core. Wayfinding signage at the Bridge Avenue intersection should be enhanced to provide call-outs for destinations, such as the Remsen Street Shopping District, the future bus rapid transit station, and future destinations along the Mohawk River waterfront. In similar fashion, high visibility signage should also be installed at the Ontario Street intersection to direct patrons and visitors into downtown Cohoes.



Gateway signage can announce entry into the City, while also providing wayfinding and directional information.

The Study Area experiences significant traffic volumes along Cohoes Boulevard and Ontario Street, yet the majority of these trips by-pass the Central Business District. Wayfinding and signage improvements could improve the awareness and visibility of Cohoes to both through-traffic and those seeking destinations within the City.

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Table 8: Phase 1 Capital Projects

Project No.	Name	Project Phasing and Anticipated Costs (\$2012)		Potential Funding Resources	Time Frame	Notes
1	Mixed Use Waterfront Development	Design	Unknown	Private, City, BOA	2014	Dependent upon final end use.
		Construction	\$12,000,000 to \$15,000,000	Private, CIDA, PILOT, NMTC	2016-2018	Based on 80,000 square foot structure.
2	New Waterfront Mixed Use	Environmental Investigation	\$20,000	City, BOA, ERP	2014	Environmental investigations conducted during BOA Step 3 Implementation activities.
		Remedy Selection and Remediation	Unknown	City, ERP	2016	As required, based on findings from site investigation.
		Design	Unknown	Private, City, BOA	2014-2016	Dependent upon final end use determined during remedy selection.
		Demolition/Construction	\$15,000,000 to \$20,000,000	Private, CIDA, PILOT, NMTC, LWRP	2016-2020	Assumes all existing structures will be demolished for site preparations. Costs based on 80,000 to 100,000 square feet of development.
3	Saratoga Street Mixed Use / Bus Rapid Transit Station (BRT)	Site Acquisition (estimate)	\$250,000+	Private, City	2013-2020	Site acquisition costs based upon property appraisal conducted in Step 3 of BOA.
		Design	TBD	Private, City, BOA	2013-2020	Conceptual and preliminary design conducted during BOA Step 3 Implementation activities.
		Demolition/Construction	\$5,000,000+	City, TIP, Private, TA, CDTA, STEP, STP-Flex	2016-2021	Dependent upon findings from development master plan.
4	New Residential Infill / Main Street Rehabilitation Area	Site Acquisition (estimate)	\$100,000	Private, City, BOA, UPWP	2014-2016	Site acquisition for private development estimate based upon assessed value of property.
		Design	TBD	City, BOA, UPWP	2014-2016	Conceptual and preliminary design of street improvements conducted during BOA Step 3 Implementation activities.
		Public Construction	\$500,000+	TIP, RHCP, TA, Canadian Pacific Railway, SLIHTC/LIHTC	2016-2020	Project may be eligible for federal transportation Railway-Highway Crossing Program funding.
		Private Construction	\$750,000+	Private	2016-2020	Private development costs based on construction of 5 townhomes.
5	St. Joseph Park Neighborhood	Site Acquisition (estimated)	\$400,000+	City, BOA, Private	2014-2020	Anticipated that the City would bear costs to acquire property for roadway extension and construction of St Josephs Park. Land assembly strategy included within BOA Step 3 activities. Costs based on current assessed values.
		Conceptual/Schematic Design	TBD	Private, City, BOA	2014-2020	Conceptual and preliminary design conducted during BOA Step 3 Implementation activities.
		Final Design	TBD	Private	2016-2018	Dependent upon findings from schematic design and site acquisition process.
		Demolition/Construction	\$3,000,000 to \$6,000,000	Private, City, TIF/PIF, TIP, TA, EPF Parks	2018-2021	Costs based on +/- 20 new housing units, and approximately \$1,000,000 contributed by the City for roadway and park construction.

Project No.	Name	Project Phasing and Anticipated Costs (\$2012)		Potential Funding Resources	Time Frame	Notes
6	Remsen Street at White Street Redevelopment	Planning	TBD	Private, City, BOA	2014	Feasibility studies and conceptual design conducted during BOA Step 3 Implementation activities.
		Design	TBD	Private	2016	Design of building to be completed with private funding.
		Construction	\$5,000,000+	Private, CIDA, PILOT, NMTC	2016-2018	Costs based on 28,000 square feet of building, including 20,000 square foot public library.
7	Ontario Street Improvements	Schematic Design	TBD	City, BOA, TA	2014-2016	Schematic and preliminary design conducted during BOA Step 3 Implementation activities.
		Final Design	TBD	City, TA, STP	2014-2016	After schematic design, City should apply for inclusion on the TIP through the CDTC.
		Construction	TBD	TA, STP, City	2018-2022	Costs dependent upon recommendations made in Step 3 activities.
8	Cohoes Heritage Trail Wayfinding Improvements	Design	\$25,000	City, BOA	2014	Preliminary design conducted during BOA Step 3 Implementation activities.
		Construction	TBD	TIP, City, TA	2016	Costs dependent upon results of design process.
9	Gateway and Signage Improvements	Schematic Design	\$40,000	City, BOA, TA	2014-2016	Preliminary design conducted during BOA Step 3 Implementation activities.
		Final Design	TBD	City, TA, STP	2014-2016	After schematic design, City should apply for inclusion on the TIP through the CDTC.
		Construction	TBD	TA, STP, City	2020	Costs dependent upon results of design process.

Phase 2: 8-16 Years

After approximately eight years, initial investments in the BOA should be well underway and the City will be poised to leverage the infrastructure improvements and catalytic development activities taking place in Phase 1. Map 17 and Table 9 depict Phase 2 development projects which are anticipated to further attract a critical mass of new residents and create a high-quality public realm both within the core of the Study Area and along the Mohawk River waterfront.

The majority of investments in Phase 2 focus on the Cohoes Boulevard corridor and adjacent lands. The transition of this corridor from a limited access arterial to a green, tree-lined boulevard with a vegetated central median will drastically improve the perception of Cohoes as a destination community within the Capital District, will reduce the appearance of a divided City, will improve walkability and safety, and will significantly enhance the attractiveness of the Study Area for investors and new residents.

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Master Plan

8-16 Year Development

KEY

- | | |
|--|--|
| 1. Mixed Use Waterfront Development | 14. Waterfront Park |
| 2. New Waterfront Mixed Use | 15. Commercial / Office Flex Space |
| 3. Saratoga Street Mixed Use / Bus Rapid Transit (BRT) Station | 16. The Erie Canal & Champlain Canal Juncta Interpretive Area |
| 4. New Residential Infill / Main Street Rehabilitation Area | 17. New Multi-Family Housing |
| 5. St. Joseph Park Neighborhood | 18. New Mixed Use Development at Main Street and Columbia Street |
| 6. Remsen Street at White Street Redevelopment | 19. Cohoes Boulevard (SR 787) Improvements |
| 7. Ontario Street (SR 470) Improvements | 20. Retail / Office Space |
| 8. Cohoes Heritage Trail Wayfinding Improvements | |
| 9. Gateway and Signage Improvements, Typ. | |
| 10. New Office Development | |
| 11. Champlain Canal Interpretive Center | |
| 12. Improved Public Park with Water Access | |
| 13. Potential Grocery Store | |



City of Cohoes

Cohoes Boulevard

Brownfield Opportunity Area

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10. New Office Development

The former Cohoes Business Park is a vacant 1.5 acre site located adjacent to the terminus of the SR 787 arterial corridor at Saratoga Street. Proposed improvements include approximately 60,000 square feet of Class A office space in a 2 to 3 story structure that takes advantage of river views and proximity to proposed interpretive improvements associated with the historic Champlain Canal. The site would also include portions of a riverfront promenade connecting the SR 32 bridge with the Ontario Street Bridge. The site currently contains basement structures

that would need to be investigated for environmental hazards and rubblized prior to redevelopment. The transition of adjacent properties to the north away from truck storage would be required to create a large public space along the waterfront with views downstream to Peebles Island. As part of future BOA Step 3 Implementation efforts, the City should also study the feasibility for internal connectivity between this site and the redevelopment of the DPW site across the future interpretation of the Champlain Canal.



The impressive views of the Mohawk River afforded by the Cohoes Business Park site should be highlighted through key public access opportunities.

Architectural scale and massing consistent with the above is considered appropriate for the redevelopment of the Cohoes Business Park site.

11. Champlain Canal Interpretive Center

The historic crossing of the Mohawk River by the Champlain Canal is proposed to be interpreted between the river and Ontario Street. The project is also proposed to include an educational interpretive center that would become a new centerpiece in the Hudson-Mohawk (RiverSpark) Heritage Area, and function as a new southern-most starting point for canal-tourism enthusiasts to retrace the Lakes to Locks Passage of the Champlain Canal. A critical component of this project will include the assembly of lands from the New York State Department of Transportation and the New York State Office of General Services. In addition, the feasibility for the relocation of existing electrical transmission and distribution services will need to be completed prior to construction activities.

The potential to reconstruct or interpret the former Champlain Canal would create a destination along the Cohoes waterfront similar to the reconstruction of the Erie Canal at the Buffalo Inner Harbor.



12. Improved Public Park with Water Access

The former St. Michael's Roman Catholic Church property is proposed to be redeveloped as a waterfront public park with picnic areas, expanses of open lawn, groves of shade and ornamental trees and untouched woodland areas. A kayak launch is proposed along the shoreline as a node within a potential waterside blueway trail that could circumnavigate Simmons and Van Schaick Islands and provide a canoe/kayak loop system with several stopping and portage points along the Mohawk and Hudson Rivers. The 7-acre park would be accessible from Linden Street on the north and Cedar Street on the south, and should include park shelters, restrooms and children's play areas to make this a family-friendly destination for impromptu visits or large group events. The property is the historic location of the Cohoes Manufactured Gas Plant and is a registered NYSDEC Voluntary Cleanup Program remediation site. Further remediation activities are anticipated to prepare the site for public use, and a preliminary park master plan should be completed as part of BOA Step 3 Implementation activities.



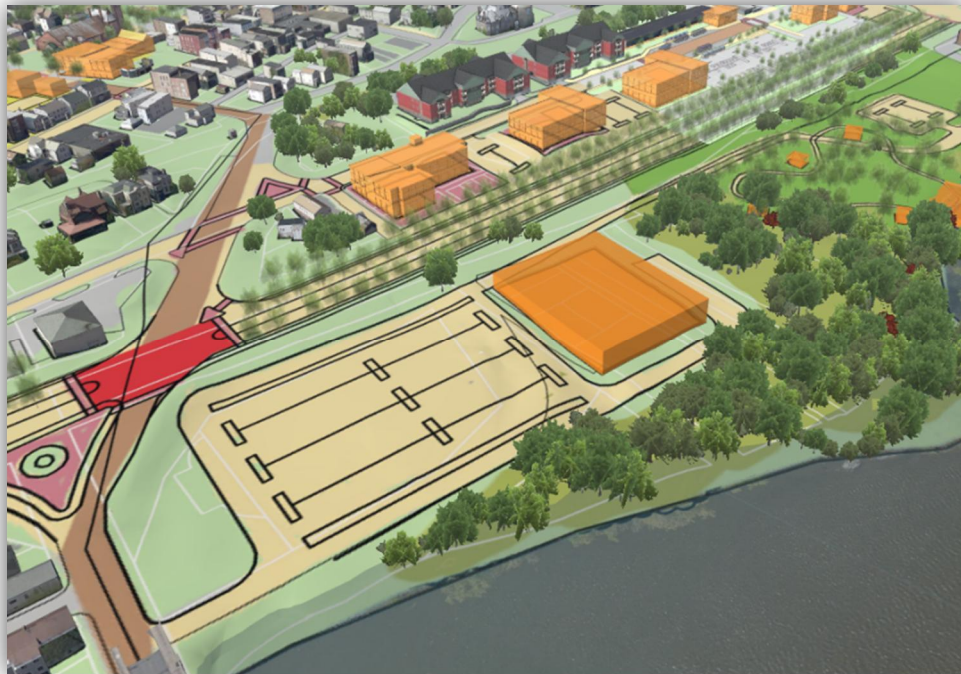
The proposed public park should include opportunities for active and passive enjoyment of the Mohawk River.



13. Potential Grocery Store

The properties adjacent to the northeast corner of Bridge Avenue and Cohoes Boulevard are proposed to be redeveloped for commercial/retail uses to leverage their high value/high visibility location. This site is one of two potential locations for a modern grocery store to replace an existing outdated and undersized grocery store along Congress Avenue. The redevelopment as proposed in the Master Plan would include an approximately 42,000 square foot store, likely requiring a coordinated land assembly effort. In addition, the project should also strive for the sustainable management of on-site stormwater to protect the water quality of the adjacent Mohawk River. The project should seek to achieve LEED certification and become an exemplary Green Building within the City of Cohoes. A site selection evaluation report and targeted market analysis should be completed for this project as part of BOA Step 3 Implementation activities.

Throughout the public involvement process, the community has identified the need for a modern grocery store to improve access to fresh foods in the Central Business District.



The intersection of Cohoes Boulevard and Bridge Street offers the high visibility sought after by retailers.