

Van Schaick Island Transportation and Revitalization Plan

# Public Workshop #2

## City of Cohoes Van Schaick Island Transportation and Revitalization

Sponsored by The Capital District Transportation  
Committee and  
The City of Cohoes

January 29, 2008



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# Agenda

- Opening Remarks
- Presentation
- View Plans
- Comments and Questions
- Wrap up



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# Study Advisory Committee

- City of Cohoes
- Albany County
- Capital District Transportation Committee
- Capital District Transportation Authority
- New York State Department of Transportation



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# Study Area



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# Project Goals

- Advance current vision of waterfront revitalization.
- Define future traffic management plan.
- Identify potential transit and multi-modal nodes.
- Identify linkages to Bike Hike Trails.
- Enhance commercial activity along Ontario Street.
- Involve the public in the process.



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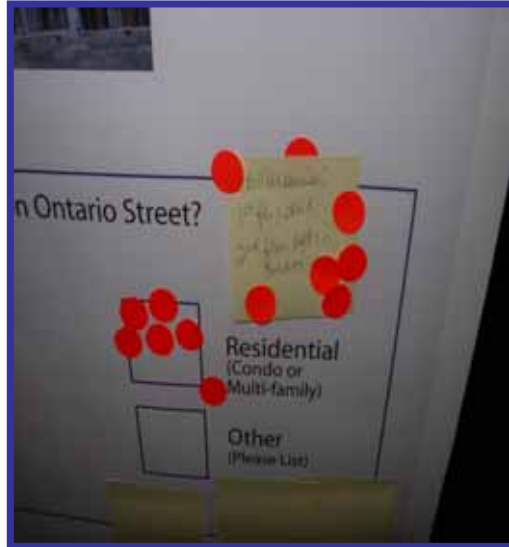
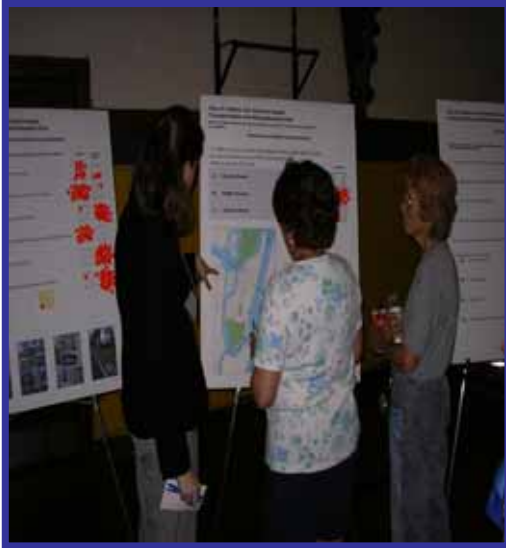
# Study Process

- ✓ Project Coordination
- ✓ Inventory Existing Conditions
- ✓ 1<sup>st</sup> Public Workshop



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# Public Workshop #1



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# Study Process

- ✓ Project Coordination
- ✓ Inventory Existing Conditions
- ✓ 1<sup>st</sup> Public Workshop
- ✓ Alternatives & Analysis
- ✓ 2<sup>nd</sup> Public Workshop
- Refine Plan
- Public Meeting
- Final Recommendations



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# Land Use

- Alternative 1: Low Density
- Alternative 2: Medium Density
- Alternative 3: High Density



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# Land Use

## Assumptions

### Average Dwelling Unit Size

1,500sf

### Parking Requirements

#### *For Mixed-Use Buildings*

- 1 per dwelling unit
- 1.5 per 1000SF of retail or commercial

#### *For NON-Mixed-Use Buildings*

- 2 per dwelling unit
- 2.5 per 1000SF of retail
- 3 per 1000SF of commercial



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# Land Use

## Zoning in the Study Area

### **MU-1 Mixed Use District**

The Mixed Use District is provided for the location of shops, services, small workplaces, civic and residential buildings central to a neighborhood or grouping of neighborhoods and within walking distance of dwellings.

### **C-1 Office/Retail Commercial District**

The Office/Retail Commercial District is to assure appropriate opportunities for areas primarily dedicated to office and retail use. Within the C-1 District, particular attention should be paid to facade treatments and signage, pedestrian circulation and, if applicable, building location and vehicle circulation so that the existing development pattern remains intact.



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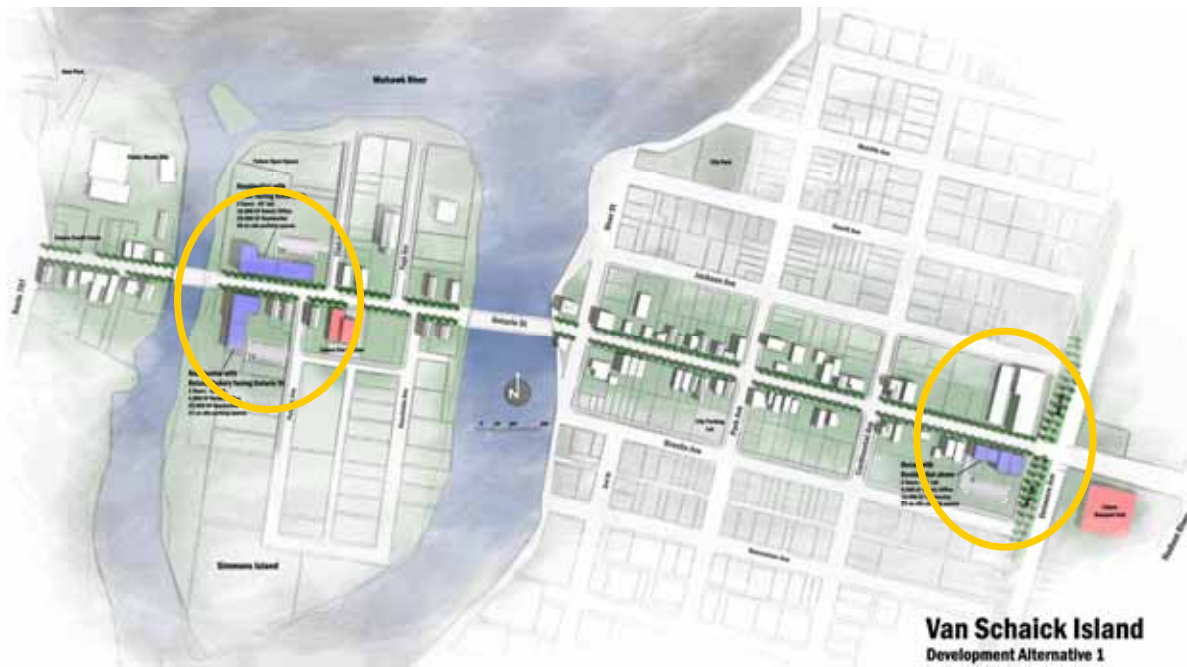
# Alternative 1- Low Density

## Development Totals

Retail/Commercial: 22,500sf

Residential: 58,000sf (39 dwelling units)

Parking Spaces: 72



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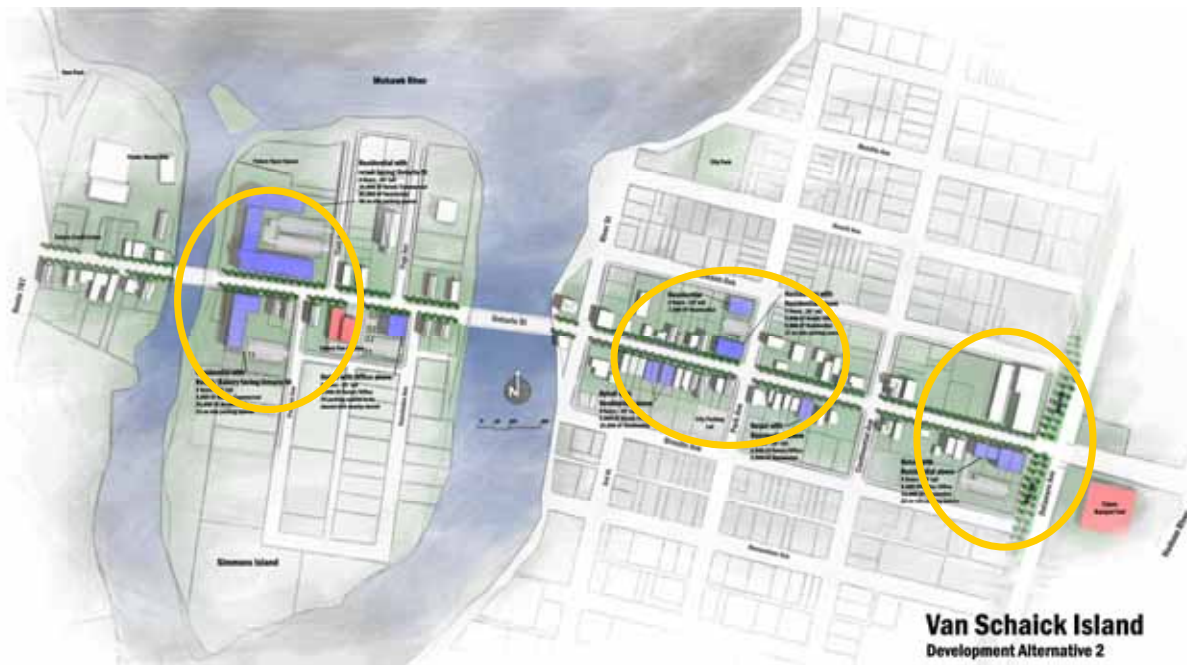
# Alternative 2- Medium Density

## Development Totals

Retail/Commercial: 40,500sf

Residential: 152,000sf (101 dwelling units)

Parking Spaces: 168



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# Alternative 3- High Density

## Development Totals

Retail/Commercial: 180,000sf

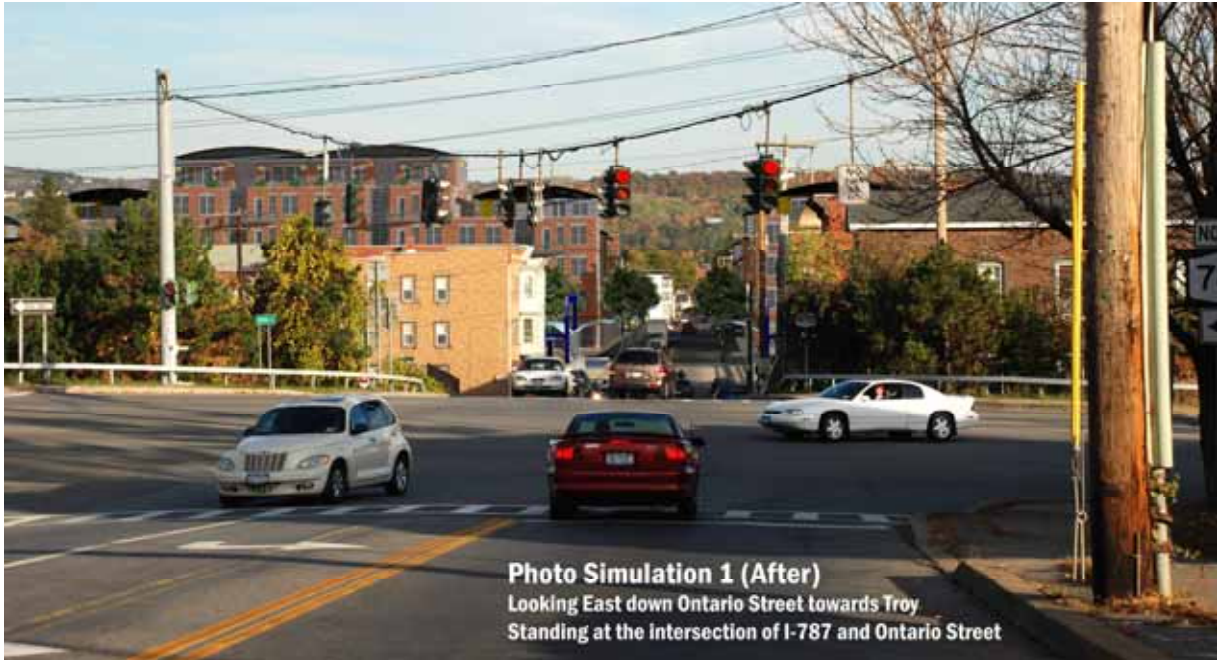
Residential: 319,000sf (213 dwelling units)

Parking Spaces: 489



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# View Looking East



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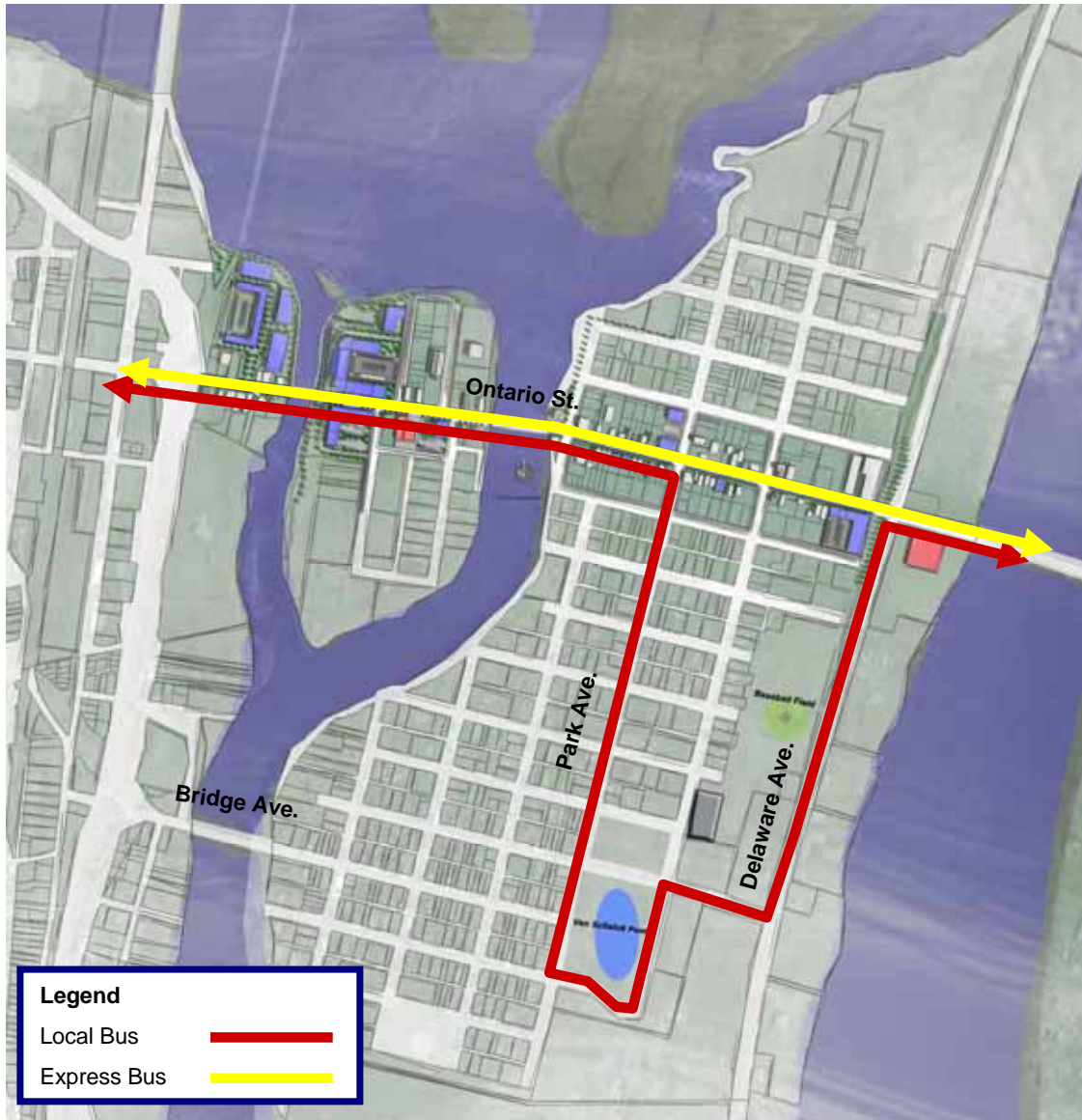
# View Looking West



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# Transit



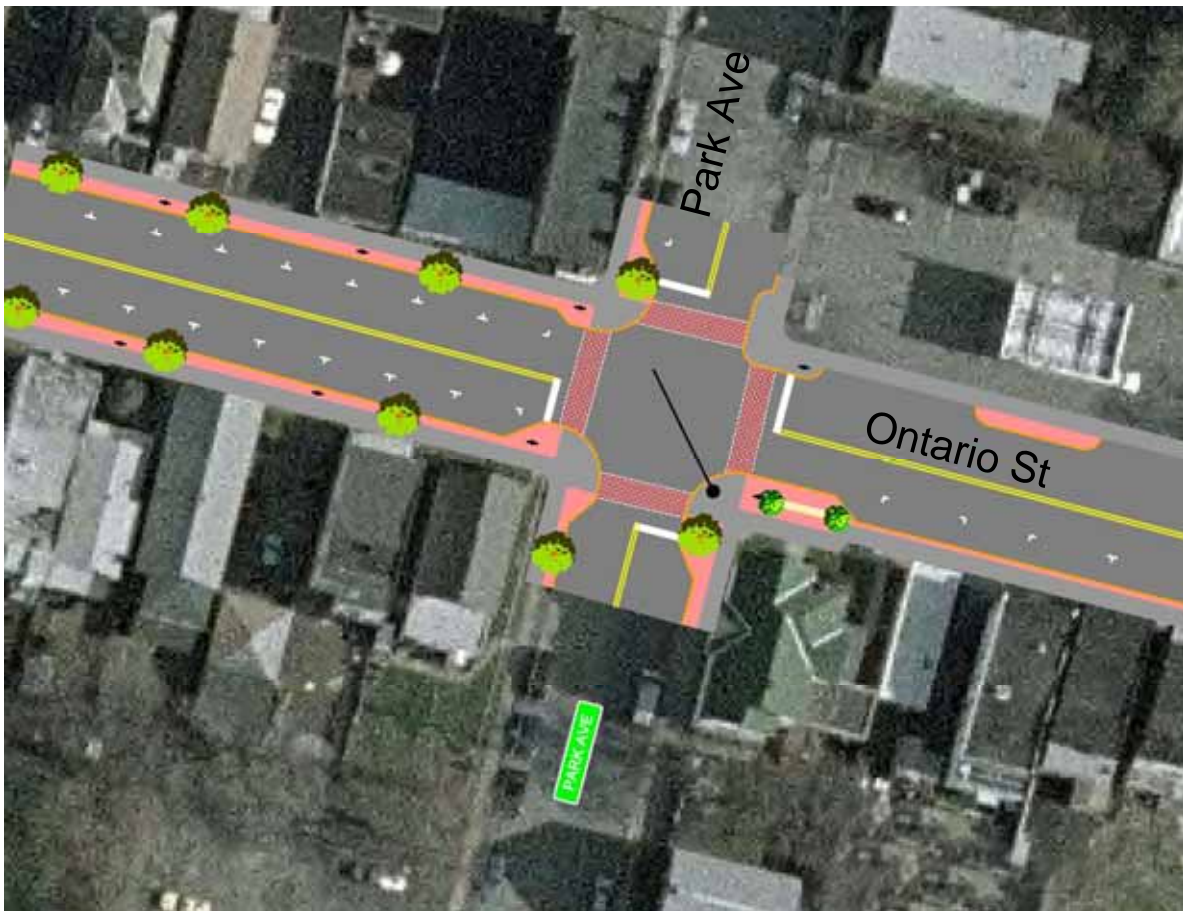
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# Corridor-Specific Improvements



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# Ontario St/Park Ave



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# Ontario St/Delaware Ave



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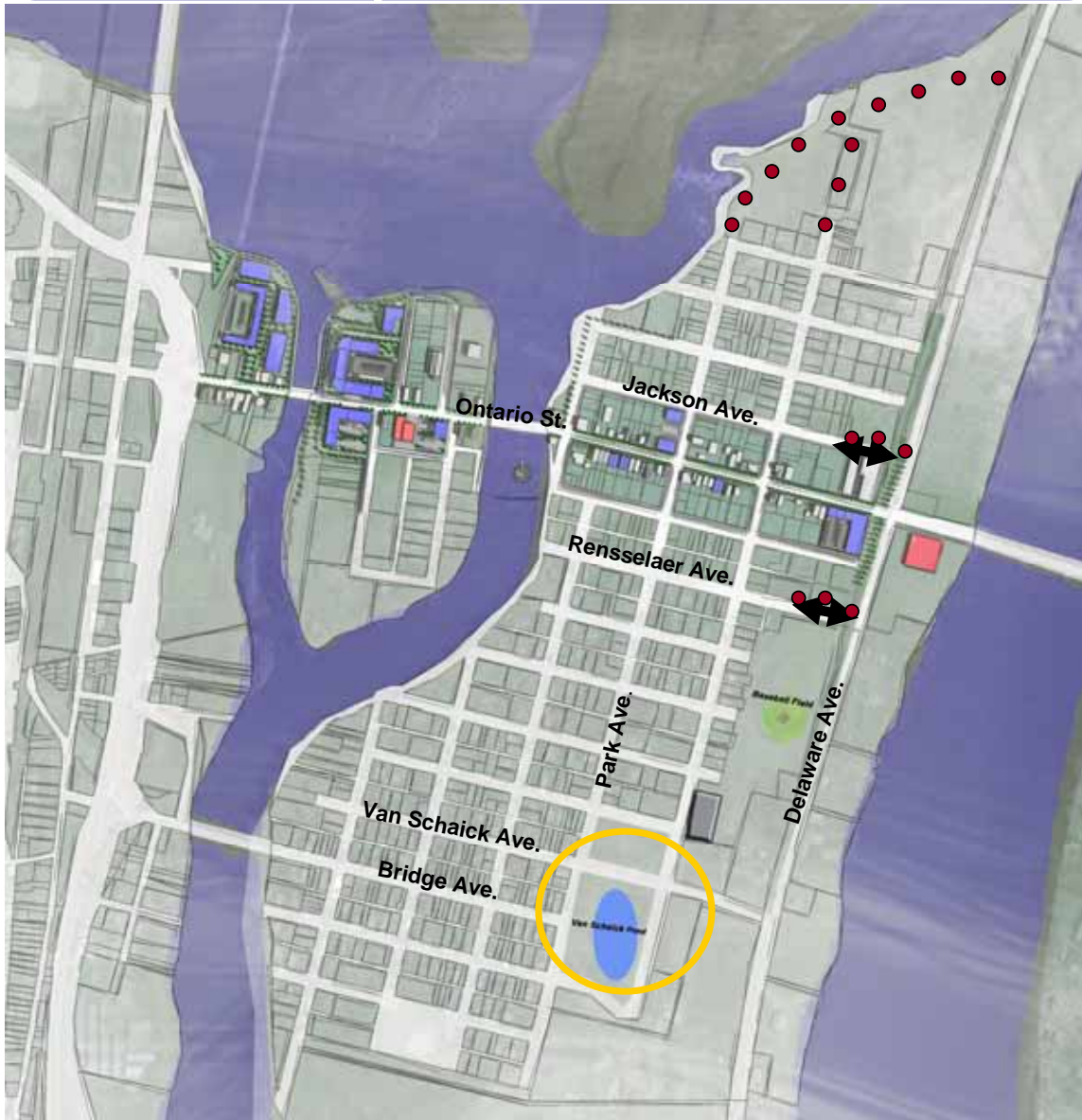
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# Why a Roundabout?

- Constant Flow
  - No queuing on the bridge
- Safest type of intersection
  - Pedestrians and vehicles
- High capacity with low delay
- Excellent gateway into corridor



# Island-Wide Improvements



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# Island-Wide Improvements

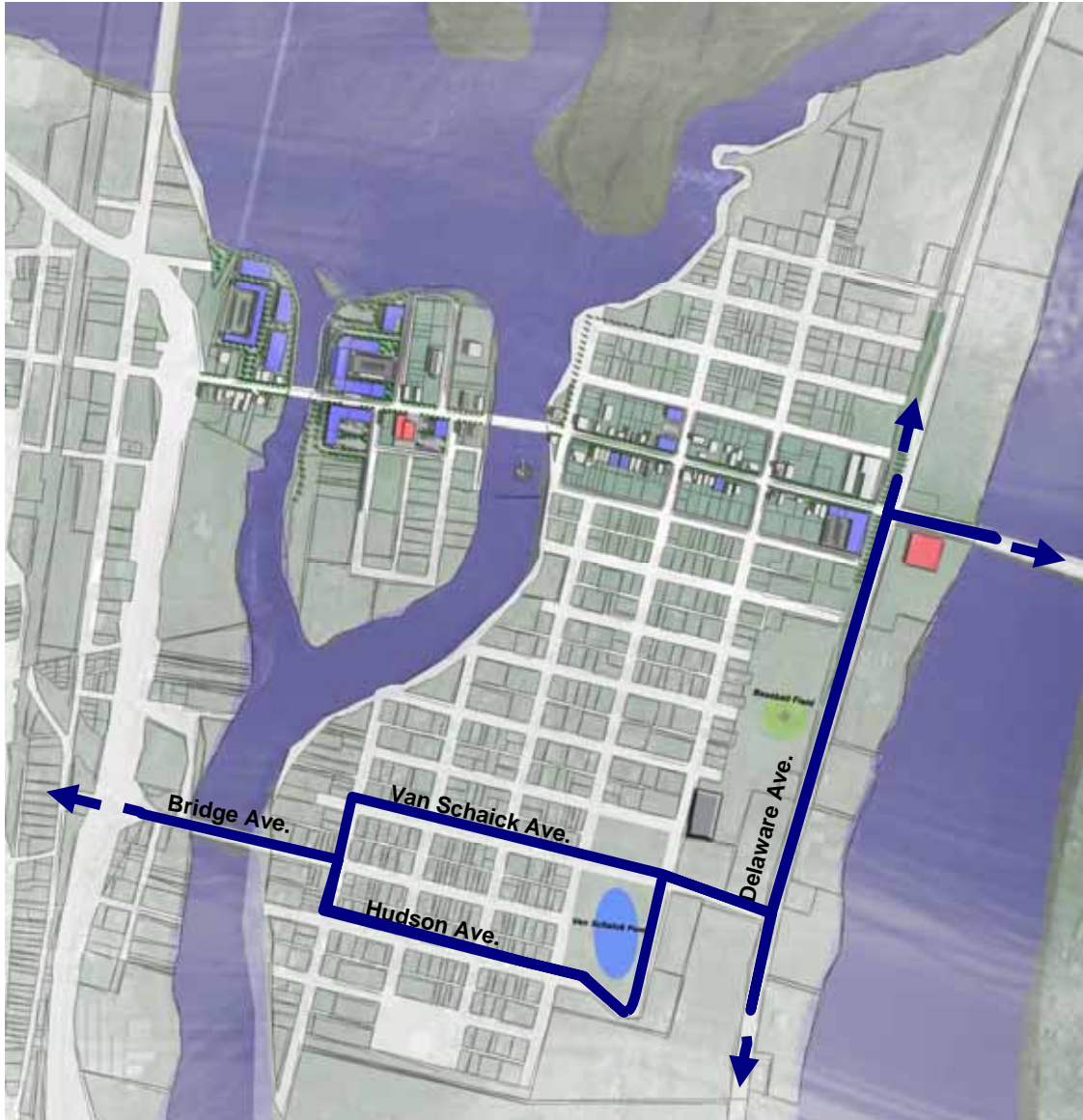


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# Bicycle Accommodations



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# View Plans



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# Comments & Questions



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# Project Websites

[www.cohoes.com](http://www.cohoes.com)

- Department
- Community Development

([www.cohoes.com/cit-e-access/webpage.cfm?TID=34&TPID=6391](http://www.cohoes.com/cit-e-access/webpage.cfm?TID=34&TPID=6391))

[www.cdtempo.org/linkactive.htm](http://www.cdtempo.org/linkactive.htm)



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# Thank You

For more information about the study  
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