

June 2015

# ALL ABOARD, VOORHEESVILLE: MAIN STREET MASTER PLAN

Village of Voorheesville  
Town of New Scotland, Albany County, New York

*Prepared for the  
Voorheesville Main  
Street Master Plan  
Steering Committee*

Prepared By:

Funded in part by a grant from  
the Hudson River Valley  
Greenway:



Engineers • Environmental Scientists • Planners • Landscape Architects



## Acknowledgements

# All Aboard: Voorheesville: Main Street Master Plan

Village of Voorheesville, NY

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Pat Conway, Community and School Foundation  
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Brett Hotaling, Village Trustee  
Karen Pirozzi, Community and School Foundation  
Florence Reddy, Village Trustee  
Stephen Reilly, Village Planning Board  
Nancy Rucks, Community and School Foundation  
Amanda Scalzo, Main Street Business Owner

*Prepared by:*

*Partially funded by a grant from:*



*Engineers • Environmental Scientists • Planners • Landscape Architects*

10 Airline Drive, Suite 200

Albany, NY 12205



**Hudson River  
Valley Greenway**

## Table of Contents

Acknowledgements.....	i
Table of Contents.....	ii
All Aboard, Voorheesville!.....	1
Project Introduction.....	1
Project Methodology.....	5
Inventory and Research.....	7
Land Use and Zoning Analysis.....	7
<i>Existing Land Use</i> .....	7
<i>Study Area Land Use Map</i> .....	8
<i>Existing Zoning Regulations</i> .....	9
<i>Study Area Zoning Map</i> .....	10
<i>Potential Revisions to the Zoning Code</i> .....	11
Parking Inventory and Analysis.....	12
<i>Existing Parking Inventory</i> .....	12
<i>Parking Demand – Recent History</i> .....	13
<i>Parking Demand History – Public and Defined Private Business Parking Chart</i> .....	14
<i>Hypothetical Built-Out Development Scenario</i> .....	15
<i>Conclusion</i> .....	16
<i>Parking Requirement Development Scenario Chart</i> .....	17
<i>Overall Main Street Future “Shared Use” Formalized Parking Scenario</i> .....	18
Preliminary Rail Trail Economic Impact.....	19
<i>Conclusions</i> .....	20
Preliminary Wayfinding Analysis.....	21
<i>Wayfinding Signage Locations and Examples</i> .....	22
Preliminary Streetscape Design Considerations.....	23
<i>Streets</i> .....	23
<i>Parking</i> .....	23
<i>Street Trees</i> .....	24
<i>Pedestrian Systems</i> .....	26
<i>Street Lighting</i> .....	29
<i>Street-side Improvements</i> .....	30
<i>Building Relationship to the Street and General Design Considerations</i> .....	31

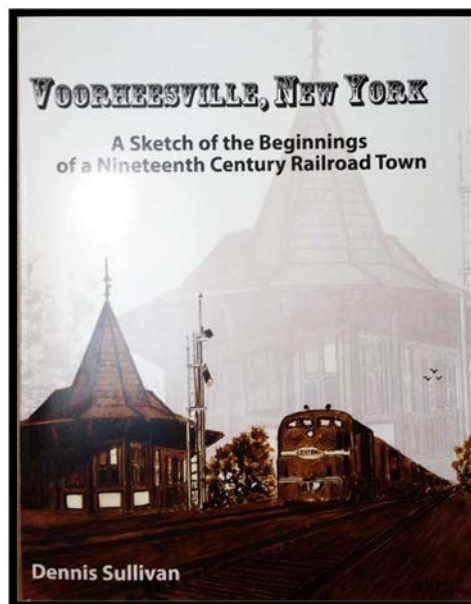
Concept Plans.....	32
Main Street Overall Concept Plan .....	33
Main Street – Rail Trail Crossing Concept Plan .....	34
Streetscape Improvements – Sidewalk Amenities and Delineation.....	35
Streetscape Improvements – Residential Enhancements and Screening .....	36
Main Street – Voorheesville Avenue Intersection.....	37
Plan Implementation Matrix with Cost Estimates.....	38
Conclusion and Implementation Techniques.....	39
Appendix A: Street Tree Suitability Matrix.....	40
Appendix B: Public Workshop Comment and Tally Summary .....	41
Appendix C: Rail Trail Trailhead and Main Street Streetscape Improvements Cost Estimates .....	42

## All Aboard, Voorheesville!

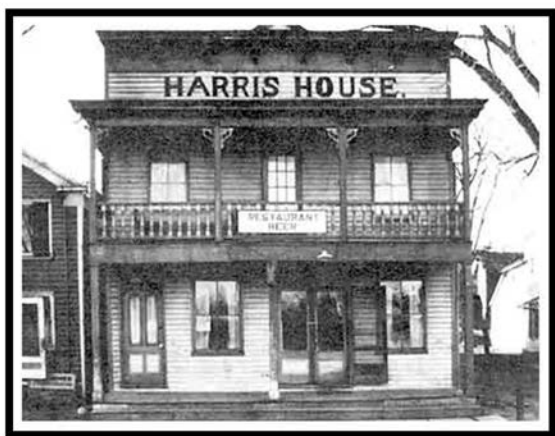
### Project Introduction

In its infancy, the village of Voorheesville bustled with economic and social activity due in large part to its position as a railroad crossroads. The village's Main Street business district drew particular benefit from this nexus of passenger and freight train activity as local industries sprang up and visitors and vacations disembarked for some respite from urban life. Busy storefronts and booked hotels and boardinghouses, not to mention ornate Victorian residences, made Main Street a vibrant and endlessly interesting scene. *Voorheesville, New York: A Sketch of the Beginnings of a Nineteenth Century Railroad Town* (D. Sullivan, 1989) describes in great detail the early settlement of the village through its "Golden Age" and up to the late 20<sup>th</sup> century, examining changing economic, governmental, and societal eras.

The crossroads of the Albany & Susquehanna (Delaware & Hudson) and West Shore & Buffalo (New York Central) Railroads enabled the establishment of enterprise in Voorheesville during its heyday of the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. The depot was located at the junction of both railroads. Today's Lyons Building, on Main Street just south of the crossroads, was once the freight building for Voorheesville Station. Storage buildings were abundant along the rail sidings behind Main Street where stores of hay, straw, grain, produce, and coal were kept, waiting to be loaded into cars or transferred between the two rail lines. Feed mills and the Empire Cider and Vinegar Works made use of these rail sidings behind Main Street and along Grove Street to take in inputs and ship out processed products.



Lodging facilities also sprang up following the arrival of the railroads. The Grove Hotel, located at Grove Street and Main Street, was a weekend getaway of choice for many Albanians and had at least 35 rooms at the turn of the 20<sup>th</sup> century. The Harris House Restaurant and Bar, located on Main Street, was host to a variety of entertainment shows and held 10 rooms in its two-story structure.



Source: Upper Hudson Library System

Businesses of all varieties propagated Main Street during this time. Shirt and collar making was practiced in the upper floors of the flat iron building (currently the JayCee's Pizza Depot building) while cigar production factories existed

in the corridor in more than one occurrence, taking advantage of late 19<sup>th</sup> century social trends. Pairs of groceries and ice cream parlors existed at both ends of the South Main Street stretch while a meat market, hardware store, and McCormick farm equipment sales occupied storefronts in between. Services such as the Voorheesville Savings and Loan and funeral parlors as well as social organizations like the Odd Fellows were available on Main Street.



Source: *New Scotland Historical Association*

Aside from commercial development, residential development began to flourish in support of the village's economic surge. Two local landowners named Slingerland and Sand purchased 50 acres near the crossroads on Main and Pleasant (then known as High) Streets and created Voorheesville's first subdivision. The first Voorheesville Fire Department was located where Village Hall is today and a public park existed on Main Street just north of the flat iron building.

Over the course of the 20<sup>th</sup> century, Voorheesville became more of a bedroom community, losing the prevalence of railroad and industrial commerce and with it, the vitality of Main Street. Several businesses have continued to provide vital goods and services to the community from their Main Street location, but would also stand to benefit from the sort of self-perpetuating positive economic cycle that once persisted here when the corridor was a destination for lodging and trade.

The 21<sup>st</sup> century has brought with it a new phenomenon to railroad communities like Voorheesville: the rise in popularity of “rail trails” – former railroad rights-of-way converted into recreational trails for pedestrians, bicyclists, cross-country skiers, and the like. Once a network that carried goods and passengers, rail trails have now become recreational, public health, educational, and personal non-motorized transport amenities for communities in their paths. Rail trails have re-established former railroad corridors as economic hubs, bringing in recreational trail users, fitness enthusiasts, and park-and-bike commuters to patronize local businesses that may have been overlooked by the personal automobile travel trends of recent memory.



Source: [timesunion.com](http://timesunion.com) and Friends of the Rail Trail

The Albany County Helderberg Hudson Rail Trail is set, by 2017, to have one of its starting points at Main Street in Voorheesville with the other end in downtown Albany: the NYS Capital and metropolitan center of the Capital Region. Main Street in Voorheesville stands to rise in visibility as trail users from the immediate vicinity, and the region as a whole, converge to access the trail. Restoring Main Street as a destination for local residents and visitors could be the first step in a revitalization of the Main Street business district in Voorheesville.

As such, the Village Board of Trustees wished to establish a guide for improvements to be made on Main Street. The *All Aboard, Voorheesville: Main Street Master Plan* identifies planning, civic infrastructure, building stock, and economic development opportunities that will help Voorheesville capitalize on Main Streets increased exposure to potential new patrons, residents, and entrepreneurs.

An important objective of the *All Aboard, Voorheesville: Main Street Master Plan* is to incorporate changes that will foster economic development in the village. The plan recommends ways to

easily incorporate modern planning techniques, especially those that might encourage business retention and expansion.

Moreover, the *Main Street Master Plan* examines land use and zoning regulations, parking capacity and inventory, preliminary rail trail impact analysis, and opportunities to improve the visual aesthetic in the corridor.

Given the village's interest in advancing the economic revitalization of Main Street, this plan has identified a cost-effective series of projects to be funded, designed, and constructed. Potential funding sources have also been identified along with a strategy to apply for and secure funding opportunities.

The Voorheesville Main Street Master Plan Steering Committee assumed the role of advisory committee, in conjunction with Village Mayor Bob Conway, and worked with Barton & Loguidice, D.P.C. (B&L) to complete the plan.



Source: Barton & Loguidice, D.P.C. stock photo (Feb 2015)

## Project Methodology

The Steering Committee and B&L set up a project scope to develop the *All Aboard, Voorheesville: Main Street Master Plan* in a way that would capitalize on the establishment of the rail trail trailhead and support implementation grant applications. A kick-off meeting was held for the project team (B&L and the Steering Committee) to go over protocols, the project timeline and scope, and identify deliverables. Subsequent to the kick-off meeting, B&L conducted site visit of the Main Street corridor, guided through the lens of opportunities and concerns provided by the Steering Committee.

The development of this plan is the result of a community driven process. The Steering Committee guided the process, bringing to light opportunities and constraints for development in the corridor. Steering Committee meetings were held monthly throughout the project. This local knowledge informed the B&L team as they conducted analysis and developed design scenarios, adding in suggestions based in their professional experience. Furthermore, the course charted by the Steering Committee and B&L was vetted at the Public Workshop held in March 2015.

Based on their field visit and the concerns of the Steering Committee, B&L identified streetscape and façade improvements for the Main Street corridor and presented them in graphical form. B&L reviewed existing land uses and the Village Zoning Code and related local laws to better understand the community development and regulatory framework that may be impacting the Main Street business district.

Chief among the concerns of the Steering Committee were parking and economic impacts from the rail trail. Parking capacity was identified as a priority for existing businesses while the committee also sought insight into the types of demand for goods and services that would be expected to emanate from the rail trail establishment. B&L conducted a parking inventory for the corridor and projected out development scenarios of how parking requirements in the existing Zoning Code could impact Main Street business development. B&L also referenced existing rail trail impact studies to provide preliminary analysis of what types of goods and services are demanded near rail trails.



Source: Upper Hudson Library System

At the end of March 2015, the information and analysis gathered to that point was presented at a Public Workshop held at the Voorheesville Volunteer Fire Department. The general public was invited to attend and was able to provide their input on priorities and ensure that the concepts discussed in the presentation fit the vision of the community. Input from the public at the

workshop was obtained via conversation with B&L and/or members of the Steering Committee, feedback written on comments forms, and prompted comment and preference tallies on a series of question poster boards set up around the room.

From there, B&L prepared the draft *All Aboard, Voorheesville: Main Street Master Plan* and distributed it to the Steering Committee for comment. After comments on the draft were received, B&L prepared the final draft of the plan which included the specific recommendations for projects to be incorporated immediately, as well as future projects to be further developed and incorporated in the years to come.

B&L staff will attend a Public Hearing for adoption of the final plan at a Village Board meeting to present the highlights of the plan and to address any questions.



Source: Barton & Loguidice, D.P.C. stock photo (Feb 2015)

## Inventory and Research

### Land Use and Zoning Analysis

Main Street has long been the center of economic and social life in Voorheesville. Home to the community's most diverse spectrum of land uses, Main Street prospered from its location at the crossroads of the Albany & Susquehanna (later Delaware and Hudson) and New York Central (West Shore) Railroads. This diversity of uses, from residences to boardinghouse to storefronts, materialized itself in the mixed-use structures that tended to develop along the stretch. Mixed-use buildings were historically predominant around the activity nodes at Main and Prospect Streets and at the Main St.-Center St.-Voorheesville Ave. intersection. In between these nodes, Main Street took on a residential setting on its western side while commercial properties were prevalent to the east, just as they do today.

### Existing Land Use

According to data from the NYSORPS, Main Street has retained much of its mixed-use character. This data – as shown on the Study Area Land Use Map – shows that the corridor is approximately 50% Residential and 50% Commercial in nature. The western side of Main Street is comprised of single-family private residences, with the notable exception of properties near the Main St.-Prospect St. and Main St.-Center St.-Voorheesville Ave. intersections. The eastern side of Main Street is entirely commercial in nature, with the exception of a pair of isolated, single-family residences. The following is a list of existing lands uses on Main Street, confirmed by a windshield survey in March 2015:

- Single-family residence
- Multi-family residence
- Convenience store
- Dentist office
- Jewelry store
- Dog grooming
- Computer repair
- Carpeting
- Hair salon
- Hardware store
- Laundromat
- Pizzeria
- General contracting
- Performing arts venue



Source: Barton & Loguidice, D.P.C. stock photo (Feb 2015)

Other uses in the immediate vicinity of the Main Street corridor include:

- Community Service (American Legion)
- Public Services (Village Offices and the Ambulatory Services Station)
- Recreation and Entertainment (Village Park)
- Agriculture (Railroad and Rail Trail rights-of-way)

*Study Area Land Use Map*



**Legend**

- Streets
- Albany County Helderberg Hudson Rail Trail
- Railroads
- Creeks
- Land Use**
- Agriculture
- Residential
- Vacant
- Commercial
- Recreation & Entertainment
- Community Services
- Industrial
- Public Services
- Parks, Open Space, Forested Lands

DATA SOURCES: ESRI, ALBANY COUNTY, VILLAGE OF VOORHEESVILLE

Source: ESRI, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, IGP, swisstopo, and the GIS User Community

### *Existing Zoning Regulations*

Unlike the zoning code of many municipalities, the Village of Voorheesville Zoning Code appropriately avoids district boundaries that are contiguous with street centerlines. Such regulatory boundaries would have the effect of dividing the character of the neighborhood and setting up use conflicts on opposing sides of the street. The Voorheesville Code establishes its zoning district boundaries inclusive of both sides of the street, enabling a cohesive land use pattern interfacing with the public right-of-way.

Main Street (South Main Street, to be precise) is enveloped in the “Business A” zoning classification. The properties to the east of the railroad tracks are classified as “Business B”. Properties on North Main Street and Grove Street fall under the “Industrial” zoning district while the “Residential C-1” district abuts the Business A district from the west.

Through its permitted uses (by-right) and uses allowed by special use permits, the Business A district allows for the types of development generally envisioned by the community for Main Street. While residences are not permitted in the district by-right, they are allowed by special use permit.

The Village Zoning Code, last comprehensively updated in 2006, does not permit or reference “mixed-use development” – i.e. A lot or structure with a variety of complementary and integrated uses, such as residential, office, manufacturing, retail, public, or entertainment (*Def. – Saratoga Springs, NY Zoning Code*).

Uses in the Business A district permitted by-right and via special use permits are as follows:

Permitted by-right:

- |                                      |  |
|--------------------------------------|--|
| - Offices (private or public)        | - Wholesale business with no outdoor storage |
| - Retail businesses                  | - Commercial recreation                      |
| - Personal and professional services | - Public facilities                          |
| - Banks                              | - Private club, fraternity, or lodge         |
| - Eating and Drinking Establishments | - Funeral establishment                      |
| - Motels and Hotels                  | - Bed and Breakfast Dwelling Facility        |
| - Theatres                           | - Accessory buildings                        |
| - Clinics                            | - Essential services                         |
| - Auto sales and service             |  |

Permitted uses, conditional to a special use permit:

- |  |                                    |
|--|------------------------------------|
| - Essential service buildings                          | - Video game arcade                |
| - Public garage, including automobile service stations | - Ponds                            |
| - Bed and Breakfast                                    | - Post office                      |
| - Car Wash   | - Single and two-family residences |

*Study Area Zoning Map*



### *Potential Revisions to the Zoning Code*

While desired land uses for the Main Street corridor seem to be permitted in the 2006 Village Zoning Code, the Code could be updated to better accommodate modern development definitions, technology, and trends. In order to facilitate mixed use development on Main Street, area and bulk requirements, parking standards, design guidelines and standards which allow and encourage a variety of uses including commercial, residential, and office should be modified. Parking requirements should be appropriate to a small urban center, rather than suburban-style development.

Short term, small scope recommendations for zoning code changes include the following:

- 1) Amend the Zoning Code to reference and permit mixed-use development in the Business A and B zoning districts.
- 2) Amend the Zoning Code to update parking requirements in the Business A and B districts, making them less burdensome on individual property owners and thereby encouraging better compliance and maintenance.
- 3) Conduct a Zoning Code Update Gap Assessment to better understand what areas of the code need revision and to re-organize existing sections, if needed.

Long term, large scope recommendations include:

- 1) Develop a Comprehensive Plan for the Village of Voorheesville, using this report as a basis.
- 2) Develop Design Guidelines for the Village of Voorheesville to maintain integrated quality in the built environment.
- 3) Conduct a comprehensive Zoning Code Update, utilizing this report and a newly-developed Comprehensive Plan and Design Guidelines as bases.



Source: Barton & Loguidice, D.P.C. stock photo (Feb 2015)

## Parking Inventory and Analysis

From the beginning of the project, parking on Main Street has been a significant concern of the Steering Committee. Several Committee members, many of whom own a business or property on Main Street, pointed to a lack of defined off-street parking areas along the corridor and how this may be a detriment to business patronage. This lack of “definition” and delineation was also said to be a detriment to the aesthetic appeal of the corridor.

As a result, an inventory of existing public and private parking was undertaken using aerial photography. Historical demand trends were also considered using aerial photography at different snapshots in time over the past fifteen years. Lastly, a development scenario was depicted to compare the amount of spaces available to the amount of spaces required by the Zoning Code.

### *Existing Parking Inventory*

Understanding parking demands on an area begins with an assessment of the amount and location of parking spaces already in existence. Many of the small businesses on Main Street have parking demands at different times of the day or in short demand spikes such as those associated with events at the Old Songs folk music organization and event venue. As a result, parking needs vary depending on the time of day and event schedules.

Because it is a fairly narrow right-of-way, on-street parking on Main Street is permitted only on the eastern side of the street. There are 29 spaces available for parking on the street. At the southern end of the corridor, Village Hall and the Village Park offer 14 and 13 spaces, respectively, in their parking lots. There are 56 public parking spaces in the corridor.

Defined, off-street, private parking for businesses and organizations within the corridor ranges from 14 spaces at Voorheesville Carpet and Old Songs to 4 spaces at Foxwood Small Dog Grooming (which may be shared with Refined Designs Jewelry). The American Legion at Voorheesville Avenue and Main Street has 9 spaces to park. Some businesses such as Lyons Building and Contracting have space for parking, but don't maintain defined parking lots due to the nature of their business. Overall, there is space for more parking along Main Street, but the lack of defined parking areas limits the amount of spaces apparent to potential patrons. There are approximately 74 defined, off-street, private parking spaces in the corridor.

Including both public and defined, off-street parking, there are approximately 130 parking spaces in the Main Street corridor. Private parking areas are generally informal and there appear to be opportunities to make private areas more attractive and efficient, potentially increasing available capacity.

### *Parking Demand – Recent History*

When current parking capacity was measured and analyzed, the next step was to understand the demand on that capacity over time. As such, aerial photography was again used to view how many spaces were occupied in the corridor at different snapshots in time from the latest image on Google Earth back to the earliest discernable image in 2001. Date, day of the week, time of day, and changes in land development were all noted for each snapshot to better understand how these variables might have affected parking demand.

As seen on the Parking Demand History – Public and Private Business Parking Chart, images from six different years were analyzed for parking usage: “Current” (2014), 2013, 2011, 2007, 2004, and 2001. Before measuring parking usage, the images show that parking capacity has increased since 2001. Until at least 2007, Stewart’s Shops had gas pumps on its property at Main Street and Voorheesville Avenue. The rail siding running adjacent to Lyons Building and Contract was in use in 2007 as well. In 2004 and 2001, the Village Hall parking lot was smaller than it is today. Lastly, there was a small tree pit traffic circle at the corner of Main Street and Prospect Street in 2001.

The percentage in use did not exceed 30% in any of the six images available. However, it is important to note that none of the six images were taken during the assumed peak usage time of weekday evenings.

*Parking Demand History – Public and Defined Private Business Parking Chart*

All Aboard, Voorheesville: Main Street Master Plan  
 Parking Demand History - Public and Private Business Parking  
 Sources: Google Earth Aerial Photography

Location	Total Spaces	"Current"	9/19/2013 2013	10/7/2011 2011	5/30/2007 2007	4/1/2004 2004	4/29/2001 2001
On- Street (Main Street)	29	4	5	14	2	2	5
Coin-Op Laundromat	7	1	0	1	0	4	6
Phillips Hardware	10	0	0	0	1	0	3
Purity Hair Design	4	0	2	2	0	0	0
Voorheesville Carpet	14	3	5	4	1	4	6
Old Songs	14	2	1	1	0	2	0
Foxwood Small Dog Grooming	4	0	1	0	0	0	0
Stewart's Shops	12	6	3	8	6	5	6
American Legion	9	2	0	5	2	0	3
Village Hall	14	4	8	4	1	2	3
Village Park	13	2	2	0	0	0	4
<b>Total</b>	<b>130</b>	<b>24</b>	<b>27</b>	<b>39</b>	<b>13</b>	<b>19</b>	<b>36</b>
% in use	--	18%	21%	30%	10%	15%	28%
General Time of Day	--	Noon	Early Afternoon	Mid Afternoon	Early Morning	Mid Morning	Late Afternoon
Day of the Week	--	?	Monday	Friday	Wednesday	Thursday	Sunday
Notes:						Village Hall Lot was smaller	Village Hall Lot was smaller
					Stewart's had a gas pump (gas customers not included in total)	Stewart's had a gas pump (gas customers not included in total)	Stewart's had a gas pump (gas customers not included in total)
					Rail siding behind Lyons Building and Contracting is in use		Roundabout located at Prospect and Main

### *Hypothetical Built-Out Development Scenario*

Zoning Code requirements are another defined method of analyzing future parking demand. In order to ensure that enough parking spaces are available for various land uses, the Village of Voorheesville Zoning Code requires minimum parking totals depending on the property's use, square footage, number of seats at eatery, number of employees, among other parameters. A scenario was created to examine the parking requirements for the Main Street corridor were it to be hypothetically developed to a greater extent.

<b>ARTICLE IX      PARKING AND OFF-STREET LOADING</b>	
<b>Parking:</b> Whenever any of the following uses in any district are established or enlarged, off-street parking spaces shall be provided as required in this section.	
<b>USE</b>	<b>PARKING SPACES REQUIRED</b>
Lodging house, hotel, motel	1 for each lodging unit
Residential	2 per dwelling unit
Church or school	1 per 3 seats in principal assembly room,
Private club or lodge	1 per 4 members
Theater	1 per 4 seats
<b>USE</b>	<b>PARKING SPACES REQUIRED</b>
Hospital, nursing and Convalescent home	1 per 3 beds and 1 for each employee (based on the expected average employee occupancy)
Professional office and business services and medical clinics	1 for every 250 sq. ft of gross area
Retail business and personal service establishments	1 for each 200 sq. ft of floor area
Eating and drinking establishment-	1 for every 3 seats, plus 1 for each employee (based on the expected average employee occupancy)
Eating and drinking establishment - (featuring live entertainment at least once every four weeks)	1 for each 75 sq. ft of floor area
Industrial	1 for each 1.2 employees, (based on the highest expected average employee occupancy)
Funeral Homes	1 for each 75 sq. ft of floor space in slumber rooms, parlors, and individual service rooms with a minimum accommodation for 20 cars.

Under this scenario, it was supposed that all properties that were, or recently have been, commercial in nature would be 100% occupied. Ground floor uses would be all retail in nature to be most conservative in terms of parking spaces required. Second floor uses would be split between professional office use and apartments in order to retain a development pattern that

was conceivable. Also of note, no new construction was considered in this scenario; only 18 existing structures were measured.

According to the existing Village Zoning Code, one (1) parking space is required per 200 square feet of retail space. One (1) parking space is required per 250 square feet of professional office space and two (2) parking spaces are required per dwelling unit. For this scenario, a dwelling unit was assumed to be an average of 800 square feet.

After measuring square footage in existing commercial buildings and those that were commercial in the recent past, projected required off-street parking totals were calculated. 285 total off-street parking spaces would be collectively required of local businesses by the Village Zoning Code under this scenario.

### *Conclusion*

In summary, 130 public and define, private, off-street parking spaces currently existing in the Main Street corridor. Usage at six different snapshots in time over the past fifteen years has not exceeded 30%, although these snapshots were not at peak usage times. Under the hypothetical development scenario of 100% occupancy in current or recently commercial structures, 285 total off-street parking spaces would be collectively required of local businesses by the Village Zoning Code.

In order to understand potential parking capacity going forward, the Overall Main Street Parking Concept Plan was developed. Were this concept to be developed, an estimated 209 collective off-street parking spaces would be created, including an 88-space parking area at the Albany County Helderberg Hudson Rail Trail Trailhead.

These figures and concept plan highlight the benefits that could be drawn from a shared parking plan for businesses and property owners on Main Street. Many of the businesses and organizations on Main Street have different parking demands at different times of day. Thus, shared parking would allow for each business to meet their demand while constructing less new spaces. Furthermore, such a shared parking scheme would help the community better balance parking needs without sacrificing green space in the corridor.



Source: Barton & Loguidice, D.P.C. stock photo (Feb 2015)

Lastly, considering that the Main Street corridor has a setting and lot size more akin to a small urban center than suburban-style development, the figures and plan point to the need to reconsider the parking requirements in the Village Zoning Code for the Business A and B districts.

*Parking Requirement Development Scenario Chart*

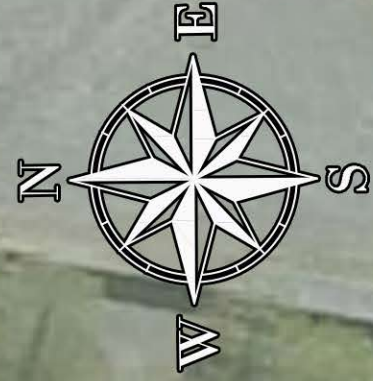
All Aboard, Voorheesville: Main Street Master Plan  
 Parking Requirement Development Scenario

Building	Description	Square Footage			Ground Floor	Second Floor		Total
		Ground Floor	Second Floor	Total	Required spaces if all Retail	Required spaces if 50% if Offices	Required spaces if 50% is Apartments	
1	Former Harris House	2357	2357	4714	12	5	3	19
2	Former Ice Cream Parlor	2155	2155	4310	11	4	3	18
3	JayCee's Pizza Depot	2958	2958	5916	15	6	4	24
4	Lyons Building and Contracting	2964	0	2964	15	0	0	15
5	Coin-Op Laundromat	2204	2204	4408	11	4	3	18
6	14 South Main St.	1103	0	1103	6	0	0	6
7	Phillips Hardware	5339	1318	6657	27	3	2	31
8	Phillips Hardware Warehouse	3121	0	3121	16	0	0	16
9	Culinary Studio	1850	1850	3700	9	4	2	15
10	Purity Hair Design	805	580	1385	4	1	1	6
11	Voorheesville Carpet	7302	0	7302	37	0	0	37
12	Bisnett Industries	1669	1269	2938	8	3	2	12
13	Refined Designs - Fine Jewelry	645	0	645	3	0	0	3
14	Old Songs	2710	0	2710	14	0	0	14
15	Foxwoods Small Dog Grooming	2450	1275	3725	12	3	2	16
16	Former Funeral Home	1277	1277	2554	6	3	2	11
17	Dentist	1660	1160	2820	8	2	1	12
18	Stewarts' Shops	2383	0	2383	12	0	0	12
	<b>Total</b>	<b>44952</b>	<b>18403</b>	<b>63355</b>	<b>225</b>	<b>37</b>	<b>23</b>	<b>285</b>

Village of Voorheesville Local Law:

- 1 space required per 200 square feet of retail floor area
- 1 space required per 250 square feet of office space
- 2 space required per 1 dwelling unit (assumed to be an average of 800 sq. ft.)
- 800 square feet of apartment space

*Overall Main Street Future “Shared Use” Formalized Parking Scenario*



TOWER / RESTROOMS  
w/ OBSERVATION AND  
PHOTO DECK

PROPOSED SHELTER  
"VILLAGE RAIL MUSEUM"

PROPOSED BIKE AND  
CAR PARKING

34 spaces  
88 total spaces  
15 spaces  
18 spaces  
12 spaces  
9 spaces

PROPOSED TRAIL

PROPOSED BIKE AND  
CAR PARKING

VOORHEESVILLE AVENUE

GROVE STREET

MAIN STREET COMMERCIAL DISTRICT

Demarcate rail crossing  
connection between CSX and  
D&H Altamont spur

RAILCAR DISPLAY

PROSPECT STREET

VOORHEES  
HOUSE

# MAIN STREET MASTER PLAN



## Preliminary Rail Trail Economic Impact

The anticipated impact of the Albany County Helderberg Hudson Rail Trail Trailhead on Main Street in Voorheesville is a critical component in the impetus for undertaking this project. While further analysis is needed to understand variables particular to this rail trail in Voorheesville's unique setting, general conclusions about the economic impact the rail trail will have on Main Street can be drawn from previous studies of similar trails.

Camoin Associates, an economic development planning and analysis firm based in Saratoga Springs, NY, has recently conducted a pair of studies on the economic impacts to be expected from the proposed Adirondack Rail Trail and proposed Catskill Mountain Rail Trail in 2012 and 2013, respectively. Camoin examined surveys of users conducted on existing comparable trails. Such surveys revealed the following trends:

- Biking is the primary activity;
- Health and recreation are the top reasons for using the trail;
- The majority of users are over the age of 45; and
- Gender percentages vary about 10 percent or less, with the majority of users being male.

In its 2013 study of anticipated economic impacts from the proposed Catskill Mountain Rail Trail, which would run from Kingston, NY to Belleayre Ski Resort in Highmount, NY, Camoin compiled a chart depicting the average annual use of several comparable trails in the northeast. That chart is as follows:

Average Use of Regional Trails		
Trail	Reason	Annual Users
Burlington Waterfront Bikeway*	Near City/Views	292,000
Genesee Valley Greenway - Mi .5-33	Type/Length	120,840
Uncle Sam Bikeway	Near City	25,196
Robert Moses Trail	Near City/Views	107,950
O& W Rail Trail/D&H Canal Trail	Proximity/Type	81,157
Harlem Valley Rail Trail- Millerton	Proximity	111,380
Harlem Valley Rail Trail- Copake	Proximity	54,908
Catskill Scenic Trail	Excluded	-
Hudson Valley Rail Trail	Excluded	-
<b>Total</b>		<b>793,431</b>
<b>Average Users (793,431/7)</b>		<b>113,347</b>

\* Used lowest estimate of 800 people per day

Note that the Catskill Scenic Trail was excluded due to an issue with the counting methodology and the Hudson Valley Rail Trail was excluded due to the high number of users as a result of the Walkway Over the Hudson pedestrian bridge.

Source: Camoin Associates

In its 2012 study on the proposed Adirondack Rail Trail, which would run from Lake Placid, NY to Tupper Lake, NY, Camoin assembled charts with the results of rail trail user survey conducted on several comparable rail trails. Survey respondents answered questions related to soft goods purchased, lodging expenses, and length of stay. These charts appear below.

**SUMMARY OF RAIL-TRAIL SURVEYS**

Trail, State, Survey Date	Avg. \$ soft goods (local users)	% purchasing	Avg. \$ per overnight stay	% overnight	Annual user visits	Avg non-local user expenditure/day (soft goods + overnight)	Total Annual Expenditures
Pine Creek Rail Trail, PA, 2006	\$30.30	86%	\$69	26%	138,227	\$99.30	\$6,081,712
Heritage Rail Trail County Park, PA, 2007	\$12.86	79%	\$51	12.5%	394,823	\$63.86	\$6,528,161
Ghost Town Trail, PA, 2008	\$13.62	72%	\$78	7.3%	75,600	\$91.62	\$1,171,830
Great Allegheny Passage, PA/MD, 2007–2011	\$13.00	67%	\$65	40.8%	612,991	\$98.00	\$21,595,673
Virginia Creeper Trail, VA, 2004	\$19.20	NA	\$47	33.5%	103,172	\$66.20	\$1,624,443
Torrey C. Brown Trail, MD, 2005	\$9.14	72%	\$61	.05%	800,000	\$70.14	\$5,508,640
Average	\$18.73		\$61.83		354,135	\$81.02	\$7,085,077

Source: *Camoin Associates*

**PROJECTED ECONOMIC IMPACT AND USE OF PROPOSED ADIRONDACK RAIL TRAIL****TRAIL USER DAILY EXPENDITURE**

Daily Trail User Expenditure	Local	Non-local
Low	\$9.14	\$63.86
Average	\$16.35	\$81.02
High	\$30.30	\$99.30

**ESTIMATED ANNUAL TRAIL USER VISITS**

Estimated Annual Trail User Visits (= 1 day)	Local	Non-Local	Total
Low	23,250	51,750	75,000
Average	109,740	244,260	354,000
High	278,000	552,000	800,000

Source: *Camoin Associates, Adirondack Rail Corridor Economic Impact Study, 2011*

**Conclusions**

The information found in these studies offers Voorheesville with a glimpse of what consumer demands users of the Albany County Helderberg Hudson Rail Trail may have as well as a general projection of the amount of rail trail users that can be expected. Businesses and property owners on Main Street will benefit from the increased visibility of their storefronts to potential customers likely parked nearby. Residential property and apartment owners may experience an increase in demand as living close to a recreational amenity like the rail trail is often appealing to people of a variety of ages.

Based on the length of the trail and future connection to the city of Albany, average user totals might begin at the lower end of the projection range shown above, eventually rising to the long term average. Respective expenditures by “non-local” users could rise from around \$3.3 million (\$63.86 x 51,750 non-local users) to as high as \$24.4 million (\$99.30 x 244,260 non-local users.)

While this data provides a preliminary analysis, a detailed economic impact study particular to Voorheesville and the Albany County Helderberg Hudson Rail Trail would provide more refined analysis that can be used in investment and business decision-making for stakeholders in the Main Street vicinity.

### Preliminary Wayfinding Analysis

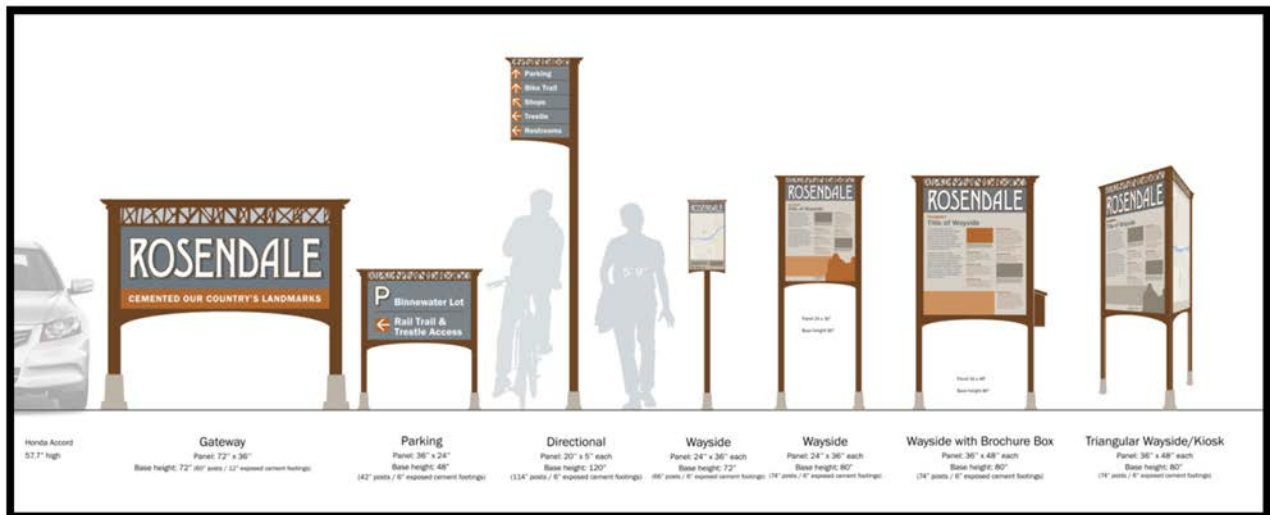
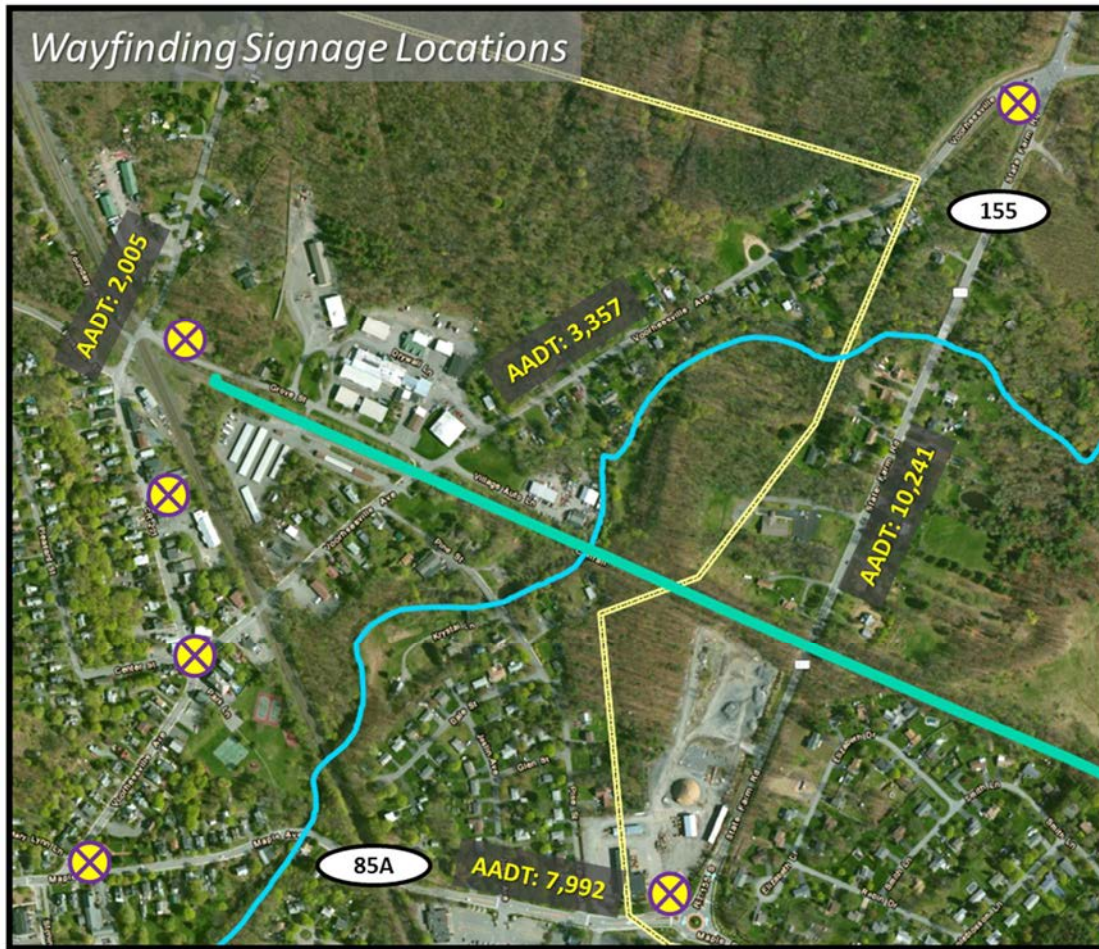
Along with land use, zoning, parking, and the impact of the rail trail, wayfinding was a high profile concern of the Steering Committee, particularly the ability of trail users and other visitors to find their way to local businesses, parking, and amenities. Wayfinding is a system of signage concepts developed for use in guiding, informing, and directing visitors into and around a given area or region.

Main Street in Voorheesville is by-passed by NYS Route 155 and NYS Route 85A – the main thoroughfares through the community. As a result, businesses and organization on Main Street often miss out on the casual through-traffic and visibility experienced on stretches of those high volume roadways. Attractive, eye-catching, and informative signage can help alert passers through of opportunities to shop, dine, or explore parts of the community seeking greater visitation, such as Main Street in Voorheesville.

Adding to this existing need for wayfinding signage is the establishment of the trailhead for the Albany County Helderberg Hudson Rail Trail. As prospective trail users are drawn to Voorheesville, signage that is guiding, directional, and informative will add ease of navigation to the list of appealing attributes of the village. At the same time, such signage can give increased visibility to local businesses on Main Street who desire tapping into this new potential consumer base.

On the following page is a map depicting average annual daily traffic (AADT) volumes on local Voorheesville roads and potential locations for wayfinding signage. Following that, an example design concept for such signage from the Town of Rosendale is illustrated. A detailed wayfinding plan for Voorheesville could help interconnect Main Street with other points of interest, high traffic areas, lodging, services, and more in a design that appropriately brands the village.

Wayfinding Signage Locations and Examples



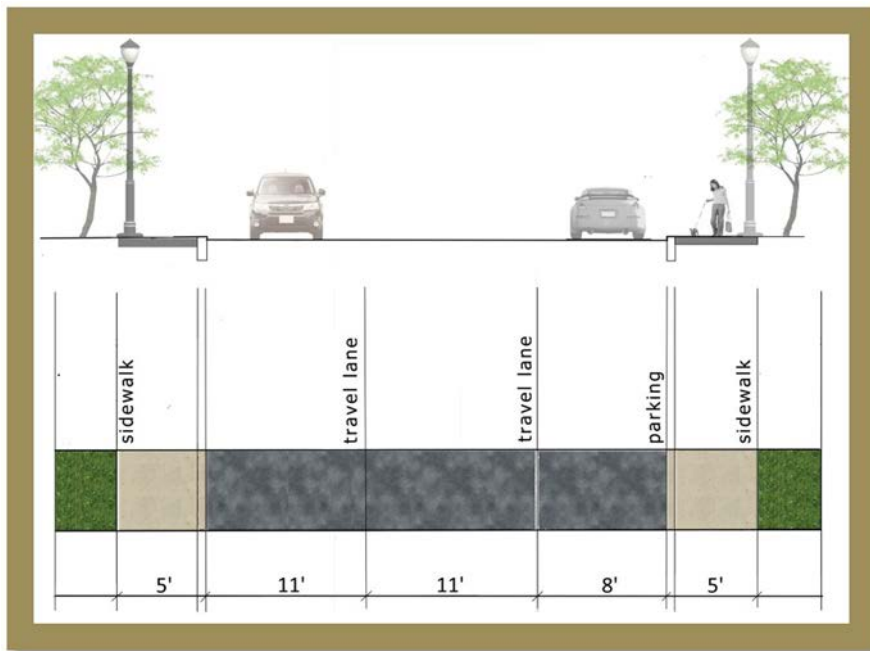
Source: Dorene Warner, WDesign Group, Barryville, NY

## Preliminary Streetscape Design Considerations

### Streets

Main Street in Voorheesville reflects the unique character that was established in the 19<sup>th</sup> Century. The narrow and intimate right-of-way provides just enough room for two travel lanes, two sidewalks, and one row of on-street parking.

- Main Street Cross-section (looking northward)



Source: Barton & Loguidice, D.P.C.

### Parking

The majority of existing off-street parking in the Main Street area is private, as shown in the Parking Inventory. However, the Village may develop municipal parking to support economic development, trail, and park projects in Main Street area. The following guidance should be followed for future lots:

- o Encourage shared-use parking
- o Only on-street in front yard
- o Parking in side or rear yards
- o Provide 9' x 18' stalls and 24' access aisles
- o Provide landscaping between parking bays in large lots

## Street Trees

Trees make a significant positive impact in urban environments including greenhouse gas reduction, providing shade, and creating more visually appealing street corridors. To ensure their survival and proper placement, the following general guidelines are recommended:

### Locations

- Where feasible trees should be planted on the outside of the sidewalks
- Where space outside of the sidewalk is unavailable, trees can be in the sidewalk a minimum of 3 feet from the curb
- Use tree grates and tree guards where trees are within sidewalks
- Tree locations should not conflict with underground or overhead utilities
- Locate trees on private property if needed, with owner's permission
- Field verify locations before planting commences

### Form

- Pedestrian zones
  - Minimum 8 feet vertical branch height
  - Upright growing form
- See Acceptable Species Matrix on the following page.



Source: Barton & Loguidice, D.P.C. - Syracuse Connective Corridor Project

Source: Barton & Loguidice, D.P.C. - Mechanicville Streetscape Project



### Species

In general, the Autumn Brilliance Serviceberry tree is primarily recommended where a smaller flowering tree is desired. However, it is important for the Village to avoid establishing a “monoculture” of their tree canopy – planting only one species of tree throughout. Such a single-species canopy would leave the Village vulnerable to a disease wiping out all trees. Other suitable street and small flowering trees can be substituted as present in the chart below:

<i>All Aboard, Voorheesville: Main Street Master Plan – Recommended Street Trees</i>				
Common Name	Botanical name	Size	Ht-Width	Growth rate
Small/Flowering Street Trees				
Autumn Brilliance Serviceberry	<i>Amelanchier canadensis</i> 'Autumn Brilliance'	S	25-15	Med
Crabapple	<i>Malus</i> spp.	S	20-20	Med
Japanese lilac	<i>Syringa reticulata</i>	S	20-15	Slow
Large Urban Street Trees				
Honeylocust 'Skyline'	<i>Gleditsia triacanthos</i> 'Skyline'	L	45-35	Fast
American sycamore	<i>Platanus occidentalis</i>	L	80-50	Fast
Homestead elm	<i>Ulmus</i> 'Homestead'	L	55-35	Fast
Frontier elm	<i>Ulmus</i> x 'Frontier'	L	40-30	Fast
Gingko 'Saratoga'	<i>Gingko biloba</i> 'Halka'	L	45-40	Slow
Gingko 'Magyar'	<i>Gingko biloba</i> 'Magyar'	L	50-25	Slow
Silver Linden	<i>Tilia tomentosa</i>	L	60-40	Med

SOURCE: *RECOMMENDED URBAN TREES*, Urban Horticulture Institute, Cornell University, 2009.

Note: See expanded suitability matrix in Appendix A.

## *Pedestrian Systems*

Sidewalks should generally be protected from the street by a 6" vertical curb. However, textured and colored pavements can also be introduced to indicate pedestrian areas and crosswalks.

### *Sidewalks*




The following general guidance is suggested for sidewalks:

- Sidewalks should be concrete providing a clear contrast to asphalt pavement identifying pedestrian paths and driveway crossings.
- Minimum width should be 5 feet, where possible. Buildings on Main Street very close to the road at some points.
- Maximum gradient should be 5% and minimum cross slope should be 2% (0.25 inches per foot).
- Sidewalk rehabilitation projects should include compliance with ADA accessibility guidelines and NYSDOT Standards for flush curbs, curb ramps, and detectable for warning strips.

### *Crosswalks*

Several systems exist to delineate crosswalks on streets. Painted systems, as exist at Main and Prospect Streets and the Main-Center-Voorheesville Ave. intersection, are sufficient. However, they quickly fade and need to be regularly repainted. Alternative approaches to crosswalks are listed in the table on the following page.

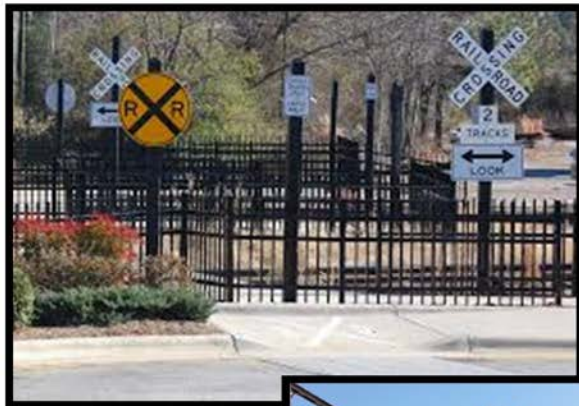


Street Print	
Analysis	Photo
<p><b>Pro:</b> Easy to install and repair. Inexpensive, flexible solution can be tailored to local design vocabulary, can include graphics and logos.</p> <p><b>Con:</b> Color wears unevenly and must be reapplied every few years depending on traffic volumes.</p> <p><b>Cost:</b> \$6.75 per Sq. Ft. (DOT)</p>	 <p><b>Street print Crosswalk, California</b> Source: <i>Integrated Paving Concepts, streetprint.com</i></p>
DuraTherm	
<p><b>Pro:</b> Easy to install and durable, long wearing regardless of volumes. Surface has a friction coating. Somewhat flexible solution can be tailored to local design vocabulary, can include graphics and logos.</p> <p><b>Con:</b> Limited color selection for grid and must be completely replaced for repairs.</p> <p><b>Cost:</b> \$10 – 18 per Sq. Ft. (est.)</p>	 <p><b>DuraTherm Grid Incorporating a Town Logo into Crosswalk.</b> Source: <i>Integrated Paving Concepts, streetprint.com</i></p>
Pavers	
<p><b>Pro:</b> Extreme durability &amp; flexibility in design.</p> <p><b>Con:</b> Need for constant maintenance. Periodic removal and reinstallation required.</p> <p><b>Cost:</b> \$35-75 per Sq. Ft.</p>	 <p><b>Paver crosswalk with interlocking pavers to prevent shifting and breakage.</b> Source: <i>Barton &amp; Loguidice, D.P.C. – Ellenville Liberty Square Project</i></p>

### *Rail Crossings – Pedestrian Safety*

A key component to leveraging the ridership on the Albany County Helderberg Hudson Rail Trail into economic development and revitalization on Main Street will be connecting the trailhead to the business district across the railroad tracks. Currently a pedestrian signal crossing does not exist at Main Street.

If visitors to the trailhead do not feel safe when crossing the tracks, they will not be inclined to explore what the rest of Main Street has to offer. Below are a series of examples on safety mechanisms and treatments for pedestrian rail crossings.



Source: *ite.org*



Source: *ite.org*



Source: *transitmiami.com*

### Street Lighting

- Ornamental street lights should be provided at a pedestrian scale in the Main Street area.
- Fixture with LED lamps focused on pedestrian spaces.

Existing -



Proposed -



**Simplistic Style**

Source: Barton & Loguidice, D.P.C.



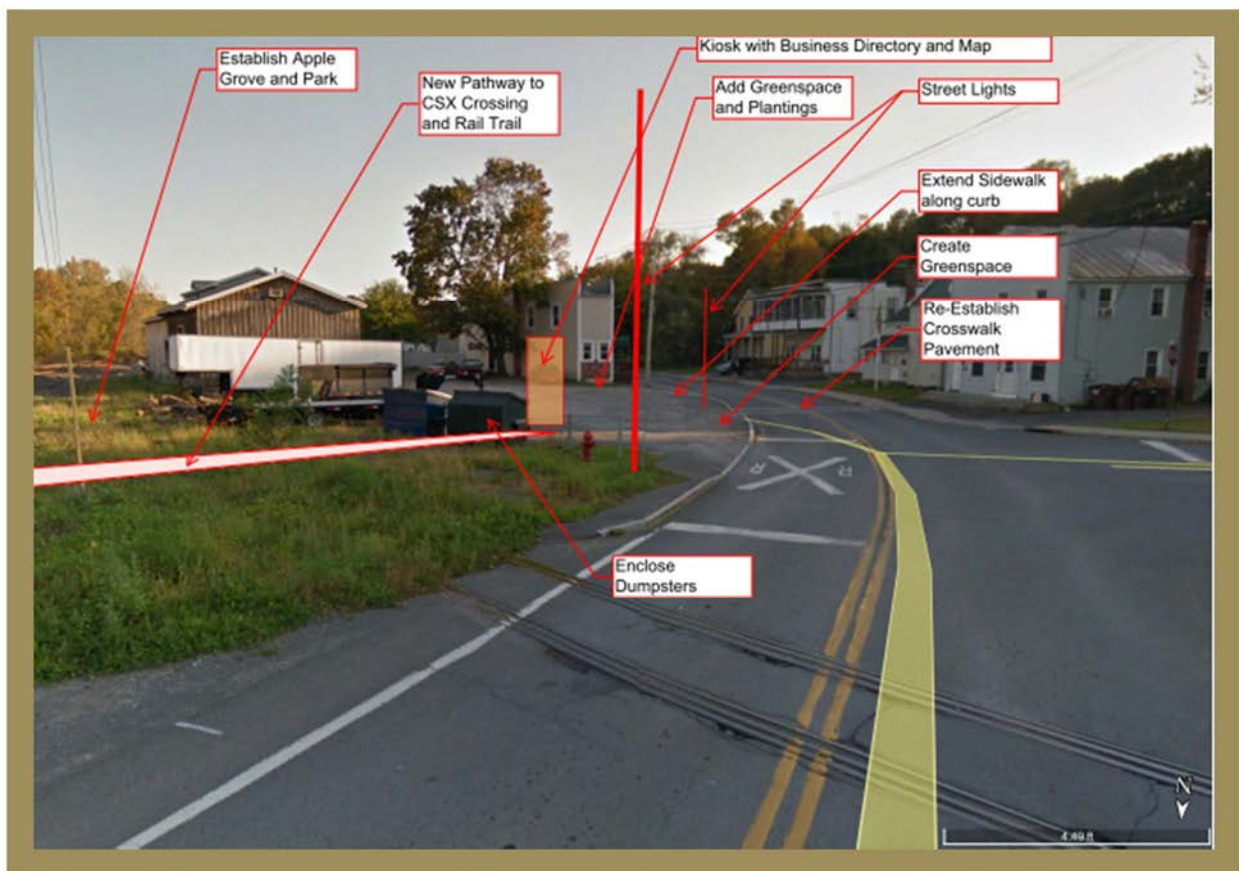
**Elaborate Style**

Source: Barton & Loguidice, D.P.C.

### *Street-side Improvements*

Improvements to private property along Main Street should be less than 4-foot-high fences, plantings, or walls. Materials should reflect historically-used building materials and historic forms.

Preliminary analysis of the Main Street rail crossing is illustrated below. This simplified deconstruction of the aesthetics from the public space and opportunity identification was used to spur further ideas from the committee as the design process began. Streetscape and façade improvement visual simulations will be shown later in the Concept Plans section. Ultimately, further archival research should be done to clarify what historical design treatments could be included in municipal design guidelines for Main Street in Voorheesville.



### *Building Relationship to the Street and General Design Considerations*

As the Village of Voorheesville moves forward with design guidelines for Main Street and potentially the entire community, it is important that all facets of modern streetscape and façade design are considered. The image below, provided by the Form-Based Code Institute, depicts many of the elements that need to be incorporated into municipal design guidelines. In addition, these features also would need to be considered should the Village ever convert its Zoning Code into a Form-Based Code.



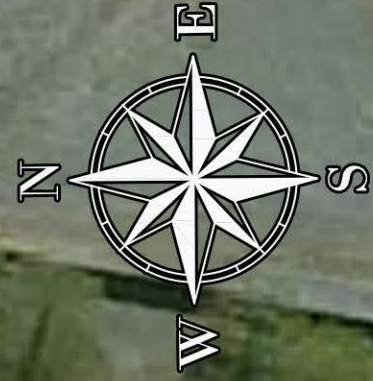
Source: *Form-Based Code Institute*

## Concept Plans

Base mapping for development of alternatives were created using Albany County Geographic Information System (GIS) data including aerial photos and real property parcel data.

- Main Street Overall Concept Plan
- Main Street – Rail Trail Crossing Plan
- Streetscape Improvements – Sidewalks Amenities and Delineation
- Streetscape Improvements – Residential Façade Enhancements and Screening
- Main Street – Voorheesville Avenue Intersection

## Main Street Overall Concept Plan



TOWER / RESTROOMS  
w/ OBSERVATION AND  
PHOTO DECK

PROPOSED SHELTER  
"VILLAGE RAIL MUSEUM"

PROPOSED BIKE AND  
CAR PARKING

PROPOSED BIKE AND  
CAR PARKING

Demarcate rail crossing  
connection between CSX and  
D&H Altamont spur

RAILCAR DISPLAY

GROVE STREET

PROPOSED TRAIL

VOORHEESVILLE AVENUE

MAIN STREET COMMERCIAL DISTRICT

PROSPECT STREET

VOORHEES  
HOUSE

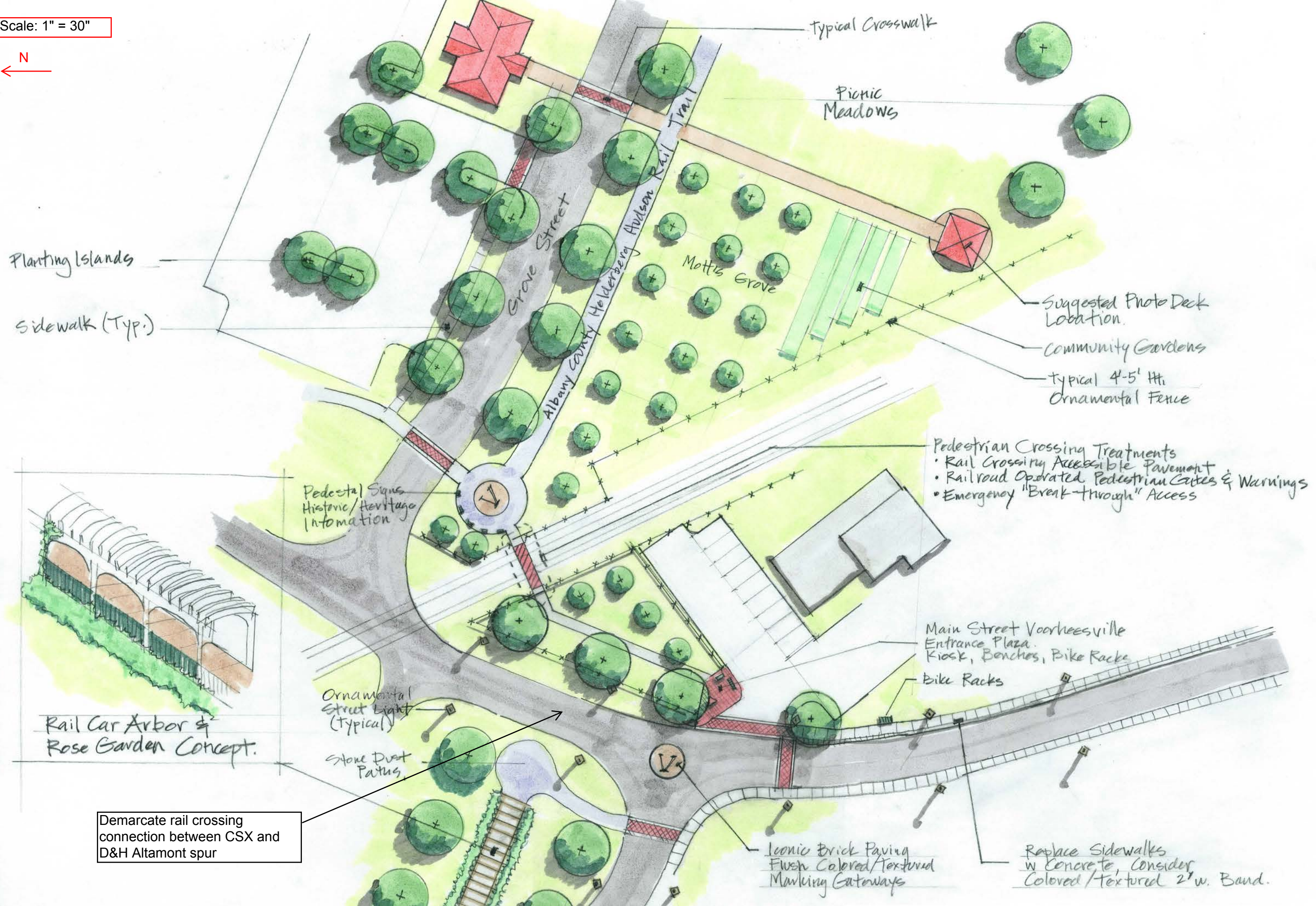
# MAIN STREET MASTER PLAN



## Main Street – Rail Trail Crossing Concept Plan

Scale: 1" = 30"

N  
←



Typical Crosswalk

Picnic Meadows

Planting Islands

Sidewalk (Typ.)

Grove Street

Albany County Helderberg Hudson Rail Trail

Mott's Grove

Suggested Photo Deck Location

Community Gardens

Typical 4-5' Ht. Ornamental Fence

Pedestal Signs  
Historic/Heritage Information

Pedestrian Crossing Treatments

- Rail Crossing Accessible Pavement
- Railroad Operated Pedestrian Gates & Warnings
- Emergency "Break-through" Access



Rail Car Arbor & Rose Garden Concept.

Main Street Voorheesville Entrance Plaza  
Kiosk, Benches, Bike Racks

Bike Racks

Ornamental Street Light (typical)

Stone Dust Patios

Demarcate rail crossing connection between CSX and D&H Altamont spur

Iconic Brick Paving  
Flush Colored/Textured  
Marking Gateways

Replace Sidewalks  
w/ Concrete, Consider  
Colored/Textured 2" w. Band.

## Streetscape Improvements – Sidewalk Amenities and Delineation

All Aboard, Voorheesville: Main Street Master Plan  
Streetscape Improvements—Sidewalk Amenities and Delineation



## Streetscape Improvements – Residential Enhancements and Screening

All Aboard, Voorheesville: Main Street Master Plan  
Streetscape Improvements—Residential Façade Enhancements and  
Screening



## Main Street – Voorheesville Avenue Intersection

All Aboard, Voorheesville: Main Street Master Plan  
Streetscape Improvements:  
Main Street—Voorheesville Avenue Intersection



## Plan Implementation Matrix with Cost Estimates

Voorheesville Main Street Master Plan  
Potential Projects

Project Number	Category	Title	Priority	Priority Rank	Cost Range	Funding Source	Prerequisite Projects
1	Planning	Design Guidelines (Site and Architectural)	Short-term	3	\$20,000 - \$30,000	NYS Main Street - Technical Assistance, HRVG	--
2	Planning	Wayfinding Plan	Short-term	2	\$20,000 - \$35,000	CDTC Linkage, HRVG	--
3	Planning	Zoning Code Update	Short-term	4	\$50,000 - \$75,000	HRVG, NYSERDA Cleaner Greener Communities	1
4	Planning	Green Infrastructure Plan	Medium-term	11	\$30,000 - \$50,000	NYSERDA Cleaner Greener Communities, Hudson River Estuary, HRVG, DEC Water Quality Improvement	1, 3
5	Planning	Urban Forestry Street Tree Inventory	Medium-term	12	\$10,000 - \$20,000	DEC Urban Forestry	--
6	Planning	CDTC Corridor Linkage Study	Medium-term	8	\$50,000 - \$75,000	CDTC Linkage	--
7	Civic Infrastructure	Main Street Streetscape Improvements	Short-term	6	\$300,000 - \$325,000	NY Main Street, CDTC TAP, NYS DEC Urban Forestry	--
8	Civic Infrastructure	Municipal Sewer Extension Connections	Medium-term	13	\$250,000 - \$300,000	CDBG Public Infrastructure, NYS EFC GIGP	4
9	Civic Infrastructure	Railroad Quiet Zone	Short-term	--	--	--	--
10	Civic Infrastructure	Rail Trail Trailhead Phase I - Parking Area and Hospitality Building/Museum	Short-term	1	\$800,000 - \$850,000	CDTC TAP, NYS OPRHP, HRVG, Albany County, Recreational Trails Program	--
11	Civic Infrastructure	Rail Trail Trailhead Phase II - Observation Tower, Mott's Grove, & Community Garden	Medium-term	9	\$150,000 - \$200,000	CDTC TAP, NYS OPRHP, HRVG, Albany County, Recreational Trails Program, NYS DEC Urban Forestry	--
12	Civic Infrastructure	Rail Trail Trailhead Phase III - Pedestrian Railroad Crossing, Main Street Pocket Park, and Rail Car Arbor Rose Garden	Medium-term	7	\$375,000 - \$400,000	CDTC TAP, NYS OPRHP, HRVG, Albany County, NY Main Street, NYS DEC Urban Forestry	--
13	Private Building Stock Improvement	Façade Improvement Assistance Program	Short-term	5	\$200,000 - \$250,000	NYS Main Street, CDBG Housing	1
14	Private Building Stock Improvement	Housing Improvement Assistance Program	Long-term	15	\$400,000 (Village-wide)	NYS Main Street, CDBG Housing	--
15	Private Building Stock Improvement	Historic District Designation	Long-term	16	\$40,000 - \$60,000	NYS OPRHP	--
16	Economic Development	Small Business Grants and Loans	Medium-term	10	\$50,000 - \$200,000	CDBG Microenterprise	--
17	Economic Development	Local Market Analysis	Long-term	14	\$35,000 - \$50,000	NY Main Street - Technical Assistance, NYSERDA Cleaner Greener Communities, CDBG Community Planning	--

For more detailed preliminary cost estimates for Projects #7 and #10-12, see tables in **Appendix C: Rail Trail Trailhead and Main Street Streetscape Improvements Cost Estimates.**

## Conclusion and Implementation Techniques

The Implementation Techniques section of this document discusses grant-funded routes toward making the recommendations in this report a reality. Many recommendations call for brick-and-mortar construction projects in the immediate short term while others require further planning efforts in advance.

With so much public input, data and analysis aggregated through this planning process, it is important the momentum garnered not be allowed to idle. Implementation funding for specific action items listed in this document should be sought after.

Additionally, once adopted, the revitalization plan can be used as a guide for municipal decision making. Indirectly, the *All Aboard, Voorheesville: Main Street Master Plan* will also serve additional purposes. Depictions and policy recommendations found within the plan could be used by property owners and developers as ready-made renderings and design parameters. Additionally, the report and proposed projects may serve as idea generators for local entrepreneurs. Ultimately, the ideas and recommendations offered in this master plan will propel and guide the revitalization of Main Street in Voorheesville for years to come.

Concept level project budgets provided in the previous section will be an asset in the preparation of grant applications for implementation projects evolving from the *All Aboard, Voorheesville: Main Street Master Plan* and other planning studies. The preceding list of proposed grant application projects may be submitted through the Consolidated Funding Application (CFA) process or other grant programs.

## Appendix A: Street Tree Suitability Matrix

## All Aboard, Voorheesville: Main Street Master Plan - Recommended Street Trees

Group	Common Name	Botanical name	Size	Ht-Width	Grow Zone	pH Max	Salt tolerance	Compaction tolerance	Moisture tolerance	Shade tolerance	Transplant-ability	Growth rate	Fall B&B	Fall BR	Score	
Small/Flowering Street Trees																
B	Autumn Brilliance Serviceberry	Amelanchier canadensis 'Autumn Brilliance'	S	25-15	4	7.5	Sensitive	Tolerant	4 to 7	Tolerant	Easy	Med	Y	Y	12	Excellent Heat and Drought Tolerance
B	Crabapple	Malus spp.	S	20-20	4	8.2	Moderate	Moderate	4 to 11	Intolerant	Easy	Med	Y	Y	9	
C	Japanese lilac	Syringa reticulata	S	20-15	3a	8.2	Moderate	Moderate	4 to 11	Moderate	Easy	Slow	Y	Y	7	
Large Urban Street Trees																
A	Honeylocust 'Skyline'	Gleditsia triacanthos 'Skyline'	L	45-35	4b	8.2	Tolerant	Tolerant	2 to 12	Intolerant	Easy	Fast	Y	Y	12	High Traffic Streets
A	American sycamore	Platanus occidentalis	L	80-50	4	8.2	Tolerant	Tolerant	1 to 10	Moderate	Easy	Fast	Y	Y	12	Recent construction
A	Homsted elm	Ulmus 'Homsted'	L	55-35	5a	8.2	Moderate	Tolerant	2 to 11	Intolerant	Easy	Fast	Y	Y	11	
A	Frontier elm	Ulmus x 'Frontier'	L	40-30	5	8.2	Moderate	Tolerant	2 to 11	Intolerant	Easy	Fast	Y	Y	11	
B	Gingko 'Saratoga'	Gingko biloba 'Halka'	L	45-40	4b	8.2	Moderate	Tolerant	4 to 12	Intolerant	Easy	Slow	Y	N	9	Shorter tree lawns
B	Gingko 'Magyar'	Gingko biloba 'Magyar'	L	50-25	4b	8.2	Moderate	Tolerant	4 to 12	Intolerant	Easy	Slow	Y	N	9	
B	Silver Linden	Tilia tomentosa	L	60-40	5a	8.2	Unknown	Tolerant	4 to 10	Intolerant	OK	Med	Y	Y	9	Most urban tolerant linden, dense canopy

SOURCE: RECOMMENDED URBAN TREES, Urban Horticulture Institute, Cornell University, 2009.

## Appendix B: Public Workshop Comment and Tally Summary

# ALL ABOARD, VOORHEESVILLE: MAIN STREET MASTER PLAN

VILLAGE OF VOORHEESVILLE  
ALBANY COUNTY, NEW YORK



## Public Workshop Comments Summary

To: Voorheesville Main Street Master Plan Steering Committee  
From: Bob Murphy, Land Use Planner II – Barton & Loguidice, D.P.C.  
Re: Summary Notes – March 31, 2015 – Public Workshop  
Date: April 6, 2015

---

Meeting Location: Voorheesville Volunteer Fire House  
Meeting Time: 7:00pm – 8:30pm  
Meeting Attendees: See Attendance Sheet

### Summary Notes:

This was Public Workshop of the Voorheesville Main Street Master Plan Steering Committee (SC).

1. The workshop was dedicated to the following agenda items:

- ✓ *Introductions*
- ✓ *Project Scope and Schedule*
- ✓ *Community Involvement*
  - *Committee Meetings*
  - *Public Workshop*
- ✓ *Local Land Use Review*
- ✓ *Parking Inventory*
- ✓ *Rail Trail Economic Impact Analysis*
- ✓ *Draft Aerial Plan and Draft Concept Plans*
- ✓ *Input from you!*
  - *Q&A Session*
  - *Handouts*
  - *Tallies and Sticky Notes on Question Boards*

2. The goal of the workshop was to:

- ✓ *Solicit and allow for input from the general public and*
- ✓ *Ensure concepts of the plan fit the vision of the community*

## All Aboard Voorheesville: Main Street Master Plan

### Public Workshop Summary

Date

31-Mar-15

Location

Voorheesville Volunteer Fire House

#### Attendance

31 names on the sign-in sheet

Estimated total attendance: over 50 people

#### Questions/Responses

#### Tally

	Questions/Responses	Tally
Q1.	What would make Main Street a more convenient and pleasant experience for pedestrians, bicyclists, and motorists?	
A.	A central, shared parking area with bike racks	5
B.	Decorative lighting, pacers, and street trees	3
C.	Burying overhead utility lines or relocating them to rear yards	2
D.	Benches, other "sittable" spaces (i.e. knee walls, ledges, steps), and outdoor dining opportunities	5
E.	Bicycle and pedestrian links to the Albany County Hudson Helderberg Rail Trail trailhead	4
F.	Façade improvements that tie-in historically relevant architectural elements	15

#### Comments

*NOTE: 9 comments indicated a preference for a Quiet Zone designation regarding train whistles*

*I like the block retaining walls*

*Bike racks*

*Solar*

*Solar energy collection posts*

Q2.	Where is it important to install wayfinding signs for Main Street businesses, organizations, and attractions?	
A.	Route 155 and Voorheesville Avenue	6
B.	Maple Avenue (Route 85A) and Voorheesville Avenue	4
C.	Albany County Helderberg Hudson Rail Trail Trailhead	6
D.	Main Street and Voorheesville Avenue	5
E.	Route 155 and Route 85A (Maple Avenue) Roundabout	0

#### Comments

*Library corner*

*Consider business park destinations and signage off Grove Street*

Questions/Responses		Tally
Q3.	What aesthetic and design themes should be prevalent on Main Street?	
A.	Railroad and apple industries	2
B.	Bicycling and outdoor recreation activities/pursuits	5
C.	Historic architecture and the Helderberg Mountains	14
D.	Environmental sustainability and being a walkable community	7

**Comments**

*Who cleans up the dropped apples? Deer are attracted to apples*

Q4.	In 2040, Main Street will be _____ compared to how it is today.	
A.	...very similar to today, with historic residences to the west of Main Street and small businesses and apartments to the east,...	3
B.	...a larger part of the local economy, with more eateries, vibrant storefronts, decorative façades, and quality housing,...	11
C.	...more oriented toward and leveraging the opportunities presented by the Rail Trail,...	3
D.	...more environmentally-conscious, with a reinforced tree canopy and innovative and environmentally-sensitive civic infrastructure (water, sewer, stormwater, transportation, etc.),...	14

**Comments**

*Walkable*  
*Places to sit outside*  
*More cottage industries on the west side - antiques, art galleries*  
*Sewers*  
*Brew pub or wine bar with café*

### General Comments

*Corner near dentist - school bus stop for Center St.-Pleasant St. neighborhood*

*Like to see a horticultural collection along Main Street and along the Rail Trail*

*Provide more variety in plantings*

*Cottage garden theme on west side of Main Street*

*Should include Library in parking totals*

*Library to do a "storywalk" project along the Rail Trail*

*Consider access to the business park as part of the strategy*

Concerns regarding privately-owned shared parking vs. municipally-owned public parking

#### Action Items:

#### B&L will:

- Type up Workshop Summary and distribute to Committee
- Workshop Summary will also be sent to those who left email addresses on the sign-in sheet
- Begin compiling the draft master plan
  - o Draft plan will be sent electronically to the Committee for their review in advance of the next meeting
  - o Incorporate a Technical Memorandum of data collection and analysis conducted thus far into draft master plan
  - o Develop concept level cost estimates for potential grant projects

#### Committee will:

- Post presentation on Village website and mail out to School and Community Foundation listserv
- Continue to receive feedback from the community, forwarding it on to B&L to be incorporated in the plan
- Review the Workshop Summary to ensure nothing was missed
- Review Draft Master Plan in advance of the next meeting

#### Next Meeting Date:

- Steering Committee Meeting #4 – Draft Master Plan
  - o Late April
  - o Tuesday, April 28<sup>th</sup>? If not, how about the 27<sup>th</sup> or 29<sup>th</sup>?
    - We can plan on electronic distribution of the draft plan on Friday, April 24.
  - o Committee will prioritize potential grant projects and provide final comment on the Master Plan and its concept plans
- Upcoming Schedule
  - o ~~Tuesday, March 31, 2015 – Public Workshop~~
  - o Late April 2015 – Committee Meeting #4: Draft Master Plan
  - o May 2015 – SEQRA and Final Master Plan Adoption
  - o May – June 2015 – Prepare 2015 CFA

## Appendix C: Rail Trail Trailhead and Main Street Streetscape Improvements Cost Estimates

## Main Street Streetscape

Item	Unit	Unit Price	Quantity	Subtotal
Mill/Fill Asphalt	SF	1.66	40500	\$67,225
Textured crosswalk	EA	16,000.00	3	\$48,000
Small Single Post-Mounted Signs	EA	225.00	3	\$675
Street Tree	EA	450.00	13	\$5,850
Street Light	EA	5,000.00	14	\$70,000
Bike Rack	EA	250.00	2	\$500
Benches	EA	1,000.00	7	\$7,000
Striping	LF	0.50	1360	\$680
Construction Subtotal				\$199,930
% WZTC based on project complexity	5%	Percentage	1	\$9,997
% for Incidentals, Inflation and Contingencies	20%	Percentage	1	\$39,986
Total Construction Cost =				\$249,913
% for Survey	5%	Percentage	1	\$12,496
% for Design based on project complexity	10%	Percentage	1	\$24,991
% for Construction Inspection	10%	Percentage	1	\$24,991
Total Project Cost =				\$312,391

## Rail Trail Trailhead Phase I

Item	Unit	Unit Price	Quantity	Subtotal
New Asphalt	SF	7.75	27400	\$212,350
5' wide sidewalk	LF	42.00	345	\$14,490
Hospitality Structure	EA	250,000.00	1	\$250,000
Bike Rack	EA	250.00	2	\$500
Textured Crosswalk	EA	16,000.00	2	\$32,000
Large street tree insallation	EA	750.00	10	\$7,500
Small Single Post-Mounted Signs	EA	225.00	2	\$450
Striping	LF	0.50	1665	\$833
Establish turf	SY	11.25	1100	\$12,375
Construction Subtotal =				\$530,498
% WZTC based on project complexity	5%	Percentage	1	\$26,525
% for Incidentals, Inflation and Contingencies	20%	Percentage	1	\$106,100
Total Construction Cost =				\$663,122
% for Survey	5%	Percentage	1	\$33,156
% for Design based on project complexity	10%	Percentage	1	\$66,312
% for Construction Inspection	10%	Percentage	1	\$66,312
Total Project Cost =				\$828,902

## Rail Trail Trailhead Phase II

Item	Unit	Unit Price	Quantity	Subtotal
5' wide sidewalk	LF	42.00	25	\$1,050
Stone dust - 3" deep above fabric	SF	15.00	2400	\$36,000
Textured Pavement	SF	8.00	315	\$2,520
Small Single Post-Mounted Signs	EA	130.00	2	\$260
Grove Tree	EA	100.00	18	\$1,800
Large Street Tree	EA	750.00	8	\$6,000
Observation Tower	EA	30,000.00	1	\$30,000
Community Garden	EA	2,500.00	1	\$2,500
Establish turf	SY	4.75	1855	\$8,811
Ornamental fencing	LF	40.00	420	\$16,800
Construction Subtotal =				\$105,741
% WZTC based on project complexity	5%	Percentage	1	\$4,447
% for Incidentals, Inflation and Contingencies	20%	Percentage	1	\$17,788
Total Construction Cost =				\$127,977
% for Survey	5%	Percentage	1	\$6,399
% for Design based on project complexity	10%	Percentage	1	\$12,798
% for Construction Inspection	10%	Percentage	1	\$12,798
Total Project Cost =				\$159,971

## Rail Trail Trailhead Phase III

Item	Unit	Unit Price	Quantity	Subtotal
5' wide sidewalk	LF	42.00	75	\$3,150
Stone dust - 3" deep above fabric	SF	15.00	575	\$8,625
Bike Rack	EA	250.00	2	\$500
Benches	EA	1,000.00	2	\$2,000
Textured Pavement	SF	8.00	375	\$3,000
Small Single Post-Mounted Signs	EA	225.00	2	\$450
Street Tree	EA	450.00	4	\$1,800
Grove Tree	EA	100.00	4	\$400
Street Light	EA	5,000.00	3	\$15,000
Pedestrian railroad crossing	EA	150,000.00	1	\$150,000
Rail Car Arbor Rose Garden	EA	50,000.00	1	\$50,000
Establish turf	SY	11.25	815	\$9,169
Construction Subtotal =				\$244,094
% WZTC based on project complexity	5%	Percentage	1	\$12,205
% for Incidentals, Inflation and Contingencies	20%	Percentage	1	\$48,819
Total Construction Cost =				\$305,117
% for Survey	5%	Percentage	1	\$15,256
% for Design based on project complexity	10%	Percentage	1	\$30,512
% for Construction Inspection	10%	Percentage	1	\$30,512
Total Project Cost =				\$381,396

## Summary of Probable Implementation Costs

Main Street Streetscape	\$	312,391
Rail Trail Trailhead Phase I	\$	828,902
Rail Trail Trailhead Phase II	\$	159,971
Rail Trail Trailhead Phase III	\$	381,396
Total	\$	1,682,661