

A significant component in the City's Local Waterfront Revitalization Program is the recommendation of specific proposed uses and projects, both public and private, within the coastal area. Evaluation of the natural and man-made resources inventory, review of waterfront conditions and potentials, and discussion of applicable State and local policies have served as the basis for determining proposed uses, and in most cases, preferred projects for the City's extensive waterfront.

#### PROPOSED LAND AND WATER USES

As illustrated by Figure 2, "Riverfront Development Plan," a highly-coordinated land use plan for the City's coastal area and immediately adjacent lands has evolved through several years of discussion within the community. This discussion began in early 1976 with the review of preservation and development alternatives for some 16 "opportunity areas" within the City (14 of which are encompassed within the Waterfront Revitalization Program area) in the Public Policy Guide and later was presented as a detailed physical land use/site development plan (Figure 2).

Proposed land and water uses recommended by this LWRP are first summarized by Table 1, and then described in more extensive text. Table 1 presents from south to north along the Rensselaer Riverfront (1) a description of the principal land areas within the City's coastal boundary; (2) identification of current land use; (3) a recommendation of preferred long-term land use for that land area; and (4) an indication of the basic developmental action(s) required to achieve the recommended land use. These required development actions serve as the framework for the later discussion of "Proposed Public and Private Projects."

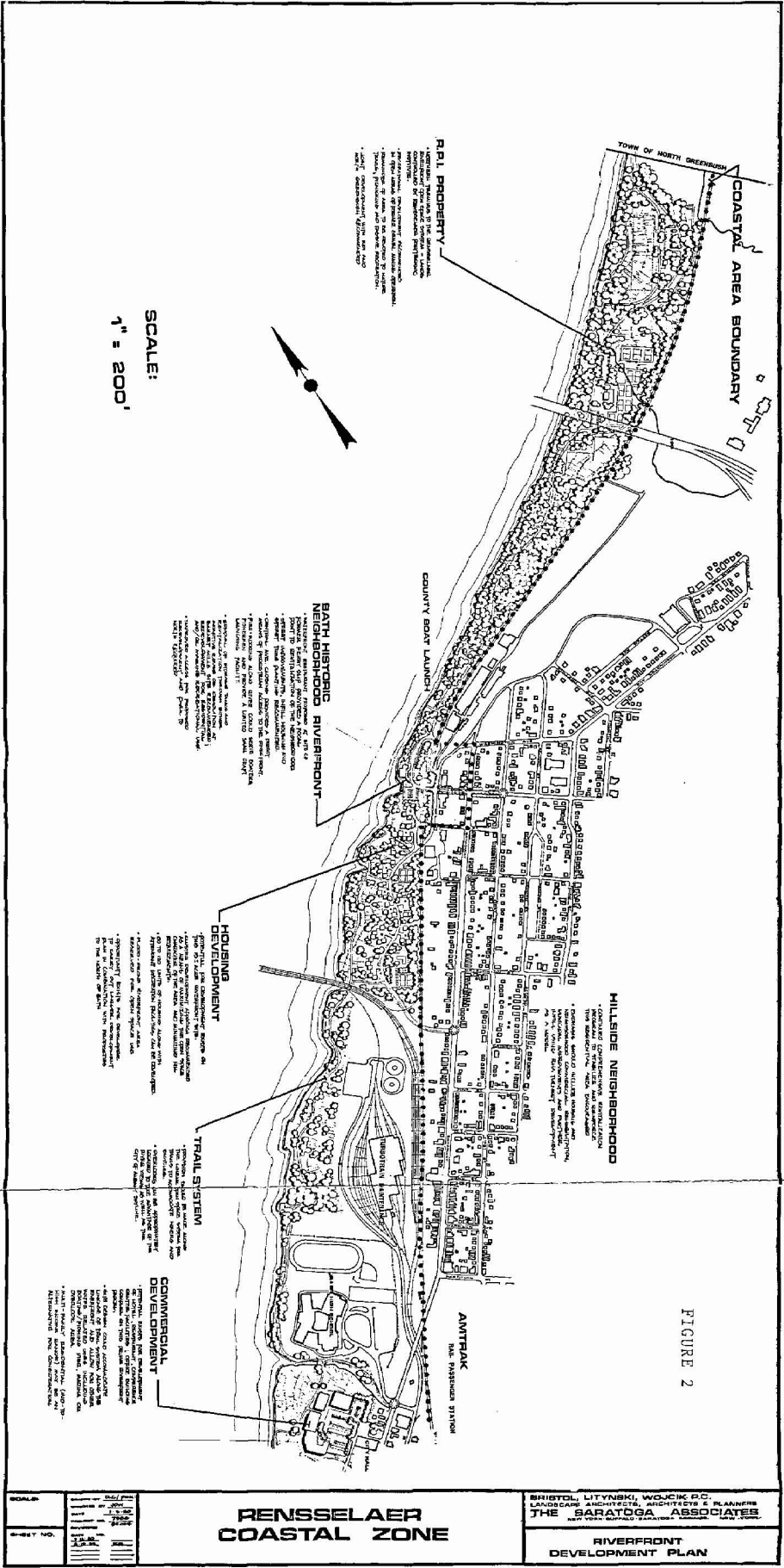


FIGURE 2

SCALE:  
1" = 200'

**RPI PROPERTY**  
 \*Historical remains of the administrative building of the Rensselaer Polytechnic Institute.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.

**BATH HISTORIC RIVERFRONT**  
 \*Historical remains of the administrative building of the Rensselaer Polytechnic Institute.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.

**HOUSING DEVELOPMENT**  
 \*Historical remains of the administrative building of the Rensselaer Polytechnic Institute.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.

**TRAIL SYSTEM**  
 \*Historical remains of the administrative building of the Rensselaer Polytechnic Institute.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.

**COMMERCIAL DEVELOPMENT**  
 \*Historical remains of the administrative building of the Rensselaer Polytechnic Institute.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.

**HILLSIDE NEIGHBORHOOD**  
 \*Historical remains of the administrative building of the Rensselaer Polytechnic Institute.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.  
 \*Site of the former RPI building.

**AMTRAK**  
 THE PASSENGER STATION

**RENSSELAER COASTAL ZONE**

BRISTOL, LITYNSKI, WOLCIC, P.C.  
 LANDSCAPE ARCHITECTS, ARCHITECTS & PLANNERS  
 THE SARATOGA ASSOCIATES  
 100 N. STATE ST. SARATOGA, NY 12158

**RIVERFRONT DEVELOPMENT PLAN**

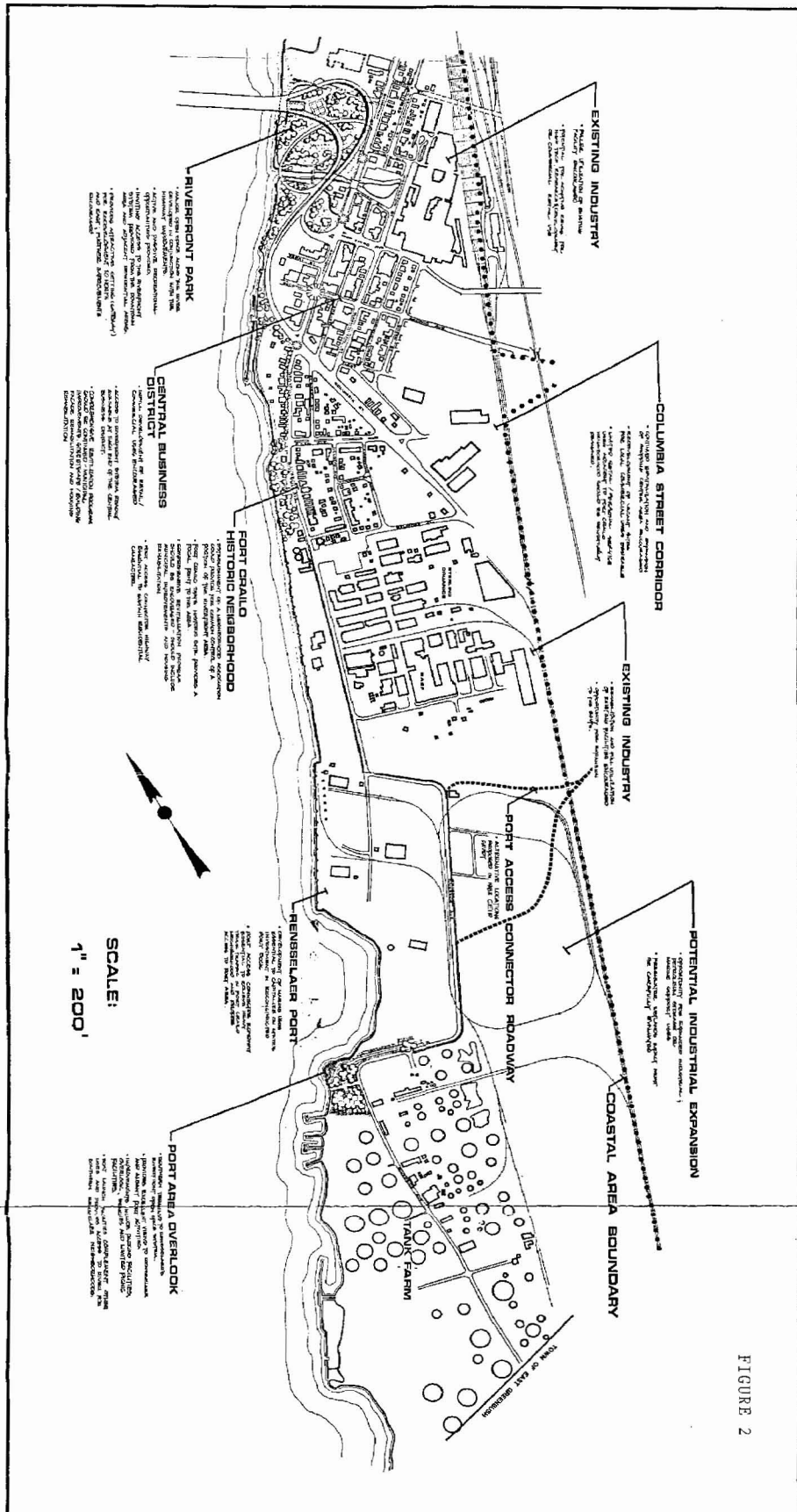


FIGURE 2

<p>SCALE: 1" = 200'</p> <p>DATE: 1/1/80</p> <p>SHEET NO. 1</p>	<h2>RENSSELAER COASTAL ZONE</h2>	<p>BRISTOL, LITYNSKI, WOJCIK, P.C. LANDSCAPE ARCHITECTS, ARCHITECTS &amp; PLANNERS THE SARATOGA ASSOCIATES 1000 N. STATE ST. SUITE 200 ALBANY, N.Y. 12207</p> <p>RIVERFRONT DEVELOPMENT PLAN</p>
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TABLE 1.  
RIVERFRONT LAND AND WATER USE SUMMARY

<u>Coastal Area</u>	<u>Current Land Use</u>	<u>Recommended Long-Term Land Use</u>	<u>Required Developmental Actions</u>
Petroleum terminals/ Tank Farm Area	Petroleum terminal	Marine-dependent Petroleum terminals	Maintenance and continued use of existing facilities
Albany Port District	Reconstructed port dock with limited marine use and un- utilized storage buildings.	Active marine- dependent port area	Marketing and development of Port facility and Port area overlook
Port-related lands	Vacant lands	Marine support services and expanded light industry	Marketing and development of lands
BASF/Sterling Organics	Light-industry (Chemical manu- facture)	Light-industry	Maintenance and rehabilitation/ intensification of use of existing faci- lities, includ- ing potential for marine dependency
Fort Crailo Neighborhood	Residential	Residential and associated open space/recreational use	Maintenance and rehabilitation
Columbia Street Corridor	Shopping center, various highway commercial uses and vacant lands	Shopping center, upgraded highway commercial and local commercial uses	Maintenance and rehabilitation/ redevelopment of vacant sites
Central Business District	Local and whole- sale commercial, residential	Local commercial and residential	Maintenance and rehabilitation/ upgrading of existing uses/ infill develop- ment of vacant sites.

Riverfront Park	Active and passive recreation through joint use of highway right-of-way	Active and passive recreation	Maintenance and development of expanded facilities
Zappala Property	Concrete block manufacturing	Hotel/conference center retail business/office complex, multi-family housing	Marketing and redevelopment of lands
Huyck Felt Company	Light manufacturing, research and development use	Light manufacturing high tech./research and development use, or possible retail-commercial	Maintenance and intensification of use or marketing and adaptive reuse
City Hall	Municipal offices	Continuing municipal use or extension of uses developed on Zappala or Huyck lands	Marketing and adaptive reuse
Rensselaer City School District property	Junior-Senior High School including associated recreational facilities	School including associated recreational facilities/Riverfront trail use	Maintenance/public access for Riverfront trail
AMTRAK Passenger Terminal (Albany/Rensselaer)	Railroad passenger terminal and associated parking and commissary facilities	Railroad passenger terminal and associated facilities (possible high-speed service)	Maintenance/expansion access for Riverfront trail
AMTRAK Property	Turbotrain maintenance and vacant Riverfront lands	Turbotrain maintenance facility and open space/recreational Riverfront use	Maintenance/easement of public access and Riverfront open space development
Lands north of Livingston Avenue Railroad Bridge	Vacant lands	Residential and open space/recreational Riverfront use	Marketing and development of lands/easement for public access and Riverfront open

			space develop- ment
Bath Neighborhood	Residential, com- mercial, light industrial and vacant lands	Residential and marine commercial	Maintenance and rehabilitation/ infill develop- ment and adapt- ive reuse
Oil storage tanks/ former water plant site	Storage tanks and vacant lands	Residential and marine commercial/ recreational	Marketing and development of lands/removal of storage tanks
Barnet Mills complex	Light industry, warehousing and vacant buildings and lands	Residential and marine commercial	Marketing and development of lands/possible adaptive reuse potential, though demoli- tion more likely
RPI Property	Vacant lands	Open space/ recreational Riverfront use/Office park extension of Rensselaer Technology Park	Recreational/ open space development in partner- ship with with RPI and Town of North Green- bush

Petroleum Terminals/Tank Farm Area. This southernmost extent of Rensselaer's coastal area is utilized for petroleum terminal and storage facilities, occupied by more than a half-dozen oil companies, both regional and national. Some expansion has taken place in recent years, with two new oil-loading piers constructed.

The long-term recommended use of this area is industrial, i.e., continued marine-dependent petroleum and chemical storage. A major constraint to any intensification of use within the existing terminal areas or on contiguous properties (see later discussion of Port District and BASF lands) is the potential for the further growth of truck traffic. Currently, truck traffic has to access the Port area through either Teller's Crossing, a dangerous at-grade crossing of a high-speed passenger rail line, or, as allowed during daylight hours, via Riverside Avenue through the historic Fort Crailo residential neighborhood. Future development should be coordinated with the construction of a new Port Access Road which would be designed to channel traffic safely and efficiently from the Riverfront to Route 9J and thence to Routes 9 and 20. No impacts on Routes 9J, 9, and 20 are anticipated, since the general level of activity in the proximity of these routes is not proposed to change. Proposed redevelopment will be limited to the rehabilitation of existing structures to eliminate code violations.

At the northern edge of the Tank Farm area along Riverside Avenue, a Port Area Overlook, including a small boat launch, has been suggested. This facility would be developed near the existing turning basin, and provide both a passive and limited active recreational opportunity and a perspective from which Port activities on both shores of the Hudson River might be observed.

Albany Port District Lands. Lands comprising approximately 35 acres are owned within the City of Rensselaer by the Albany Port District. Despite the recent installation of a new concrete dock at a cost of \$2.2 million, funded through an appropriation by the New York State Legislature, the facility remains largely unutilized, except for the occasional off-loading of scrap metal and the storage of petroleum products by a chemical company with a local operation. However, recently United Brands has proposed locating on the Rensselaer Port lands a container operation for the importation of bananas, which will utilize approximately 30 acres. The facility is served by road and rail sidings from the nearby Conrail mainline. Adequate water and sewer service is also available near the Port District property boundary. The near-dock areas of the site are composed of man-made fill material, and would have to be reinforced to accommodate large cranes or other heavy loading equipment.

In a recent comprehensive study of future Port development, the Capital District Regional Planning Commission proposed locating a

container barge feeder service designed to serve regional demand (on the Rensselaer Port lands). This proposal has grown more specific, with plans and funding discussed for the installation of two large cranes, one stationary and one mobile, as part of such a container barge feeder operation. In addition, a Port Development Study is currently underway, investigating short term uses of Port lands.

The long-term recommended industrial use of this property, i.e., the development of marine-dependent businesses such as the proposed container operation, is vital to both the overall economic health of the City and to recapture through City/regional benefit the State's dock investment, particularly since by law the City of Rensselaer is financially liable for 12.11% of the Albany Port District's annual deficit. The City of Albany is responsible for the remaining 87.89%.

As in the case of the previously-discussed Tank Farm areas, a recognized drawback to attracting and sustaining further development of the Port District property is the inadequacy of truck access. In order to fully exploit the Port's potential, marketing and feasibility studies need to be pursued, and the Port Access Road needs to be constructed. As a result of the electorate's passage of the State's 1983 infrastructure bond issue, roadway design by NYSDOT and construction is nearing realization. The Route 9J and Port Access Road Projects are scheduled for completion later this decade.

Other Port-Related Lands. Considerable unutilized land owned by the German-based chemical company, BASF Wyandotte, a major employer in the City, and various private oil company landowners, lies near the tank farm and Port District properties. Services to these lands is similar; i.e., Riverside Avenue provides automobile and truck access, rail sidings are present, and water and sewer facilities are available.

The largest tract, an approximately 30-acre site owned by BASF, may be physically divided by acquisition of right-of-way and construction of the proposed Port Access Road. Access from BASF to the lands that will lie to the south of the proposed road is, however, being provided for in the engineering design. Unless full utilization by BASF is programmed, this well-situated tract should be made available for development by other commercial/industrial interests, specifically for marine-support services and expanded light industry.

As in the case of the Port District lands, both the development of the connector roadway and an intensive marketing effort are necessary if this proposed industrial land use is to be achieved.

BASF/Sterling Organics Industrial Area. BASF-Wyandotte and Sterling Organics are two nationally-known chemical and



pharmaceutical companies whose established Rensselaer manufacturing operations occupy sizable acreage between the Port District lands and the Fort Crailo neighborhood. These manufacturing firms are the largest industrial employers in the City, and although each plant has experienced some reduction in local work force during the past decade, both evidence a long-term commitment to maintain and improve their plants and stay in Rensselaer.

It is the City's policy to continue this industrial land use and to work closely with both companies to encourage continuing maintenance and further investment in, and development of, facilities with the various financial tools and incentives at its disposal. In fact, a marketing effort to promote similar light industry on other suitable land needs to be made.

Fort Crailo Historic Residential Neighborhood. This residential area is roughly triangular, bounded by the Hudson River, Columbia Street (Routes 9 and 20) and Rensselaer Avenue/Belmore Place. The Fort Crailo area is an older residential neighborhood, with two important historic structures located within its geography. These are Fort Crailo, operated by the NYS Office of Parks, Recreation and Historic Preservation as a historic museum; and the Aiken House, a private residence which is also listed on the National Register of Historic Places. Along the east side of Riverside Avenue a narrow strip of open land, most privately-owned with some owned by the State and County Sewer District, offers a clear view of the Hudson River. Several limited businesses and professional offices are located within the Fort Crailo area, particularly near the intersection of Broadway and Columbia Streets. Coyne Field, a major City-wide recreational facility, is also located here. The entire neighborhood lies within the City's designated flood plain.

The recommended overall policy for the neighborhood is the maintenance of residential land use, the rehabilitation of housing stock and the preservation and enhancement of associated open space, including both the Hudson Riverfront and Coyne Field. The lands immediately bordering the south side of Columbia Street between Aiken Avenue and Academy Street have recently been rezoned to permit limited commercial uses, provided there is established adequate buffering for adjacent residential uses. As previously noted, the construction of the Port Access Road will eliminate through truck traffic in the Fort Crailo neighborhood and is essential to the neighborhood's long-term upgrading.

Columbia Street (State Routes 9 and 20) Corridor. This area, adjacent to the City's downtown business district and likewise falling within the designated flood plain, is the major retail shopping and commercial district in Rensselaer. The principal businesses located here are a large independent department store (Joy's) with an associated toy/garden supplies store, and a

national building materials supply store (Grossman's). These are located north of Columbia Street at Aiken Avenue. Along the north side of Columbia Street (a major arterial recently reconstructed by NYSDOT) are a variety of retail establishments, gas stations, and a used car lot. To the east is a vacant 3-acre parcel formerly occupied by a trucking terminal and a small manufacturing plant. The area is adequately served by water and sewer, with several suitable commercial redevelopment sites available.

As previously discussed, lands along the south side of Columbia Street, between Aiken Avenue and Academy Street, have recently been rezoned to permit limited commercial development within this vacant strip. Some parcels have already been developed, with adequate buffering and fencing installed.

The main shopping area at the intersection of Aiken Avenue and Columbia Street until recently exhibited a chaotic and potentially dangerous traffic/circulation problem marked by pedestrian and vehicular conflict. Perimeter access improvements were made by NYSDOT as part of the Columbia Street reconstruction project. More recently significant improvements in the form of curb islands and barriers to define travel lanes have been made to the sites of an existing department store and adjacent building supplies store. These actions addressed the majority of the traffic problem.

The recommended City policy with respect to the Columbia Street corridor is reinforcement of the commercial land use pattern through upgrading of the existing shopping center area and commercial redevelopment of vacant parcels. All development shall be undertaken in a manner compatible with adjacent residential and commercial development and fully consistent with coastal policies and the City's land use and development regulations. Where proposed development will compete and/or be incompatible with existing residential land use, adequate buffering and fencing will be installed.

Downtown Business District. Most of the commercial activity within the downtown business district (CBD) is concentrated along Broadway from Columbia Street northward to Third Avenue. Washington Street, paralleling Broadway to the east, and the cross streets also contain commercial uses, but in lower concentrations, with residential structures interspersed. East of Washington Street, residential structures predominate.

Broadway and Washington Street provide the primary north-south vehicular access through the area. Third Avenue, which connects with an on-ramp to the Dunn Memorial Bridge to Albany, serves along with Columbia Street, as a major east-west connector. Most of the CBD area is well provided with water and sewer connections; some service deficiencies are found along the south

side of Columbia Street, where previously-existing service mains and laterals were removed during NYSDOT construction.

Some structures in the area are vacant, with others in need of substantial rehabilitation. Due to fire and demolition, a number of vacant sites suitable for commercial and mixed commercial/residential infill development are also present. The CBD has, however, as part of the City's Small Cities Community Development Block Grant program, experienced a renewal effort over the past three to four years. Residential rehabilitation, commercial facade improvements, street resurfacing, street tree planting, and sidewalk replacement activities all have occurred through a cooperative private/public effort.

The City's recommended policy for the CBD continues to be encouragement of the continued maintenance and rehabilitation of structures and public improvements and the location of infill development on now-vacant sites. Creation of a downtown park or square as a focal point for shoppers and development of a community center in the former Fort Crailo School, which was closed in June 1984 due to declining enrollment, are among proposed land uses suggested. Also, a twenty-four hour walk-in primary health care center located on Broadway is planned in part due to a Community Development Block Grant.

Riverfront Park. Riverfront Park is the City's major recreational facility and occupies several acres located just north of the CBD between Broadway and the Hudson River. Lying in the vicinity of the Dunn Memorial Bridge access ramps and bisected by Mill Creek, this facility developed out of an innovative joint multiple-use of highway right-of-way agreement entered into between the NYS Department of Transportation and the City. Phase I of the Riverfront Park development was completed in Spring 1980 at an approximate cost of \$315,000. Facilities include tennis courts, which can be flooded for ice skating in winter, basketball courts, recreational lighting and picnic sites. Passive recreational opportunities are provided by walking/bicycle paths, sitting areas, a fishing platform, and landscaped areas throughout the balance of the park.

The policy encouraged by the City for this area is continued recreational use and further facility development. Included is a proposal to extend walking/bicycle paths to the north and south combined with the park to anchor the City's proposed Riverfront open space system, with improvements including a pedestrian-scale bridge over Mill Creek. The City's Riverfront Development Plan additionally recommends adding restrooms and a tot lot, a pavilion with the picnic area, a strengthened access point, or gateway at the Broadway/Third Avenue intersection, and additional off-street parking to fully capitalize on the recreational opportunity present here.

Zappala Property. North of the Riverfront Park lies a 13-acre parcel of Riverfront property owned by Zappala Block Company, Inc., and currently used for the manufacture, storage and sale of concrete blocks and related masonry products, an existing non-conforming use of the property "grandfathered" under the City's Zoning Law.

Recommended long-term policy views this land as prime real estate for redevelopment of a higher and improved use. Viable alternative uses, each considerably more consistent with local coastal management objectives than the established use, would be hotel/restaurant/conference facilities, a retail shop/office complex, mid- to high-rise housing, or some combination of these uses within a wholly-planned mixed-use development. Various developers have in recent years expressed interest in this parcel, either singularly or as part of a considerably larger tract and development opportunity that might additionally encompass the present City Hall and the now mostly-vacant Huyck Mills facility to the east. Consistent with the City's state public access objectives, easements should be obtained to extend a pedestrian/bicycle trail northward from Riverfront Park through this parcel, and other waterfront-related uses of the site would be encouraged. Specific marketing and feasibility studies would be a key first step in the redevelopment process for this property, together with the full use of all technical, financial, and development coordination measures available to the City. Any redevelopment of the Zappala property will be in compliance with national flood insurance and management regulations.

City Hall and Huyck Mills Properties. Rensselaer City Hall, situated on Broadway to the east of the Zappala property, is housed in an old factory building in need of rehabilitation and very inefficient both spatially and in terms of energy consumption. The City has been interested for some time in the relocation of municipal offices to a more appropriate facility and would be prepared to negotiate with a prospective developer if the existing City Hall building and/or site could be reused for commercial or related purposes of long-term benefit to the City. In such case, the most logical building reuse or site redevelopment would be in conjunction with either the adjacent Zappala lands or the nearby Huyck Mills property.

Huyck Mills, located to the east of City Hall along Washington Street, once was the home of a major textile/felt operation and a major City employer. Still owned by Huyck Felt's parent company, the buildings are now mostly empty. Factory operations terminated in recent years and the firm's remaining R&D offices closed during early 1984. These older, multi-floor mill buildings, with immediate access to rail sidings, provide the prime facility available as potentially leasable light industrial/commercial space in the City, totaling some 350,000 square feet. The City's policy is to provide assistance, either

to the present owners or potential developers, to achieve full reutilization of this unused space, preferably for light industrial, research and development/high tech, commercial or mixed commercial/residential uses. A major redevelopment project encompassing Huyck Mills, City Hall, and the Zappala property is a possibility for an imaginative project that would dramatically change the appearance, image and economy of the City. Needless to say, an intensive marketing effort and full application of available technical and financial incentives may be required to stimulate the private sector and achieve success.

City School District Property. To the north of the Zappala property along the Hudson Riverfront are the lands of the Rensselaer City School District, on which is located the modern Rensselaer Junior-Senior High School. On the grounds can be found outdoor basketball and tennis courts and various ball fields. These recreational facilities might be more closely integrated with the rest of the community if an access easement can be negotiated with the School District to allow extension of the proposed Riverfront open space trail system northward from the Zappala property. On the other hand, if the School District finds it essential for security purposes to generally limit public access to its property from the River side, fencing with appropriate gates could be erected paralleling the trail system on its landward edge. The Riverfront Development Plan also suggests that additional access from the community to the Riverfront trail could be provided at this location through the development of a trail along the Quackenderry Creek, entering the southern edge of the School District property where its present access roadway intersects Broadway.

School District use of this property is firmly established and quite desirable. The City's preferred policy is to negotiate the necessary access easements to extend the proposed Riverfront open space trail through School District property and to concomitantly encourage the School District to permit greater public access to, and use of, its recreational facilities.

AMTRAK Property. AMTRAK property within the City is divided into two distinct sections by the Conrail tracks. To the east lies AMTRAK's Albany-Rensselaer rail passenger station. In recent years a new station has been constructed, the former station converted to commissary use, and considerable site and parking area improvements carried out. Among other positive functional and visual effects, the site improvements have made it possible for CDTA buses to directly enter the grounds, thus upgrading rail passenger convenience. Recently, construction was completed on a 300+ vehicle addition to the parking lot area southward under and beyond the Herrick Street Bridge. As part of this overall improvement plan, the Herrick Street Bridge, damaged by a fire attributed to an idling AMTRAK locomotive, would be rehabilitated and reopened as a pedestrian bridge linking both the City's

Riverfront with the East Street/St. John's Parish residential neighborhood and the AMTRAK property with the proposed Zappala/Huyck Mills/City Hall redevelopment site.

The recommended policy is continued regional transportation use of this site, including maintenance and expansion of the passenger terminal, its parking facilities and site, with an eye toward possible introduction of high-speed rail service, the first elements of which have already been introduced.

West of the Conrail tracks lies AMTRAK's recently-constructed turbotrain maintenance facility. A major multi-million dollar service building, smaller accessory buildings, fuel storage tanks, trackage, and an employee parking lot have been developed on site. Vehicular access to the site is provided by both an extension of Washington Street and a connector road which exits onto Broadway directly opposite the entry to the City's Junior-Senior High School. These access roads are privately-owned and maintained.

The land on which the turbotrain maintenance facility lies is for the most part above the 100-year base flood elevation, and thus outside the City's designated flood hazard area. This highly-developed area is separated from the considerably more flood-prone land along the Hudson River shore by an existing chain-link fence. AMTRAK has indicated no plans for use of this shore land, which generally lies to the west of the Rensselaer County Sewer District's interceptor sewer. Negotiation of an easement, or preferably a greater fee interest, through AMTRAK property is desirable, so that the Riverfront trail system might be extended northward beyond the School District site to this strategically-located piece of Riverfront, some 1,920 feet in length. The broad, gently-sloping land area here provides additional opportunity for the development of overlooks and meadow areas to take advantage of Hudson River views and provide direct access to the often beach-like shoreline.

Lands North of the Livingston Avenue Railroad Bridge. Immediately north of the Livingston Avenue Railroad Bridge is an aggregate 15-acre tract of Riverfront land owned in a number of smaller parcels by private individuals and the City. Much of the area is identified as flood-prone, which in part explains its undeveloped condition, except for the County's Tracy Street sewage pumping station at the northern end of the parcel. Although served by sewers, with the County's interceptor sewer running through the site, water service is lacking except in the vicinity of Tracy Street. Present access is primitive, provided only by a private dirt road running into the site from the western end of Tracy Street. Although bounded to the east by the tracks of the Troy-Greenbush Railroad, there are no rail sidings

serving the site. In all, the tract includes approximately 1,750 feet, or one-third mile, of Hudson Riverfront.

It is recommended that the proposed Riverfront trail system be extended northward through this land. Portions of the site could also support residential land use, i.e., middle-to upper-income housing, which would be clustered on the higher areas of the tract, with the lower flood-prone areas utilized for associated parking and active and passive open space and recreation, in compliance with federal floodplain regulations. Because of the fractionalized ownership and the need for improved/expanded infrastructure, the City recognizes a need to work closely with prospective developers to encourage appropriate development here, fully utilizing available technical, financial, and legal tools and incentives.

Although the tract is currently zoned commercial-industrial (CI), residential and associated open space use here would be more consistent with the City's stated efforts to concentrate commercial/industrial development to the west and south of Conrail tracks, with residential neighborhood stabilization and revitalization encouraged elsewhere in the City. A large-scale redevelopment project at this site could be effectively reviewed by the City under the "Planned Development Review and Approval Procedure," a comprehensive rezoning and site plan approval procedure contained in the City's Zoning Law. Extensive marketing and financial/engineering feasibility studies would, no doubt, be required prior to any affirmative investment decisions.

Bath Neighborhood. The Bath Neighborhood is generally bounded by the Hudson River on the west, Fowler Avenue on the south, Forbes Road on the north and First Street to the east. Predominant land use along Broadway and First Street is one- and two-family residences. Areas nearer the Riverfront are currently a mix of commercial, residential and industrial uses, and vacant land. Among the businesses in the vicinity are a restaurant, a welding and metal fabricating shop, and a contractor's storage garage. This mix is reflected in the interweaving of residential (R3), historic commercial (HC) and commercial-industrial (CI) zoning districts. The Bath Neighborhood has some of the oldest housing in the City, including the Van Rensselaer Manor Tenant House at 15 Forbes Avenue, which has been recently rehabilitated by a private resident-owner and is listed on the National Register of Historic Places.

Portions of the Bath Neighborhood have fallen within the target area of the City's recent Small Cities Program CDBG effort, and have, as a consequence, experienced additional housing rehabilitation. Continued rehabilitation efforts should be extended northward when possible, to encompass the balance of the neighborhood.

Rehabilitation efforts must include reliance on appropriate historic preservation criteria. In addition, land is available here for infill development, both along the River near the site of the old ferry slip at the foot of Central Avenue and along First Street near the Rensselaer Housing Authority's recently-constructed moderate-income turnkey housing development. The Riverfront Development Plan specifically proposed that Central Avenue between First Street and Forbes be converted into a pedestrian way to provide an organizing element within the Bath Neighborhood and a strong link between the residential areas and the waterfront. A second major proposed public improvement would be rehabilitation and reprogramming of the Tracy Street playground as a small neighborhood-level park with facilities for all age groups.

Oil Storage Tanks/Former City Water Plant Site. Several large petroleum storage tanks are located adjacent to the shore and immediately north of the old ferry slip at Bath. These tanks are owned by a Rensselaer-based fuel-heating oil distributor, with far more facilities within the City's Port and tank farm area. Eventual elimination of these little-used tanks would contribute to improving the aesthetic quality of the City's Riverfront and, consequently, enhance the prospects of enhancing the Bath neighborhood to the east. One redevelopment proposal would utilize the area nearest the site of the old ferry slip for a waterfront restaurant, with an appropriate marine atmosphere, including boat mooring and a fishing pier.

Such a complex would complement the residential development proposal to the south. The Riverfront open space trail system extending from the south would circulate through this area, with the proposed Central Avenue pedestrian way creating a strong physical and visual link between the trail system and the Bath Neighborhood.

To the north, at the site of the City's old water filtration plant, Rensselaer County entered into a renewable five-year lease with the City for use of a portion of the parcel as a boat launch facility for recreational fishermen. While this lease has since expired, it is proposed that an improved boat launch/parking area, with suitable site amenities, be developed here. The balance of this site is recommended for general cleanup and passive recreational use, due to its flood-prone condition.

Barnet Mills Property. To the east of the site of the old water filtration plant, on the opposite side of the Troy-Greenbush Railroad right-of-way, and accessed by its own dirt roadway, lies the former Barnet Mills complex. Occupied in part today by KET Products, a light manufacturing facility, the site and its buildings are characterized by limited utilization and a visually-apparent state of physical deterioration and disrepair. Since more intensive long-term industrial use at this site is not



compatible with the City's waterfront program objectives, either redevelopment of the land, and/or adaptive reuse of what can be salvaged of its buildings, for residential/recreational/office facilities should be promoted. The site is presently served by water and sewer; access is, however, inadequate and would require extensive improvement. Marketing and physical/financial feasibility studies need to be conducted and the City, while continuing to cooperate with the present industrial user, including in the matter of relocation to a more suitable site, would have to fully utilize its financial tools to attract developers. To establish consistency with waterfront program objectives, a change in the current commercial-industrial (CI) zoning of this site should be considered by the City.

RPI Lands. Rensselaer Polytechnic Institute (RPI) owns a tract of more than 1,200 acres in the City of Rensselaer and the adjoining Town of North Greenbush, including some 45 acres which constitute the northernmost portion of the City's waterfront area. RPI developed a "Master Plan and Environmental Assessment Report" for its holdings in April 1981, identifying some 300 to 350 acres suitable for light industrial and office park development on the upper plateau area within North Greenbush and designating the lands along the River, both in the City and in North Greenbush, for recreation and open space uses. Such restricted use of the RPI Riverfront lands was viewed by the master plan as generally consistent with the area's environmental sensitivity (i.e., location characterized by presence of DEC-designated wetlands and the FEMA-designated flood plain), its lack of municipal utility service and presently-limited roadway access.

The earlier Rensselaer Riverfront Development Plan (1980) suggested, as does this LWRP, that the RPI lands could provide a terminus to the City's proposed Riverfront open space trail system. The Riverfront area immediately north of the County boat launch might accommodate picnic areas along the shoreline, while the former gravel processing site north of the I-90 Patroon Island Bridge provides an extensive flat area where ball fields, tennis courts, and related parking facilities can be developed.

The Riverfront Development Plan, consistent with the 1981 RPI master plan, suggested that the lands extending further northward and into the Town of North Greenbush presented an opportunity for passive recreation, with trail development for hikers, bicyclists, and skiers. Close cooperation in planning, development, and management of these areas by the City, Town of North Greenbush, and RPI was urged.

Since early 1981, two important events have occurred that suggest a fuller potential for the RPI lands. First, RPI did launch the development of the Rensselaer Technology Park later that year. Infrastructure has been installed within the Park's Phase I area,

and initial occupancy has already been established there within two corporately-owned buildings, National Semiconductor and Pacamor Bearings, while several smaller incubator firms are occupying, on a lease basis, multi-tenant structures developed by the Technology Park. Secondly, the Town of North Greenbush began in early 1984 the preparation of a Waterfront Revitalization Program for its coastal area. The Town's LWRP suggests that the Town's Riverfront can accommodate not only the previously-suggested conservation and recreation uses, but also development uses closely-related to the future growth and expansion of the Technology Park. These related uses included the development of an executive hotel/conference center and an office park or corporate training facility development on some 40 developable acres within the Town of North Greenbush. Access and utility services would be provided through extensions of the RTP infrastructure, and importantly include a roadway connection to the proposed I-90/Alternate Route 4 link. By further extending proposed access and utility services southward approximately 600 to 800 feet into the City of Rensselaer, an additional 10 to 12 acres of contiguous land suitable for office park or corporate training facility development would be made available. This would provide the City with prospect for a significant potential tax ratable. Rezoning by the City to accommodate this use, either to Planned Development or to Commercial-Industrial (CI) with appropriate limitations attached, as well as the negotiation of various contracts regarding protective and support services overlapping municipal jurisdictions, would be required prior to actual development.

#### PROPOSED PUBLIC AND PRIVATE PROJECTS

During the course of the preparation of this Local Waterfront Revitalization Program, the question of how to decide upon priority actions, i.e., what should be done next?, was frequently discussed. Three basic parameters were established by the City to address this key issue in the allocation of scarce technical and financial resources and the making of oftentimes difficult choices. These parameters are as follows:

- o An action should be given priority status if it is essential to sustain revitalization initiatives begun by the City since the 1976 publication of The Rensselaer Riverfront: A Public Policy Guide.
- o An action should be given priority status if it is likely to have a catalytic impact in spurring new and substantial revitalization initiatives.
- o An action should be given priority status if it is essential to inhibit some other action that could negatively impact in a substantial way the long-term

achievement of critical components of the Waterfront Revitalization Program, e.g., the continuity, where essential, of the Riverfront open space and trail system.

Based upon these criteria, the following priority of "early action," recommendations are made within this Local Waterfront Revitalization Program, with the intent being the addition in future years of other contemporary priorities once these initial objectives have either been achieved or found to no longer be appropriate.

1. Aggressively pursue activities related to the DEVELOPMENT OF THE ALBANY PORT DISTRICT AND RELATED LANDS, with the City's principal action priority being encouragement of the development of the Port Access Connector Roadway and fulfillment of the City's "Transportation Improvements Policy Statement" previously discussed under Policy 3A.
2. Pursue the DEVELOPMENT OF THE PROPOSED PORT AREA OVERLOOK in close coordination with the Albany Port District Commission, and with potential funding assistance through the Coastal Zone Management Program and the NYS Office of Parks, Recreation and Historic Preservation.
3. In the interests of both economic and residential revitalization, pursue DETAILED STUDIES ASSESSING DEVELOPMENT ALTERNATIVES AND MARKET POTENTIAL FOR THE CENTRAL AND NORTHERN RIVERFRONT AREAS, in close cooperation with private property owners and with their financial participation, as practicable. Follow-up on these feasibility studies with joint private/public development prospects and requests for development proposals should occur.
4. Negotiate and secure EASEMENTS FOR THE PROPOSED RIVERFRONT OPEN SPACE SYSTEM, emphasizing key links between potential redevelopment sites, e.g., the AMTRAK lands and the School District lands.
5. Undertake PHASE 2 DEVELOPMENT AT RENSSELAER RIVERFRONT PARK, in cooperation with the New York State Department of Transportation.
6. Active pursuit of FINANCIAL AND TECHNICAL ASSISTANCE FROM STATE AND FEDERAL AGENCIES TO FURTHER THE CITY'S ON-GOING REVITALIZATION EFFORT, with a recognized priority being the continuation over the next several years of funding for Rensselaer's neighborhood housing rehabilitation, commercial rehabilitation, and public improvement efforts, such as currently available through the HUD Small Cities Program.

A fuller discussion of each of these priority projects completes this Section of the Local Waterfront Revitalization Program.

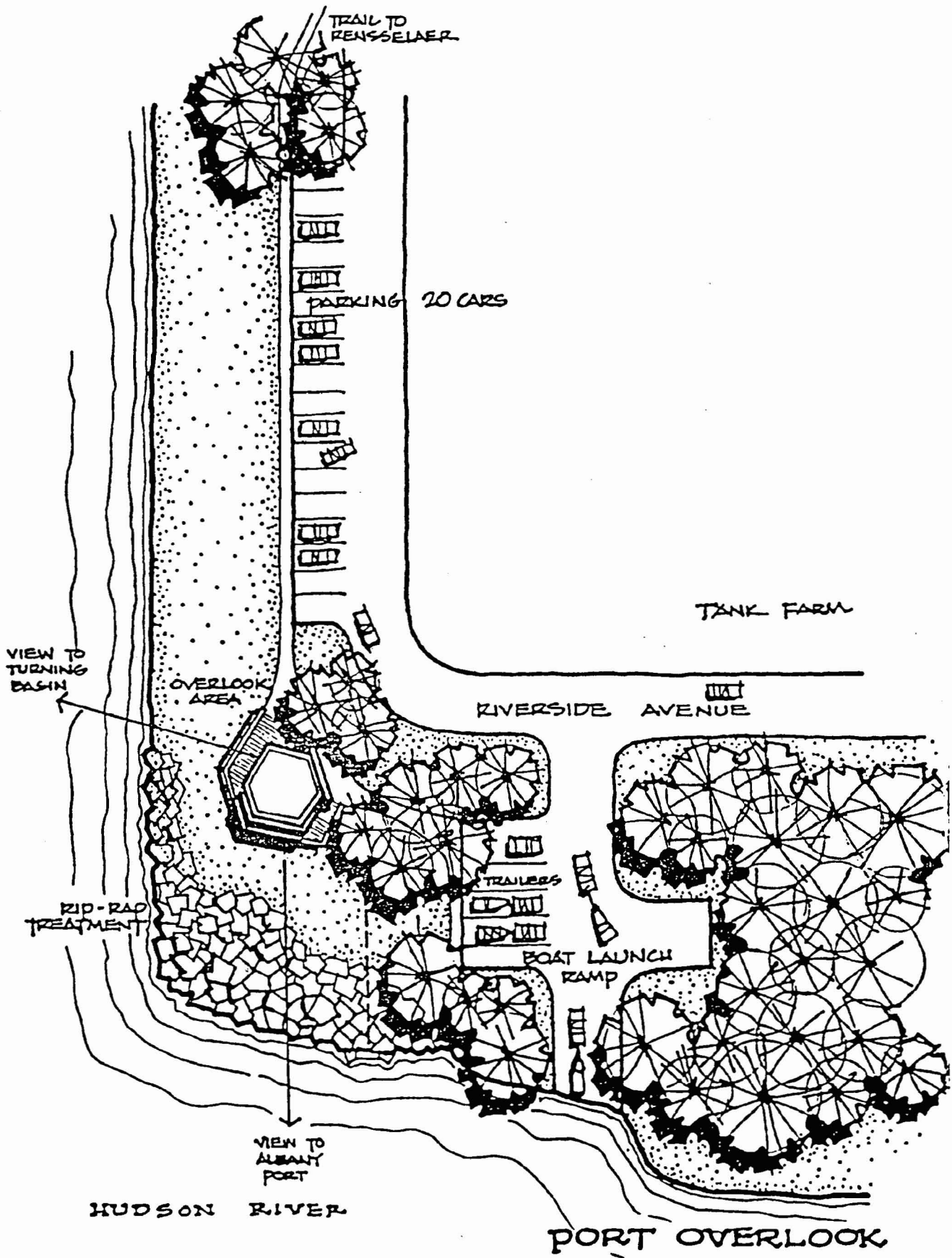
1. Redevelopment of Albany Port District and Related Lands. As stated within Policy 1A, the Albany Port District property and related vacant and tank farm lands in Rensselaer have the unique deep water aspect required to be an integral part of a regional marine transportation facility and the industrial focus of Rensselaer's Waterfront Revitalization Program. The Port site is instead an under-utilized 320-acre site with a \$2.2 million port dock in place and no clear program established for its economic utilization. Recently, United Brands proposed to locate a container operation on Port lands, utilizing approximately 30 acres. Between the existing Ashland facility and the proposed United Brands site, Port lands will be completely utilized.

Two key actions required to achieve a dramatic upgrading in the use of this facility are cited here as priority projects. These are (1) the development of an aggressive marketing program by the Port District Commission (composed of five members appointed by the Governor, four of whom are nominated by the Mayor of Albany and one of whom is nominated by the Mayor of Rensselaer), for this property; and (2) the development of engineering plans, funding, and construction of the previously-discussed Port Access Connector Roadway, for which Rebuild New York bond funds have been committed.

The Port Access Connector Roadway would enhance the economic potential of the Port District lands, serve the existing petroleum terminal area, open up sixty (60) or more acres of additional land to marine support and industrial development, and alleviate the critical conflict between the residential character and interests in the Fort Crailo Neighborhood and the impact of heavy truck/employee traffic. The potential locations for such a connector roadway (Riverside Avenue to NYS Routes 9J and 9 & 20) were fully examined in a 1982 "Coastal Energy Impact Program Port Access Study" by the engineering firm of Clough, Harbour & Associates and a task force comprised of New York State Urban Development Corporation (UDC), Capital District Transportation Committee (CDTC), Rensselaer County and City of Rensselaer representatives.

One suitable corridor for this route passes through the BASF Wyandotte property; other corridors are currently being considered by DOT as part of the Port Design Process for the Port lands. One must be selected and implemented in the interest of the total Rensselaer-East Greenbush port and industrial area, with its otherwise considerably developable land resource and an estimated \$120,000,000 in in-place capital investment.

2. Development of the Port Area Overlook. As stated within Policy 1F, the southern anchor in the City's proposed



Riverfront open space system will be provided by development of a Port area overlook at the southern end of the turning basin. This improvement was described in detail in the Riverfront Development Plan (1981), specifically:

"The development of a small park at this location would serve as a southern terminus to the City along Riverside Avenue, and a safe pedestrian connection via a proposed Class II bikeway. The park would be both a recreational and educational amenity within the community and provide an area for Hudson River access for both picnickers and boating enthusiasts.

Implementation of the conceptual design plan for this facility, would require an investment of approximately \$115,000. \$50,000 of this total could be saved if rest-room facilities were deleted from this park development project, or consideration could be given to their deferral until Phase 2. The preliminary cost for the Port Area Overlook is as follows:

. Site preparation/clearing-grubbing	\$2,500
. Rough grading	4,000
. Asphalt concrete paving - parking	11,700
- ramp	6,750
. Overlook shelter - rest-room facilities	45,000
- paved plaza	2,500
. Fine grading/seeding	4,200
. Planting	3,750
	1,500
	1,500
. Lights	3,000
. Sign	750
. Miscellaneous - repair to sewer outfall	5,000
. Benches	2,400
. Picnic tables/hibachis/trash receptacles	1,200
	600
	<u>300</u>
	96,650
O & P - 10%	<u>9,665</u>
	100,315
Contingency - 10%	<u>10,630</u>
TOTAL	\$116,945

The General Manager of the Albany Port District, as representative of the landowner, expressed support for the proposed Port Area Overlook during the consultation process. The overlook would utilize land undevelopable for industrial purposes and would be a focal point visually, recreationally, and educationally instead of what is today an unappealing transition between the

recently-constructed \$2.2 million port dock area and the City's petroleum tank farms. Both the Albany Port District General Manager, Mr. Dunham, and representatives of the Army Corps of Engineers expressed confidence that a small boat launch facility at this location would not interfere with port/turning basin activity. The boat launch would, however, require careful design to avoid the remains of old wooden dikes located near the park."

Updating of this cost estimate from previously-assumed 1983 to 1985-86 construction would add approximately 20% to the project construction budget; i.e., \$140,000, with rest-room facilities and \$85,000 without these facilities. Survey and design fees are estimated at approximately 8% to 10% of construction cost, or an additional \$11,000 to \$14,000 for full facility development.

3. Feasibility Studies. Detailed feasibility studies are required to fully assess the development potential of Rensselaer's central and northern Riverfront areas. In the words of the 1979 Local Coastal Management Case Study, "The problem is making something happen -- finding funds, identifying a market, or creating a demand for the use of Rensselaer coastal resources" or in other words "inducing activity."

- . As stated within Policy 1B, the City's Central Riverfront (Zappala Block, Huyck Felt, City Hall, and Amtrak Properties) is uniquely situated to be the commercial focus of Rensselaer's Waterfront Revitalization Program, paralleling the Port District's role as its industrial focus. This prospect can be locationally attributed to substantial Riverfront frontage and acreage, with dramatic day and night views of downtown Albany; convenient access to the Dunn Bridge, the City of Albany and the regional arterial highway system; and proximity to the Albany-Rensselaer AMTRAK Rail Passenger Station, including the recently-discussed prospect of high-speed New York City to Montreal rail service by the early 1990's.

The Riverfront Development Plan noted that "viable alternative uses, consistent with local coastal management objectives, for development of the Zappala lands would be (1) commercial development of either hotel/restaurant/conference facilities or retail shops/office building complex, or (2) multi-family residential development in a mid- to high-income range... A detailed feasibility study regarding these uses is recommended, including a close, development-specific examination of private/public financing alternatives."

The Development Plan also noted that, "...other

water-related uses at this location that might complement the new development and/or Riverfront Park should be closely evaluated."

These recommendations remain equally valid today. As suggested in the previous discussions of "Proposed Land and Water Uses," recent events suggest that they be pursued in a somewhat larger context. Specifically, the recommended feasibility study should be extended to include the potential of City Hall, the Huyck Mills and intervening parcels also available for a regional-level, commercial service (hotel, restaurants, offices/retail/transportation) center redevelopment project.

These are not new ideas. The question of the availability of the City Hall property has been raised during the past two years by a prospective developer of the Zappala property for hotel and related use, while the continuous reduction in activity, and now its absence, at Huyck Mills, suggest need for either new light manufacturing use of that 350,000 sq. ft. complex or a suitable adaptive reuse. Among the potential adaptive uses that require careful evaluation in the latter instance are high technology and research and development activities, office/commercial services, and retail mall/discount outlets. This evaluation of the Huyck Mills, and similarly but on a far smaller scale, of the City Hall property, would include analysis of market as well as questions regarding physical adaptability of the structure(s) to the projected use. Based upon its financial evaluation component, such a feasibility study would also gauge the amount and type of public leverage required to nurture the realization of this, the City's leading commercial revitalization opportunity.

Policy 1C recognizes the City's northern Riverfront (generally including those lands between the Livingston Avenue Railroad Bridge and the RPI property) as a uniquely-situated focus for new residential/recreational development within the City's Waterfront Revitalization Program.

The Riverfront Development Plan specifically recommended a "cluster-type housing development... as a viable, long-term use of the property" and "that the land would have to be marketed for residential development as a total land/design package." This latter concern is particularly critical, for a portion of this site lies within the City's 100-year flood plain; housing units would have to be clustered on the higher areas of the site, with immediate Riverfront areas more appropriately utilized for



recreation and open space.

A feasibility study should be conducted regarding the marketability and physical design of Riverfront residential development at this location. Further, this Local Waterfront Revitalization Program suggests, similarly to the discussion of the City's central Riverfront, that this feasibility study be extended in scope to address the potential of waterfront development north of Bath, including the old ferry slip, the petroleum storage tank site, the former City water plant site, and Barnet Mills properties.

Both this Program's review of "Proposed Land and Water Uses" and the 1981 Riverfront Development Plan recommended waterfront commercial/recreational use of the Riverfront properties, including the elimination of the petroleum-type storage tanks. The Barnet Mills complex presents a further opportunity for redevelopment evaluation; the site is characterized today by its limited utilization of existing facilities and visually-obvious state of disrepair. While long-term, more intensive industrial use is not compatible with Program objectives for this northern waterfront, two alternatives regarding this property require a fuller assessment: (1) potential, though probably limited due to the physical condition of existing improvements, for adaptive reuse for a more compatible land/structures use; or (2) removal of existing structures and redevelopment of the land area for office, residential, or other more compatible uses.

4. Riverfront Open Space and Trail System. The long-term development of the City's Riverfront open space and trail system requires the cooperation of several private and public property owners, including the securing by the City of easements or similar access and development rights to permit construction, maintenance and use of the trail and related recreational features. Key actions required include the following to improve existing resources and pursue and ensure the resources for accomplishment of this objective:

- . Develop Port Area Overlook as southern terminus of the Open Space and Trail System.
- . Develop Class II bikeway linking Port Area Overlook northward through the Fort Crailo Neighborhood to CBD and proposed southern entrance to Rensselaer Riverfront Park (Phase 3 development recommended by Development Plan).

- . Ensure the preservation and long-term maintenance of the Riverfront Open Space and Trail System in the Fort Crailo Neighborhood and carry out improvements at "Fort Crailo Park."
  - . Carry out further improvements to improve facilities and accessibility at Riverfront Park to both bolster this area as a major park and key node in the City's Open Space and Trail System, and to enhance the potential for development of adjacent lands in the Downtown Business District and in the City's central Riverfront area.
  - . Carry out detailed planning and design development (preliminary engineering) for Riverfront trail system north along the Hudson Riverfront from Riverfront Park, based upon general design criteria specified in the Riverfront Development Plan.
  - . Secure an easement for public access across the existing commercial property (Zappala) immediately north of Rensselaer Riverfront Park.
  - . Develop a consensus agreement with the Rensselaer City School District regarding the integration of RCSD lands and facilities with the Riverfront Open Space and Trail System.
  - . Negotiate with AMTRAK to secure long-term public access rights, either in full or through easement, to Amtrak's Riverfront lands.
  - . Secure an easement for public access across various private landholdings north of the Livingston Avenue Railroad Bridge extending to Bath, and integrate Riverfront Open Space and Trail System planning in this vicinity and northward to the RPI property in preliminary design development efforts required for marketing of proposed residential/recreational development here.
  - . Undertake a detailed study of the RPI land north of the Bath Neighborhood as both the northern terminus of the Riverfront Open Space and Trail System and as a sub-regional recreational opportunity, with such study closely coordinated with the Town of North Greenbush, RPI and Rensselaer County. Emphasize improved access as a critical study element. Relate this study closely to the feasibility study of redevelopment potential in the City's northern Riverfront, as previously discussed.
5. Rensselaer Riverfront Park. A discussion of the importance of Riverfront Park and recommended improvements to this

facility occurred in the Riverfront Development Plan (1981), specifically:

"Development of the Rensselaer Riverfront Park was recommended by the City's planning consultants in the Public Policy Guide as the City's first major park facility and as 'a key element in an eventual open space system.'

Under a joint development/multiple-use of highway right-of-way agreement entered into between the NYS Department of Transportation and the City of Rensselaer, the Riverfront Park has become a reality. Phase 1 was completed in May 1980 at a cost of approximately \$315,000, \$265,000 of which was provided to the City by the Federal Highway Administration and the State of New York. Phase 1 facilities include tennis courts and basketball courts, equipped with lights for night play; picnic facilities; and earthen bermed winter ice skating area in the northern, more active, portion of the park. More passive recreational opportunities are provided by walking/bicycle paths, landscaped areas throughout the balance of the Riverfront Park. The Riverfront Park was well utilized for structured and non-structured events during 1980, attributable to its quality facilities and its inviting access from the downtown area and adjacent residential districts.

Phase 2 of Rensselaer Riverfront Park development will include additional site amenities described in the Riverfront Development Plan, as follows: a pedestrian/bicyclist bridge over the Huyck Creek will be constructed, completing the internal circulation system within the Park. Minor landscaping improvements will be carried out and additional off-street parking provided along Broadway. A maximum of \$110,000 has been provided in the Capital District Transportation Committee's Transportation Improvement Program (TIP) to fund Phase 2, with a local share of 6% anticipated.

In addition to the scheduled Phase 2 work, several potential long-term improvements to reinforce the Riverfront Park were identified during the study period. As a complement to Rensselaer Downtown revitalization, a stronger access point providing a "sense of place" is recommended for the highly visible Broadway/Third Avenue intersection. A tot lot/sitting plaza and the installation of restroom facilities are recommended for the active recreational areas in the northern end of the Riverfront Park along Fifth Avenue. Finally, a pavilion structure is recommended to provide shade and shelter in the picnic area along the Hudson Riverfront, as at an

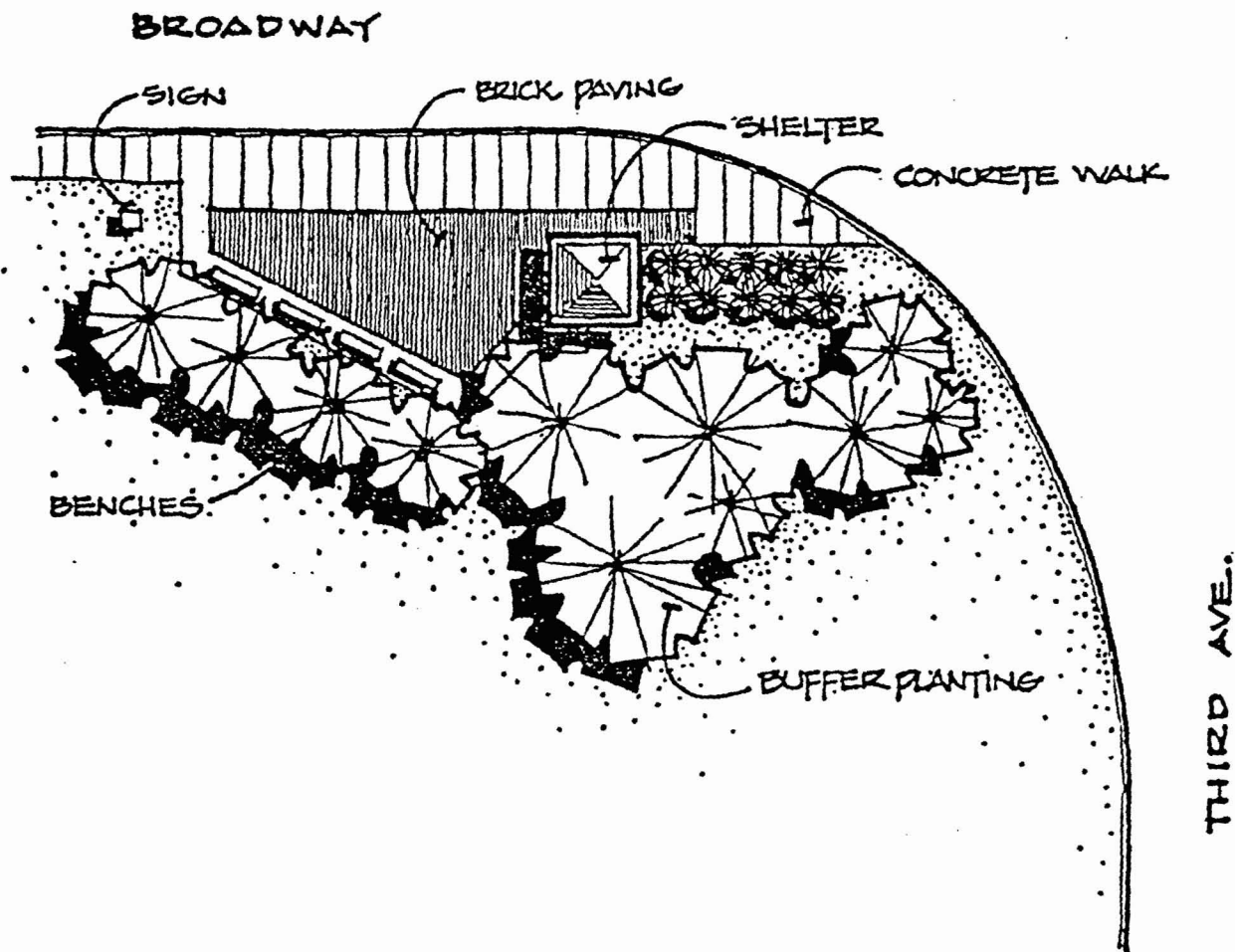
additional access point near the Columbia Street/Broadway intersection to provide a more direct pedestrian/bicyclist link to the Fort Crailo neighborhood."

Due principally to rejection by the Army Corps of Engineers of a permit for the development of the proposed pedestrian bridge over the Huyck Creek, Phase 2 development has not yet occurred, though \$110,000 remains programmed for this project in the TIP. Phase 2 should be rescoped by the City and NYSDOT to include the previously-recommended landscaping and off-street parking improvements, recently-noted need for storm drainage improvements to reduce erosion (see City's March 29, 1984 letter to Region 1, NYSDOT and Project Justification/Project Initiation Request, submitted to the Capital District Transportation Committee and the N.Y.S. Department of Transportation on July 31, 1985), minor site amenities, and the development of the Downtown, or Broadway/Third Avenue entrance. This latter element was detailed by the Riverfront Development Plan:

"The conceptual design plan presented for a more formal Rensselaer Downtown entrance to the Riverfront Park would require \$32,000 for its implementation. The installation of a handsomely-designed Rensselaer Riverfront Park sign at this location could be a modest first phase in the Rensselaer downtown entrance project. A second sign would be desirable in the northern area of the Park, at the Broadway/Fifth Avenue intersection. A preliminary cost estimate for this project follows:

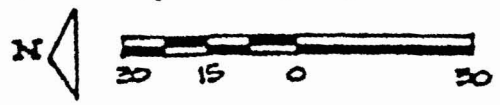
. Site preparation	\$1,200
. Concrete paving	1,800
. Brick paving	9,750
. Shelter	9,000
. Sign	750
. Benches	1,200
. Trash receptacle	250
. Planting	750
	400
. Fine grading/seeding	500
	\$26,200
O & P 10%	<u>2,620</u>
	28,820
Contingency 10%	<u>2,880</u>
TOTAL	\$31,700"

Updating this cost estimate from assumed 1983 to 1985-86 construction would add approximately 20% to the Downtown entrance's budget; i.e., approximately \$38,000 plus 8% to 10% for survey and design fees.



THIRD AVE.

ENTRANCE TO RIVERFRONT PARK



6. Financial and Technical Support for Continuation of On-Going Revitalization Efforts. The achievement of Policies 1D and E require the continued availability of local financial and technical resources to assist property owners in rehabilitating commercial and residential properties, to foster economic development and to undertake necessary public improvements. In prior years, the City has received assistance from the U.S. Department of Housing and Urban Development: a \$197,000 CDBG Neighborhood Development Program grant, a \$1,422,000 CDBG Small Cities Program grant, and a \$75,000 Urban Development Action Grant award. In September 1984, the City learned of HUD's approval of its most recent Small Cities program application, with one million dollars earmarked for housing rehabilitation, economic development loans, community center development, supporting public improvements, and CDBG administration. In subsequent years, the City received \$600,000 CDBG comprehensive grants in 1985 and 1986. From HUD's Rental Rehabilitation program grant, the city received \$125,000 in 1985 and \$115,000 in 1986.

Similar financial assistance will be required throughout the 1980's to continue the rehabilitation and community revitalization efforts under way, thus creating an improved climate for new investment and for full achievement of the Waterfront Revitalization Program.