

TRADITIONAL NEIGHBORHOOD DEVELOPMENT AT RAILROAD PLACE STUDY

VILLAGE OF WALDEN, NEW YORK

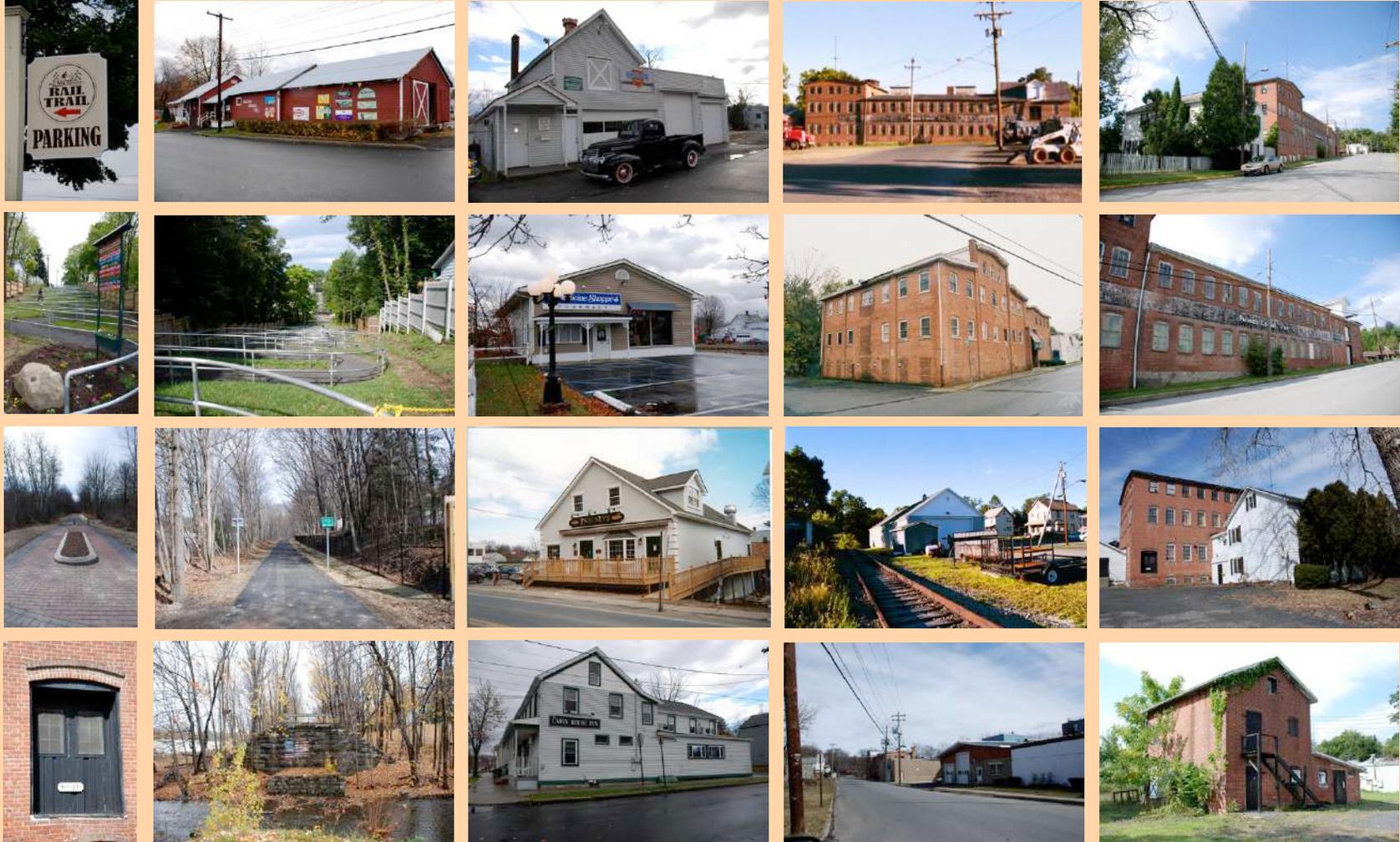


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Acknowledgements

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Redevelopment Plan Elevations and Conceptual Site Layout

Pendergast & Terach, P.C. Associates in Architecture, 8 Turner Road, Central Valley, New York 10917, prepared the Redevelopment Plan for 29 Grant Street, consisting of conceptual Floor Plans and Building Elevations. Thomas B. Olley, P.E., P.L.L.C., Engineers and Planners, 152 Orange Avenue, Walden, New York 12586 provided the conceptual Site Plan for the Ericsson-Spence Engineering Site (aka Packaged Lighting Site at 29 Grant Street).

Geographic Information Systems (GIS) Mapping

Staff members from the Orange County Water Authority prepared Geographic Information Systems (GIS) base map, which was utilized for the General Location Map.

Funding

The *New York State Department of State* provided 80% of the funding for this Traditional Neighborhood at Railroad Place study and the Village of Walden provided the 20% local match. The Walden Local Development Corporation (WLDC) contributed to this through its consultants, which they retained to develop the Preliminary Redevelopment Plans for the 29 Grant Street Property aka “The Packaged Lighting Site.”

Chapter 1.0 Introduction

The Village’s 2005 Comprehensive Plan envisions a vibrant Traditional Neighborhood Development (TND) consisting of a variety of housing types and non-residential uses in the vicinity of Railroad Avenue (hereafter referred to as Railroad Place). This *Traditional Neighborhood Development at Railroad Place* study was commissioned by the Village Board to help identify measures, which it could take to facilitate the revitalization of Railroad Place.

The Village Board would like to put land use policies in place, which will help to encourage the adaptive reuse of the underutilized mill buildings. New infill development, which is more compatible with surrounding residential uses than the heavy industrial uses of the past is also desired. Revitalization plans also call for public transit with connections to pedestrian/bike systems and the downtown business district.

In 2007, the Village Board adopted zoning amendments that included the creation of the new MX-Mixed Use Zoning District along with a set of Design Guidelines for Railroad Place. The *Design Guidelines* set forth more detailed architectural and site planning standards than the underlying zoning district. The Village Board also completed a *Passenger Rail Feasibility Study (PRFS) in 2009*, which assessed the possibility of re-establishing passenger rail service to this area of the Village of Walden.

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That study concluded passenger rail between Walden and the Campbell Hall Station should first operate on a shuttle basis, with opportunity for expansion into through service as ridership builds. To implement service, the freight rail infrastructure would require the purchase of rolling stock, as well as upgrades to rail, ties and grade crossings. Preliminary estimates for the cost of purchasing equipment and constructing stations as described above would total \$31.4 million. The new service was projected to initially attract 129 daily riders, between both the Walden and Montgomery stations.

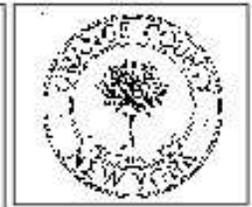
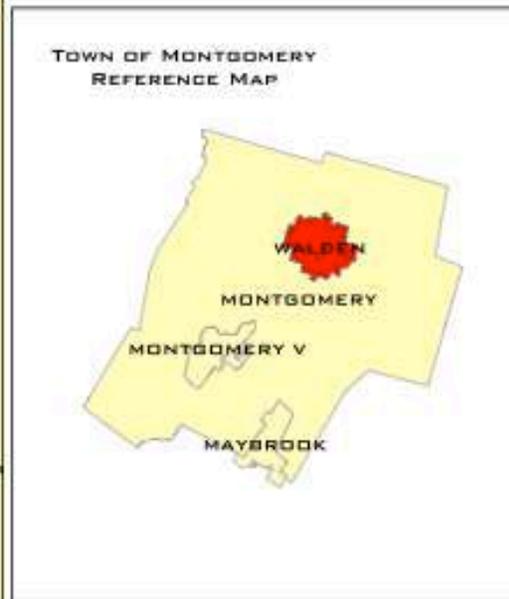
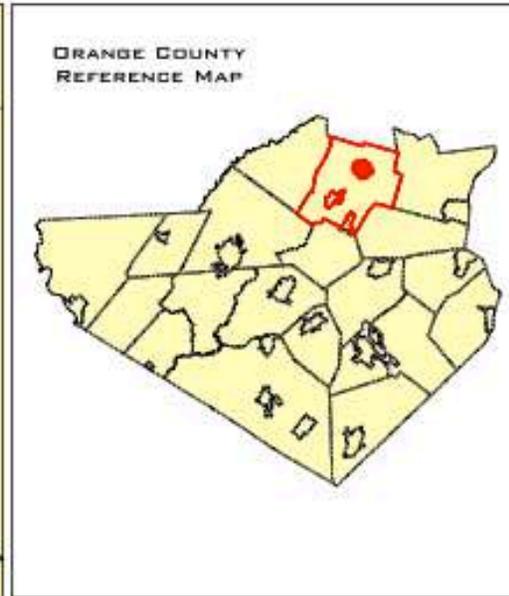
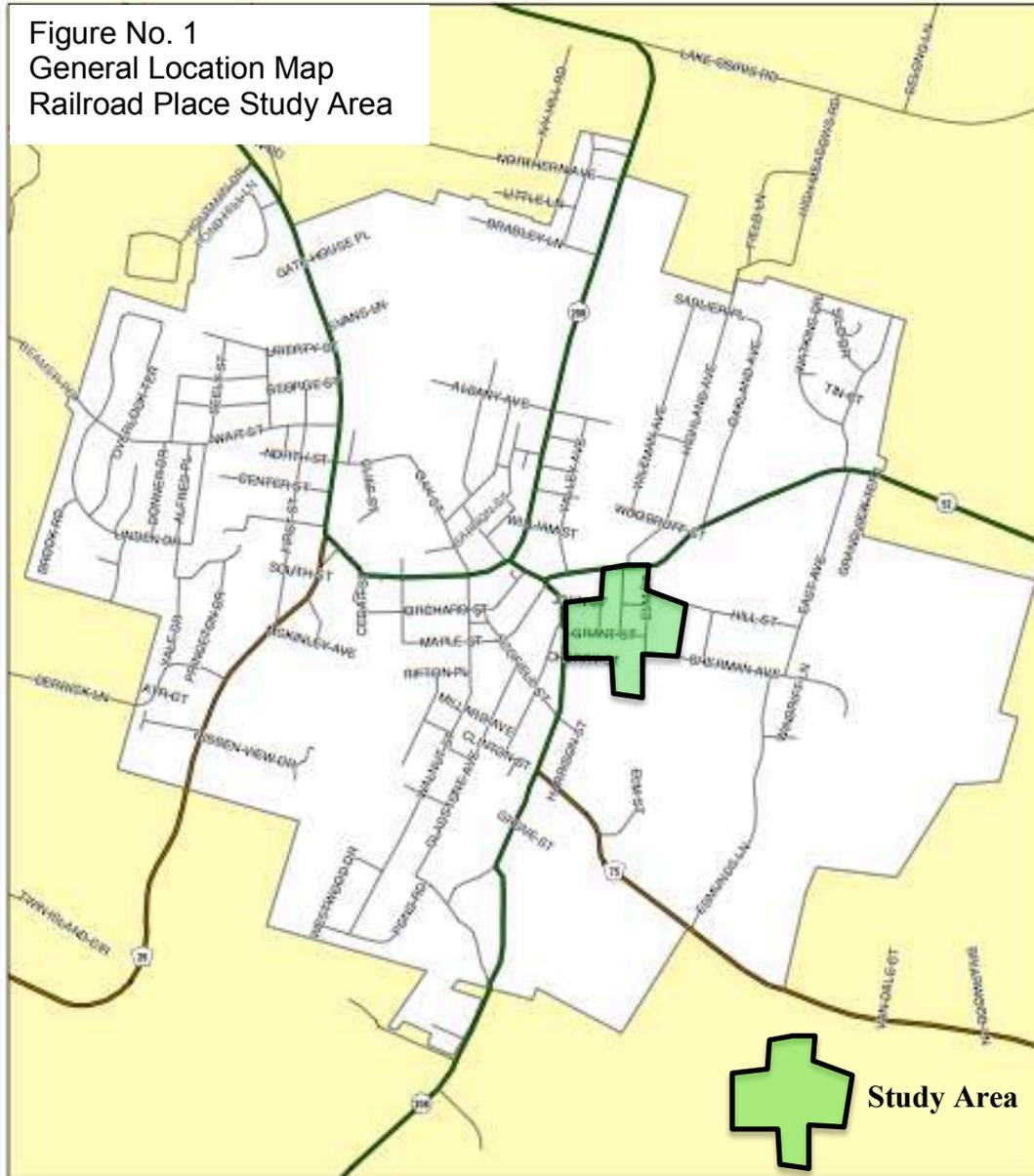
Further evaluation of passenger rail service is required before regional transportation agencies will fund capital improvements. At this time, the Village Board is trying to secure funding for the additional studies, but it will likely be several years before the studies are completed. In the interim, the Village Board and Walden Local Development Corporation (WLDC) are pursuing a *commuter bus station* on the Packaged Lighting site at 29 Grant Street. The WLDC is also planning to redevelop this site with residential and non-residential uses.

This study will review the MX District standards and requirements to ensure they are consistent with the specific development objectives discussed above and that sufficient flexibility is provided to accommodate changing circumstances. It will also evaluate land use impacts as a result of revitalization efforts and opportunities for pedestrian/bike connections.



Above (top to bottom): The *Packaged Lighting Building* as seen from corner of Elm Street and Grant Street; Packaged Lighting Building as seen from Grant Street; and view of rear of Packaged Lighting Building from Elm Street. A long-term goal of the Village is to facilitate redevelopment of the Packaged Lighting Building and infill development within the MX-Mixed Use Zoning District.

Figure No. 1
General Location Map
Railroad Place Study Area

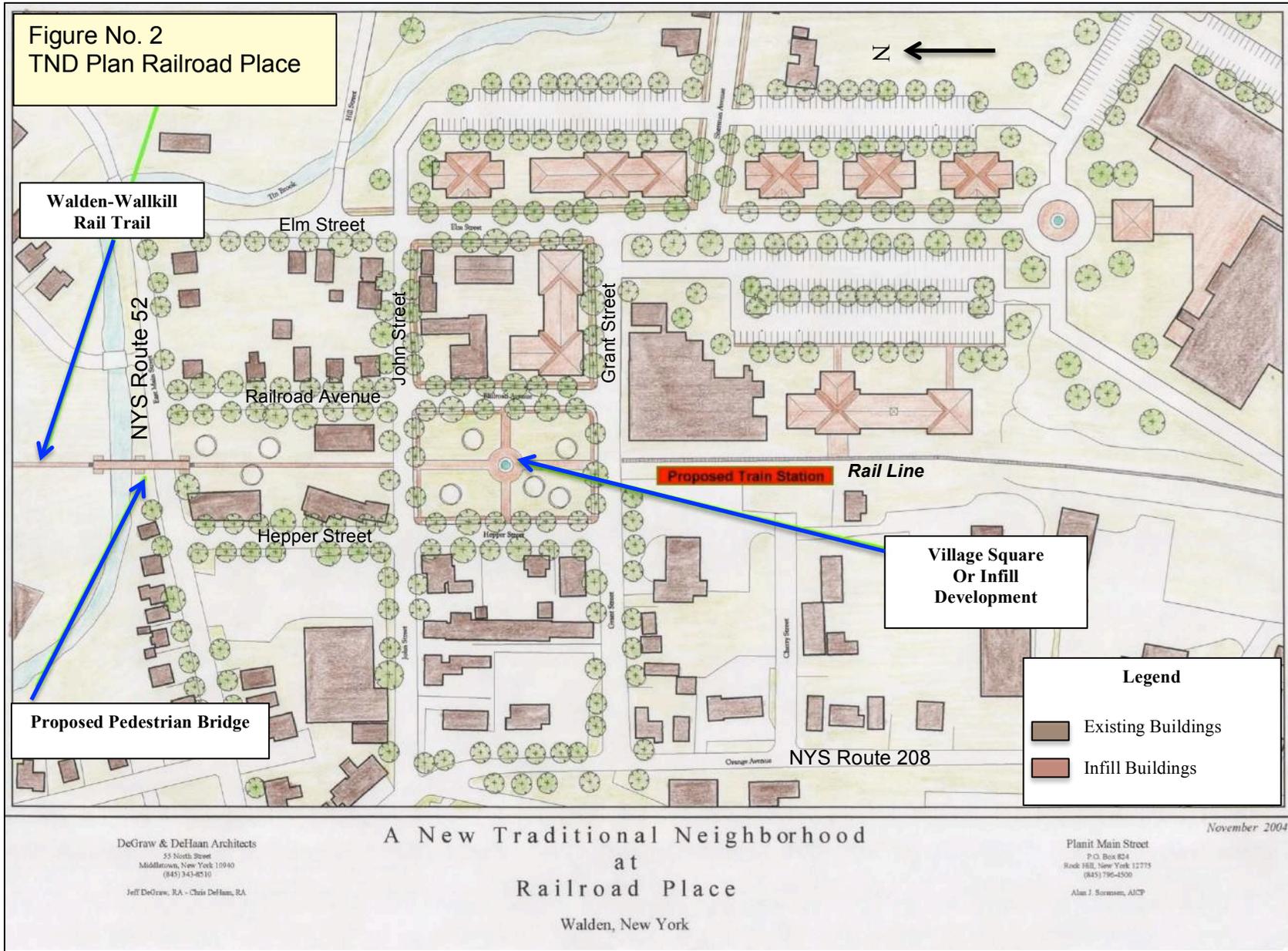


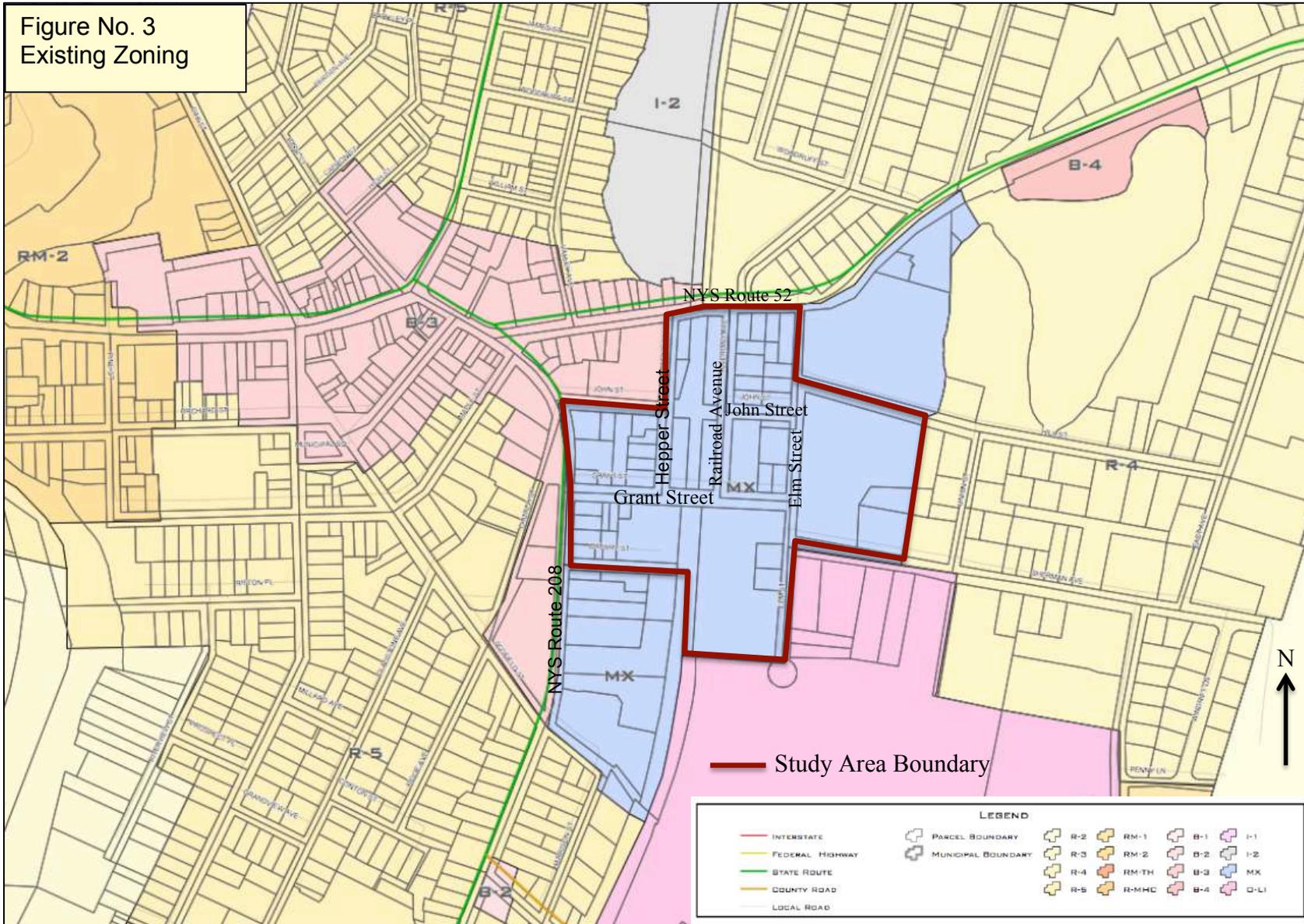
VILLAGE OF WALDEN
CONTEXTUAL MAP



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Chapter 2 Review of Zoning Regulations

Design and use of structures and land in the Railroad Place Study Area is subject to the standards and requirements of the MX (Mixed Use) Zoning District of the Village of Walden Zoning Law as well as the Mixed Use District Design Guidelines (see §148.50 (C)(40)) and the Design Guidelines for the Railroad Place Design District, which are incorporated by reference in the Zoning Law.

2.1 Development Objectives

The Zoning Law, §148-50(C)(40), states “Development within the MX Mixed Use District should advance the objectives of allowing for optimal development and redevelopment of land in the vicinity of Railroad Avenue consistent with the design principles of traditional mixed use neighborhoods.” This section goes on to elaborate a variety of specific objectives, which support traditional neighborhoods.

The first such objective is that “proposed development complies with all aspects of the Design Guidelines for the Railroad Place Design District.” Some of the remaining objectives are general while others contain specific standards. The Design Guidelines set forth more detailed architectural and site planning standards. There are a number of provisions in the Zoning Law and Design Guidelines, which require clarification or revision, as follows:

- The Zoning Law, §148-50(C)(40)(b), states “proposed development shall include a mix of uses, including non-first floor residential...” (emphasis added). However, the Design Guidelines (page 2) state “conversion of the (existing) industrial buildings without a first floor retail component will be permitted” (emphasis added).
- The Design Guidelines require that (page 6) the “primary entrance to buildings must be clearly defined and oriented toward the street” and that “separate entrances must be provided for commercial and residential uses.” These requirements may conflict with each other.

As the above comments suggest, the relationship between the Zoning Law and Design Guidelines should be clarified as to which document prevails in the event of conflict. Also, provisions for requesting and granting exceptions in the case of existing structures would be appropriate.

2.2 Compliance of Plan for 29 Grant Street with Zoning Law & Design Guidelines

The Walden Local Development Corporation (WLDC) is in the process of acquiring the Packaged Lighting Building (i.e. 29 Grant Street). They are performing their due diligence on the subject site and have retained the services of Pendergast & Terach Architects to develop a *Preliminary Redevelopment Plan* for the Packaged Lighting Building and site. The following analysis is based the proposed reuse of the site in the context of existing land use regulations.



Above (top to bottom): Nelco Building on Elm Street as seen from John Street; view of Norfolk Southern freight rail terminus north of Grant Street looking toward the Packaged Lighting Building; and view of Packaged Lighting Building from Grant Street. The MX District must be consistent with the specific development objectives discussed herein and provide sufficient flexibility to accommodate changing circumstances.

2.1.1 Zoning Compliance

As discussed below, the proposed redevelopment of the Packaged Lighting site at 29 Grant Street is in compliance with the basic density and parking requirements of the Zoning Law. However, there are several areas of non-compliance with building use and design standards.

(1) Lot Area Per Dwelling Unit.

Zoning Requirement:

- Min. of 1,500 sq. ft. per dwelling unit (du)

Zoning Compliance for 29 Grant Street:

- Total site area 134,164 sq. ft. (3.08 acres)
- $134,164 \div 27 \text{ units} = 4,969 \text{ sq. ft. per du}$

The proposal is in compliance with code.

(2) Floor Area Ratio (FAR).

Zoning Requirement:

- Maximum of 1.5 (FAR)

Zoning Compliance for 29 Grant Street:

- Total floor area of approx. 32,000 sq. ft.
- $32,000 \text{ sq. ft.} \div 134,164 \text{ sq. ft.} = \text{FAR } 0.24$

The proposal is in compliance with code.

(3) Off-Street Parking.

Zoning Requirement:

- Office/retail – 1/300 sq. ft.
- Residential – 1/bedroom

Zoning Compliance for 29 Grant Street:

- Office/retail – $9,000 \text{ sq. ft.} \div 300 = 30$
- Residential – 31 bedrooms: = 33
- Total Required: = 63
- Total Provided: = 147

The proposal is in compliance with code.

(4) First Floor Residential Use.

Zoning Requirement:

- Not allowed

Zoning Compliance for 29 Grant Street:

- About 2/3 of first floor used for residential

The proposal is not in compliance with code.

The MX-Mixed Use Zoning District does not permit residential uses on the first floor of mixed-use buildings. However, the Design Guidelines allow the conversion of existing industrial buildings without a first floor retail component. In reality, the requirement for retail on the first floor of all buildings may result in more retail space than there is demand.



Above (top to bottom): The *Packaged Lighting Building* as seen from corner of Elm Street and Grant Street; same building as seen from Grant Street; and view of rear of Packaged Lighting Building from Elm Street. The WLDC’s Preliminary Redevelopment Plan for the reuse of the Packaged Lighting Building and site complies with density and parking requirements. However, proposed residential on the first floor does not comply with the Zoning Law.

The requirement for retail on the first floor of all mixed-use buildings may also result in incompatibility issues (e.g. retail space across the street from existing single-family residences). For these reasons, the Planning Board should be given greater flexibility in deciding where first-floor retail is appropriate and those instances when residential on the first floor is more desirable.

2.2.2 Design Guideline Compliance

(1) First Floor Residential Use

Design Guidelines:

- Conversion of the (existing) industrial buildings without a first floor retail component will be permitted.”

Compliance for 29 Grant Street:

- Proposed conversion of an existing industrial building without a first floor retail component.

The proposal complies with Design Guidelines.

(2) Building Entrances

Design Guidelines:

- The “primary entrance to buildings must be clearly defined and oriented toward street” and “separate entrances must be provided for commercial and residential uses.”

Compliance for 29 Grant Street:

- Proposed entrance to residential units within enclosed courtyard with no street visibility. The entrance to commercial uses have no direct street frontage on Elm St.

The proposal does not comply with Design Guidelines.

2.3 Recommended Amendments to Zoning Law and/or Design Guidelines

The following amendments to the Zoning Law will resolve the inconsistencies between the zoning requirements and design guidelines.

Section 148-50 (C)(40)(a) of the Zoning Law should be amended by addition of the following:

- In the event of a conflict between the provisions of this Chapter and those of the Design Guidelines for the Railroad Place Design District, the provisions of the Design Guidelines shall prevail.
- The Planning Board, during site plan review, shall be authorized to consider and approve waivers to the provisions of the Design Guidelines, as applied to existing buildings, at the request of the applicant. The Planning Board’s decision shall be based on the specific circumstances of the subject building and the impact of the waiver on the design objectives of the MX District.



Above (top to bottom): Single-family house on the northeast corner of Railroad Avenue and John Street; view of Norfolk Southern freight rail terminus looking north toward NYS Route 52 and the Walden-Walkill Rail Trail; and view of office/warehouse building on the west side of Railroad Avenue, near bridge abutment. It is recommended that the Planning Board be given the discretion to decide when first floor retail will be required.

Chapter 3.0 Evaluation of Land Use Impacts

The Traditional Neighborhood Development at Railroad Place Study furthers the call to revitalize the Railroad Place Study Area as described in the Village’s 2005 Comprehensive Plan. That Plan recommended improving transit and pedestrian connections, redeveloping underutilized industrial buildings and vacant sites into a vibrant mixed-use center; and improving pedestrian/bike connections between Railroad Place and the surrounding community.

The proposed redevelopment of the study area as a mixed-use center could adversely affect certain existing land uses. Conversely, there may be certain existing land uses, which are likely to be incompatible with the future vision for Railroad Place. To better understand potential land use impacts associated with the revitalization plan for Railroad Place, existing land uses in the study area were mapped based upon field inspection and Village records.

The existing land use pattern within the study area is graphically illustrated on Figure No. 4 – Existing Land Use. Color codes are used to show land use by parcel as follows: commercial – red; office – pink, warehouse & storage – purple; medium density residential – yellow; and low density residential in an ivory color. Vacant parcels are shown in white. The building footprints of the Packaged Lighting buildings are also shown in white symbolizing that these buildings are presently vacant.

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Figures No. 5 – 7 provide an aerial overview of the Railroad Place Study Area. The remnants of the industrial past of the study area are revealed in the brick mill buildings (e.g. Packaged Lighting and Nelco Buildings), nearby workers housing along Railroad Avenue/John Street and the underutilized rail yard between Grant Street and John Street.

While some new businesses have located within the study area in recent years (e.g. Medicine Shoppe Pharmacy, Sheeley’s Laundromat and Sweeny’s Irish Pub) the development pattern has been haphazard. Through the application of the Design Guidelines for Railroad Place the redevelopment of individual parcels within the study area will lead to a cohesive core and well-defined center with a unique sense of place.

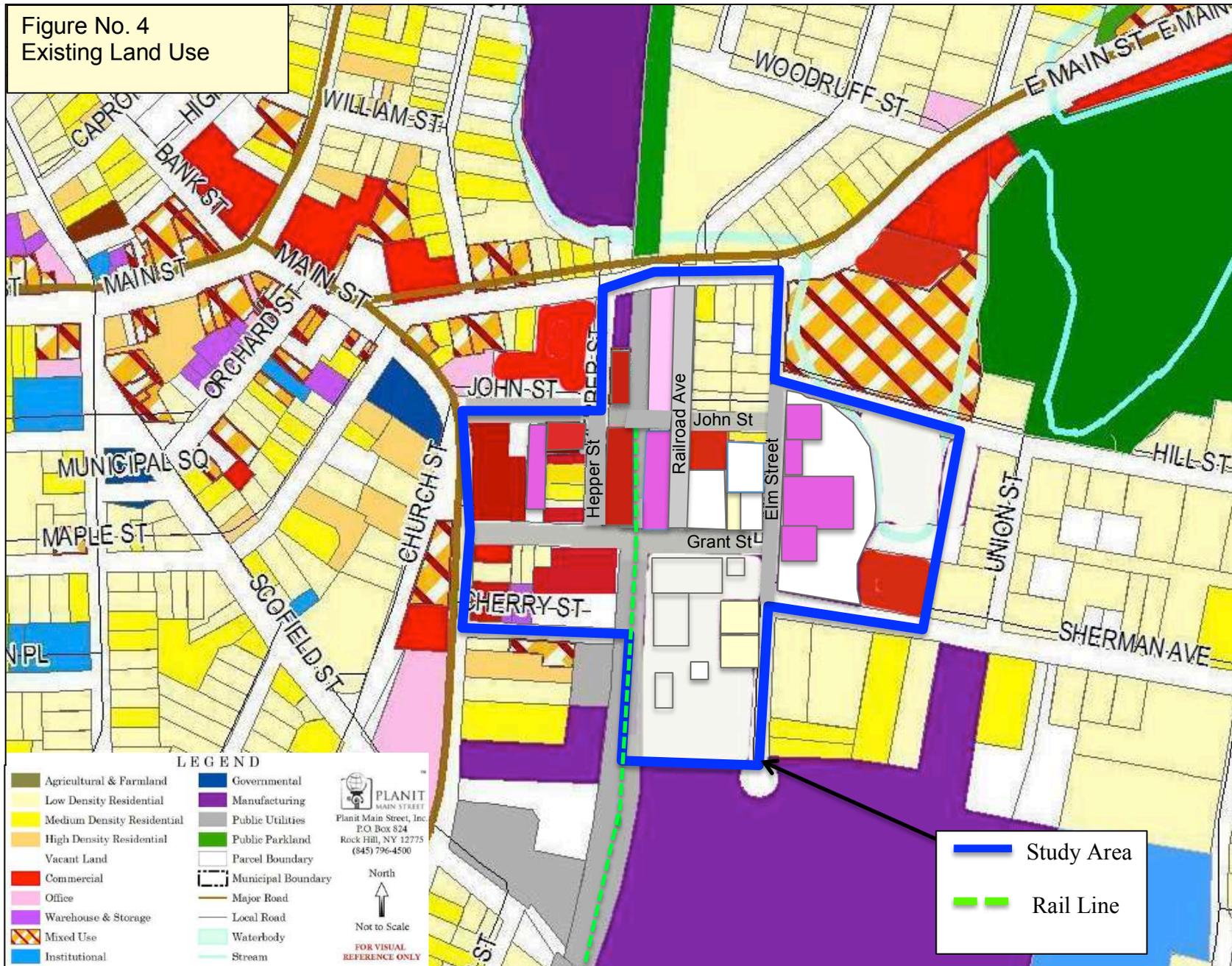
However, the transformation of the study area into a vibrant mixed-use center must take a number of potential land use impacts into consideration. The following were identified as potential land use impacts, which are evaluated in greater detail below.

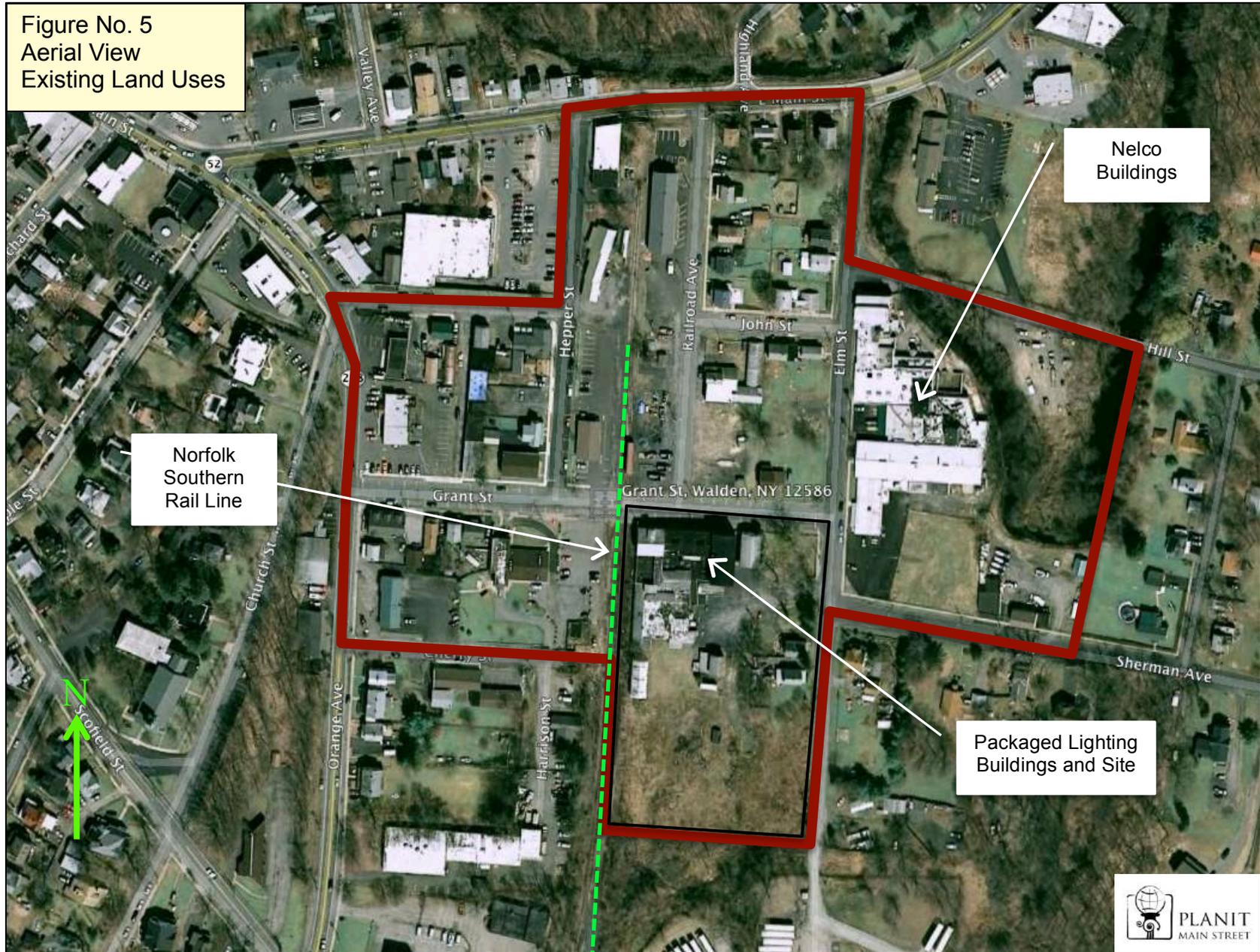
Land Use Issues

- The design, mass, scale and placement of new infill buildings must be carefully considered in order to complement the former mill buildings and surrounding residential neighborhoods;
- Some existing uses are not compatible with redevelopment plans for Railroad Place; and
- The adaptive reuse of the old mill buildings should include mix of residential and non-residential land uses, when feasible.

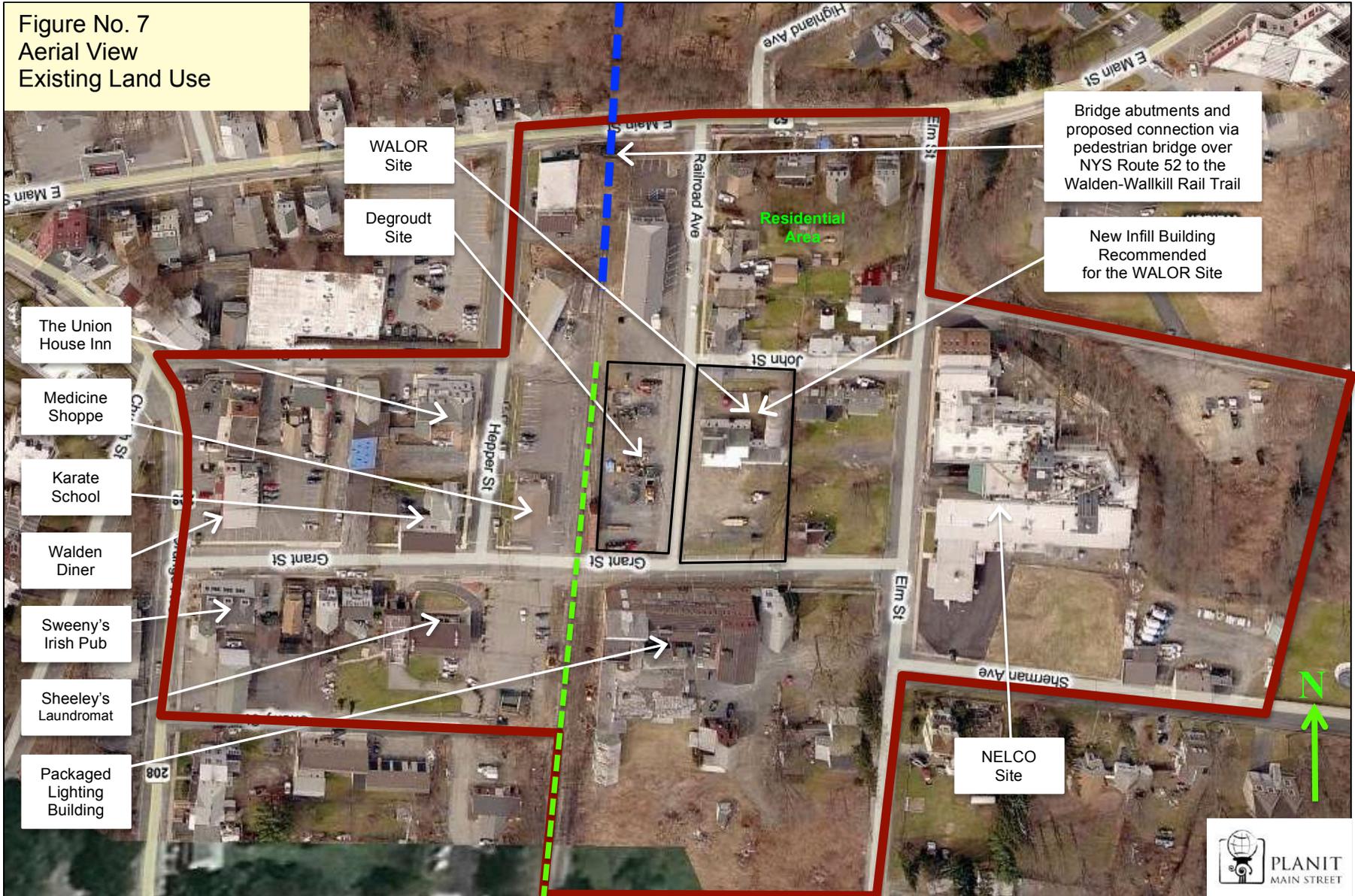


Above (top to bottom): A single-family homes at the northeast corner of Railroad Avenue and John Street; single-family homes along the western side of Elm Street and north of John Street; view of single-family homes looking from railroad tracks. There are large vacant parcels within the Railroad Place Study Area that are appropriate for new infill development. New infill buildings and uses should be compatible with the existing residential uses in the study area.





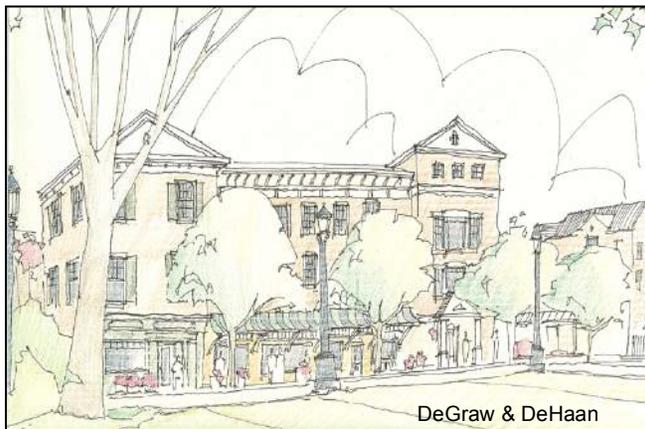




3.1 Compatibility Issues

There are two sites within the Railroad Place Study Area, which are highly recommended for redevelopment: 1) The WALOR Site; and 2) The Degroudt Site. The WALOR Site consists of several existing commercial buildings on the corner of Railroad Avenue and John Street with the balance of the site being vacant (see Figure No. 7). The site is presently used as an “*automotive repair shop*” and was listed for sale.

The Degroudt Site is presently used as a “*contractor’s storage yard*” where heavy equipment and various materials are stored out-of-doors. These two existing land uses are not compatible with the vision for the redevelopment of Railroad Place. Any effort to create a vibrant mixed-use center will require the redevelopment of these sites. The contractor’s storage yard detracts from the appearance of the study area and may be a deterrent to would be residents.



Above: Illustration of a conceptual infill building on the WALOR Site with retail on the first floor facing Railroad Avenue and residential above the stores.

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There are a number of single-family homes within the study area. The majority of the single-family homes are situated in the block bounded by St. John’s Street, Railroad Avenue, NYS Route 52 and Elm Street. This residential neighborhood is well defined and care must be taken to ensure that new infill development on the WALOR Site is designed in a manner that respects the residential character of this street. To this end, storefronts should not face John Street. It is further recommended that a new infill building on the southeast corner of John Street and Railroad Avenue provide for some residential entrances from John Street.

There are two single-family homes to the east of the WALOR Site. While care should be taken to ensure new infill development in the WALOR Site does not adversely affect these homes, the redevelopment of the eastern half of the block bounded by Railroad Avenue, John Street, Grant Street and Elm Street is recommended.

The former Nelco manufacturing site consists of an old mill building (see page No. 5), which is highly recommended for adaptive reuse for office, retail and residential land uses. The complex also consists of a variety of industrial buildings, which may lend themselves to a variety of commercial or civic uses.

The need to address land uses, which are incompatible with the redevelopment plans for the study area will only grow as the resident population in Railroad Place increase through the redevelop of existing mill buildings. A proactive measure to address these sites is recommended.



Above (top to bottom): WALOR’S Garage, which is situated in the center of the Railroad Place Study Area; Sweeney’s Irish Pub at the corner of NYS Route 208 and Grant Street; and The Union House Inn at the southwest corner of Hepper Street and John Street. The garage site and adjacent contractor storage yard are recommended for redevelopment since they are incompatible with the redevelopment plans for Railroad Place.

3.2 Packaged Lighting Redevelopment Impact

The WLDC’s proposed plans for the Packaged Lighting Site (i.e. 29-Grant Street) call for the creation of twenty-seven (27) dwelling units with a total of 33 bedrooms. If we conservatively estimate a resident population of 1.5 persons per household, a total of 41 new residents are likely to reside at 29-Grant Street. The WLDC’s redevelopment plans also call for the establishment of 9,000 sq. ft. of new office-retail space along with the creation of a commuter bus station at the southwest corner of the site.

The creation of residential units within the Packaged Lighting Building will be compatible with surrounding land uses, which include two (2) single-family residences along Elm Street. The proposed retail/office spaces would be situated to the rear of the Packaged Lighting Building and will be ancillary to the residential use and the commuter bus station. The scale of office-retail proposed is compatible with the residential land uses within a mixed-use setting.

The *Preliminary Redevelopment Plan* for this site includes provisions for 147 off-street parking spaces, which will be situated behind the existing buildings. This represents a total of 84 more off-street parking spaces than is required for the proposed land uses. The additional parking will accommodate commuter parking, but could also serve the needs for centralized parking within the study area. Providing centralized parking on this site would allow for higher density development on the WALOR Site. No adverse impacts related to parking are anticipated due to redevelopment.

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The creation of a *commuter bus station* on the Packaged Lighting Site will generate more traffic to the study area during the morning and evening peak hours. The roadway geometry in the study area will readily accommodate buses since the road network was designed to handle industrial development. Deliveries via tractor-trailer to the American Bag Factory at the southern terminus of Elm Street are routine. Still the volume of commuter traffic during morning and evening peak hours should be further evaluated to determine potential impacts on level-of-service on area roadways and key intersections.

The creation of the 27-residential dwelling units and 9,000 sq. ft. of retail/office within the Packaged Lighting Building will increase the demand for water, sewer, police and fire services. With respect to sewer, the 33-bedrooms will generate an Average Daily Flow of 3,960 gallons per day (gpd); and the retail/office space an additional 720 gpd.¹ This rate of flow will have a negligible impact on the Village’s wastewater treatment system. While the reuse of the building will increase the demand for fire and police services, such impacts are anticipated to be negligible.

The proposed plans to redevelop the Packaged Lighting Building and site is a positive first step in the revitalization of the Railroad Place Study Area. However, public sector investments in sidewalks, bike routes and the village square are needed to make this area more attractive to developers as well as potential residents. Recommendations for such improvements are discussed in the following section.



Above (top to bottom): The Union House Inn at the southwest corner of Hepper Street and John Street; The Medicine Shoppe at the northeast corner of Hepper Street and Grant Street; and the Walden Animal Deli on Hepper Avenue. There is an eclectic mix of retail, wholesale and service establishments within the Railroad Place Study Area. Existing establishments like those listed above provide important services, which will help to serve the needs of new residents at Railroad Place.

3.3 Land Acquisition and Lease Issues

The Traditional Neighborhood Development (TND) Plan for Railroad Place envisions the Degroudt Site becoming part of a new village square within the mixed-use center. The village square is intended to serve as a focal point and public gathering space for Railroad Place. It is also intended to serve as the trailhead after a pedestrian bridge is constructed over NYS Route 52 to link the study area directly to the existing *Walden-Walkill Rail Trail*.

The creation of the village square and pedestrian bridge linking Railroad Place to the Walden-Walkill Rail Trail will require the acquisition of the Degroudt Site and easements from Norfolk Southern to utilize their right-of-way and bridge abutments on which to situate the pedestrian bridge. The Village completed an appraisal of the Degroudt Site for the purpose of securing an Orange County Open Space Grant to acquire this property. While the application was not funded in the first submission, it is strongly recommended the Village Board continue to pursue grant funding to acquire this site.

It is further recommended that the Village Board reach out to Norfolk Southern Railroad to discuss the proposed pedestrian bridge over NYS Route 52. The Village submitted a NYSDOT Transportation Enhancement Program for the pedestrian bridge in 2008. While the application was highly rated, it was not funded, in part, because the Village had yet to secure easements from Norfolk Southern to secure a right-of way from John Street to the bridge abutments.

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3.4 Plans of Action

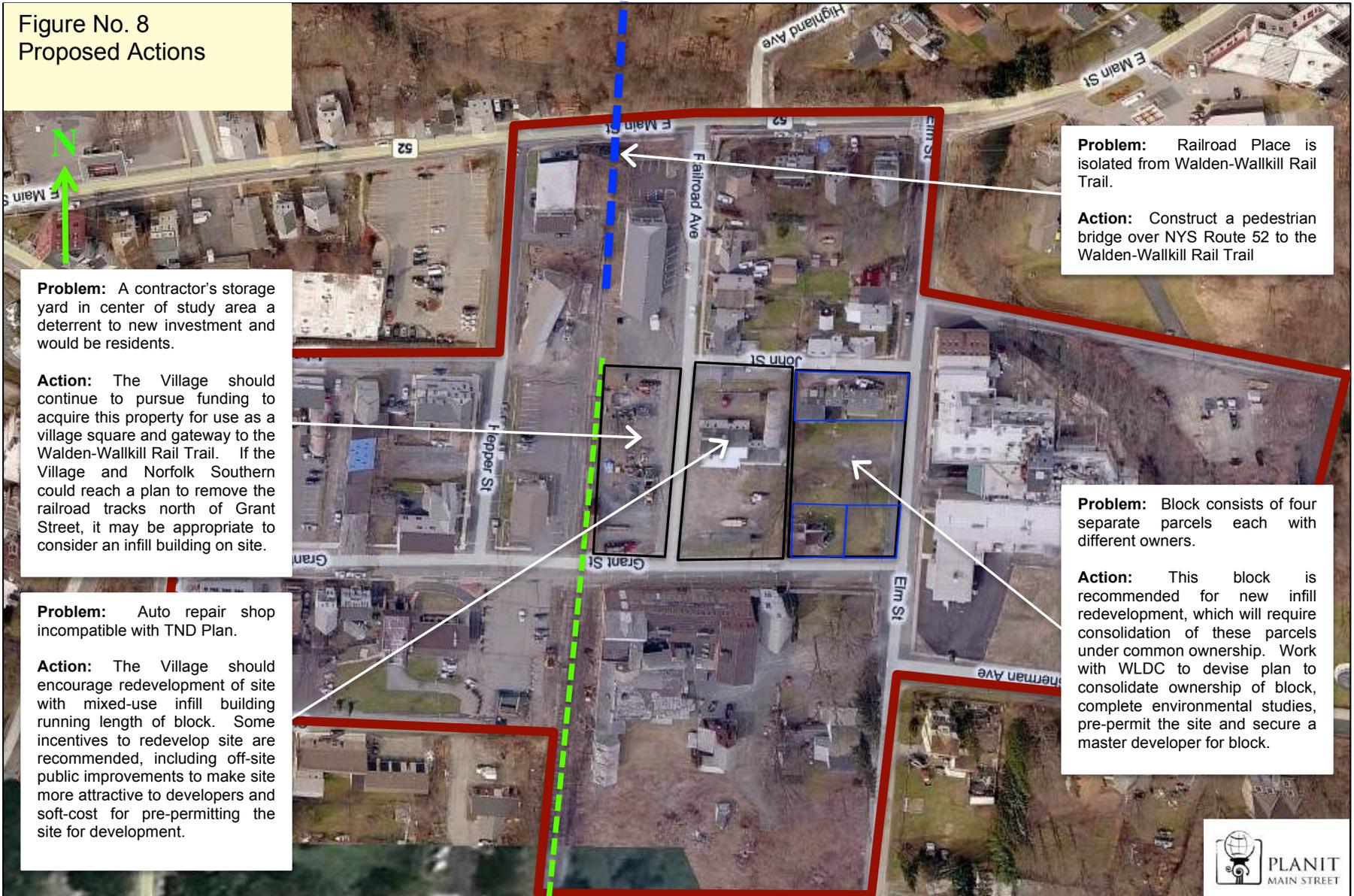
There are a variety of strategies that can be employed by the Village Board to ensure potential land use impacts of redevelopment in the study area are mitigated. Proposed actions include:

- Review plans for redevelopment of each site in the context of adjacent land uses to ensure the design, scale and proposed uses are compatible with existing uses;
- Take proactive measures to encourage the redevelopment of properties, which are known to have land uses that are incompatible with the TND Plan;
- Secure funding to acquire key properties, which are known to have land uses that are incompatible with the TND Plan;
- Obtain easements from Norfolk Southern to use the rail right-of-way north of Grant Street for village square and gateway to the Walden-Walkill Rail Trail;
- Work with Norfolk Southern to have the terminus of their freight line end at Grant Street as opposed to John Street. This would free up land for the village square and reduce pedestrian-vehicular/train conflicts by removing an at-grade crossing;
- Reapply for the NYSDOT Transportation Enhancement Program grant for the Pedestrian Bridge over NYS Route 52 to link the study area to the Walden-Walkill Rail Trail; and
- Reapply to Orange County for through its Open Space Grant to acquire Degroudt Site.



Above (top to bottom): Existing single-family residences along Elm Street; railroad bridge abutment on south side on NYS Route 52 within the study area; and bridge abutment on the north side of NYS Route 52. The Village Board has plans to create a pedestrian bridge over NYS Route 52, which will create a seamless connection from the study area to the Walden-Walkill Rail Trail. This connection will enhance recreational and commuting opportunities in the study area.

Figure No. 8
Proposed Actions



3.5 Funding Sources

There are a variety of funding sources that are available to help fund these efforts. A summary of some of the more likely sources of funding is provided below.

NYS DOT Transportation Enhancement Program

Eligible projects include facilities for bicycles and pedestrians; safety activities for pedestrians and bicyclists; acquisition of scenic easements and scenic or historic sites; scenic or historic* highway programs (including provision of tourist and welcome center facilities); preservation of abandoned railway corridors (including conversion and use for pedestrian and bicycle trails) and establishment of transportation-related museums. Municipalities are eligible applicants for TEP grants.

www.nysdot.gov

Orange County Open Space Grant

Periodically the Orange County Legislature, through its Planning Department, offers grants for the acquisition for Open Space. While the Village’s first application was unsuccessful, it should reapply for such funds when they next become available.

Municipalities are eligible applicants.

www.orangecountygov.com



Above (top to bottom): Conceptual illustration of new infill building on the WALOR site showing enhanced pedestrian realm with sidewalks, street trees and street lights; view of Grant Street showing very wide street with industrial feel; view of abandoned railroad tracks leading up to bridge abutment on south side on NYS Route 52. Improving the pedestrian environment will make the study area more attractive to investors and residents. A direct connection to the Walden-Walkill Rail Trail is a priority.

CHAPTER 4.0 PEDESTRIAN AND BICYCLE CIRCULATION

Today, the study area is underutilized and unappealing. One of the goals of Traditional Neighborhood Development Plan for Railroad Place is to transform the study area into an exciting, urban, pedestrian-friendly district that contributes to the attraction and retention of the Village’s population of residents and businesses.

In order to realize this vision, the Village Board must commit to building and maintaining an enhanced pedestrian environment within the study area. A high-quality pedestrian system (comprised of sidewalks and bike trails) is a critical element in promoting transit ridership and at the same time will make the area a more inviting place in which to live, work and play. Improving the pedestrian realm can also have considerable economic benefits for the study area and the entire community.

An enhanced pedestrian environment will help to attract investment and residents to the study area. As new residents move in, this same pedestrian system will enable new residents to easily walk to the Downtown Business District where they can shop and support existing businesses in the community. It will also encourage transit ridership via the proposed commuter bus station (short-term) and commuter rail station (long-term), which will help to support area businesses as commuters patronize local businesses.

4.1 Pedestrian and Bicycle Circulation Issues

The Railroad Place Study Area is a former heavy industrial area, which was designed more to handle heavy truck traffic than pedestrians. The transformation of Railroad Place to a vibrant mixed-use center will require public sector investment in streetscape enhancements and improved connections to the Village’s existing pedestrian and bicycle system.

Pedestrian and Bicycle Circulation Issues

- Streetscape enhancements (e.g. sidewalks, street trees, pedestrian lighting and benches) are needed to reduce the industrial feel of the neighborhood;
- Residents will likely desire to have a integrated pedestrian system that makes it convenient and safe to walk from the study to other areas in the Village without having to walk on roads;
- Sidewalk repair and new sidewalk segments are needed to better integrate the study area with the Downtown Business District and surrounding neighborhoods;
- A direct connection from Railroad Place to the Walden-Walkill Rail Trail - via a pedestrian bridge over NYS Route 52 – will provide an recreational amenity for new residents in the study area; and
- Pedestrian and bicycle connections to link the study area to nearby parks (e.g. Wooster’s Grove Park and James Olley Park) will make it easier to attract residents and businesses to Railroad Place.



Above (top to bottom): Entrance to Walden-Walkill Rail Trail from Woodruff Street; Walden-Walkill Rail Trail north of NYS Route 52 bridge abutment; and view of bridge abutment on north side on NYS Route 52. The Village Board has supported the creation of a pedestrian bridge over NYS Route 52, which would provide a direct connection between the Railroad Place redevelopment area and the Walden-Walkill Rail Trail.

4.2 Plans of Action

There are a variety of strategies that can be employed to improve the pedestrian environment within the Railroad Place Study Area. Proposed actions include:

- The Village Board must commit capital funding for streetscape enhancements to complement new private-sector investment;
- Through the development review process, ensure that new infill development results in a relatively constant building edge, which is important to provide spatial definition and containment of the street in mixed use centers;
- Develop a street tree planting program for the study area to help soften the industrial feel of the streetscape;
- Narrow street widths along Railroad Avenue and other streets within the study area to calm traffic and provide room for sidewalks on both sides of the street;
- Secure funding for a pedestrian bridge over NYS Route 52 to link Railroad Place directly to the Walden-Walkill Rail Trail;
- Coordinate with Norfolk Southern to terminate freight line at Grant Street and remove tracks north of Grant Street to provide space for new village square.

4.3 Funding Sources

There are a variety of funding sources that are available to help fund these efforts. A summary of some of the more likely sources of funding is provided below.

NYS DOT Transportation Enhancement Program (TEP)

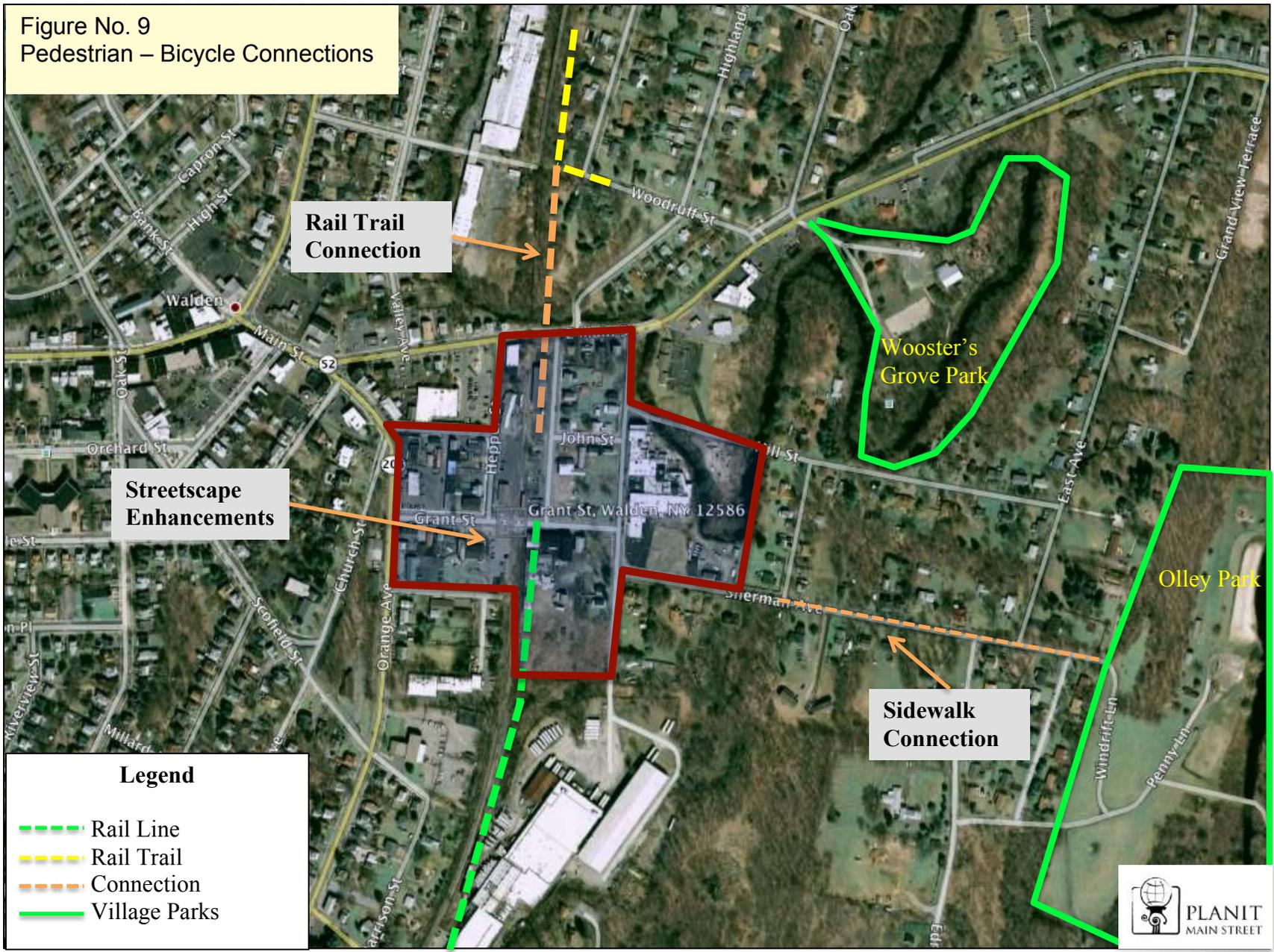
Eligible projects include facilities for bicycles and pedestrians; safety activities for pedestrians and bicyclists; acquisition of scenic easements and scenic or historic sites; scenic or historic* highway programs (including provision of tourist and welcome center facilities); preservation of abandoned railway corridors (including conversion and use for pedestrian and bicycle trails) and establishment of transportation-related museums. Municipalities are eligible applicants for TEP grants. www.nysdot.gov

Economic Development Administration (EDA)

EDA works in partnership with distressed communities to address problems associated with long-term economic distress as well as to assist communities experiencing sudden and severe economic dislocations, such as those resulting from changing trade patterns. EDA investments generally take the form of Grants to or Cooperative Agreements with Eligible Recipients, which include municipalities. The Hudson Valley Regional Council is the conduit for EDA Grants. www.eda.gov

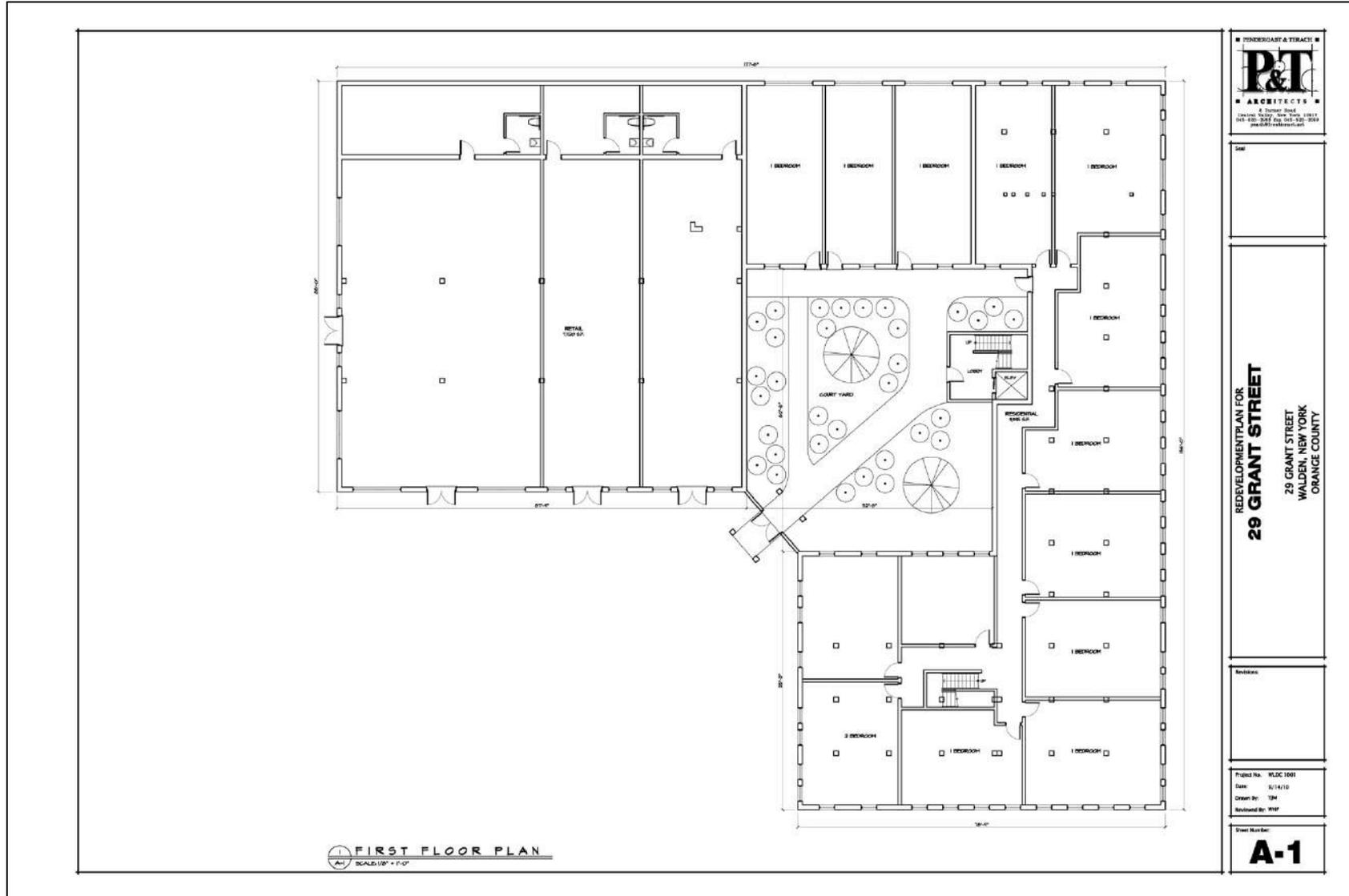


Above (top to bottom): Nelco Building on the east side of Elm Street looking toward NYS Route 52; Packaged Lighting Building looking south from John Street/Railroad Avenue intersection; and view of Packaged Lighting Building looking west from corner of Grant Street and Elm Street. The streets in the study area could be narrowed to provide for sidewalks, street trees and street lighting. Doing so will enhance the pedestrian environment.

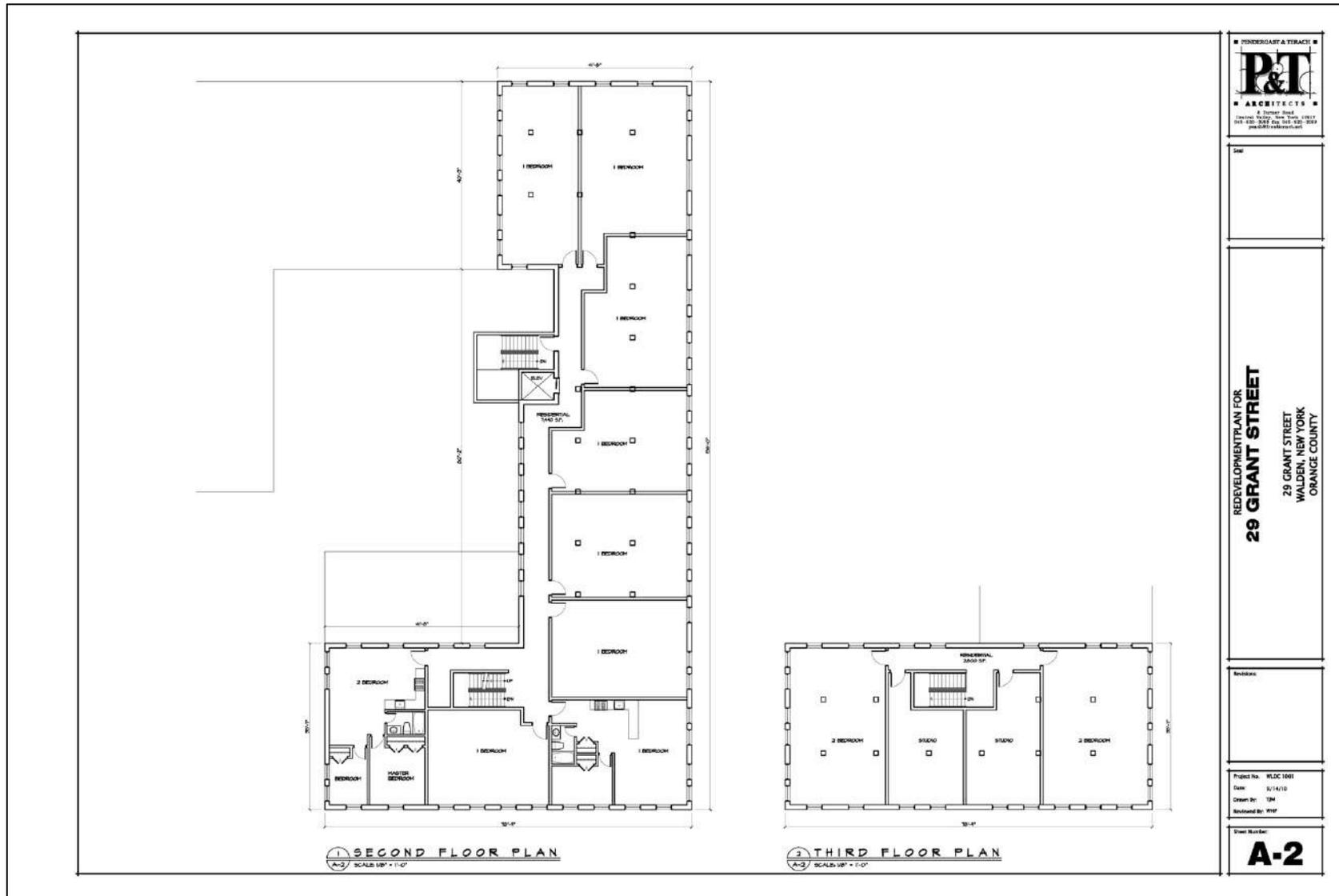


APPENDICES

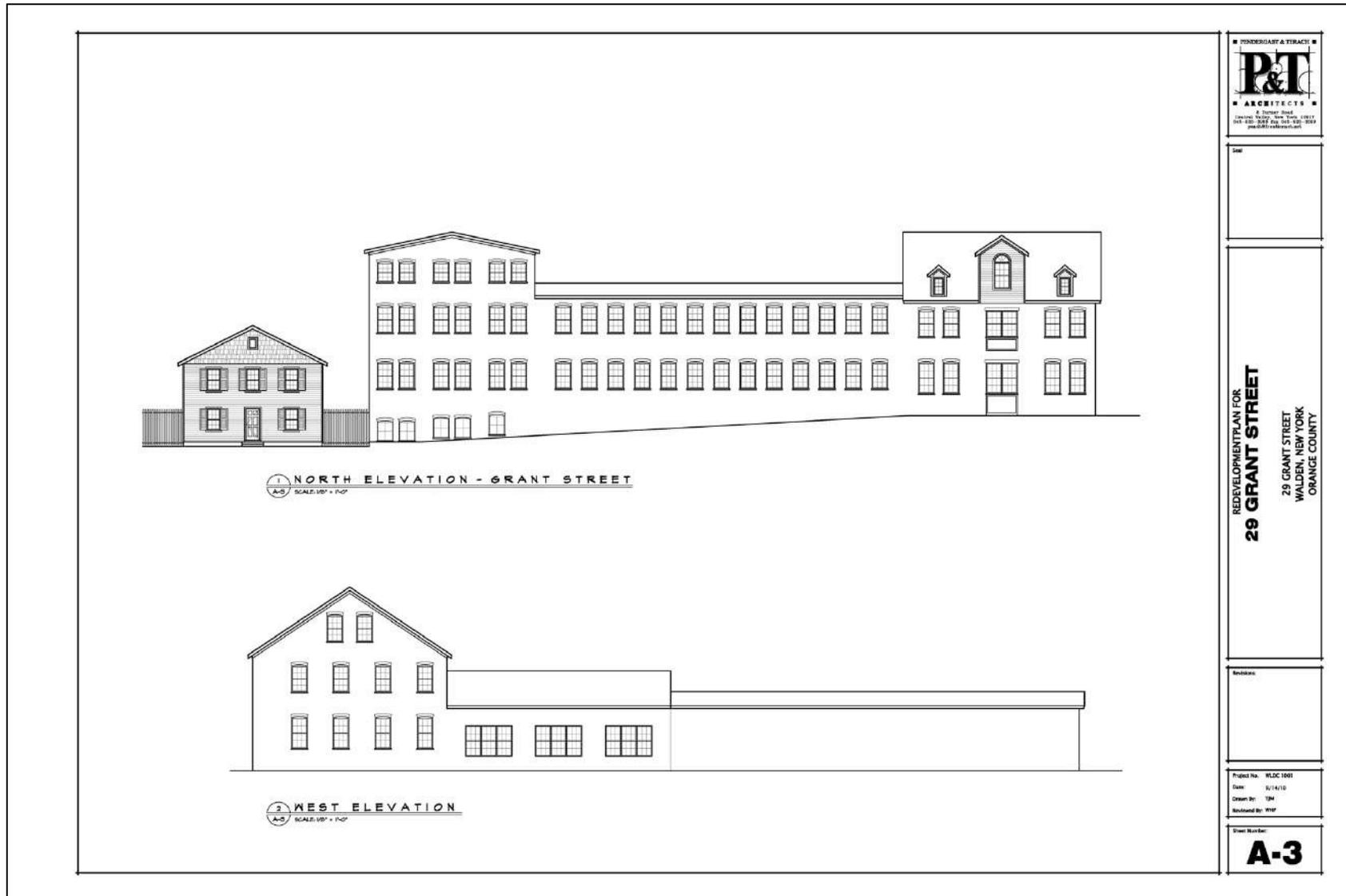
APPENDIX A – 1ST FLOOR PLAN FOR 29 GRANT STREET



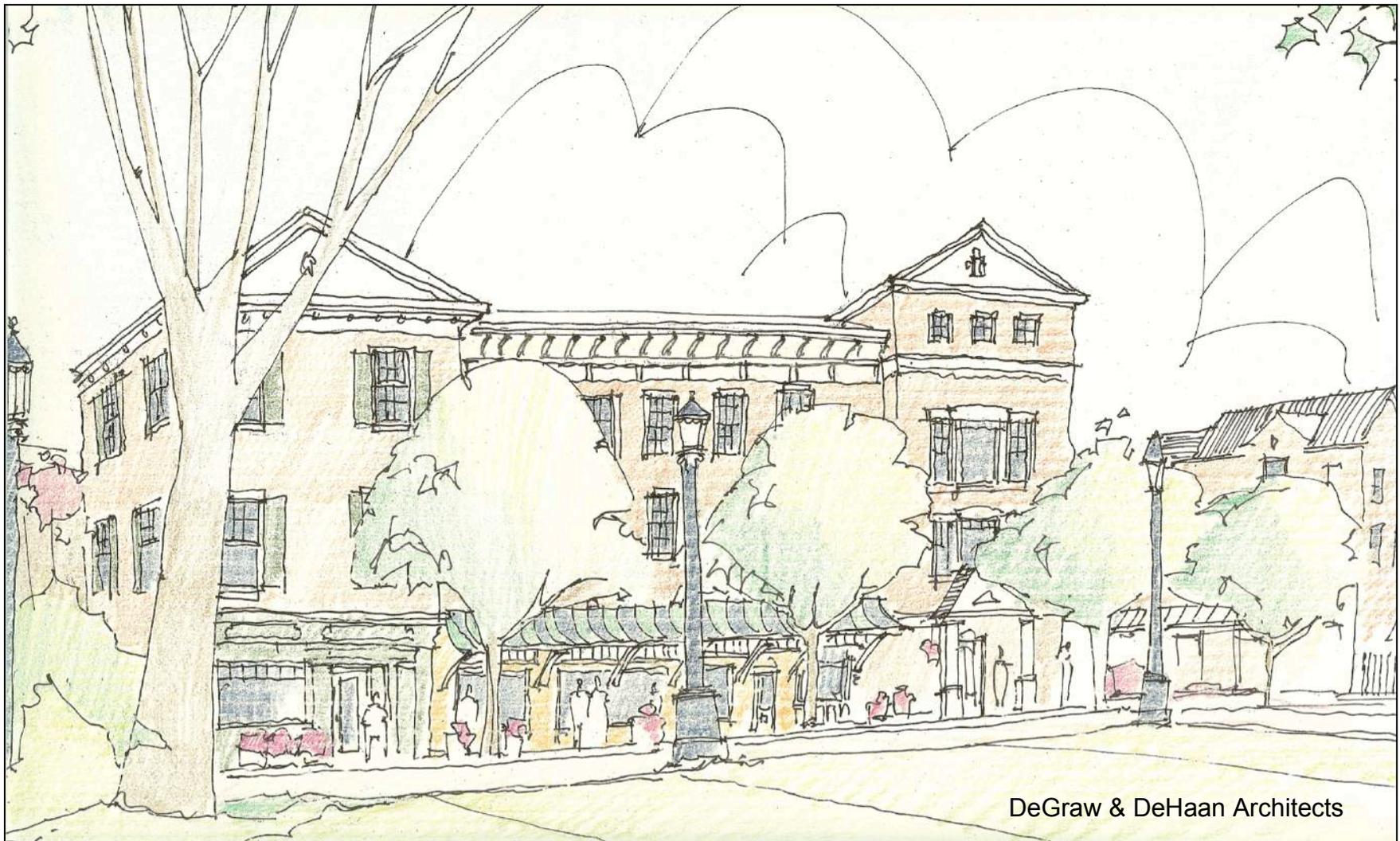
APPENDIX B – 2ND AND 3RD FLOOR PLAN FOR 29 GRANT STREET



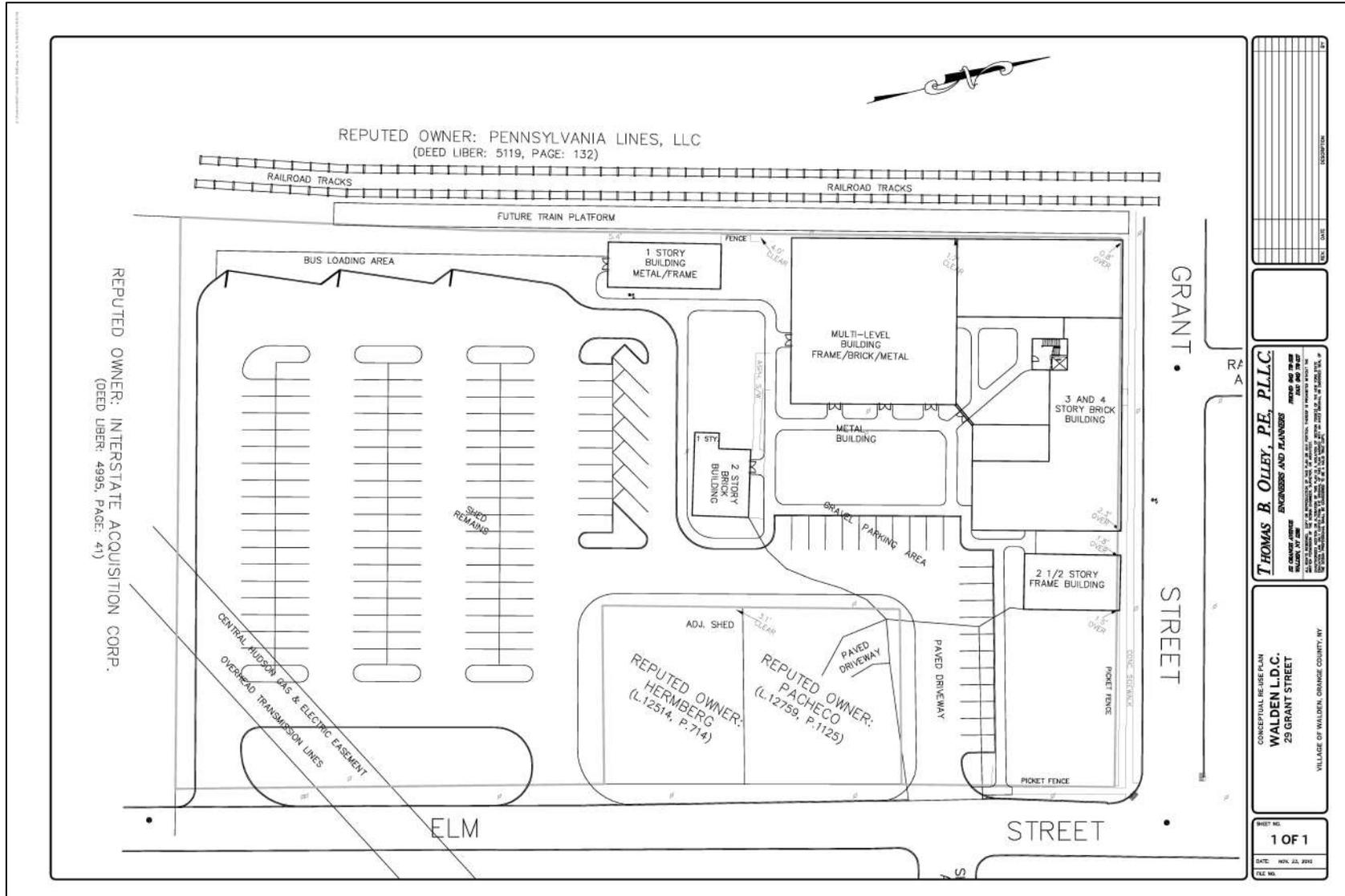
APPENDIX C – NORTH AND WEST ELEVATION FOR 29 GRANT STREET



APPENDIX D – CONCEPTUAL INFILL BUILDING WALOR SITE



APPENDIX E – CONCEPTUAL SITE PLAN FOR 29 GRANT STREET



NO.	DATE	DESCRIPTION

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CONCEPTUAL REFERENCE PLAN
WALDEN L.D.C.
 29 GRANT STREET
 VILLAGE OF WALDEN, ORANGE COUNTY, NY

SHEET NO.
1 OF 1
 DATE: NOV. 22, 2011
 FILE NO.

ⁱ Unit flows are based upon NYSDEC Design Standards for Wastewater Treatment Works. Average Daily Flow for Residential is 120 gallons per day per bedroom and Average Daily Flow for retail/office is 0.8 per square foot.