

APPENDIX HIGHLAND FALLS LOCAL WATERFRONT REVITALIZATION STRATEGY

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Appendix A

Recent Accomplishments Chart

List of Recently Completed Projects or Projects Underway - from DRI Application

Project Description	Project Type	Amount	Source
New sidewalks, trees and curb replacements	Main Street Improvements	\$ 200,000	DOT multi-modal grant
Streetscape improvements	Main Street Improvements	\$ 50,000	Village of Highland Falls
Street paving	Main Street Improvements	\$ 190,000	DOT multi-modal grant
New LED lighting	Main Street Improvements		NYPA outright grant
Main Street building improvements and beautification project (8 bldgs)	Building Construction and Renovations	\$ 540,000	Restore NY; Orange County IDA
Senior Citizen Center purchase and renovations	Building Construction and Renovations	\$ 350,000	DASNY grant; CDBG
Highland Falls Library renovations	Building Construction and Renovations	\$ 82,000	DASNY grant
School district capital projects, including improved sports facilities, classroom advancements in technology, and structural improvements	Building Construction and Renovations	\$ 20,000,000	Highland Falls-Fort Montgomery Central School District
Holiday Inn expansion	Building Construction and Renovations	\$ 1,000,000	Private
Old Guard Hotel construction	Building Construction and Renovations	\$ 25,000,000	Private
McDonald's renovation	Building Construction and Renovations	\$ 1,000,000	Private
Wallkill Savings and Loan renovation	Building Construction and Renovations	\$ 1,000,000	Private
Auto Spa construction	Building Construction and Renovations	\$ 5,000,000	Private
USAA Financial Center renovation	Building Construction and Renovations	\$ 5,000,000	Private
PenFed Building purchase and redevelopment	Building Construction and Renovations	\$ 7,000,000	Private
Bear Mountain Bakery opening	Building Construction and Renovations		Private
First Command Financial opening	Building Construction and Renovations		Private
Renovation of 425 Main Street for new restaurant	Building Construction and Renovations	\$ 1,000,000	Private
Davis Barracks expansion	Building Construction and Renovations	\$ 250,000,000	West Point
West Point Visitor's Center improvements	Building Construction and Renovations	\$ 25,000,000	West Point
Keller Hospital improvements	Building Construction and Renovations	\$ 25,000,000	West Point
Camp Bucker renovation	Building Construction and Renovations	\$ 30,000,000	West Point
Research and Development Building construction	Building Construction and Renovations	\$ 250,000,000	West Point
Memorial Park improvements	Parks and Public Spaces	\$ 1,000,000	Village of Highland Falls
Ladycliff Park sidewalk improvements	Parks and Public Spaces	\$ 80,000	Village of Highland Falls
Ladycliff Park improvements	Parks and Public Spaces	\$ 1,000,000	Village of Highland Falls
Roe Park improvements	Parks and Public Spaces	\$ 1,000,000	DASNY grant; Village of Highland Falls
Revolutionary War Preservation Project	Parks and Public Spaces	\$ 12,000,000	West Point
Centralized Parking Garage construction	Infrastructure	\$ 150,000,000	West Point

Project Description	Project Type	Amount	Source
Campus street pavement and improvements	Infrastructure	\$ 1,000,000	West Point
James I. O'Neill High School infrastructure renovation	Infrastructure	\$ 30,000,000	West Point
Camp Natural Bridge renovation	Infrastructure	\$ 10,000,000	West Point
Parking garage construction	Infrastructure	\$ 10,000,000	West Point
Water Plant renovation	Infrastructure	\$ 5,000,000	West Point
Wastewater Treatment Plant renovation	Infrastructure	\$ 25,000,000	West Point

Source: 2019 DRI application

Appendix B

Overview of Existing Planning Documents

Task 9 - Review of Existing Plans and Meet with Community Leaders (Draft)

Several previous planning efforts from the Village of Highland Falls and its partners have been conducted on the topics of waterfront and community revitalization. These plans were prepared by a variety of professionals and community stakeholders from diverse backgrounds offering unique perspectives on the problems and solutions for the village. In addition, each planning process incorporated input from the public to assess the existing conditions, needs and opportunities of the community. By reviewing the findings and recommendations of each plan, a preliminary list of needs, opportunities and revitalization projects was able to be outlined. This review process will be followed by an inventory and analysis to compare the existing conditions to previous conditions to establish trends and determine what community needs have yet to be met. The relevance of each plan's recommendations will be determined through consultation with community leaders, the Waterfront Advisory Committee and the public.

After reviewing several existing local and regional plans and their recommendations for Highland Falls, the following were determined to be the most valuable to the development of a waterfront and community revitalization strategy for the village. Additional plans may be reviewed as the planning process proceeds. If so, a summary of the plan and its relevant recommendations will be included in the final report. Because the reports include several reports from West Point and a significant regional perspective from Orange County, interviews with adjacent community leaders was determined to be unnecessary.

Local

Village of Highland Falls Comprehensive Plan (June 2009) – The 2009 Comprehensive Plan was prepared by the consulting firm Saccardi & Schiff, Inc. (now part of VHB Engineering, Surveying and Landscape Architecture, P.C.) for the Village of Highland Falls. The Comprehensive Plan details the framework for the future of land use and zoning in the Village. This framework was developed through an open planning process that incorporated an analysis of existing conditions and resources, community visioning driven by the public and a select planning committee, a conceptualization of the plan's recommendations, a proposal for land use and zoning changes, and a strategy for implementing the Comprehensive Plan. The Village is preparing to update the Comprehensive Plan within the next few years. The analyses and recommendations presented in the Waterfront Revitalization Strategy will be incorporated into the update.

Relevant recommendations from the document include:

- Strengthen downtown with additional streetscape improvements along Main Street, signage and façade improvements, beautification projects, and tourism marketing efforts focused on the natural resources and historic character of the Village.
- Preserve available Hudson River views and environmentally sensitive lands, including steep slopes, vegetation and waterbodies.

- Develop a strategy for public waterfront access through the redevelopment of the marina, the railroad property and the teardrop parcel. Reduce the number of allowable housing units on strategic waterfront parcels to increase the amount of valuable open space while continuing to allow residential development.
- Develop sites for additional outdoor recreation and consider expanding Roe Park.
- Work with regional partners and nonprofits to secure outside funding for projects and tourism marketing.
- Provide landscaped treatment and visual relief for community gateways.
- Wayfinding signage in the downtown, especially to public parking facilities.

West Point and the Town of Highlands Relationship (May 2013) – A 2013 study of the relationship between the Town of Highlands and the U.S. Academy at West Point led by Academy cadets. The objectives of the study were to influence West Point policy toward the Town of Highlands, improve information dissemination and collaboration between all parties, connect policy makers at West Point and the Town of Highlands, and present recommendations for initiatives that would be mutually beneficial.

Relevant recommendations from the document include:

- Create more joint Town and Academy events that run throughout the year.
- Develop a pilot cadet shuttle service.
- Set up a Highland Falls rental pavilion for vendors to sell goods during sporting events at West Point.

Waterfront Development Project of Highland Falls – West Point Cadet Study (May 2017) – A 2017 study led by West Point cadets to develop scenarios for the redevelopment of the historic train station property on the Hudson River waterfront in the Village of Highland Falls. The possible uses for the waterfront that were explored included culture, family-oriented, recreation, transportation, and cadet activities. The conclusion of the study was that transportation-related uses would be the most valuable and most affordable.

Relevant recommendations from the document include:

- West Point restricts the ability for the Village to expand and grow. Therefore, the Academy should be willing to assist the Village in the redevelopment of underutilized property.
- Alternatives should be considered at other places in the Village or along the waterfront if feasible.
- Waterfront redevelopment factors include, unattractive existing facilities, fragmented ownership, site inaccessibility, approvals and permitting, and deciding between waterfront-related uses with more public access or higher use private development with less public access.

Highlands: University of Pennsylvania, School of Design, Department of Landscape Architecture Green Stimuli Studio (2017) – Students from a graduate landscape architecture studio course at the University of Pennsylvania developed master plans for public recreation areas and design concepts for new trail connections in the Highlands region with a focus on the Village of Highland Falls. Ideas were primarily concerned with improving local connections to the region’s various water resources through scenic lookouts, trails, boardwalks, green spaces, and launch sites for canoes, kayaks and small boats.

Relevant recommendations from the document include:

- Add tourism and recreational opportunities to regional water infrastructure such as dams and reservoirs.
- Connect people with the existing natural assets such as the Hudson River and the ridge of the valley. There are opportunities for more exciting special experiences and various views.
- Improve the accessibility of Main Street to West Point visitors. The Village is often ignored by the 3 million visitors per year to West Point.
- Reducing surface parking provides additional opportunities for public spaces. This could be accomplished with a parking garage, which could also increase available parking downtown.
- Revive the Main Street core. Main Street businesses and streetscape should be a representation of what makes Highland Falls special, from art studios and galleries celebrating the Hudson River School to seafood restaurants serving locally-sourced fish.
- Consider adding bike lanes to Main Street.
- Stitch together existing parks and green spaces with trails and bike paths from the western mountains to the Hudson River. This would be a unique trail experience in the region.
- Consider a ferry from Garrison to Highland Falls.
- Create a trail along Highland Brook.
- Use the West Point property adjacent to McDonalds for a trail system with lookouts that would provide safer and more scenic pedestrian access to the waterfront.
- Add a marina and/or boat launches at the waterfront.

Highland Falls Waterfront Redevelopment Feasibility Study (June 2017) – A study prepared by The LA Group, P.C. to determine redevelopment opportunities for the site of the historic train station and only public access point to the Hudson River. The components of the study were a planning review with a presentation of applicable case studies and best practices, an analysis of the site’s existing conditions, conceptualizations of three site development alternatives and programming, and a list of recommended next steps. The recommended improvements to the waterfront site were part of a wider waterfront and economic development initiative for the Village of Highland Falls. The study was funded by the Hudson River Valley Greenway initiative and directed by a coalition of local stakeholders, including the Village of Highland Falls, the Town

of Highlands, Orange County, Scenic Hudson, the Hudson Highlands Land Trust, and the West Point Garrison.

Relevant recommendations from the document include:

- Land purchase and CSX Railroad coordination are fundamental elements to the success of any public waterfront redevelopment efforts moving forward. Details on how to properly coordinate with the CSX Transportation Company's NY Territory Public Project Liaison are provided in the report.
- Potential programming for the depot building includes a restaurant/eatery, a museum and visitors center, outdoor/aquatic sport outfitting, and multiple storefronts.
- Consider developing the waterfront site into a water transportation hub and connect programming at the site to regional tourism initiatives.
- Improve the connection between the waterfront and Main Street.
- Attract high-end clientele by incorporating travel lifts capable of launching boats up to 50 feet.
- Diversity features to attract a variety of potential user groups and to reach year-round use.
- Utilize natural visual resources.
- Utilize adjacent underdeveloped parcels for Village and regional use.
- Any projects should follow DEC's Universal Access Initiative.
- All development and improvements should be hurricane and flood resilient. Future detailed plan development should employ and emulate the guidelines and recommendations set forth within the NYS DEC Sustainable Shorelines Program and Scenic Hudson's Revitalizing Hudson Riverfronts Publication.
- A market study may be necessary to ensure the feasibility of any commercial uses.
- Any future marina operations, vehicular traffic, and boat storage and services should not interfere with or prohibit the public's use and enjoyment of the parkland and other programmed site elements.
- Alternative 3 is the preferred development scenario for the waterfront.

The Village of Highland Falls and West Point: Finding a Balance (2018) – An examination of the reasons why the Village of Highland Falls has experienced stagnant growth despite a large visitor base to West Point and a significant supply of highly educated and industrious labor from West Point cadets, staff and their family members who live at or visit the Academy. The study methodology included an analysis of socioeconomic data, interviews with key stakeholders and local leaders, a storefront business survey, and attendance at a community meeting for the Village beautification committee. The result of the study was a description of the issues and opportunities in Highland Falls and several recommendations from the perspective of the Academy, the municipal government, business owners, and Village residents. The study was commissioned by the Orange County IDA and completed by Hudson Valley Patterns for Progress.

Patterns for Progress is a non-profit organization that provides a variety of market research and technical services to communities and other non-profits in the region.

Relevant recommendations from the document include:

- Improving collaboration and shared services for housing, schooling, employment, and the purchase of goods and services will go a long way to reducing the disconnect between the Village and West Point cadets, staff and visitors.
- Highland Falls must improve the downtown aesthetic and fight against negative stereotypes about the Village to attract more West Point cadets and staff to venture off the campus and into the Village. The Village has a responsibility to entice people to visit downtown instead of other regional shopping centers.
- Highland Falls should set an initial benchmark off capturing at least 10% of all West Point visitors to boost the local economy.
- The Village should adopt façade standards and prioritize maintaining its historic character.
- The Village should seek funding from the state and county governments to implement the recommendations of the 2017 Waterfront Feasibility Study.
- Highland Brook is an underutilized scenic and recreational asset that should be developed as a destination for residents and visitors.
- Capitalize on the Village's position within the regional "Revolutionary War Corridor", a collection of historic sites and battlefields stretching from Stony Point to Newburgh.
- Consider options for changing downtown traffic flow, improving the pedestrian experience, and reorganizing parking.
- West Point and the Village should work together to determine if there are any excess Academy properties that could be conveyed to the Village.

Regional

The Town of Highlands: From Bear Mountain to West Point (1999) – The Town of Highlands and the Village of Highland Falls participated in the Countryside Exchange, an international planning program through the Glynwood Center for Regional Food and Farming headquartered in the Village of Cold Spring just across the Hudson River. Over the course of 7-days, a team of professionals, led by a local organizing committee, conducted interviews, toured the community, reviewed existing plans, and met with residents to assess the needs and opportunities of Highland falls before presenting their findings and recommendations at a public forum. Topics covered by the study included historic resources, Main Street revitalization and tourism.

Relevant recommendations from the document include:

- Improve the visibility and accessibility of Highland Brook.
- Improve the aesthetic of infrastructure around Highland Brook to help highlight the brook and improve the appearance at the entrance to the business district.

- Ensure public access to Highland Brook through the property between the brook and the Post Office on Main Street.
- Explore options for reducing the visual clutter on Main Street from overhead wires.
- Form a local tourism partnership consisting of all stakeholders.
- Encourage desired tourism growth and minimize the negative impacts of inappropriate development through zoning ordinances, design guidelines and site plan review procedures.
- Develop a local brand and marketing tagline. Incorporate these in all literature, signage and marketing materials.
- Improve wayfinding signage design and locations throughout the downtown.
- Complete a market study to define the current market and assess leakages.
- Take advantage of the proximity to the Appalachian Trail.
- Communicate potential development opportunities and shovel-ready sites to the County to increase the Village's outreach capacity.
- Continue evaluating excess lands owned by West Point that could be conveyed to the Town of Highlands or Village of Highland Falls.
- Establish a local nonprofit community organization and/or business group.
- Consider a Community Grants Fund from private individual contributions to implement needed neighborhood-scale projects.
- Complete a comprehensive survey of historic resources. Apply for a multi-property nomination to the National Register of Historic Places.
- Develop a design guide for building renovations and new development to preserve the local character where applicable. Some topics to consider include, signage, paint colors, street furniture, public spaces, and the design of new buildings. A Historic Design Review Board could be established to advise the Planning and Zoning Boards on matters requiring conformance with the guide.
- Develop trails that connect historic, cultural and recreational sites.
- Improve the visual experience along State Route 9W.
- Improve the gateway area to the village at the County Route 918 and State Route 9W intersection with more visible signage. Consider adding a list of services and attractions. Wayfinding signage to these services and attractions should be consistent and well-placed throughout the Village.
- Install an informational kiosk in the center of downtown. Consider locating the kiosk at the north-end of the central parking lot between Main Street and West Point Highway.
- Improve the pedestrian experience along Main Street to provide an attractive atmosphere for downtown shoppers. This should include street furniture, plantings and well-maintained sidewalks.
- Consider making Main Street a one-way heading south. The West Point Superintendent stated his willingness to have traffic out of Thayer Gate be directed down Main Street instead of on the West Point Highway.
- Designate off-street parking spaces at the Town Hall parking lot for public officials so on-street parking adjacent to main Street businesses is open for patrons.

- Improve the pedestrian connections between the West Point Visitors Center and Main Street. Improve the visibility and quality of crossing from the Visitors Center.

Orange County Greenway Compact (June 2013) – A review of municipal and county plans, initiatives and policies across Orange County to demonstrate the County’s alignment with the principles of the Hudson River Valley Greenway program. The report includes an analysis of the compatibility of County plans with the five core principles of the Greenway program, a summary of relevant recommendations from the County Comprehensive Plan, and a brief description of the applicable components of the County Design Manual. This assessment was completed as part of the County’s application to become a Greenway Compact Community. The Greenway Compact is a voluntary regional planning vision directed by the public and supported by the New York State Hudson River Valley Greenway Council that oversees the program. Completion of this report makes the County eligible for specific funding opportunities for projects supported by the Compact. Municipalities who adopt the Compact are eligible to apply to become a Greenway Community and future funding opportunities. The Village of Highland Falls is a Greenway Community.

Relevant recommendations from the document include:

- Protect, preserve and enhance natural resources, including natural communities, open spaces and scenic areas as well as cultural resources including historic places and scenic roads.
- Encourage economic development that is compatible with the preservation and enhancement of natural and cultural resources.
- Promote increased public access to the Hudson River.
- Work with other Greenway Communities to develop mutually beneficial regional strategies.
- Identify and protect historical and cultural resources that enhance the sense of place and quality of life of residents. Promote awareness about natural, cultural, scenic, and historic resources as a component of an overall economic development strategy.
- Link the natural and built environment with well-designed scenic roads and multi-use trails.
- Conserve natural land resources in a sustainable, linked combination of parks, open spaces, and waterfronts.
- Adequately maintain existing parks and strategically acquire or facilitate the preservation of additional parkland and prominent vistas. Develop facilities to meet the needs of all users.
- Utilize the recreation and open space potential of waterfront resources.
- Maintain existing and provide for future expansion of pedestrian and bike trails.
- Offer quality living environments and active village centers that attract a strong and diverse workforce.

Orange County Economic Development Strategy (2015) – A comprehensive strategy for regional economic development in Orange County developed by the Orange County Department of Planning in 2015. In collaboration with several regional organizations and other county departments, the Department of Planning evaluated the current economic conditions, the key industries, municipal codes, and projected growth potential of Orange County. A survey of municipal elected officials and key stakeholders was also completed to provide insight into how economic trends are directly impacting people at a local level. From this analysis, a set of goals were developed with recommendations that outline a 5-year strategy for Orange County and its partners to achieve their goals. The main goals set by Orange County are attract and assist businesses improve economic development capacity, strengthen key industries, and create a supportive culture for small businesses.

Relevant recommendations from the document include:

- Capitalize on the major tourist attractions. Three out of the top five tourism attractions outside the New York City metropolitan area are located in Orange County. These are the U.S. Military Academy at West Point, Woodbury Commons Premium Outlets, and Storm King Art Center.
- Organize a recreational page on the tourism website concentrating on walking/cycling trails and nearby amenities.
- Create culinary adventure tours centered around breweries, wineries, distilleries, farms, farmers markets, and lodging facilities.
- Encourage place-based retailers and chambers of commerce to participate in cooperative marketing promotions.
- Improve/increase mapping and signage for tourism destinations.
- Design and implement a broad marketing program to increase overnight visitation.
- Develop and map water trails along the County's 3 rivers; encourage riverfront communities to include facilities to attract more boaters.
- Work with museums, historic sites, arts venues and others to create themed destination trails and itineraries.
- Work with municipalities, businesses, and private developers to incorporate amenities for trail users (e.g., rest rooms, water stations).

Orange County Comprehensive Plan 2019 Update – Proposed Final (April 2019) – The five-year update to the County's Comprehensive Plan performed by the County Planning Board. The Plan focuses on streamlining the components of the previous Comprehensive Plan and developing a new supplemental chapter on transportation issues. The Plan consists of a review of previous plans, a discussion of emerging needs, a summary of the public participation process, a description of the county-wide vision, an analysis of socioeconomic data, and a list of goals to achieve.

Relevant recommendations from the document include:

- Implement more trail connections to the Orange County Heritage Trail and create a county-wide trail network.
- Preserve natural resources and open spaces for future generations.
- Consider Complete Streets criteria, such as a connected road network, bike lanes, accessible sidewalks, and other facilities to increase safety and ease of use.
- Promote neighborhood-scale commercial and institutional use that are pedestrian friendly.
- Preserve land with steep slopes, wetlands, floodplains and riparian buffers, scenic views, and historic and culturally-significant resources.
- Enhance local amenities such as parks, trails and tourist attractions.

Summary of Recommendations (Draft)

The review of existing plans revealed several revitalization projects that have been frequently recommended for Highland Falls. With considerable planning support, these projects will have a much greater chance of being funded and implemented.

Therefore, due to the level of support, the following plan recommendations will be incorporated into the Waterfront Revitalization Strategy for Highland Falls:

Recommendation 1: Complete Main Street streetscape and sidewalk improvements. This includes installing street furniture and plantings and maintaining these amenities along with sidewalks. These streetscape elements should extend across the entire corridor.

Recommendation 2: Outline a consistent design vernacular for the downtown with a focus on the Main Street corridor. This should begin with an inventory of historic and culturally significant buildings along Main Street followed by the development of a Main Street design guide for building renovations and new development and the establishment of a Historic Design Review Board to assess conformance with the guide.

Recommendation 3: Develop a village signage plan. Components of the plan include signage design concepts, gateway signage designs and a site master plan, a location and design for a downtown informational kiosk, and a master plan for the location of village signage.

Recommendation 4: Develop a village marketing plan. Components of the plan include a market study to determine target audiences and market gaps, a review of existing regional tourism initiatives, designing a village brand, creating a marketing tagline, designing and distributing marketing materials, and an implementation strategy. The brand and tagline should be incorporated into all village banners and signage.

Recommendation 5: Directly fund or seek financial assistance to fund façade and signage improvements for Main Street buildings. This could include creating a

new funding stream by submitting multiple properties to the National Register of Historic Places using the historic building inventory, assistance from the county, state grant opportunities, and an option to create a local Community Grants Fund from private individual contributions to implement needed neighborhood-scale projects. The Village should also work with regional partners and nonprofits to secure outside funding.

Recommendation 6: **Proceed with the implementation of the preferred waterfront redevelopment concept.** Several planning efforts have presented the Village with a variety of potential redevelopment concepts for the waterfront. Each recognizes the recreation, open space and tourism potential that the waterfront is not achieving in its current state. Therefore, the Village should immediately proceed to the next step of implementing the preferred concept.

Recommendation 7: **Complete a feasibility study for the development of a trail along Highland Brook.** This would include a land use and ownership study, an analysis of site conditions, a review of previous design concepts, a robust community participation process to gather ideas and support for the project, development of cost estimates, and an implementation strategy with a list of opportunities for funding support and an estimated project timeline.

Recommendation 8: **Create a green space, natural resources and conservation areas inventory.** The inventory could include parks, pocket green spaces, conservation easements, steep slopes, water resources and access points, wetlands, protected state lands, and the various infrastructure that connects these places. Such an inventory would be a valuable asset in the development of a trail connectivity and land conservation master plan for the Village.

Recommendation 9: **Develop a master plan for the downtown that ties together all of the design and engineering recommendations from existing plans.** Topics to cover in the master plan include converting Main Street into a one-way heading south, complete streets that incorporate facilities to increase safety and ease of use for all transportation modes, options for reducing the visual clutter on Main Street from overhead wires, designating off-street parking spaces at the Town Hall parking lot for public officials, an improved pedestrian connection between the West Point Visitors Center and Main Street, and a parking plan that would reorganize surface parking and study the potential for a parking garage that would increase opportunities for new development and open space downtown.

Appendix C
Village of Highland Falls Transportation Strategy

Village of Highland Falls Transportation Strategy

December 2019



Prepared for the Village of Highland Falls



Village of Highland Falls
Orange County, New York

Prepared by Foit-Albert Associates

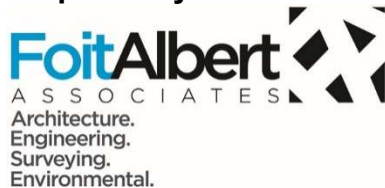


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Project Objective

The Village of Highland Falls, located on the Hudson River in Orange County, is ready to be the regional center of preservation, tourism, transportation, and marketing. The Village is home to the United States Military Academy at West Point. The Village and West Point would like to further their long-standing relationship by linking the area's three most prominent attractions: the historic Main Street, West Point Military Academy, and the waterfront, which can be accessed via Station Hill Road. The current layout of the Village of Highland Falls does not connect these three attractions, forcing visitors to treat these as three separate destinations. According to Orange County, West Point attracts 1.5 million visitors annually. Bringing West Point visitors to the historic Main Street and the waterfront is key to boosting local and regional tourism. Providing upgrades to the historic Main Street and the waterfront is expected to allow the Village to become an overnight destination for travelers rather than a one-day trip. A successful improvement strategy will seamlessly connect the historic Main Street, the waterfront, and West Point and allow visitors to see the Village of Highland Falls as one complete destination rather than three separate attractions.

Existing Site

Overview

The Village of Highland Falls has multiple features that were evaluated and given consideration as part of this project. The current traffic pattern of the Village of Highland Falls was analyzed, with a focus on the traffic flows between Main Street and the West Point Highway. Highland Falls has key features that will be used to create a more tangible bond between the Village's historic Main Street, West Point, and natural resources. These key features include Veteran's Park and Ladycliff Park, the medians between Main Street and West Point Highway, Station Hill Road, and the waterfront. An aerial of the existing Highland Falls layout has been included in the Appendix.

New York Route 218 (NY-218) approaches the Village of Highland Falls as Main Street. However, once NY-218 reaches Veteran's Park, it splits into Main Street and West Point Highway. Main Street moves traffic slightly west, through the village center. West Point Highway shifts traffic slightly east and allows visitors to bypass the historic Main Street. Main Street and West Point Highway can be accessed from each other in six locations within the project study area. These six connecting locations are:

- Veteran's Way
- Webb Lane
- Purple Heart Memorial Lane
- An unnamed connection that is aligned with the driveway to the US Military Academy Visitors Center and The West Point Museum
- A connection aligned with Station Hill Road
- A connection aligned with Homestead Avenue, approximately 270 ft south of Thayer Gate

Main Street and West Point Highway meet again at Thayer Gate, the entrance to West Point Military Academy. When leaving Thayer Gate, traffic is given the opportunity to leave via Main Street or West Point Highway. However, under the existing traffic pattern, traffic is directed

towards West Point Highway and away from the historic Main Street. NY-218 serves as the approach road to the Village of Highland Falls and will not be altered as part of this project.

Main Street

Main Street runs on the western side of Highland Falls and is currently 2 lanes, with one northbound (NB) lane and one southbound (SB) lane. The posted speed limit on Main Street is 30 mph. There are no designated shoulders on Main Street. There is parking on both sides of Main Street for the majority of the project area. There are no bicycle or shared use lanes on Main Street. There is a sidewalk on the western side of Main Street for the entire length of Main Street. There is a sidewalk on the eastern side of Main Street within the limits of the historic Main Street and along Ladycliff Park. The northbound lane of Main Street terminates 100 ft prior to Thayer Gate, as the southbound lane is one of two options given to traffic leaving West Point. Main Street provides visitors with access to the historic Main Street's local restaurants, stores, and emergency services. Directing traffic through Main Street will help to boost the local economy, a primary objective of this project.

West Point Highway

West Point Highway runs on the eastern side of Highland Falls and is currently a 2-lane road with one northbound lane and one southbound lane. The posted speed limit on West Point Highway is 30 mph. There are no shoulders on West Point Highway within the Village of Highland Falls. There is sidewalk on the western side of West Point Highway from Veteran's Way to Purple Heart Memorial Lane, and sidewalk on the eastern side of West Point Highway beginning at Purple Heart Memorial Lane and continuing beyond Thayer Gate. There are no parking, bike lanes, or shared use lanes on West Point Highway. West Point Highway allows visitors to access West Point Military Academy, the West Point Visitors Center, the West Point Museum, and Station Hill Road. Once traffic passes Homestead Avenue, it must continue to Thayer Gate. Occasionally, traffic passes Homestead Avenue and will execute a potentially dangerous turn-around prior to reaching Thayer Gate.

Village Features

The two parks between Main Street and West Point Highway, Veteran's Park and Ladycliff Park, serve as the limits of the historic Main Street. Veteran's Park sits within a triangle formed by Veteran's Way, West Point Highway, and Main Street. The park is approximately 0.54 acres and is home to a gazebo, a September 11th memorial, and a World War memorial. Veteran's Park is a respectful tribute to those who have served our country and the longstanding relationship between the Village of Highland Falls and the West Point Military Academy, making it a fitting entrance to the Village. Ladycliff Park is a 0.44-acre triangular shaped park formed by Main Street, Webb Lane, and Purple Heart Memorial Lane. The park is home to a gazebo and has been used to display sculptures and other works of art in the past.

A municipal parking lot (Municipal Lot A in this report) with pedestrian access to Main Street is located between Main Street and West Point Highway and can be accessed by vehicle from

Veteran's Way. Adjacent to Municipal Lot A is Highland Brook. Highland Brook flows east under Main Street and parallel to Veteran's Way before turning north alongside West Point Highway. Highland Brook then flows east under West Point Highway and into the Hudson River. There is additional green space and one municipal parking lot between the other four connections of Main Street and West Point Highway. The municipal parking lot (Municipal Lot B in this report) is located north of Ladycliff Park, between Purple Heart Memorial Lane and the unnamed connection in front of the US Military Academy Visitors Center and the West Point Museum. This parking lot has two charge stations for electric cars and is used for food trucks during warmer weather. The parking lot can be accessed from the south via Purple Heart Memorial Lane and can be accessed from the north via the unnamed connection. The design of Municipal Lot B suggests that it should be one way northbound. However, there are no signs or pavement symbols to direct traffic. The limited green space of the existing median is used for park benches, gardens, military statues and memorials, sculptures, and trees. The shared use of the median helps visitors and residents to enjoy the history of the ongoing relationship between the Village of Highland Falls and West Point Military Academy.

The existing crosswalks of Highland Falls were constructed prior to the implementation of the Americans with Disabilities Act (ADA) Standards for Accessible Design. While there are crosswalks connecting many of the village amenities, there are no crosswalks connected to Veteran's Park, only one crosswalk connected to Ladycliff Park, and only one crosswalk connected to Municipal Lot B. Most of the existing crosswalks have curb cuts and striping, but only one has detectable warning strips. All crosswalks spanning Main Street are equipped with "State Law: Yield to Pedestrians Within Crosswalk" traffic control devices. There are no traffic signals or pedestrian crossing signals within the Village of Highland Falls. When roadway work is being performed (with the exception of routine maintenance), updates to the adjacent sidewalks and pedestrian facilities are required in order to meet ADA Standards.

Existing Roadway Data		
	Main Street	West Point Highway
Speed Limit	30	30
Existing AADT* (year)	No data	4429 (2016)
No of Travel Lanes	1 NB, 1 SB	1 NB, 1 SB
Lane Width	10 ft	12 ft
Shoulder Width	0 ft	0 ft
Accessibility Features/ADA Compliance	17 non-ADA compliant crosswalks 2 ADA compliant crosswalks	
Additional Features	On-street parking, both sides of street Continuous sidewalk on western side, partial sidewalk on eastern side	Partial sidewalk on eastern side, partial sidewalk on western side

* As defined in the *Highway Capacity Manual, 6th edition*, Annual Average Daily Traffic (AADT) is the total volume of traffic passing a segment of a highway facility in both directions for 1 year divided by the total number of days in the year.

Station Hill Road

Station Hill Road and the waterfront review area start at West Point Highway and extend east towards the Hudson River. Station Hill Road varies in width from 30 ft at the top to 18 ft at the bottom, with no centerline and no designated shoulders. No signage exists to indicate that the road leads to the waterfront, the historic railroad depot, and RV park. For the purpose of this report, Station Hill Road has been divided into two corridors, with the breakpoint occurring at the turn that divides the “Upper” corridor from the “Lower” corridor. The Upper corridor is approximately 0.2 miles long, reaching from West Point Highway to the Station Hill break point, and is aligned with northwest/southeast. The Upper corridor is shown with a blue line on Exhibit 2. On the southwest side of Upper corridor, there is approximately 60 ft of trees and a steep grade increase between Station Hill Road and the US Military Academy Visitors Center. The Lower corridor of Station Hill Road is approximately 0.2 miles long, beginning at the Station Hill break point and ending at the waterfront, and is aligned with north/south. The Lower Corridor is shown with a green line on Exhibit 2. On the east side of the Lower corridor, there is approximately 120 ft of trees and a RV Parking lot. There is a sharp turn where the Upper corridor and the Lower corridor of Station Road meet, forming a triangle between the Upper corridor and Lower corridor. The pavement of Station Hill Road is in poor condition, with deterioration covering 80% - 90% of the roadway in both corridors. Longitudinal cracking has become map cracking throughout the roadway. Station Hill Road has multiple repaired patches of pavement with older patches showing additional deterioration. Station Hill Road leads to the entrance of the RV park, with two “Private Property: No Trespassing” signs visible upon entering the RV parking lot.



Exhibit 1: Map cracking and patch repairs on the Lower Corridor of Station Hill Road

The land between the Upper corridor and Lower corridor is approximately 1.5 acres. A small portion of this land is owned by McDonald's and the remainder of the land is owned by the federal government. The terrain is heavily vegetated and rocky with an overall drop in elevation from 140 ft at the top of the Upper Corridor to 15 feet at the bottom of the Lower Corridor, though the grade change is inconsistent. The steepest slopes occur along what would be considered the "3rd leg" of the triangle and through the center of the triangular area, beginning at the connecting point of the Upper Corridor and the Lower Corridor. The 3rd leg is shown with a yellow line on Exhibit 2.

The 1.5 acres of land within the triangle is posted with "Restricted Area: No Admittance" along the lower corridor. The area is blocked off along the Upper corridor with green chain-link fence. The fence is damaged or has been knocked down in multiple areas. There is a man-made stone retention pond within the 1.5-acre plot. The original purpose of the retention pond and whether or not the retention pond is still used for its original purpose is unknown. The man-made retention pond has been located on Exhibit 2 using a red circle.

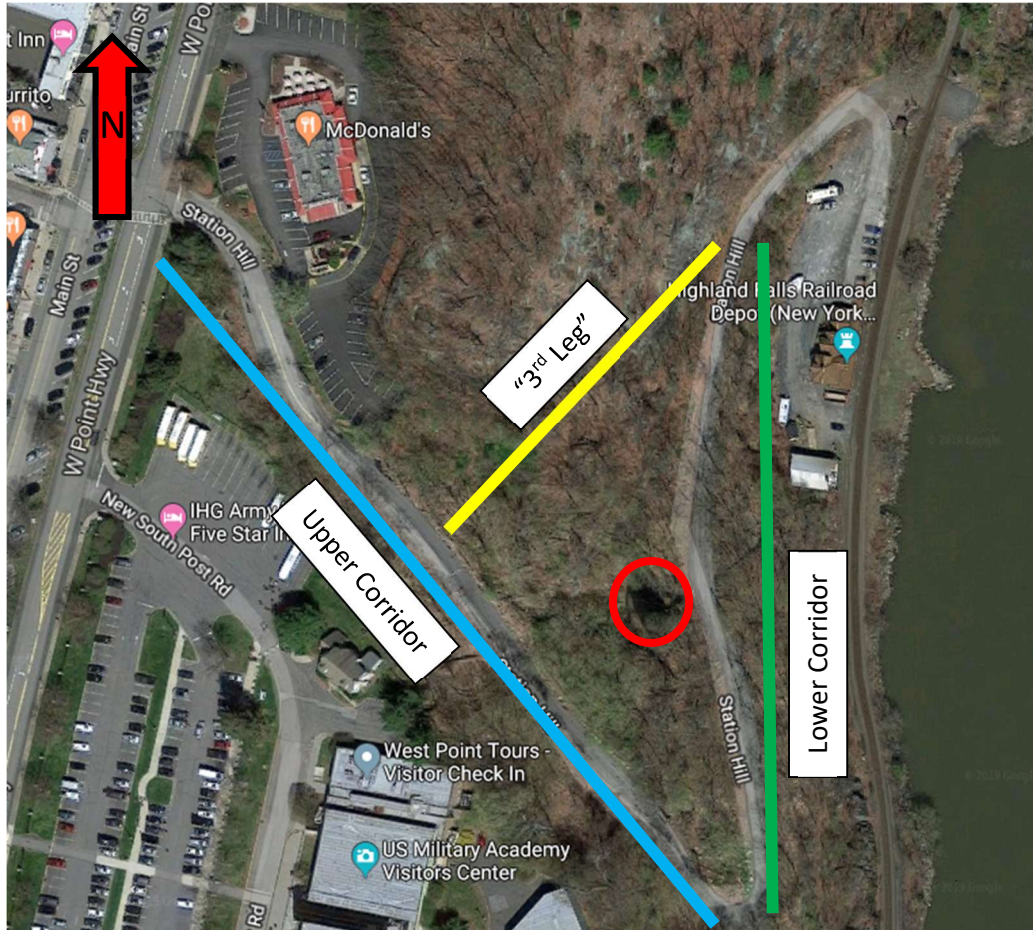


Exhibit 2: Station Hill Road to waterfront

Waterfront

The waterfront property includes a private residence on the northern end of the waterfront, a small piece of property owned by the federal government that extends into the Hudson River, an RV park in the center of the waterfront property, and the Highland Falls Railroad Depot.

The waterfront property consists of a gravel parking lot used for RVs, CSX Corporation train tracks that run through the property, the Highland Falls Railroad Depot, a private gravel boat launch, and a private residence. The Highland Falls Railroad Depot no longer services the railroad and has been converted into multi-family housing. The CSX Corporation-owned railroad tracks run parallel to the Hudson River, offset approximately 35 ft from the water. The railroad tracks divide the property in two, with the Hudson River on the eastern side of the tracks and the remainder of the waterfront property on the western side. The portion of property east of the tracks and adjacent to the Hudson River is approximately 0.51 acres with 500 ft of waterfront. The waterfront consists of grass separated from the Hudson River by a barrier of rocks. The portion of property west of the tracks is approximately 0.73 acres and includes the RV lot and the repurposed train station. The 0.83 acres currently used for a private residence located at the north end of the of

the waterfront study area is divided by the train tracks into a 0.36-acre parcel on the eastern side adjacent to the Hudson River and a 0.47-acre parcel on the western side.

The waterfront property is examined in detail in the June 1, 2017 “Highland Falls waterfront Redevelopment Feasibility Study Final Report”. Acreage values for the waterfront study area are provided by this June 1, 2017 report.

Key Observations

- When approaching the Village of Highland Falls, there is a sign prior to Veteran’s Park that directs traffic towards West Point Highway and past the historic Main Street.
- There is bicycle traffic on West Point Highway and sidewalks of Main Street throughout the day.
- There is a “Think Local” sign encouraging visitors to support the local shops and restaurants on Main Street. This sign is located approximately 1000 ft from the Thayer Gate and has already missed visiting traffic. The “Think Local” sign is located behind a tree, making it difficult to locate and difficult to read.
- Traffic exiting Thayer Gate is given the option to leave via Main Street or West Point Highway. The existing traffic pattern directs traffic onto the West Point Highway when entering Highland Falls and directs traffic onto West Point Highway when exiting the Thayer Gate. The local shops on Main Street are passed over without many visitors knowing of their existence.
- Existing connections between Main Street and West Point Highway are substandard and lead to dangerous traffic maneuvers.
- Eastbound traffic from Mountain Avenue uses Veteran’s Way to access West Point Highway and avoid traveling down Main Street.
- The Village lacks sufficient opportunities for visitors and residents to connect with the waterfront.
- There is a gap between the historic Main Street and the assets of the United States Military Academy. This gap exists due to the limited green space north of Ladycliff Park. There are no attractions in this area, it is currently used for Municipal Lot B

Proposed Improvement Strategy

Main Street and West Point Highway

The primary concern to be addressed within the Village of Highland Falls is the existing traffic pattern. The existing traffic pattern allows traffic to route around the historic Main Street directly to West Point. The proposed traffic pattern prevents traffic from bypassing the historic Main Street by converting West Point Highway and Main Street into one-way roadways. West Point Highway is proposed to become dedicated to northbound travel and have two 11-foot lanes and one 7-foot bicycle lane. West Point Highway would serve as the entrance to the Village of Highland Falls, reaching from Veteran’s Park to Thayer Gate. Northbound angled on-street parking has been added to the western side of West Point Highway between Webb Lane and Homestead Avenue. Main Street would allow southbound travel and have one 11-foot lane and one 7-foot bicycle lane. Main Street would be used by traffic leaving Highland Falls, reaching from Thayer Gate to Veteran’s Park. On-street parking on the western side of Main Street would be retained as parallel

parking under the new traffic pattern. Parallel on-street parking on the eastern side of Main Street would be converted to southbound angled parking under the new traffic pattern and the existing northbound angled parking spots on the eastern side will become southbound angled parking spots, corresponding to Main Street's proposed direction of travel. An aerial of Highland Falls with proposed improvements has been included in the Appendix.

The increase of on-street parking on Main Street and the addition of on-street parking to West Point Highway serves two purposes. The first is to allow visitors to access parking more easily and more frequently. Visitors will have the option to park in one location for the day or will be able to find new parking spots as they move from location to location throughout Highland Falls. Having easily accessible on-street parking will allow visitors of all levels of mobility to experience Highland Falls. The second is to help remedy the removal of the Municipal Lot B, which is being replaced with green space as an extension of Ladycliff Park.

The proposed traffic pattern has five two-way connections with corresponding left turn lanes between Main Street and West Point Highway. The proposed sixth connection is one-way and is located 50 ft south of Thayer Gate. This one-way connection is a final turnaround for traffic that has traveled too far north on West Point Highway and does not wish to pass Thayer Gate. Five of the existing six connections are preserved in their original locations and have improved roadway geometry under the proposed traffic conditions. The connection created by Purple Heart Memorial Lane will be removed to provide additional green space as an extension of Ladycliff Park.

Village Features

Highland Brook runs under Main Street, adjacent to the southern side of Municipal Lot A, and alongside West Point Highway. The current condition of Highland Brook causes it to be missed by many visitors. There is a sidewalk between Highland Brook and West Point Highway, but the sidewalk stops short of Veteran's Way. Extending this existing sidewalk west along Veteran's Way and north along Town Hall Row will complete a continuous loop of sidewalk back to Municipal Lot A. The sidewalk between Highland Brook and West Point Highway will have a strip of grass added to create a wider buffer zone. Highlighting this brook will allow residents and visitors to enjoy nature within the same block as the historic Main Street.

The median between Main Street and West Point Highway will receive increased green space to unite West Point and the historic Main Street. Ladycliff Park will see the largest increase in size by incorporating the land currently held by Municipal Lot B and Purple Heart Memorial Lane. With the addition of this land, Ladycliff Park will nearly triple in size, from 0.44 acres to 1.26 acres. Ladycliff Park will reach from the historic Main Street to the doorstep of the United State Military Academy Visitor Center and the West Point Museum. The next two sections of median will have a sidewalk, allowing pedestrians to travel from Veteran's Park to the final intersection before Thayer Gate (the intersection of Main Street and Homestead Avenue) without having to cross Main Street or West Point Highway. The sidewalks in the median will also allow pedestrians to access the entrance to the waterfront at the intersection of West Point Highway and Station Hill Road. The most northern median is in front of Thayer Gate and will receive an increase in green space from 0.08 acres to 0.19 acres.

The crosswalks in the Village of Highland Falls will be improved to meet ADA Standards. The proposed crosswalks should include ADA-compliant curb ramps with detectable warning strips and ladder style in-street striping. Due to the proposed traffic pattern's reliance on continuous, free flowing traffic, traffic signals and pedestrian crossing signals are not recommended. The use of signals at pedestrian crossings would impede traffic flow and have a negative impact on level of service. In lieu of signals, all crosswalks should be equipped with "State Law: Yield to Pedestrians Within Crosswalk" traffic control devices. Crosswalks are to be installed at the following locations:

- Intersection of Main Street/Mountain Avenue/Veteran's Way
 - Across Mountain Avenue
 - Across Veteran's Way
 - Across Main Street on northern side of intersection
- Along Veteran's Way
 - Across driveway to Municipal Lot A
- Along Main Street
 - Across Schneider Avenue
 - Across Tobins Lane
 - Across Cozzens Avenue
 - Across Drew Avenue
 - Across Parry Avenue
 - Across Homestead Avenue
 - Across Webb Lane
- Along West Point Highway
 - Across Station Hill Road
 - Across Webb Lane
- Accessing Ladycliff Park
 - Across Main Street at southern end of park
 - Across Main Street at northern end of park
 - Across West Point Highway at southern end of park
 - Across West Point Highway at northern end of park
- Accessing Median that spans from US Military Academy entrance to Station Hill Road
 - Across Main Street at southern end of median
 - Across Main Street at northern end of median
 - Across West Point Highway at southern end of median
 - Across West Point Highway at northern end of median
- Accessing Median that spans from Station Hill Road to Homestead Avenue
 - Across Main Street at southern end of median
 - Across West Point Highway at southern end of median

As a safety measure to protect pedestrians against cars utilizing turn arounds, the medians will not be connected to each other via crosswalk.

Proposed Roadway Data		
	Main Street	West Point Highway
Speed Limit	30	30
Projected AADT (2020)	N/A	4519
No of Travel Lanes	1 SB	2 NB
Lane Width	11 ft	11 ft
Shoulder Width	0 ft	0 ft
Accessibility Features/ADA Compliance	23 ADA compliant crosswalks	
Additional Features	On-street parking, both sides of street Continuous sidewalk on both sides of street 7 ft wide bicycle lane, western side of street	On-street parking, western side of street Continuous sidewalk on both sides of street. 7 ft wide bicycle lane, eastern side of street

Station Hill Road

Station Hill Road is key to the revitalization of the waterfront, as it is the link between the village center and the waterfront. Signage for the waterfront will be installed along West Point Highway, Main Street, and at the start of Station Hill Road to attract the attention of potential waterfront visitors. The natural landscape of the waterfront project area and the surrounding West Point attractions limit re-alignment possibilities for Station Hill Road. The current alignment of Station Hill Road is non-standard and requires advanced warning signs to make drivers aware of the sharp turn. The existing alignment uses natural slopes and will remain unchanged. However, the pavement of Station Hill Road should receive a full depth replacement. The 1.5 acres of land between the Upper Corridor of Station Hill Road and Lower Corridor holds potential as a wilderness exploration area. The McDonald's located at the start of Station Hill Road is considered to be outside of the project review area and will not be included as part of this project. The McDonald's parking lot is adjacent to the 1.5 acres of the project review area. The portion of the 1.5 acres just beyond the McDonald's parking lot has a relatively gentle grade, with a rock outcrop to the north and a downward slope to the waterfront to the east. With the plan to use the slope down to the waterfront for trails and wilderness exploration, the upper portion will be used as a family picnic area and main entrance to the trails. The removal of the green chain-link fence along Station Hill Road will allow for more trail openings to be included. The slope down to the waterfront has similar geographical features to New York City's Central Park. "The Ramble," located in New York City's Central Park, is moderately to heavily vegetated, has natural grade changes, and rock outcrops that are similar to the triangular area adjacent to Station Hill Road. The Ramble is a network of trails that uses the natural landscape as a guide for the trail alignments.

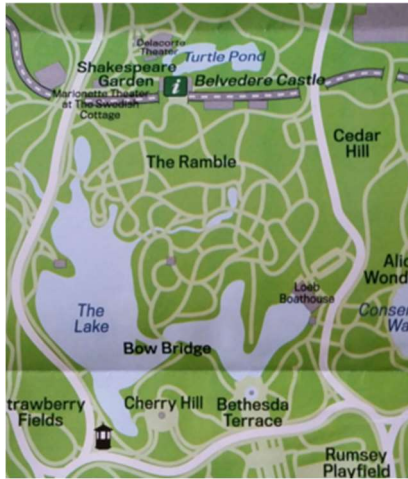


Exhibit 3: Map of The Ramble, located in New York City's Central Park

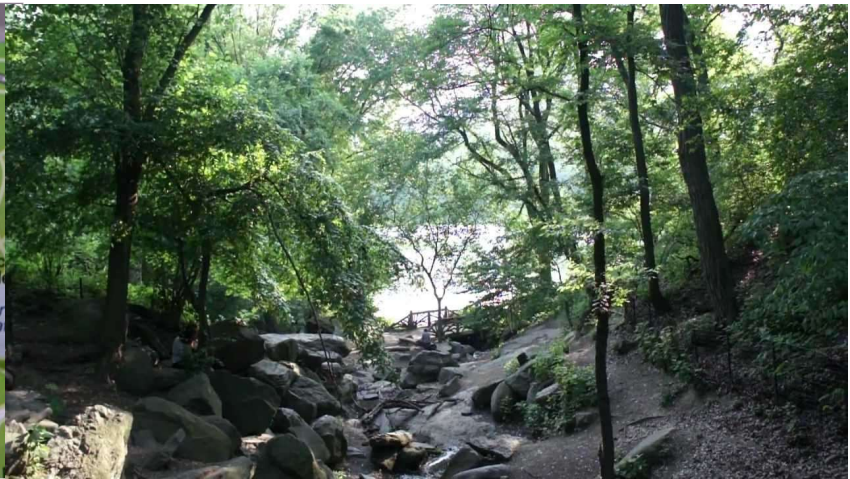


Exhibit 4: Photo from The Ramble, located in New York City's Central Park, showing vegetation, rocks, and the natural landscape used to create trails for park visitors

The 1.5-acre triangle formed by Station Hill Road can be used for the same purpose as The Ramble despite the much smaller scale. The natural landscape of the 1.5-acre triangle offers several opportunities for the construction of paths and provides a more scenic route down to the waterfront. The central existing features are the man-made retention pond near the center of the triangle and the rock outcrop along the northern side of the triangle. The included graphic provides a concept of what the wilderness exploration area may look like. An in-depth topographic survey and map are required to locate the natural slopes and features suitable for use as paths. The trails shown are concept only and should not be seen as final trail alignments.



Exhibit 5: Wilderness exploration concept, influenced by “The Ramble,” located in NYC’s Central Park

At the top of the hill, approximately one-third of the way down the Upper corridor, will be the entrance to the trails and the picnic area. The picnic area will provide a safe, family-friendly connection to nature prior to taking a trip down to the waterfront. The construction of this trail network and picnic area will require the acquisition of the land between the Upper Corridor and Lower Corridor and will require negotiations with McDonald’s to use a portion of their existing parking spaces for visitors.

The Waterfront

As noted in the “Highland Falls Waterfront Redevelopment Feasibility Study Final Report”, the waterfront property is currently privately held. As part of future development, the Village intends to purchase these parcels or work with a partner organization to convert them to public use. The

waterfront provides a great opportunity for those who would like to experience the Hudson River. The existing private boat launch has potential to provide future public access for boaters, fishermen, and kayakers. The strip of land between the railroad tracks and the Hudson River offers an uninhibited view across the Hudson River. Under the waterfront's current private ownership, there is limited outdoor furniture that can be used to relax and enjoy the view. The addition of picnic tables, Adirondack chairs, and/or other outdoor furniture would increase the versatility and comfort of the waterfront area. A small jetty is the only remains of the former marina that was attached to the waterfront. The construction of a new marina would provide docking for multiple boats. However, it could impede the view of the Hudson River that the waterfront is currently afforded. Therefore, it is recommended that the new marina extend east from the jetty and south on the Hudson River. This marina design will leave an open view across the Hudson River from the waterfront, which may be paramount for visitors not interested in boating or being on the water. Ideally, the waterfront will be a location for social gatherings as well as individual leisure. The waterfront should not be restricted to or give attention to only one specific activity. The waterfront's previous marina extended north and south in the Hudson River and mainly limited visitors to boating. Further study and discussion with stakeholders will be required prior to making a final decision for the waterfront.

Highland Falls Railroad Depot

On the opposite side of the train tracks from the Hudson River, the railroad depot is central to the waterfront review area and should serve the needs of the visitors in the area while providing a boost to the local economy. In the "Highland Falls Waterfront Redevelopment Feasibility Study: Final Report," alternatives for the railroad depot include purchasing the Depot from its current owner and converting the existing multi-family housing into:

- a restaurant/eatery
- museum and visitor center
- outdoor/aquatic sport outfitting
- multiple store fronts.

The size of the railroad depot will allow it to successfully accommodate more than one alternative. Converting the depot into an eatery with local boutiques will give visitors reason to stay at the waterfront longer. In the warmer months, the covered loading platform of the former train station can be used for additional boutiques, for shaded seating, or for food stands, with the option of using part of the parking lot for food trucks. As a hub for food and shopping, the decommissioned train depot has potential to draw visitors independent of the waterfront. Given the Highland Falls Railroad Depot's status on the National Register of the historic Places and the rich history of the relationship between the Village of Highland Falls and West Point, the railroad depot could serve an educational purpose in addition to a recreational purpose. Further study and discussion with stakeholders will be required prior to making a final decision for the Highland Falls Railroad Depot.

Appendix

Village of Highland Falls Existing Aerial

Village of Highland Falls Proposed Aerial





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PROPOSED TRANSPORTATION STRATEGY

HIGHLAND FALLS LWRS

HIGHLAND FALLS, NEW YORK 10928

Scale:
NTS

PRELIMINARY
NOT FOR
CONSTRUCTION

Revision Number	Revision Date

Date:	12/20/2019	Project Manager:	GJS
Drawn By:	AJC	Checked By:	GJS

Project: 19027.00

Sheet: T-1

Appendix D

Funding Opportunities

Funding Opportunities (Draft)

NY Department of State (DOS)

Local Waterfront Revitalization Program (LWRP) – Matching funds for local governments to participate in the State’s Coastal Management Program (CMP) by preparing and adopting a Local Waterfront Revitalization Program (LWRP). A Local Waterfront Revitalization Program consists of a planning document prepared by a community, and the program established to implement the plan. A LWRP may be comprehensive and address all issues that affect a community's entire waterfront, or it may focus on a critical component. After completing the report, the grantee is eligible to receive funding to implement the entire LWRP or a component.

Hudson River Valley Greenway

Community Grant Program – Grant funding to develop and implement a plan that balances Greenway criteria of economic development considerations with resource protection and promotion objectives.

Conservancy Trail Grants – Funding for recreational trail projects, including trail construction, planning and design; trail rehabilitation or improvement; and trail education or interpretation.

Empire State Development

Economic Development Purposes Grant Program – Funds for economic development initiatives and projects that create or retain jobs, generate increased economic activity and improve the economic and social viability and vitality of local communities.

Excelsior Jobs Tax Credit Program – Provides job creation and investment incentives to firms in such targeted industries such as biotechnology, pharmaceutical, high-tech, clean-technology, green technology, financial services, agriculture and manufacturing. Firms in these industries that create and maintain new jobs or make significant financial investment are eligible to apply for up to four new tax credits. The benefit-cost threshold is at least \$10 of investment and new wages for every \$1 of tax credit.

Market NY – Supports regionally themed marketing projects that promote tourism destinations, attractions and special events, as well as tourism facility capital improvement projects. Additionally, eligible projects include the hosting, coordination and execution of special events new to New York State, and the promotion of agritourism and craft beverage tourism.

Regional Council Capital Fund Program – Funds for capital-based economic development projects intended to create or retain jobs; prevent, reduce or eliminate unemployment and underemployment; and/or increase business or economic activity in a community or region.

Start-Up NY Program – Offers new and expanding businesses the opportunity to operate tax-free for 10 years on or near eligible university or college campuses in New York State.

Strategic Planning and Feasibility Study Project Grants – Funds for strategic development plans for a city, county, or municipality or a significant part thereof and feasibility studies for site(s) or facility(ies) assessment and planning. Projects should focus on economic development purposes, and preference shall be given to projects located in highly distressed communities.

NYS Department of Transportation (DOT)

Transportation Enhancement Projects Program (TEP) – Funding for transportation projects of cultural, aesthetic, historic and environmental significance. Eligible projects must fall into one or more categories established by the Federal Highway Administration (FHWA) and must have a total project cost of at least \$200,000.

NYS Department of Environmental Conservation (DEC)

Environmental Restoration Grant Program – Rolling grants that are meant for environment improvement and protection. The grants specifically focus on areas that include water protection, environmental justice, and solid waste.

Hudson River Estuary Program Local Stewardship Planning – Funding to help communities and local organizations advance six categories of local projects and programs through planning, feasibility studies, and/or design. These categories are: (1) Climate adaptation along the Hudson river; (2) Water supply and waste-water infrastructure resiliency; (3) Green infrastructure to reduce combined and separated sewer overflows; (4) Watershed planning and management; (5) Conservation of natural resources and open space planning; and (6) Natural scenery stewardship planning.

Hudson River Estuary Program Tributary Restoration and Resiliency Grant – Restore free-flowing waters to benefit water quality, conserve and restore habitat, and increase flood resiliency for communities in the Hudson River estuary watershed.

Water Quality Improvement Project Program (WQIP) – Reimbursement grant program for implementation projects that directly address documented water quality impairments or protect a drinking water source. Eligible projects are identified by priority level and scoring rubric. Funding amounts are dependent on project type.

NYS Environmental Facilities Corporation (EFC)

Green Innovation Grant Program (GIGP) – Competitive grants to projects that improve water quality and demonstrate green stormwater infrastructure. Selected projects maximize opportunities to leverage the multiple benefits of green infrastructure, spur innovation in the field of stormwater management, build capacity to construct and maintain green infrastructure, and/or facilitate the transfer of new technologies and practices to other areas across the state.

Clean Water State Revolving Fund – Interest-free or low-interest rate short-term and long-term financing for wastewater and water quality improvement projects. Eligible projects include any

traditional, “non-traditional”, point source, or land acquisition projects clearly related to the preservation, improvement, or protection of water quality.

NYS Office of Parks, Recreation and Historic Preservation (OPRHP)

Boating Infrastructure Grant Program – Grants to construct, renovate, and maintain either publicly or privately-owned boating infrastructure with public access. May apply funds to grant administration, preliminary costs, and information and education materials as well.

Certified Local Government (CLG) – Funds for training for municipal officials; public education programs, surveys and designations undertaken as part of a comprehensive plan; correction of deficiencies in CLG performance; and demonstration projects on critical issues, such as compliance with state building and fire codes.

Parks Grant Program – Matching grant for the acquisition, development and planning of parks and recreational facilities to preserve, rehabilitate or restore lands, waters or structures for park, recreation or conservation purposes and for structural assessments and/or planning for such projects.

Recreational Trails Grant Program – Grants for the maintenance and restoration of existing recreational trails, development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails, purchase and lease of recreational trail construction and maintenance equipment, construction of new recreational trails, acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors, and assessment of trail conditions for accessibility and maintenance.

Historic Preservation Grant Program – Grant to improve, protect, preserve, rehabilitate, restore or acquire properties listed on the State or National Registers of Historic Places and for structural assessments and/or planning for such projects.

NYS Council on the Arts (NYSCA)

Architecture, Planning, and Design Program – Grants for the advancement of the arts in 15 discipline-based funding areas. Within each of the 15 discipline-based funding categories NYSCA provides the ability to request funds in a range of varying subcategories, including but not limited to General Operating Support, Project Support and Re-grants and Partnerships.

Preserve NY Program – Grants for historic structure reports, building condition reports, cultural landscape reports, and cultural resource surveys.

NYS Office of Housing and Community Renewal (HCR)

Community Development Block Grant (CDBG) – A federal program funded by the Department of Housing and Urban Development (HUD) administered in the State of New York through Homes and Community Renewal (HCR). The program provides financial assistance to eligible cities,

towns, and villages with populations under 50,000 and counties with an area population under 200,000. Eligible communities can apply through the New York State Consolidated Funding Application (CFA) for any three programs: “Microenterprise”; “Public Facilities & Public Infrastructure”; and “Community Planning”. Funding for “Economic Development” and “Small Business” grants are available in open round applications. Projects that benefit low- and moderate-income families and are supported by the relevant regional economic development council (REDC) will be given priority.

NY Main Street Program – A comprehensive grant program that provides funds and technical assistance for façade renovations, interior renovations, and streetscape enhancements for properties located in established mixed-use (commercial, civic and residential) “Main Street” or downtown retail districts that are pedestrian-oriented and comprised of traditional mixed-use buildings. Funds cannot be used for demolition or new construction. The program has four components:

1. **Downtown Anchor** – Funds to support a standalone, single site, “shovel ready” renovation project.
2. **Target Area Building Renovations** – Matching grants for exterior facade and storefront renovations or interior renovations for commercial or residential units.
3. **Streetscape Enhancement** – Funds to complement a Target Area Building Renovation. May be used for activities such as: planting trees; installing street furniture and trash receptacles; providing appropriate signs; and performing other activities to enhance the Target Area.
4. **Technical Assistance** – Funds to assist projects that will directly improve a community’s capacity or readiness to administer a future New York Main Street building renovation program.

Orange County Transportation Council (OCTC)

Transportation Improvement Program (TIP) – Multi-modal capital program that lists projects to be undertaken in Orange County over a five year timeframe by the State Department of Transportation (DOT). This is a required product of the transportation planning process for projects funded with Federal Highway or Federal Transit funds. Projects can cover a variety of transportation-related topics including highways, bridges, bikeways, pedestrians, and transit.

NYS Energy Research and Development Agency (NYSERDA)

Clean Energy Communities Program – Grants offered for clean energy projects after completing four of the ten NYSERDA high-impact actions designed to save money, create jobs, and improve the environment. Also provides tools, resources, and technical assistance.

U.S. Office of Economic Adjustment (OEA)

Joint Land Use Study (JLUS) – Department of Defense provides technical and financial assistance to state and local governments to undertake cooperative studies between an installation and surrounding communities to carry out the recommendations.

Hudson River Valley National Heritage Area (HRVNHA)

Heritage Development Grant – Grant for programming, interpretation and marketing that support the mutual goals of the HRVNHA and applicants. Projects must be consistent with the Heritage Area mission and Management Plan.