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memorandum

To: Jackie Hakes, MJ Engineering **EDR Project No:** 19258
From: Sarah Krisch, EDR
Date: September 4, 2020
Reference: Potsdam Downtown Revitalization Initiative Live Q&A Report

**Potsdam Downtown Revitalization (DRI) Initiative Live Q&A Session (virtual)
 September 2, 2020
 6:00 PM – 7:30 PM**

Moderator: Erica Tauzer; EDR

Panelists: Ron Tischler, Mayor of Village of Potsdam; Kristin Esterberg, President of SUNY Potsdam; Barbara Kendall, New York State Department of State; Steve Hunt, Empire State Development; Mary Barthelme, New York State Homes & Community Renewal; Lesley Zlatev, New York State Department of State; Jackie Hakes, MJ Engineering; Sarah Starke, MJ Engineering; Sarah Krisch, EDR; Fred Hanss, Village of Potsdam Planning and Development

This Q&A Session was part of a series of public engagement events related to the Downtown Revitalization Initiative in the Village of Potsdam. During this virtual session the project team, including the panelists listed above, delivered a presentation containing information about the DRI process and projects being considered for DRI funding. Following the presentation, virtual attendees were able to ask questions, which were answered by the panelists. The questions and responses are listed below. Frequently Asked Questions were also discussed and are listed below.

Question 1

Received From: Frequently Asked Questions

Why is there \$14.6 worth of projects? I thought the Village only received \$9.7 Million?

Answer: (Kristin Esterberg, President, SUNY Potsdam) The State recommends that the LPC select between \$12 – \$16 Million worth of projects for recommendation for DRI funding. This is to ensure that if some projects advance outside of DRI, or a project sponsor is unable to move forward, there are still \$9.7 million worth of projects.

Question 2

Received From: Frequently Asked Questions

How did the LPC determine the list of projects?

Answer: (Jackie Hakes, MJ Engineering) A Call for Projects was issued in January 2020. Over 47 projects were received for consideration. Through a series of LPC meetings, stakeholder meetings, public engagement, LPC working group meetings and a rigorous project evaluation by the consultant team, the LPC has identified 15 projects for potential recommendation for DRI funding. Over 23 factors are taken into consideration including but not limited to: consistency with the DRI goals, project readiness, sponsor capacity, leveraged funds, job creation, transformative potential, and public support.

Question 3

Received From: From: Live Audience

Should we rank the projects?

Answer: (Barbara Kendall; New York State Department of State) The State requests that the projects not be ranked. The reason for that is that we would like to see the full \$9.7 million be projects that are important for the catalytic revival of your community. \$9.7 million actually doesn't go that far, and the LPC has worked very hard to boil down that original \$47 million to 15 projects that are all very important for different sectors of the economy in the downtown and the village. We consider them all to be equally ranked, and they will then be considered for funding as part of the plan.

Question 4

Received From: Live Audience

What effect will the maintenance of projects like the water park have on local taxes?

Answer: (Barbara Kendall; NYS Department of State) Maintenance cannot be included as part of the project cost for DRI, but that is a consideration when the consultants are reviewing these projects. The Local Planning Committee has representatives from the village government as well as from local organizations that will consider how heavy the burden of maintenance will be.

(Jackie Hakes; MJ Engineering) One of the things we look at is the capacity of a project sponsor, regardless of whether the project is public or private. The capacity to implement the project, not just the construction but also the long-term sustainability, is part of the criterion that the LPC considers very strongly during the evaluation process.

(Ron Tischler; Mayor, Village of Potsdam) The Village is responsible for the taxes and that would not fall onto the shoulders of the taxpayer.

Question 5

Received From: Live Audience

For the streetscape project, it seems essential (to me) to reduce traffic on Market Street from Elm to Main. It was not clear from the description if Rt. 56 would be re-routed to Elm and Park and the number of lanes on that block of Market St. would be reduced. Please clarify the plan for the traffic on that block.

Answer: (Jackie Hakes, MJ Engineering) The streetscape improvement project is not looking to relocate, realign, or reduce lanes. Part of the roadway is a truck route and there are considerations to be made for that, as well as coordination with the Department of Transportation. The intent of the streetscape project is to slow traffic and enhance the experience of motorists, as well as pedestrians, in the downtown area. The intent of the project is to create a more vibrant streetscape environment and to make it more convenient for pedestrians and commuting cyclists. This project, along with some of the other public projects such as the Riverwalk, creates opportunity and connections for pedestrians.

(Ron Tischler; Mayor, Village of Potsdam) At this point there are no plans to reduce Route 56. It is a State highway. This is an aesthetic enhancement meant to bring people downtown by making it a more vibrant, exciting place to visit.

Question 6

Received From: Live Audience

If a project feels the need to adjust their scope given the limitations of a post-COVID society (or for some other reason), what mechanism is there for that at this point?

Answer: (Steve Hunt; Empire State Development, Director North Country Office) The consultants have been working closely with project sponsors right through the COVID situation. The current slate of projects all have sponsors who have confirmed that the projects are set to go forward under the current conditions regarding COVID. If problems arise, for example a project scope gets reduced, the state agency that is providing the award would then work with the project sponsor. However, awards are based on project scope, so depending on the change, there may be a reduction in the award amount.

(Jackie Hakes, MJ Engineering) There have been some project sponsors who have modified their scope slightly as a result of COVID. What you are seeing in this proposed slate reflects that.

(Barbara Kendall; New York State Department of State) The State allowed the Downtown Fund project to be increased from \$600,000 to \$750,000. In all of the previous DRIs (rounds 1-3) that amount was capped at \$600,000. We are now allowing that amount to be increased to \$750,000 and we are encouraging the community to include guidelines for the

downtown fund which permit businesses to apply for COVID related improvements such as seating outside, plexiglass shields, or facilitating social distancing. That was one way that we wanted to allow communities to incorporate sensitivities to COVID 19.

Question 7

Received From: Live Audience

The whitewater park seems excessively expensive. Do you know the breakdown between the in-water aspects and the on-land aspects? Would there be any value in decoupling those two to reduce the costs?

Answer: (Jackie Hakes; MJ Engineering) As a result of discussions with the LPC at the last meeting, the proposed cost and scope of the whitewater park has been reduced to the point that it can still be a viable project and destination within the downtown. With that said, the majority of those costs are going toward water improvement including the permitting and the level of effort that is needed to create the whitewater park itself. Our intent here is to become a destination individually and collectively within the region.

(Sarah Starke; MJ Engineering) The on-land features account for roughly 5% of the budget. Some of those features include a pavilion, plaza, and take-in / take-out paths which accommodate public access. That is roughly \$110,000, a very small portion of the project.

Question 8

Received From: Live Audience

Would we potentially shrink this list anymore? Or is this list pretty set at this point, barring any major issues that arise?

Answer: (Ron Tischler; Mayor, Village of Potsdam) At this point there has been so much discussion and input from the public and the LPC. These 15 projects will be presented back to the LPC next week, and we will move forward from there. I don't anticipate anything dropping off of this list of 15. These will be submitted to the State to make the final determination.

(Barbara Kendall; New York State Department of State) To add to that, the Local Planning Committee will make that call at the meeting next week as well to decide if that \$14.7 is the final list. That will one final opportunity for the Local Planning Committee.

(Kirstin Esterberg) I would add that we will, obviously, be looking at all the feedback from tonight as well as anything that comes in on the website between now and that meeting. There is still plenty of time for feedback if community members want to voice their thoughts about the proposed project list.

Question 9

Received From: Live Audience

The mix of projects is great! I am happy to see job creation, tourism development, and quality of life for residents. Has there been any effort to classify these projects among these benefits to make sure that the recommended set of projects can address a range of benefits?

Answer: (Jackie Hakes, MJ Engineering) Part of the series of criterion that the LPC has been utilizing since January to evaluate the individual projects includes job growth and retention, impacts on tax revenues, anticipated community economic benefits, tourism development, and quality of life improvement. But the LPC also talked about how the collective group of projects accomplishes these goals. So, one project might address one criterion, and another project might address another criterion, but collectively they have the biggest opportunity to transform your downtown. So yes, each of those things were evaluated by the LPC in terms of how the projects work together as well as individually. There wasn't necessarily a specific classification within those categories, but it was part of the overall evaluation.

Question 10

Received From: Live Audience

The Market Street between Main and Elm will NEVER live up to its potential if we retain truck traffic!!! These are all NYS considerations - can't the DOT talk to the DRI people??? We need to consider this as a WHOLE SYSEM. Band-aids won't really make the difference and the end result that we envision.

Answer: (Jackie Hakes, MJ Engineering) DOT has been a part of the conversation. Early on in the process we had a series of stakeholder group discussions. Several representatives from the Department of Transportation did come and speak with us and our team. We spoke specifically about the streetscape project as well as the Riverwalk trail project, and other projects where coordination with the DOT would be necessary. While it is a truck route (that is a whole other level of discussion), DOT were very supportive during the discussion of the streetscape improvements. Obviously, there will need to be full design and more coordination should this project advance within the Strategic Investment Plan, and should this project be selected to receive DRI funding.

(Barbara Kendall, New York State Department of State) In addition to the consultants reaching out to DOT, at the State Level, there are requests for comments from DOT, HCR, Empire State Development, and various organizations on the projects directly. We then circle the comments back to the consultants as another way to get information. When we provided DOT initial information about the projects, they said that they wanted to work very closely with the Village if that project is selected. If the project is selected, the Village would then have a contract with the State for that project, and DOT would want to be very involved.

Question 11A

Received From: Live Audience

Can someone "walk" us through the path that the Riverwalk would take? That would be helpful for people to picture that one in particular.

Answer: (Sarah Starke, MJ Engineering) I will begin by walking you through how the Riverwalk will go through the town and the village. Starting at Garner Park there is already an existing trail that goes through the downtown corridor through Garner Park and Market Street. Part of the Riverwalk project will be to include trail markers throughout the downtown to let you know that you are still on the Riverwalk. This part is utilizing existing trails that have already been created. The Riverwalk will then go down to the Maple Lane Market intersection and go west toward the proposed skate park and Fall Island, again, using existing trails. [At this point the Downtown Riverwalk map was displayed on the screen]. It will then cross over the Raquette River at the Market Street trailhead, close to the Thai restaurant. At this point anyone who walks the trail will be able to go north along the green route that you can see on the screen. Or, they can continue across the street on the South end of Maple Street toward a pocket park on Pine Street, Sandstone Drive, and Market Street. If you continue that way, you will go through the pocket park along a shared use path along Sandstone Drive. This will bring you north across the river, and down through a mural walk area near the market square mall. This is also a shared use path, which will come down and into Garner Park. Where you see the intersection of the green and yellow trails, there will be a set of stairs that will take people up onto Sandstone Drive, from the West Riverwalk trail. There will also be bike rails along that staircase so that you can very easily transition onto the on-road bike facilities. Down at the bottom, you will see a red dotted line showing the connection of bike routes from the existing Clarkson bike routes into the existing bike routes along Market Street. These will be new bike lanes that will be added as part of the project.

(Fred Hans; Director, Village of Potsdam Planning and Development) Regarding the bicycle lane you see on Maple Street (letter E on the map), the landscape architects working on this project discovered that there appears to be enough lane width on Maple to put some real designated, shared bike lanes on that roadway. Several years ago, during a bridge renovation project, the lanes were widened across the bridge. So, at this point we will be able to link the designated bike lane from Clarkson University campus to Maple Street and then to downtown Potsdam. On the northern side (letter B), that would be a shared use pathway. The idea is to create a multi-modal trail that takes you on a route that circumnavigates the river.

(Jackie Hakes, MJ Engineering) Earlier we were talking about the streetscape project and this area on Market is where that streetscape project would create that link to the broader Riverwalk project. With regard to the Riverwalk project, as you can see on the map, once you cross Fall Island Park, you can connect very easily into the Munter Trail.

(Barbara Kendall, New York State Department of State) One thing that you had pointed out when this project was being discussed was that the Riverwalk project and streetscape project tie together and are adjacent to a number of other DRI projects. That's what we like to see- projects connecting and working together to make catalytic change in the downtown.

(Jackie Hakes, MJ Engineering) I will highlight several of the projects that are currently on the draft list in this area: Market Square Mall, the Children's Museum, The Art Center, 69 Market Street, The Fall Island Skate Park, The Whitewater Facility, Clarkson Inn renovations. Those are just some of the projects that are currently on proposed list that do create this cluster of development within the downtown along the Riverwalk trail. This does have transformative potential.

Question 11B

Received From: Live Audience

Why is it that this trail crosses the street instead of staying on the North sidewalk of Maple Street? Will there be a traffic light or an easy way to cross Maple Street?

Answer (Jackie Hakes, MJ Engineering) Part of what the intention was in looking at the Riverwalk Trail was to utilize existing sidewalks and facilities as much as possible, and to connect the gaps through this effort. There is a sidewalk already in existence on that southern part of the street. The intention was to create a very visible pedestrian crossing (though not signalized), to connect those that might be going to the proposed trail or crossing the street to access the Munter Trail. So, the intent was to tie into the existing sidewalks and facilities where possible. In working with the Village and CLA Sites, our team member, did look at sidewalks on both sides of the street. However, given the number of curb cuts and the location of the utility poles, it gets a little more complicated and costly. The thought was to make this a solid connection by tapping into existing facilities as much as possible.

Question 11C

Received From: Live Audience

What will the bike route along the Riverwalk on Sandstone Drive look like? The current sidewalk on Sandstone Drive is not currently wide enough for pedestrians.

Answer (Jackie Hakes, MJ Engineering) [Displaying Riverwalk Trail detail slide] On the lower right-hand corner there is an image labeled Maple Street Trailhead. If you look at the letters F and G on the map, the light blue shows the proposed bike lanes. They are not part of the sidewalk, rather they are part of the roadway. That would be accomplished by adjusting the travel land and shoulder width working within the existing right-of-way pavement.

Question 11D

Received From: Live Audience

Why wouldn't we extend the Riverwalk to go by the murals that already exist by NCCM and in the alley by the tile company?

Answer (Jackie Hakes, MJ Engineering) At this point in working with the village the intent was to try to put together a Riverwalk project that would be a loop project centering around the downtown. This is really where we ended up for that.

(Fred Hanss; Director, Village of Potsdam Planning and Development) The mural walk is proposed for the section of the trail that goes by Market Square Mall [Image displayed]. Once the trail hits the Raquette River at Garner park it will turn east and head up Raymond Street. It will go past the North Country Children's' Museum, the community coloring arrow on North Country Auto Parts.... Taking people down Raymond Street was a better alternative than taking them down an alley.

Question 11E

Received From: Live Audience

Related to the Riverwalk) Why not complete the loop from C by the existing murals and connect with the start of the orange and purple dotted lines? Follow up: why not connect the loop from C?

Answer (Jackie Hakes; MJ Engineering) [Pointing at Downtown Riverwalk Trail Map] The gap that the question was referencing was Garner Park. The Riverwalk Trail does not include any improvements to Garner Park, so we did not show improvements to Garner Park on this map to make sure that it was clear and distinct. Garner Park, however, has received other funding for improvements that the Village is initiating. There are already improvements, and there will already be that connection within the Riverwalk through Garner Park.

(Fred Hanss; Director, Village of Potsdam Planning and Development) We don't show any improvements there but we do have some design development documents which developed by Brooks Washburn, our project architect, and Chase and Companies for Garner Park. That's work that we are hoping to undertake sometime in the very near future. If you're interested, we do have material available for the public.

Question 11F

Received From: Live Audience

Will the sidewalks and crosswalks be kept up to code in the winter months to have safer access to DRI Projects?

Answer (Jackie Hakes; MJ Engineering) Part evaluating these projects is to determine the long-term maintenance and sustainability of the projects. The Village is responsible, and does take that responsibility seriously for snow clearing during the winter months. Would the Mayor like to highlight what the Village does do in terms of maintenance?

(Ron Tischler; Mayor, Village of Potsdam) Yes, It's a daily process for our public works. They will plow, sidewalk plow, sand, or salt if necessary. That is a daily process and unless we are hit with a major snowstorm, it should not be an issue to keep up with.

Question 11G

Received From: Live Audience

My question about shared bike lanes was in reference to sandstone drive, not Maple Ave. I am in total agreement that there is plenty of room on Maple St for bike lanes.

Answer (Jackie Hakes, MJ Engineering) Thank you for clarifying. This area is about the yellow dotted line on the map. That is intended to be a separate shared use path, and it will be shared with pedestrians and cyclists. It will meet the minimum requirements for such a shared use path so that both pedestrians and cyclists can be on that path together safely.

Question 11H

Received From: Live Audience

What about the orange section, the Sandstone Drive bridge section?

Answer (Jackie Hakes; MJ Engineering) I will do a high-level explanation. The section we are looking at [on map] is between letter C and B. Ultimately, there is a yellow dotted line which is a proposed shared use path. That would connect in with sidewalk. At this point a cyclist would either get off and walk their bike on the sidewalk or become part of the traffic. As Sarah Starke mentioned, a feature that was built into that area of the Riverwalk trail is the stairwell where the green dotted line and the proposed shared use path on Sandstone Drive come together. That does include a bike rail, so if people are on their bike, they can get off and bring it down the stair without having to carry it. That will allow them to access the lower part of the Riverwalk right on the River.

Question 12

Received From: Live Audience

Will the public see or get a sense of the public feedback happening now?

Answer: (Jackie Hakes, MJ Engineering) Our team has already started compiling the comments that have been coming in both individually and the full comments. We are also tracking the level of support for each of the projects that are on the draft list to be recommended for DRI. That information will be provided to the LPC in advance of their meeting on September 9th, and will also be shared during that meeting on the 9th. That information will also be made available on the project website: www.PotsdamDRI.com There is a tab for meetings and Powerpoint presentations and recordings. These items will be made accessible for the public in that manner.

Question 13

Received From: Live Audience

What is the realistic timetable for a launch for any of the DRI funding for these projects? Are there not communities who are slated to receive DRI funding in past years that still have yet to see funding from the program?

Answer (Barbara Kendall, New York State Department of State) We don't have a timeframe right now for announcing the projects and going to contract. It has varied each year. It will definitely be a few months, but we don't know exactly when that will happen. It's different depending on each agency. The Department of State contracts for the public projects. Empire State Development usually contracts for the development projects. HCR contracts for some of the other projects. Each agency has a different contracting timeframe. In terms of other communities and past DRIs, some of them have gone to contract fairly quickly, other ones have lagged far behind. Across the state it depends on the community and the project. Sometimes things hold up implementation of a project, for example, timing with DOT if they were going to be re-doing a bridge, it might delay a streetscape project. There may be other factors with the private projects. So, we work with the project sponsor to go to contract, but the timing really varies greatly.

(Steve Hunt, Empire State Development) Barbara is correct about the fact that the award date is unknown at this time. However, the process varies for each project depending on what agency they are working with. For ESD, we start the contract process right away with the private sector capital projects, and that contract takes some time, because we have to gather additional information from the project sponsors. It can be done in a few weeks, and then the project actually begins and must be completed before the actual money can be disbursed.

Question 14

Received From: Live Audience

I think the Market Square Mall project is one of the newer additions to the list. Can we please get a brief overview of that one for everyone's benefit?

Answer (Sarah Starke; MJ Engineering) The Market Square Mall project will include exterior and interior renovations. They will be replacing about 13,000 square feet of roofing. They will also update the building siding, add new canopies. There will be some interior renovations including adding public bathrooms. In addition to these they will be constructing a tower on the southeastern portion of the building that will be visible from the Riverwalk Project. A graphic of that is available in the online project gallery. The idea was to create a visual landmark and a location for new signage for both existing tenants and potential future tenants.

Question 15

Received From: Live Audience

The public concepts are great.....I feel that a 50% max of the budget is fair to maximize the leverage of matching monies and private wage rate construction. One comment on the 'destination' idea: Most of the parking is in private lots (i.e. Jreck Subs approach). The landscape design will need to put more effort into public parking all around the loop.

Answer (Sarah Starke, MJ Engineering) As part of the design it does look like there will be public parking at the proposed pocket park for the Riverwalk Trail as well as at the Maple Street trailhead.

Additional FAQs, which were addressed by participant questions or during the presentation, can be found below.

Question 16

Received From: Frequently Asked Questions

What is the Strategic Investment Plan?

Answer: The Strategic Investment Plan is the final product for the DRI effort. The Plan builds on the community's DRI application and other past planning efforts to present a vision for downtown revitalization, revitalization goals, and implementation strategies. The Plan contains the final Slate of projects recommended by the LPC for DRI funding. In addition to these projects, the LPC may also highlight other projects that are important for Downtown Revitalization, but not recommended for DRI funding. Being included in this plan shows that the local planning committee has discussed these projects as beneficial to long-term revitalization and that the information gathered during the DRI planning process can set these projects up to apply for other grant funding in the future.

Question 17

Received From: Frequently Asked Questions

Why has the Revolving Grant/Loan fund increased?

Answer: In past DRIs, the State has set the maximum DRI request for the Revolving Grant/ Loan fund project at \$600,000. Due to the economic repercussions of COVID-19 on New York communities, the State has increased the maximum amount that can be requested to \$750,000. As part of that increase, the State recommends that the Revolving Grant/Loan program include an opportunity for applicants to request funding for capital improvements that are a direct result of COVID-19. This could include modifications to the interior to allow for social distancing or contactless payment, ventilation improvements, exterior modifications to support outdoor dining, etc.

Question 18

Received From: Frequently Asked Questions

How can a project apply for the Revolving Grant/Loan Fund?

Answer: If this project is recommended by the LPC in the final slate of projects and is ultimately selected by the State for DRI funding, the Village will then develop the guidelines for that fund. The timeline for that is unknown.

Question 19

Received From: Frequently Asked Questions

When will projects receiving DRI funding be announced by the state?

Answer: The timing of the announcement has varied from year to year. At this point we do not have a timeframe for when that will take place.

Question 20

Received From: Frequently Asked Questions

How does the State determine which projects get selected?

Answer: A thorough evaluation process is conducted by multiple state agencies for each DRI recommended project.

Question 21

Received From: Frequently Asked Questions

What happens after the Strategic Investment Plan is submitted?

Answer: Following submission of the Strategic Investment Plan to the state, DRI recommended projects will undergo a similar evaluation process as that of the LPC. Projects will be evaluated by state agencies for alignment with state and local goals, project readiness, sponsor capacity, catalytic effect, secondary benefits, and cost effectiveness. Projects selected for DRI funding will be assigned to the appropriate state agency or authority to contract and manage

implementation of the project. The state agency or authority selected, and method of funding disbursement will be dependent on the specific project. State staff will work with project sponsors to execute project agreements and manage DRI contracts.

Question 22

Received From: Frequently Asked Questions

Is the current list of projects final?

Answer: No, the projects presented in the Storefront and Online galleries represent the Draft slate of projects for DRI recommendation. The final slate of projects will be voted on at a future LPC meeting.

Question 23

Received From: Frequently Asked Questions

When will the LPC vote on the final slate of projects?

Answer: The next LPC meeting, #6 is scheduled for Wednesday, September 9th at 6:00pm. Due to COVID-19, this meeting will be held online. The public can view the meeting through a YouTube live stream, available in real time on the project website at www.PotsdamDRI.com. We anticipate the vote on the final slate of projects to take place at this meeting.

Question 24

Received From: Frequently Asked Questions

Are the projects ranked or prioritized?

Answer: No. The projects recommended by the LPC are presented as a collective slate of projects with no ranking or prioritization.

Question 25

Received From: Frequently Asked Questions

How is public feedback considered during this process?

Answer: Public feedback has been gathered throughout this process through a variety of platforms including two Public Open Houses, an online community survey, pop-up stations and student engagement with the middle school and colleges as well as the current week-long engagement activities across multiple platforms. The level of public support for each of the projects is one of the many factors the LPC considers during the evaluation process.

Question 26

Received From: Frequently Asked Questions

How can I get more information about the proposed projects?

Answer: There are a variety of ways for the public to view this information. An Online Project Gallery is available on the project website, www.PotsdamDRI.com. This is a map based, interactive gallery that will take users on a virtual tour of the proposed projects. For those that are not able to access an online platform, project information can be viewed at the Storefront Project Galleries. These posters are located at Jernabi Coffee and the Potsdam Chamber of Commerce. The posters are meant to be viewed from the street while practicing social distancing. In addition to the Online Gallery and Storefront Galleries, the public may pick up hard copy materials at Village Hall.

Question 27

Received From: Frequently Asked Questions

How can I submit my comments or questions about the projects or the DRI?

Answer: Public feedback may be submitted through the Feedback page on the project website at www.PotsdamDRI.com. The public may also send an email to the project email at PotsdamDRI@mjels.com or fill out a comment card available at Village Hall.

Question 28

Received From: Frequently Asked Questions

How do I view the Online Project Gallery?

Answer: You can view the Online Project Gallery at www.PotsdamDRI.com. Simply scroll down through the gallery to read more about the DRI process and proposed projects. The interactive map takes users on a guided tour of the proposed projects in the Downtown. The map allows the users to click on a number to jump to information about that project.

Question 29

Received From: Frequently Asked Questions

How can I stay up to date on upcoming meetings and activities for the DRI?

Answer: You can view the latest information about the process and upcoming engagement on the project website at PotsdamDRI.com

Copies To: file

Attached: 2020-09-03_Live Q&A Participation Analytics Report