



# WAVES

**Waterfront Access • Vitality • Economic Strategy**

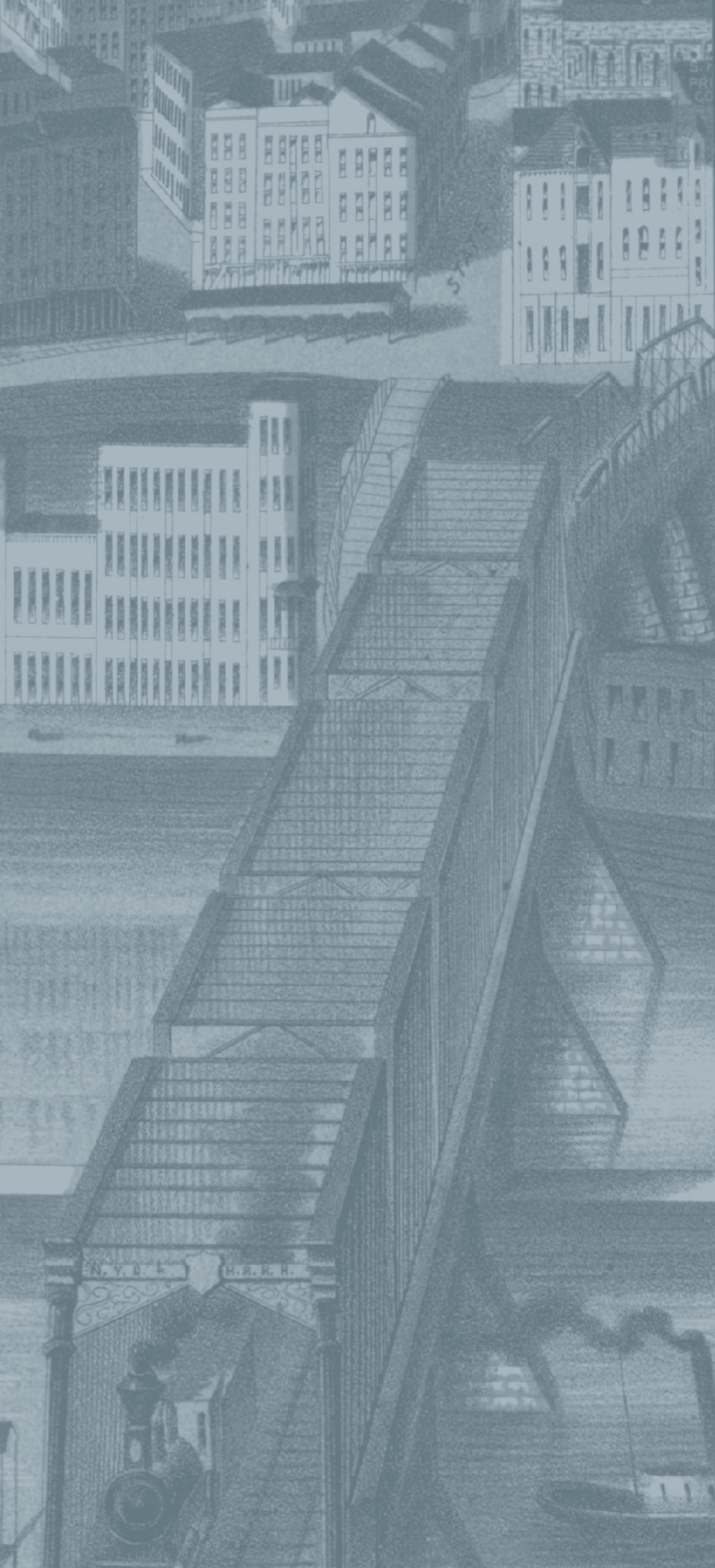
## **Albany South Waterfront District Brownfield Opportunity Area Nomination Study**

**April 2024**



**Department  
of State**





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# EXECUTIVE SUMMARY

This Brownfield Opportunity Area (BOA) Nomination Study assesses the South Waterfront District BOA (SBOA) study area and outlines a strategy for reinvestment and revitalization, including specific project recommendations. Developed with broad public and stakeholder input, the study contains a thorough description of existing conditions, opportunities, and reuse potential for properties located throughout the proposed SBOA, with an emphasis on the identification and reuse potential of strategic sites that could be catalysts for revitalization. A Physical Enhancement Plan illustrates a strategy for a revitalized SBOA with

a mix of active community and commercial uses complemented by improved multimodal connectivity, open space enhancements, and a more accessible and resilient waterfront.

The Nomination Study was completed with funding from the New York State Department of State (NYSDOS). The study was led by the City of Albany Department of Planning and Development with guidance from a local steering committee, a team of consultants, and the NYSDOS. The study findings incorporate input from a wide range of public and stakeholder groups.

"Brownfields" are sites where real or perceived contamination complicates the redevelopment of the property.

NYSDOS Brownfield Opportunity Area Program

A "Brownfield site" is any real property where a contaminant is present at levels exceeding the soil cleanup objectives or other health-based or environmental standards, criteria or guidance adopted by the department that are applicable based on the reasonably anticipated use of the property, in accordance with applicable regulations.

New York Consolidated Laws, Environmental Conservation Law - ENV § 27-1405

## I. Community Overview

The City of Albany in Albany County is situated in New York's Capital Region in the Hudson River Valley. The city covers roughly 22 square miles, with 4.6 miles of riverfront and a population of approximately 96,460 according to the 2019 U.S. Census data. The city has a rich history as a multi-cultural center of commerce and transport, driven by its strategic location on the Hudson River. Today, Albany boasts substantial commercial enterprises, prominent educational institutions, and diverse neighborhoods. The Port of Albany, located approximately one mile south of the SBOA, continues to be a crucial piece of maritime and shipping infrastructure to both the region and state.

The South Waterfront District BOA (SBOA) encompasses the South Waterfront District of Albany,

an approximately 24-acre area centered on Broadway between the South End neighborhood and the Hudson River. The district is characterized by large brick and metal warehouse structures. It contains a mix of commercial properties, public and private water-related uses along the shoreline, and Island Creek Park.

The area is an active truck route connecting I-787 to South Albany and is isolated from its surroundings by transportation infrastructure. Public access to the river is very limited.

The SBOA has several vacant and underutilized sites including eight brownfields with the potential to be redeveloped for commercial use and/or waterfront recreation.

**Figure E-1 South Waterfront District BOA Study Area Boundary**





## II. Community Vision and Goals

### VISION STATEMENT

The South Waterfront District has built on its riverfront location, and diverse natural, cultural, institutional, and human resources—including its Native American, African American, and immigrant heritage—to become a model of sustainable revitalization and urban livability integrated with its environs. The area promotes an inclusive, balanced approach to economic opportunity, social equity, and environmental quality that is locally driven, with community involvement and investment.

### GOALS

#### 1 **Equitable Albany.**

Remediation and redevelopment of the South Waterfront District has prioritized social equity and environmental justice considerations, including equitable access to public spaces and amenities. Public investments have been designed with input from Albany's diverse communities to equitably serve local residents.

#### 2 **Interconnected Albany.**

The South Waterfront District is seamlessly integrated with the South End neighborhood and broader Albany waterfront area. Easy access to nearby neighborhoods, waterfront destinations, and the surrounding region is provided by an extensive, efficient, safe, and multimodal network of complete streets, sidewalks, mass transit, bikeways, trails, waterways, and greenways.

#### 3 **Vibrant Urban Waterfront.**

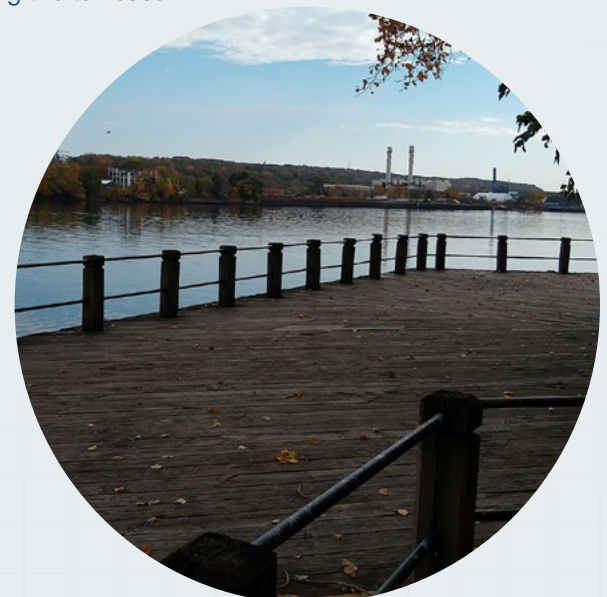
The South Waterfront District is a mix of commercial and water-related uses with public spaces, cultural amenities, and shoreline attractions on the Hudson River that form an attractive part of the Albany skyline. Underutilized properties have been activated in a context-sensitive way to better capitalize on their riverfront location. Recreational access to the Hudson River has been improved and expanded for residents and visitors year-round.

#### 4 **Green City Albany.**

The South Waterfront District incorporates green infrastructure, design, and technology to create a low-emissions, climate resilient area. Former brownfields and contamination points have been remediated to ensure clean air and water resources. The district is connected to the South End and adjacent waterfront by a network of green, blue, and open public spaces.

#### 5 **Prosperous Economy.**

The South Waterfront District has a mix of successful businesses and provides good jobs for local residents. Blighted properties have been restored to productive use. The benefits of increased public and private investment have been captured for the good of the surrounding community including by raising local incomes, growing local jobs and businesses, and increasing the tax base.





### III. Public Participation Process

The SBOA project involved a significant public involvement component to gather input from stakeholders and build ownership among property owners, business owners, nearby residents, and community organizations. Activities included an immersion tour, stakeholder interviews, steering committee meetings, two virtual open houses, a pop-up open house, tabling at local events, and presentations at local community meetings.

A variety of tools were employed to reach a broad audience, including an interactive project website, fliers

posted at local businesses, press releases, a project e-mail list, targeted emails to community and stakeholder groups, an online contact form, and social media posts. Care was taken to choose accessible venues and formats and to adapt to changing public health and safety protocols related to the COVID-19 pandemic.

The public was able to review and provide feedback on each element of the SBOA Nomination throughout the planning process.

### IV. Analysis of the Study Area

An existing conditions analysis was conducted in 2020 and 2021 for the SBOA to inform the Nomination Study's recommendations. The outcomes of this analysis are summarized below.

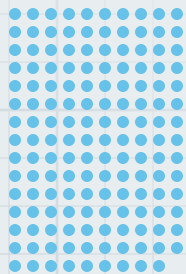
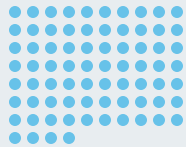
#### 1 Socioeconomics

- Albany has a median household income of \$45,825. The population is less wealthy and growing at a slower rate than the surrounding communities. The **SBOA has almost no residents, but is surrounded by long-established residential neighborhoods.**

- Albany has a diverse population** that is half white, one quarter Black or African American, and 6.87% Asian, according to the 2019 U.S. Census data. There is a growing number of Hispanic and foreign-born residents, who represent approximately 10% and 14.2% of the population. **A history of urban renewal and environmental justice concerns** underscore the importance of equitable development in the city.
- Overall employment in the region, including employment in industrial sectors, is expected to grow modestly** between 2020 and 2030. Health care, social assistance, public administration, and educational services are large, growing employment sectors within Albany.
- The **Port of Albany is a notable asset within one mile of the SBOA.** The port provides 1,400 local jobs and has an estimated annual economic impact in the region of \$428 million. The region has also become known for its tech ventures, specifically nanotechnology, and renewable energy.



## COMMUNITY ENGAGEMENT HIGHLIGHTS



● = 1 Person

**Community Participation Plan - October 2020.** A plan was developed with the City of Albany and steering committee to guide inclusive community engagement at the outset of the project.

**Immersion Tour - October 2020.** Representatives from the city, NYSDOS, consultant team, and steering committee conducted an immersive walking tour of the SBOA in October 2020.

**Steering Committee - October 2020 – September 2022.** A local steering committee comprised of 17 community members guided the development of the SBOA Nomination Study.

**Interviews & Targeted Outreach - November 2020 – November 2022.** One-on-one interviews were conducted with **24 community leaders and technical experts** to better understand challenges and opportunities in the SBOA. The project team also connected with community organizations including the South End Community Collaborative, South End Neighborhood Association, South End Improvement Corporation, and A Village to inform their members about the study and public engagement opportunities.

**Virtual Open House 1 - July 2021.** An online open house gathered public input on the vision for a revitalized SBOA including potential future land uses and redevelopment priorities. A mix of **74 local residents, employees, property owners and business owners** provided over 285 comments.

Respondents prioritized access to the waterfront, public waterfront uses, multimodal connections, and a green and healthy environment. They also recognized the value of economic development, local jobs, and local businesses, and the services and amenities they provide. Many emphasized equitable development and uses that serve the local community.

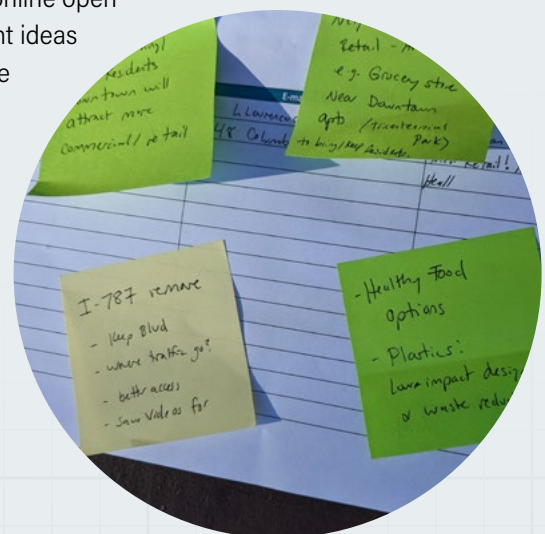
**Albany Tulip Festival - May 8, 2022.** The city tabled at this annual event to share information about the SBOA project with the Albany community.

**Tricentennial Park Pop-up Open House - November 3, 2022.** An outdoor open house in downtown Albany informed the public about the SBOA project and the second virtual open house. The event engaged over **40 participants**.

**South End Night Market - November 17, 2022.** The city tabled at the South End community market organized by A Village to share information about the SBOA project, promote the second Open House, and collect feedback on proposed improvements.

**Virtual Open House 2 - November 2022.** The second online open house gathered 173 comments on potential redevelopment ideas for the SBOA from **149 respondents**. The comments were generally supportive of the proposed improvements and provided additional ideas for consideration. Some were interested in how future development might impact existing conditions such as Interstate 787 (I-787), truck traffic, and the floodplain.

**Public Presentation - April 2024.** The draft SBOA Nomination Study was made available for public comment in March 2024 and presented at an Albany Common Council meeting in April 2024.





## 2 Land Use

- The SBOA is strategically positioned along the Hudson River and has **historically been used for industrial and commercial purposes**. Today, it remains a commercial district used for manufacturing, office space, distribution, and storage. There are nine acres of transportation land, 5.2 acres of commercial land, and 4.3 acres of vacant land.
- **Four properties in the SBOA are used for waterfront recreation, including Island Creek Park**, a city property used by the Friends of Albany Rowing, a private marina, and the Snow Dock.
- There is strong **potential to continue current uses in the SBOA, expand public and private waterfront uses, and add higher intensity uses** including light commercial services and manufacturing. If I-787 is reconfigured, mixed-use development could also be appropriate.

## 3 Zoning

- Albany adopted a hybrid form-based code in 2017 known as the Unified Sustainable Development Ordinance (USDO). The SBOA is zoned "Mixed-Use Form-Based South End" and designated as "Waterfront Edge" in the USDO, which permits mixed-use development with some open space but no industrial uses except artisan manufacturing. Development in the SBOA is also regulated by a floodplain and combined sewer overlay districts.
- The forms and uses permitted for the SBOA by the USDO are consistent with the character of the South End neighborhood and the long-term vision of the city as outlined in the Albany 2030 Comprehensive Plan. However, they are **incompatible with the existing conditions of the South Waterfront District, including the presence of I-787 and associated truck traffic**. While these conditions persist, the SBOA would be well-suited for existing uses as well as light

commercial services and manufacturing. This would encourage active use of underutilized properties but would require changes to the Albany USDO.

## 4 Land Ownership

- Most land in the SBOA is privately owned (12 acres). **Nine acres are public rights of way including paper streets on the waterfront and a green space west of Island Creek Park**. Three parcels (1.86 acres) are publicly owned, including Island Creek Park and 3 Broadway on the waterfront. The Hudson River is a public waterway.
- While most land-use decisions in the SBOA will be driven by private sector interests, **publicly owned properties can have a meaningful influence on private sector investment**. Rights of way provide an opportunity for public realm and environmental improvements that could attract people and investment. The city should also consider opportunities to acquire additional riverfront parcels and to provide passive recreational spaces along the shoreline. These could encourage further private investment for water-related businesses and activities.

## 5 Parks and Open Space

- There is a **small cluster of open space in the southern part of the SBOA. Island Creek Park provides the only public access to the waterfront in southern Albany**. The park includes picnic areas, a wooden deck overlooking the Hudson, and an informal boat launch area. The city-owned property at 3 Broadway has the area's only boat launch. The property is used by a rowing club but is not publicly accessible. **An outfall between the park and 3 Broadway discharges combined sewer overflows (CSOs) with floatables** into the Hudson. To the west of the park is a tree-covered greenspace, with a lighted path that leads toward the South End neighborhood.





- At the north end of the SBOA, there is a vacant grassed lot on the waterfront that is privately owned but flanked by two city rights of way. There are also some trees and vegetation along the water's edge on private property.
- The existing park and open space in the SBOA provide an **opportunity to increase public access to the Hudson River for water-enhanced and water-dependent uses**. Waterfront recreation amenities could increase the attractiveness of the SBOA for complementary private waterfront uses, tourism, and local businesses and employers.

## 6 Historic or Archeologically Significant Sites

- **The SBOA vicinity has a rich multi-cultural history.** It is surrounded by several Historic Districts including the Broadway/North Pearl Street, Downtown Albany, Mansion, Pastures and South End/Groesbeckville Historic Districts. Within the SBOA, the brick industrial **Mendelson and Son Company Building at 40 Broadway** is listed on the National Register of Historic Places. The **U.S.S. Slater Museum**, a World War II-era destroyer escort, is docked at the Snow Dock.
- The proximity of the SBOA to several historic districts and cultural resources provides **opportunities for tourism, recreational activities, complementary retail, and placemaking**. These opportunities might increase in the future if I-787 is reconfigured and connections to surrounding districts are strengthened.

## 7 Transportation Systems

- The SBOA is **cut off from neighboring districts by rail and road infrastructure that support commercial development but provide a barrier for multimodal transportation**. Broadway is an important truck route for local and port traffic accessing the I-787 north ramp.

- There is adequate capacity to accommodate vehicular traffic related to future development. The **Hudson River also provides an ice-free route year-round** for commercial and recreational boaters between Albany and New York City.
- As the SBOA is developed with more public and recreational land uses, increased multimodal infrastructure should be considered. For better connectivity to the adjacent neighborhoods, **new pedestrian & bicycle access should be developed across the railroad tracks. Opportunities should also be sought to increase waterway connectivity.**
- If the SBOA is developed with residential land uses following changes to I-787, the addition of public transit, public parking, and complete street upgrades should be considered. The possibility of rerouting port truck traffic should also be investigated at that time; however, this could be difficult to do without impacting the South End Neighborhood.

### Interstate 787

- The Albany waterfront is dominated by I-787, and there is a strong desire in the community to remedy this by reconfiguring the highway. Various studies and discussions are underway regarding potential solutions. **Reducing the presence of I-787 and related commercial traffic along the waterfront would shift redevelopment opportunities in the SBOA, for example, by making it more attractive for mixed-use development.**
- Reconfiguring I-787 is a long-term, multi-phase project. **In the interim, opportunities should be pursued to foster active uses and pre-development activities** in the SBOA that are compatible with or without I-787.

8

Infrastructure

- Infrastructure systems in the SBOA are sufficient to support future development.**  
 There is ample access to energy infrastructure including natural gas and electrical services, no capacity concerns for drinking water or solid waste management, no water pressure issues, and good availability of phone and cable data services as well as a free wireless service.
- There are no sewer capacity issues anticipated in the SBOA. However, **much of the area relies on aging sewer infrastructure and a combined sewer system that discharges into the Hudson River** through combined sewer outflows (CSOs). CSOs seriously impact the region's water quality.
- The city should continue to implement the Long-Term Control Plan (LTCP) to reduce CSOs and install Floatable Control Facilities. **Replacement in-kind of sewer infrastructure** in and around any new development should be evaluated. **Green and/or gray infrastructure** could also be installed to reduce runoff. Addressing these issues could help to expand the development prospects of the SBOA while preserving natural resources and increasing livability.

9

Natural Resources and Environmental Features

- The SBOA is located along the **tidal Hudson River, a significant habitat complex and natural community** that provides immense ecosystem services. In the adjacent waters there are submerged aquatic vegetation beds and the federally endangered shortnose sturgeon (*Acipenser brevirostrus*).



- The SBOA is within the **NYS Coastal Area Boundary and the Federal Emergency Management Agency (FEMA) AE Flood Zone**. Any development is subject regulations to protect coastal areas and minimize public and private losses. These regulations may change in the medium and long term to adapt to **increased flood and erosion risks associated with climate change**. The soil is classified as "Urban Land" with a high percentage of impermeable surfaces.
- Preserving valuable natural resources and ecosystem services could expand the development prospects of the SBOA.** Revitalization efforts should consider impacts related to environmental quality (e.g., urban heat island effect, water quality and runoff, air quality and emissions), which can be mitigated by applying climate smart development, blue-green infrastructure, and other nature-based and technological solutions.

10

Brownfields

- There are **eight brownfields totaling 5.5 acres** in the SBOA. There is a potential for environmental contamination at these sites based on prior uses.

**Table E-1 Summary of Environmental Conditions at Brownfields in the SBOA**

ENVIRONMENTAL CONDITIONS RANKING		No. OF SITES	TOTAL ACREAGE
0	No evidence of existing environmental conditions was identified in the desktop review.	0	0
1	Prior industrial use was conducted at the site and/or site is listed as bulk storage facility.	5	3.52
2	Property is associated with open or closed spills or leaking underground storage tanks.	3	1.98
3	Property is associated with environmental lien or spill involving chlorinated solvent(s).	0	0

Sources: Federal, state, tribal, and local environmental databases; the Environmental Data Resources (EDR) database; historic aerial photographs; and Sandborn fire insurance maps



## II Key Buildings

Visual assessments of buildings in the SBOA were conducted to identify those with reuse potential or a historic, cultural, or architectural significance. Additional investigations would be necessary to identify any outstanding issues. The following three buildings were identified:

- **60 Broadway.** Vacant 1.5 story warehouse building in poor condition.
- **48 Broadway.** Vacant 2 story motor vehicle/storage building in fair condition.
- **10 Broadway.** 1.5 story warehouse/storage building in fair condition.

## V. Economic Opportunities

The SBOA is strategically positioned, with a mix of public and private property on the Hudson River between the Port of Albany, historic residential neighborhoods, and downtown. Key economic opportunities include the following:

- The **only private waterfront land** in the City of Albany outside the Port District is in the SBOA.
- The **Port of Albany is approximately one mile away** from the SBOA, with an estimated economic impact of \$813 million state-wide and ample employment opportunities.
- The northern half of the SBOA is designated as an **Environmental Zone**, which could lead to additional tax credits for these properties if they are accepted into the Brownfield Cleanup Program.

There has been a pointed change in the Albany real estate market recently that appears to have momentum. Key trends in the Albany area include:



The **multi-unit residential space** is the strongest market in Albany, with consistent rent growth. The market has high absorption rates, meaning new spaces are sold or rented quickly.

- Successful **adaptive reuse** has added momentum to the Albany real estate market, built largely upon market- and affordable-rate residential units with some minor ground-floor commercial amenities.



**Retail property** in the Greater Albany area has had low vacancy and good absorption rates in recent years but slower rental growth. Malls and general retail have fared worse than some specialty retail.



The **regional office space market** has weaker vacancy and absorption rates and relatively low rental rates.



The **industrial space market** is also relatively strong, with low vacancy rates, good absorption of new spaces, and growing rents. Twenty-one industries that use industrial space are projected to add jobs in Albany County between 2020 and 2030. Of the estimated 740+ new jobs, 300 are in two industries—other fabricated metal product manufacturing (North American Industry Classification System 3329) and other electrical equipment and component manufacturing (North American Industry Classification System 3359).

**The SBOA has thus far been excluded from these trends due to its small size, isolated location, truck traffic, and lack of available buildings. However, the Port of Albany's proximity and expansion plans present a few special opportunities** for the SBOA to replace low-intensity uses with higher-intensity users connected to the port. These might include a specialty wind turbine manufacturer or parts supplier, a workforce training center, or additional laydown space<sup>1</sup> with water access for port businesses. These uses may require a change to the Albany USDO to allow new light industrial uses. Heavy industrial uses would not be advisable due to the proximity of the SBOA to residential neighborhoods and the Hudson River waterfront.

In addition, **public lands and underutilized properties** in the SBOA present an opportunity to create a **vibrant waterfront district** with a mix of water-related public, private, commercial, recreational, and community uses on the Hudson River. This would advance community and economic development goals for the surrounding neighborhoods and the city as a whole.

1. Laydown space is an area located near a business or construction site for the receipt, storage, and partial assembly of equipment and materials.

## VI. Strategic Sites

Seven strategic sites were identified for the SBOA. These brownfields were selected using a set of quantitative and qualitative drivers that was developed and reviewed with local stakeholders.

Based on their environmental histories and rankings, all of the strategic sites were identified as potential candidates for a Phase I Environmental Site Assessment.

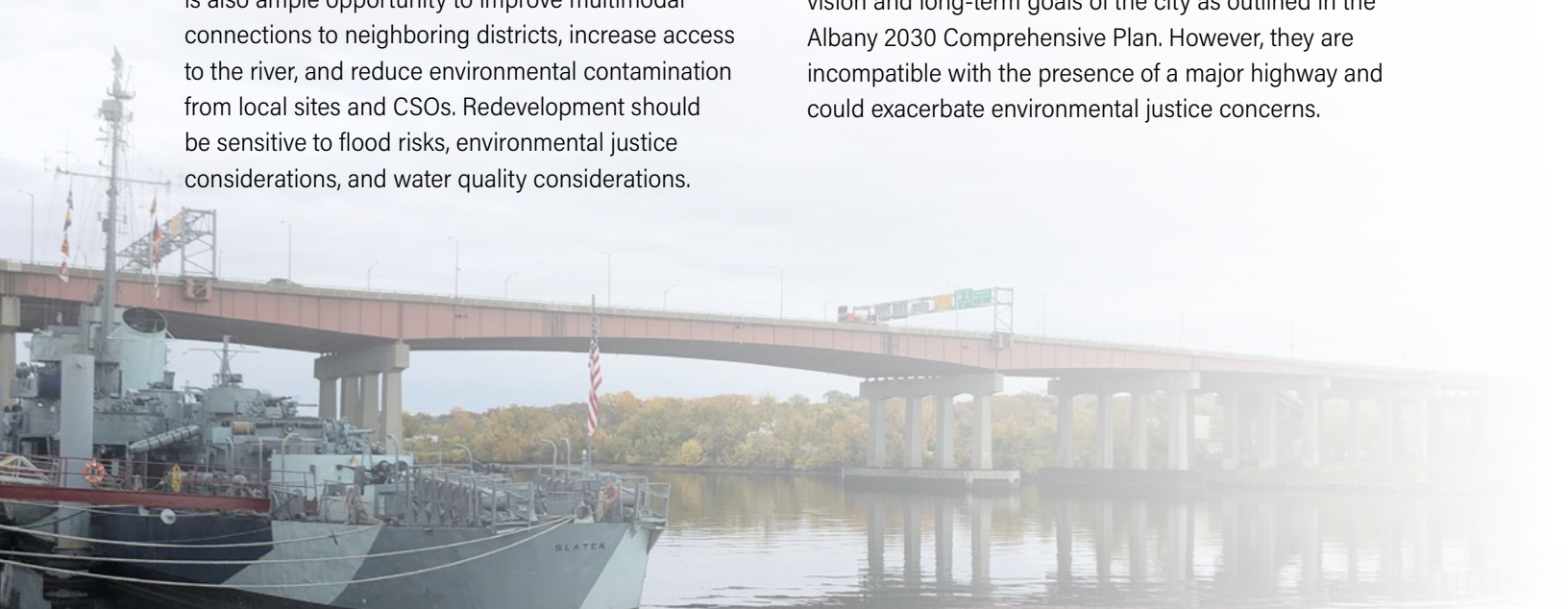
**Table E-2 Strategic Sites and Clusters of Opportunity**

STRATEGIC SITES	ADDRESS	ACRES	ENVIRONMENTAL RANKING
1	117 Broadway	0.59	1
2 Fourteen SAC Self-Storage	107 Broadway	0.51	1
3	75 Broadway	1.17	1
4 Adirondack Transit 1	60 Broadway	0.55	2
5 Adirondack Transit 2	48 Broadway	0.73	2
6 Adirondack Transit 3	33 Broadway	0.75	1
7 Greco Construction	10 Broadway	0.70	2

### Area-wide Considerations

As one of the few remaining commercial districts within the city, the SBOA is an important local economic resource. Its strategic location near the port, the Hudson River, the historic South End neighborhood, I-787, and downtown make it attractive for a variety of potential developers. The district has several vacant and underutilized sites that could be redeveloped for commercial use and/or waterfront recreation. There is also ample opportunity to improve multimodal connections to neighboring districts, increase access to the river, and reduce environmental contamination from local sites and CSOs. Redevelopment should be sensitive to flood risks, environmental justice considerations, and water quality considerations.

A critical unknown is the future of I-787 along the City of Albany waterfront. Reducing the presence of I-787 and related truck traffic along Broadway could dramatically shift redevelopment opportunities in the SBOA. For example, this could make the area more attractive for mixed-use development including residential and neighborhood uses as an extension of the South End neighborhood. These uses align with the vision and long-term goals of the city as outlined in the Albany 2030 Comprehensive Plan. However, they are incompatible with the presence of a major highway and could exacerbate environmental justice concerns.







**Figure E-2 South Waterfront District BOA Strategic Sites**

Until I-787 is reconfigured, opportunities should be pursued to foster active uses and pre-development activities in the SBOA that are compatible with existing conditions including rail and highway infrastructure. Based on the findings from the Inventory and Analysis, this could include a mix of water-related, community, and commercial uses that are integrated into the physical, economic, and cultural fabric of the surrounding neighborhoods.

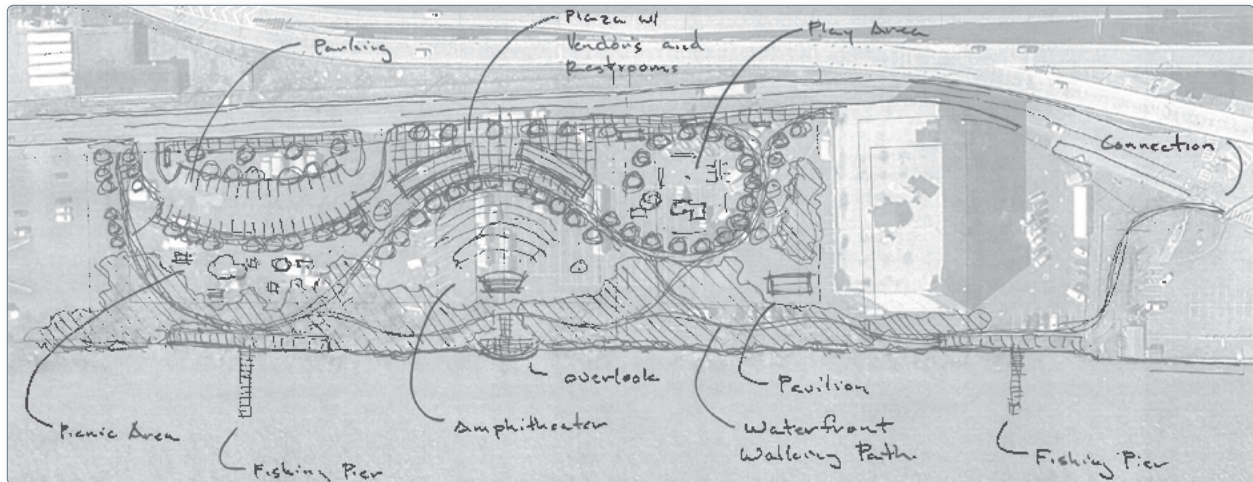
#### Strategic Sites 1, 2, 3 ▪ Fourteen SAC Self-Storage

Strategic sites one (117 Broadway), two (107 Broadway), and three (75 Broadway) are adjacent, vacant properties totaling 2.26 acres in size. They are positioned on the waterfront with direct access to the Hudson River via a sloped shoreline lined with trees and vegetation. They are near water-dependent uses at the Snow Dock and are separated to the

north and south by four public rights of way, or “paper streets” running between Broadway and the shoreline. Development between 107 and 117 Broadway is limited by an underground outfall and all three are subject to floodplain regulations.

The SBOA analysis found that the waterfront location of these sites makes them **attractive for redevelopment as commercial properties and/or civic and open space**. A portion could be redeveloped for commercial use such as tourism, retail, light manufacturing, and/or activities at the Port of Albany.

The paper streets could potentially be consolidated into a single parcel of public land for community use. For example, an urban park could provide public access to the Hudson River as well as waterfront amenities. The park could connect to nearby water-related uses via a public boardwalk and/or docks.



**Figure E-3 Preliminary Concept of Riverview Park**

If implemented, a suitable name for the park could be chosen by the community

### C. Strategic Site 4 • Adirondack Transit 1

Strategic site four at 60 Broadway is a 0.5-acre lot with a vacant building and a paved parking lot situated along Broadway, I-787, and a rail line. A review of environmental records showed that the site has previously been used for light industrial and transportation uses and was remediated in the 1990s. The 1.5-story brick and concrete warehouse has been vacant for many years and was identified as a key building for its reuse potential. If accepted into the Brownfield Cleanup Program (BCP), this site would be eligible for Environmental Zone BCP tax credits.

Given the site's location and history, it would be a **good candidate for commercial, manufacturing, transportation, or light industrial uses**. Examples might include a workforce training facility, laydown space for port businesses, a watercraft showroom, or an artisan manufacturing studio.

### D. Strategic Site 5 • Adirondack Transit 2

Strategic site five at 48 Broadway is a 0.73-acre lot with a small, paved lot and a large vacant building with two 80-foot cement stock silos. The site is situated between I-787 and Broadway. It is listed on the spills database for petroleum spills that have received regulatory closure. There are several active and closed storage tanks associated with the site.

The 2-story, 45,000 square-foot concrete building is in fair condition and was identified as a key building for its reuse potential. It was recently a bus garage. If accepted into the BCP, the site would be eligible for

Environmental Zone BCP tax credits.

Similar to the adjacent property at 60 Broadway, the site would be a **good candidate for commercial, manufacturing, transportation, or light industrial uses**. Examples might include those listed for strategic site four as well as a mariner's hotel or boat repair shop.

### E. Strategic Site 6 • Adirondack Transit 3

Strategic site six at 33 Broadway is a 0.75-acre commercial parking lot. The property has a view of and direct access to the Hudson River via sloped riparian woodland banks lined with vegetation. It is adjacent to two well-established businesses, self-storage, and vacant buildings. To the south along the waterfront are three parcels with water-related uses: a marina, city-property with a boat ramp, and Island Creek Park. If admitted to the BCP, it would be eligible for Environmental Zone BCP tax credits. A review of environmental records showed that a mill once stood on the property and the environmental risk of the site is low.

The site could host **manufacturing/distribution, recreation, or community uses**. For example, it could be repurposed as a public access boat house or yacht club, a restaurant and clubhouse serving the marina, a "sleep and sail" boat hotel, a fish market, or a watersports gym and training facility. There is also potential to redevelop this site along with the adjacent parcels at 48 and 60 Broadway for similar uses. After I-787 is reconfigured, this site could be attractive for residential and mixed-use development.



## F. Strategic Site 7 - Greco Construction

Strategic site seven at 10 Broadway is a 0.70-acre lot with a small gravel lot and two 1.5-story metal warehouses. The larger one was identified as a key building for its reuse potential. Adjacent uses include a marina, public land/rights of way, and a well-established business in a historic building. A review of environmental records showed that the site has previously hosted industrial and automobile uses. Given its proximity to an active truck route, rail line,

and highway, this site would be a **good candidate for continued commercial, manufacturing, transportation, or light industrial uses**. The site could also serve nearby public and waterfront uses. For example, it could be repurposed as a workforce training facility or laydown space for nearby businesses including at the Port of Albany, a sales/service/rental facility for light watercraft, a fish/seafood market, or a retail shop for waterfront users (e.g., anglers, boaters, Island Creek Park visitors).

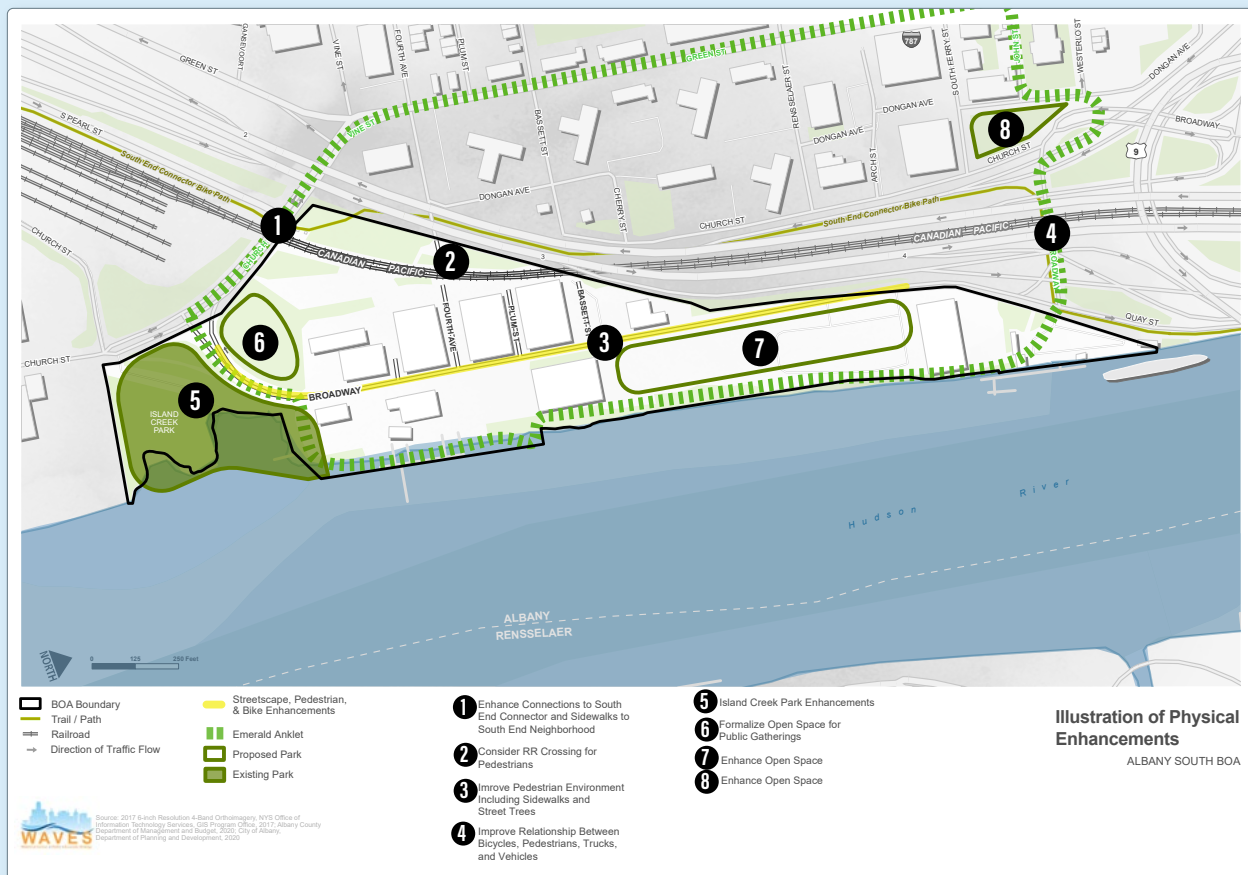
## VII. Physical Enhancement Plan and Recommendations

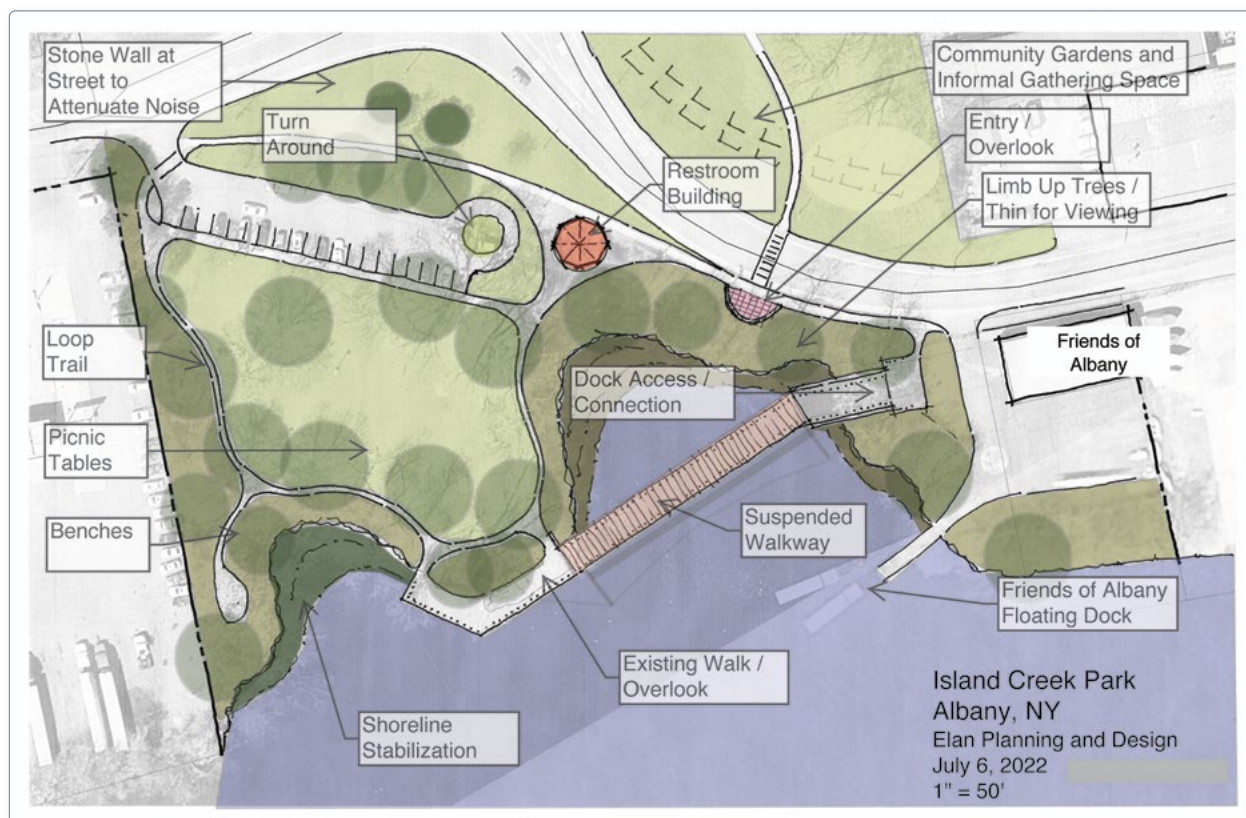
### A. Physical Enhancements Plan

The Physical Enhancements Plan graphically illustrates recommended physical enhancements related to the public realm. The plan depicts a well-connected South Waterfront District that can safely and efficiently support a mix of community and commercial uses. These improvements would allow local residents and visitors to move between the waterfront and neighboring districts using a connected network of protected bike lanes and pedestrian paths that bypass heavily trafficked roads. At the same time, Broadway would remain open to commercial traffic serving local businesses and the Port of Albany. In addition, enhanced waterfront amenities would make the district more attractive for recreational boating and enhanced green spaces would create a more livable environment for people and wildlife while increasing resilience to flooding and erosion.

The recommendations and Physical Enhancements Plan are detailed in [Section 4](#) of the report.

**Figure E-4 South Waterfront District BOA Physical Enhancements Plan**





**Figure E-5 Concept Design of Proposed Enhancements to Island Creek Park**

## B. Island Creek Park Enhancements

One of the projects recommended in the Physical Enhancements Plan is to enhance Island Creek Park. Island Creek Park provides the only public access to the waterfront for south Albany. After many years, this well-used park is showing wear and needs revitalization to remain a safe and functional community resource. A series of park improvements could substantially improve access to the water, including both visual access and physical access, while enhancing park amenities, traffic flow, connectivity, and shoreline stabilization (**Figure E-5**).

## C. Other Recommendations

A series of planning and project recommendations were produced based on the findings of the SBOA analysis. These were designed to advance the SBOA Vision and Goals and were refined based on input from the community and local stakeholders including the steering committee. They are summarized below.

## Land Use & Real Estate Recommendations

- Target strategic sites to catalyze revitalization of the SBOA
- Assess and remediate contaminated brownfields
- Update Albany USDO to allow additional light industrial uses in the SBOA
- Expand water-related uses on the waterfront
- Market the SBOA as additional laydown space for Port industries
- Leverage public rights of way to expand public and open spaces
- Enhance Island Creek Park and formalize adjacent public green space
- Celebrate Albany's cultural heritage through redevelopment efforts and public art



### Multimodal Connectivity Recommendations

- Reduce highway infrastructure along the Hudson River
- Support the creation of an “Emerald Anklet” that integrates the SBOA with the South End neighborhood via a continuous loop of open and green spaces
- Provide public access boat launches and a boat rental station
- Add Complete Streets improvements
- Enhance bicycle and pedestrian facilities in Island Creek Park and add a Rectangular Rapid Flashing Beacon (RRFB) at the Island Creek Park pedestrian crossing on Broadway
- Complete a feasibility study for opening a railroad crossing at Fourth Street
- Add a pedestrian and bicycle crossing to the at-grade railroad crossing on Church Street
- Reroute truck traffic as needed if residential development progresses (long-term)

### Infrastructure & Environment Recommendations

- Continue water and sewer infrastructure upgrades including implementation of the 2011 CSO Long-Term Control Plan and installation of floatable control facilities
- Adopt flood resilient practices, policies, and development incentives
- Reduce impervious surfaces and install blue-green infrastructure on streets, in Island Creek Park, and along the shoreline to improve flood and erosion resilience plus local environmental quality
- Implement the recommendations from the 2021 Hudson River Shoreline Study
- Raise local awareness and capacity for resilience, for example, with interpretative signage, guidebooks for property owners, and a City of Albany Chief Resilience Officer
- Continue to advance through the Climate Smart Communities program and implement climate mitigation and resilience strategies including incentivizing green jobs and green buildings
- Define a flood resilience strategy for the Hudson Riverfront
- Reclaim vacant lots for open space and community uses









# 1.0 PROJECT DESCRIPTION AND BOUNDARY

## 1.1 PROJECT OVERVIEW AND DESCRIPTION

The South Waterfront District Brownfield Opportunity Area (SBOA) Nomination Study was led by the City of Albany with support from the Mayor and staff from the Department of Planning and Development. The city was advised by a Steering Committee comprised of local stakeholders and government officials and supported by a consultant team and the New York State Department of State.

### 1.1.1 SBOA PLANNING PROCESS

Brownfields are neighborhoods or areas within a community negatively affected by real or perceived environmental conditions. These properties often are underutilized because the contamination (or perception thereof) has impeded investment and redevelopment, making them an economic and aesthetic drain on localities. When key sites are remediated and redeveloped, these properties can increase neighboring property values and the local tax base, ameliorate public health risks and environmental justice concerns, address food deserts, and spur additional investment in a community.

The SBOA program was initiated in 2003 through the New York State Superfund/Brownfield Law. Administered by the New York State Department of State (NYSDOS), the program provides financial assistance to facilitate area-wide, community-supported planning processes that lead to the redevelopment of brownfields, particularly in highly impacted and economically distressed areas in need of revitalization. The first phase the program entails a SBOA Nomination Study, which charts the roadmap to return dormant brownfields to productive use. When an SBOA Nomination Study is complete, a community may request an official SBOA designation by the New York State Secretary of State.

#### DOS SBOA PROGRAM GOALS

- Assess the full range of community redevelopment opportunities posed by a concentration of brownfields.
- Build a shared community vision for the reuse of strategic sites and actions to achieve community revitalization.
- Coordinate and collaborate with local, state, and federal agencies, community groups, and private sector partners to identify and implement solutions and leverage investments for community improvement.

Designated BOAs have a competitive advantage for access to many state-level funding and incentive programs including the NYSDOS' Local Waterfront Revitalization Program (LWRP), the New York State Department of Environmental Conservation's (NYSDEC's) Environmental Restoration program, the NYSDEC Brownfield Cleanup Program (BCP), and the Empire State Development (ESD) Corporation's economic development programs. Developers who are participating in the voluntary BCP receive a tax credit "bump-up" to redevelop target sites in designated BOAs in a manner that is consistent with the Secretary-approved BOA Nomination Study. Potential developers in BOAs can also be assured that their investment is part of an overall revitalization plan supported by the local community and stakeholders.

## 1.1.2 PROJECT INITIATION

A Pre-Nomination Study has been completed as the first step in the SBOA program in coordination with the Albany 2030 Comprehensive Plan.<sup>2</sup>

The City of Albany was awarded a grant administered through the NYSDOS for the preparation of a BOA Nomination Study for both the South Waterfront district and the North Warehouse district. In March 2020, the City circulated a Request for Proposals from qualified entities to provide planning, environmental, and engineering services to facilitate both planning processes and update the LWRP. Collectively, the project was referred to as the Albany Waterfront Access, Vitality, and Economic Strategy, or WAVES. The city hired a consultant team led by Elan.3 Consulting with MRB Group, Prospect Hill Consulting, Greenman-Pederson Engineering and Construction, Politi and Siano Architects, and Ramboll Engineering.

2. Albany 2030 The City of Albany Comprehensive Plan <https://www.albanyny.gov/806/Strategic-Planning>.

In September 2020, a Local Steering Committee was created for the WAVES project, which included a sub-committee of stakeholders for the South Waterfront District BOA Nomination Study:

### WAVES STEERING COMMITTEE SOUTH WATERFRONT DISTRICT BOA SUB-COMMITTEE

**ANTHONY GADDY**  
Co-Founder & President/CEO, Upstate NY  
Black Chamber of Commerce

**SARAH REGINELLI, CAPITALIZE ALBANY**  
Christopher Bauer, Senior Transportation  
Planner, Freight, Capital District  
Transportation Committee

**CAROLYN MCLAUGHLIN**  
District 1, Albany County Legislature

### ADDITIONAL STEERING COMMITTEE MEMBERS

**JEFFREY BUELL**  
Principal, Redburn Properties

**MARTIN DALEY**  
Director of Water Quality Programs, Capital  
District Regional Planning Commission;  
Livingston Avenue Bridge Coalition

**TARA DONADIO**  
Sustainability Planning, Capital District  
Regional Planning Commission

**JAMES EATON**  
Owner, Fort Orange Brewery

**HON. KELLY KIMBROUGH**  
4th Ward, Common Council  
Tina Lieberman, Chair, Sustainability  
Advisory Committee

**HON. JOYCE LOVE**  
3rd Ward Common Council  
Matthew Peter, Executive Director, Albany  
Parking Authority/ County Legislature

**TODD RUTECKI**  
President, Friends of Albany Rowing  
William Simcoe, Deputy Commissioner, City  
of Albany, Albany Water Department

**TYLER SMITH**  
Surpass Chemical Company Inc.  
Georgette Steffens, Executive Director,  
Downtown Business Improvement District

**WILLIAM WHITE**  
Senior Employment & Training Specialist,  
City of Albany Workforce Services



### 1.1.3 PLAN OVERVIEW AND DESCRIPTION

The SBOA Nomination Study assesses the existing conditions within the study area and outlines a strategy for reinvestment and revitalization of the area. Developed with broad public and stakeholder input, it contains a thorough description of existing conditions, opportunities, and reuse potential for properties located in the proposed SBOA with an emphasis on strategic sites that are catalysts for revitalization.

The SBOA is an approximately 24-acre area with eight brownfields which account for 23% of all land in the study area. The narrow district is bounded by I-787 and commercial rail lines to the west and the Hudson River to the east. It is next to the South End – Groesbeckville Historic District to the west, the Port District to the South, and the Pastures and Downtown districts to the north.

The SBOA is an approximately 24-acre area that encompasses Albany's South Waterfront District. There are eight brownfield sites in the SBOA which cover 23% of the study area. The location and assets of the district make it an excellent candidate for BOA designation:

- The narrow South Waterfront District is one of a few dedicated commercial districts in the City of Albany, strategically located between the Port of Albany to the south and I-787 and commercial rail lines to the west. It is next to the South End–Groesbeckville Historic District to the west and the Pastures and Downtown districts to the north.
- The SBOA is bounded to the east by the Hudson River. The area boasts impressive, but underutilized or publicly inaccessible views of the river. There is one public park and active docking facilities at the Snow Dock. The shoreline is relatively natural, with gentle slopes, but is marred by erosion and polluted runoff, including from combined sewer outfalls.
- There are several vacant and underutilized properties as well as public land and rights-of-way that could be repurposed for higher uses.

According to this analysis, these could include productive commercial properties, water-related public and private uses, workforce training and office sites for local employees, and recreational spaces that are accessible to the surrounding community and implement best practices for environmental protection and restoration.

The Albany South Waterfront District BOA builds off the vision and goals of the Albany 2030 Comprehensive Plan. Revitalization of the SBOA also complements the goals of the City of Albany Local Waterfront Revitalization Program (2023 update), the City of Albany Bike and Pedestrian Master Plan (2021), the Hudson River Shoreline Stabilization Study (2021), the City of Albany Unified Sustainable Development Ordinance (USDO) (2017 ), and the Downtown Albany Strategic Investment Plan (Downtown Revitalization Initiative) (2019).

## 1.2 COMMUNITY VISION AND GOALS

The Vision Statement and Goals for the SBOA were modeled after those of the Albany 2030 Comprehensive Plan, shown in Figure 1-2, and customized by the community for the SBOA.

Using the Albany 2030 vision as a starting point, the SBOA Vision and Goals were crafted by the steering committee with input from the public. The vision and goals for the SBOA, the North Warehouse District BOA,

and Albany LWRP update were created in parallel following an identical process to maximize public input and to promote synergies between the three waterfront plans. Relevant public input from the City of Albany Bike and Pedestrian Master Plan (2021) and the Hudson River Shoreline Stabilization Study (2021), collected at approximately the same time, also informed the development of the SBOA Vision and Goals.

### Figure 1-1 ALBANY 2030 COMPREHENSIVE PLAN VISION

(Model for SBOA Vision)

#### VISION STATEMENT

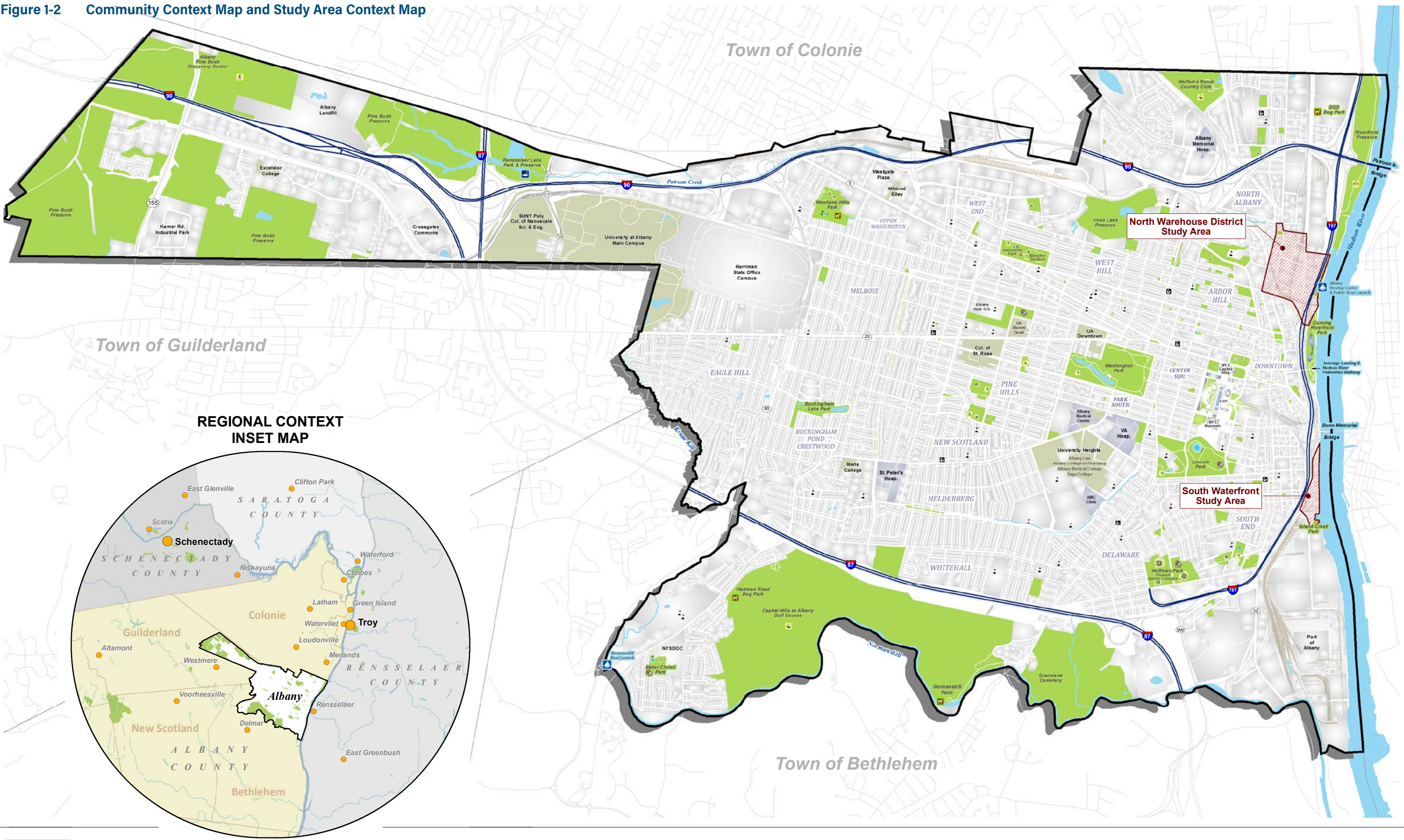
**Albany in 2030 has built on its history and diverse natural, cultural, institutional, and human resources to become a global model for sustainable revitalization and urban livability. The city promotes a balanced approach to economic opportunity, social equity, and environmental quality that is locally driven, encourages citizen involvement and investment, and benefits all residents.**

#### THE VISION COMPONENTS

- 1 **Safe, Livable Neighborhoods.** Every neighborhood in Albany is a desirable place to live because of its walkable streets, historic architecture, range of housing choices, mixed-use neighborhood centers, quality schools, parks and recreation facilities, and easy access to Downtown Albany and other job centers.
- 2 **Model Educational System.** Albany nurtures its most valuable resources, its children, by promoting excellence in education at all levels. The city's institutions of higher education are valued resources and partners in initiatives to expand economic opportunities, enhance work force skills, and promote lifelong learning.
- 3 **Vibrant Urban Center.** As the capital of New York and a destination for work, play, and tourism, Albany is the region's primary center of government, education, health care, employment, and the arts. Downtown Albany is a vibrant mix of business, residential, educational, cultural, and entertainment uses connected to the Hudson River waterfront.
- 4 **Multi-Modal Transportation Hub.** Albany's neighborhoods and centers are connected to each other and to the rest of the region by an extensive, efficient, and safe network of complete streets, mass transit, bikeways, trails, and sidewalks.
- 5 **Green City Albany.** Albany is a model of community health and sustainability in its planning, restorative development, and conservation of energy, water, and natural resources.
- 6 **Prosperous Economy.** The city is a pillar of the regional and global economies, providing good employment opportunities for all residents with a focus on green jobs and technology.



Figure 1-2 Community Context Map and Study Area Context Map







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## SOUTH WATERFRONT DISTRICT BOA VISION AND GOALS

The South Waterfront has built on its Riverfront location, and diverse natural, cultural, institutional, and human resources - including its Native American, African American, and immigrant heritage - to become a model of sustainable revitalization and urban livability integrated with its environs. The area promotes an inclusive, balanced approach to economic opportunity, social equity, and environmental quality that is locally driven, with community involvement and investment.

### GOALS

- 1 Equitable Albany.** Remediation and redevelopment of the South Waterfront District has prioritized social equity and environmental justice considerations, including equitable access to public spaces and amenities. Public investments have been designed with input from Albany's diverse communities to equitably serve local residents.
- 2 Interconnected Albany.** The South Waterfront District is seamlessly integrated with the South End neighborhood and broader Albany waterfront area. Easy access to nearby neighborhoods, waterfront destinations, and the surrounding region is provided by an extensive, efficient, safe, and multimodal network of complete streets, sidewalks, mass transit, bikeways, trails, waterways, and greenways.
- 3 Vibrant Urban Waterfront.** The South Waterfront is a mix of commercial and water-related uses with public spaces, cultural amenities, and shoreline attractions on the Hudson River that form an attractive part of the Albany skyline. Underutilized properties have been activated in a context-sensitive way to better capitalize on their riverfront location. Recreational access to the Hudson River has been improved and expanded for residents and visitors year-round.
- 4 Green City Albany.** The South Waterfront District incorporates green infrastructure, design, and technology to create a low emissions, climate resilient area. Former brownfields and contamination points have been remediated to ensure clean air and water resources. The district is connected to the South End and adjacent waterfront by a network of green, blue, and open public spaces.
- 5 Prosperous Economy.** The South Waterfront District has a mix of successful businesses and provides good jobs for local residents. Blighted properties have been restored to productive use. The benefits of increased public and private investment have been captured for the good of the surrounding community including by raising local incomes, growing local jobs and businesses, and increasing the tax base.

## 1.3 BOUNDARY DESCRIPTION AND JUSTIFICATION

### 1.3.1 BROWNFIELD REVITALIZATION IN ALBANY

Historically, the City of Albany has been a regional hub for a variety of commercial and industrial services. As markets and technologies changed throughout the 1900s, many prominent industries closed or downsized (e.g., lumber, coal, ironworks, canal/railroad shipping and warehousing), leaving some neighborhoods with a collection of brownfields and underutilized properties. In response to decreasing population rates and development limitations, the city-initiated work on brownfields in the 1990s with the support of both the U.S. Environmental Protection Agency (USEPA) and NYSDOS. The City has a significant amount of tax-exempt property that cannot be redeveloped, primarily due to the high concentration of government and educational institutions in the area. Brownfields represented an opportunity to increase the supply of readily available land for development and drive economic revitalization.

In 1999, the City undertook a pilot study assessing municipally owned brownfield properties in North Albany, Arbor Hill, West Hill, Sheridan Hollow, the South End, and the Port of Albany. The study focused on neighborhoods with known historic industrial activities where the presence of brownfields caused the most economic decline. The study helped establish a brownfields redevelopment program that inventories contaminated sites, performs environmental site assessments on select properties, and remediates priority sites.

**Table 1-1 Priority Ranking of BOA Redevelopment Areas identified in the Albany 2030 Plan**

BOA	SELECTION CRITERIA					
	ALBANY 2030 VISION COMPONENTS					
	Safe, Livable Neighborhoods	Model Education System	Vibrant Urban Center	Multimodal Transportation	Green City	Prosperous Economy
Sheridan Hollow	H	L	M	L	H	M
Tivoli Park	M	H	L	M	H	L
Westland Hills	H	L	L	L	M	L
I-90 North	L	L	L	H	M	L
I-90 South	L	L	L	M	M	L
North Warehouse District*	H	M	H	H	H	H
South Waterfront District*	H	L	H	H	H	H

**Priority BOAs.** Priority Points: Low (1) L Medium (2) M High (3) H Source: Albany 2030 Comprehensive Plan Appendix A.



The city has continued to incorporate brownfield redevelopment into its long-term planning and revitalization efforts. The Albany 2030 Comprehensive Plan includes detailed brownfield remediation and redevelopment strategies as well as a BOA Pre-Nomination Study that identifies seven BOA redevelopment areas. These areas were selected based on a citywide review that identified:

- concentrations of brownfield properties using historic land use data;
- neighborhood revitalization plans
- environmental site assessment reports;
- public input; and
- information from pertinent databases and geographic maps.

A field reconnaissance of underutilized lots, vacant and abandoned buildings, and existing use conditions and activities was completed for each potential area. The boundaries were refined based on GIS data such as current land use distribution, industrial and commercial zoning districts, topography, and existing natural resources. Other information used to characterize the areas included site observations, historic use resources, the potential for economic growth and revitalization, and other community vested interests.

Out of the seven BOA redevelopment areas, the South Waterfront District BOA and the North Warehouse District BOA were selected as priority areas that would advance the Albany 2030 plan as evidenced in [Table 1-1](#).

SELECTION CRITERIA					
FOUR INTERRELATED KEYS TO ACHIEVING THE VISION STATEMENT				Redevelopment Potential	Priority Points
Improve Albany's Image & Quality of Life	Increase Fiscal Capacity	Facilitate & Mobilize Investment	Establish Albany as a Green Community		
M	M	M	L	H	22
H	L	L	H	L	20
M	L	L	L	L	15
M	L	L	M	L	16
M	L	L	M	L	15
H	H	H	H	H	32
H	H	H	H	H	31

### 1.3.2 SOUTH WATERFRONT DISTRICT BOA BOUNDARY

The Study Area incorporates the South Waterfront District, a historic waterfront industrial district along the Hudson River in the City of Albany. It is centered on Broadway, an active truck route connecting I-787 to South Albany including the Port District. It is separated from the surrounding neighborhoods by I-787 and an active Canadian Pacific railroad line. It contains a mix of commercial properties including long established businesses, transportation uses, vacant properties, some water-related uses, tourist and cultural destinations (Dutch Apple Cruises and USS Slater Museum), and park land. The SBOA contains large brick and metal warehouse-type structures used for storage and manufacturing, several parking lots, and greenspace at Island Creek Park. The shoreline has a public pier and privately accessible boat docks, including a launch area for non-motorized watercraft, the Snow Dock, and a small marina.

The South Waterfront District BOA has a lot of potential for achieving the BOA goals. As one of the few remaining industrial and commercial districts within the City of Albany, the area is an important local economic resource. Its strategic location near the Port District, the Hudson River, and the historic South End neighborhood makes it attractive for a variety of potential developers.

The boundary of the study area is illustrated on the map in **Figure 1-3**. Additional information on the characteristics of the SBOA and its community and regional setting are included in Section 3.



Figure 1-3 Study Area Boundary (Albany South BOA)



- BOA Boundary
- Trail / Path
- Railroad

Study Area Boundary  
ALBANY SOUTH BOA



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## 2.0 COMMUNITY PARTICIPATION

The development of the South Waterfront District BOA Nomination Study was informed by a range of stakeholders including local residents, businesses, community organizations, regional entities, and public and private enterprises.

The development of the South Waterfront District BOA Nomination Study was informed by a range of stakeholders including residents, businesses, community organizations, regional entities, and public and private enterprises.

A focused effort was made to engage a wide range of community members including harder-to-reach groups to solicit feedback and garner excitement about redevelopment opportunities in the SBOA .

### 2.1 COMMUNITY PARTICIPATION PLAN

At the outset of the Nomination Study, a Community Participation Plan was drafted with the City and Steering Committee outlining an approach to fully involve the community in the planning process. The goals, as stated in the plan, were as follows:

Engagement activities included targeted outreach to harder-to-reach populations such as low-income residents, working families, and residents of public housing. The project team collaborated with local community organizations on events and outreach and employed a variety of online and in-person formats. Care was taken to use accessible formats by choosing

ADA-compliant venues, providing both audio and visual materials, and ensuring electronic materials were compatible with screen readers. Guidance was provided on how to request accommodation for non-English speakers and people with disabilities or special needs.

Written in October 2020, the Community Participation Plan was also designed to follow and adapt to changing public health and safety protocols related to the COVID-19 pandemic. The inability to meet in person presented a challenge for gaining substantive feedback from a diverse cross-section of the

population. However, virtual outreach methods were well received by the community as a convenient and flexible way to provide input. Virtual surveys garnered a healthy response comparable to what would have been expected from in-person events. Virtual input was supplemented by in-person pop-up events in 2022 that targeted hard-to-reach populations.

### Community Outreach Goals

- Foster dialogue and interaction between the public, stakeholders, the City of Albany, applicable regulatory agencies, and the project team during the course of the planning process.
- Gather information from the community to inform decisions.

### Outreach Approach

Provide opportunities for the public and stakeholders to

- Learn about the SBOA nomination process.
- Voice concerns, and opportunities related to the project
- Contribute their vision and ideas for SBOA development

Community engagement activities for the SBOA project were conducted in tandem with engagement activities for the North Warehouse District BOA and the City of Albany Local Waterfront Revitalization Program update. Synchronizing these efforts allowed for cross-pollination of ideas between the overlapping study areas and helped limit “planning fatigue” among local residents. In addition, outreach activities were designed to build on previous, related studies. They incorporated important information and themes already communicated by the community, while inviting new or different input. This was an important step to show respect for people’s time, make people feel heard, and to build trust in the planning process.





## 2.2 STEERING COMMITTEE

A local steering committee was appointed to guide the SBOA Nomination Study as described in Section 1. The committee consisted of individuals and organizations committed to the long-term health of the Albany community and represented various community groups, private or business interests, property owners, regional planning entities, environmental groups, and local elected officials.

## 2.3 STAKEHOLDER ENGAGEMENT

### 2.3.1 IMMERSION TOUR

On October 22, 2020, the consultant team, City staff and members of the steering committee undertook a socially distanced biking and walking tour of the South Waterfront District. The tour included visits to key sites, discussions with stakeholders, and casual

**Table 2-1 Summary of Steering Committee Meetings**

NO.	DATE	AGENDA
SC-1	10/15/20	<b>Kick-off Meeting.</b> Introduction to the South Waterfront District BOA. <b>Post meeting.</b> SC Questionnaire on vision, redevelopment concerns and opportunities, key stakeholders list, data discovery for inventory.
SC-2	12/3/20	<b>Review Preliminary Data.</b> Technical Studies, Maps, Stakeholder Interviews. <b>Post meeting.</b> Review draft Economic & Market Analysis and SC Questionnaire results.
SC-3	1/21/21	<b>SC 3 Data Review &amp; Visioning Exercise.</b> Economic and Market Analysis, Inventory mapping results, draft Vision and Goals discussion. <b>Post meeting.</b> Invited to Tour of the Port of Albany.
SC-4	4/1/21	<b>Analysis Findings Review.</b> Updated visions, Review of inventory and analysis including opportunities and constraints analysis.
SC-5	5/13/21	<b>LWRP Inventory.</b> South Waterfront District BOA SC invited to join LWRP subcommittee for a review of the LWRP inventory and analysis findings. The LWRP study area encompasses the S-BOA. <b>Post Meeting.</b> Review draft SBOA Virtual Open House # 1 and promote to networks.
SC-6	9/30/21	<b>Review of Virtual Open House #1 Public Input.</b>
SC-7	11/04/21	<b>SC 7 Public Realm Improvements.</b> Review draft Physical Enhancements Plan and Blue Green Infrastructure scenarios.
SC-8	03/30/22	<b>Strategic Site Selection.</b> Review strategic site selection criteria and method. <b>Post Meeting.</b> Review draft of selected sites.
SC-9	09/01/22	<b>SBOA Redevelopment Opportunities.</b> Review of Strategic Sites analysis, Physical Enhancements Plan, Project Concept Designs <b>Post Meeting.</b> Review outcomes of Virtual Open House #2 and related pop-up events

conversation with community members. It also allowed for observation of how public spaces are used by the community discuss initial observations and ideas regarding the study area.

## Immersion Tour Agenda

### Thursday, October 22, 2020 9:00-5:30

- Bike Tour: Corning Riverfront Park to the Normans Kill via South End Connector
- Walking Tour: SBOA and South End Neighborhood

### Friday, October 23, 2020 9:00-12:00

- Team charrette and debrief at the City of Albany Planning & Development Department offices

## 2.3.2 STAKEHOLDER INTERVIEWS

The City and Steering Committee compiled a stakeholder list consisting of key people and organizations likely to be impacted by the redevelopment of brownfields in the SBOA. The list included community groups, businesses, local government organizations, developers, and non-profits. One-on-one interviews were held between November 2020 and February 2021 to understand issues, concerns, and ideas for redevelopment. Additional interviews were conducted as the project progressed and further stakeholders were identified.

In addition, targeted outreach was conducted for local businesses and hard to reach populations. This included email notifications about the project and guest presentations at community meetings.

### Interviewees

- Albany County Land Bank
- Albany County Legislature District 1 representative
- Albany Housing Authority
- Albany Parking Authority
- Albany Port District Commission, + onsite tour January 26, 2021

- Albany Sustainability Advisory Committee
- Albany Water Department
- Albany Workforce Services
- Business for Good Foundation
- Capitalize Albany Corporation (CAC)
- Capital District Transportation Committee
- Capital District Regional Planning Commission
- Capital Region Chamber
- Chiou Development Group
- City of Albany Industrial Development Agency and Capital Resource Corporation
- Discover Albany (Albany County Tourism Promotion Agency)
- Downtown Albany Business Improvement District
- Friends of Albany Rowing
- Future of Small Cities Institute
- Greenbush Tape and Label Inc.
- Krackeler Associates
- Omni Development
- Redburn Development
- Upstate New York Black Chamber of Commerce

### Targeted Outreach

- South End Community Collaborative—including presentations at SECC meetings on 12/14/2021 and 11/15/2022
- South End Neighborhood Association
- South End Improvement Corporation
- A Village—including pop-up at the South End Night Market (see description below)
- Fourteen SAC Self Storage
- Albany Water Board
- USS Slater Museum



## 2.4 COMMUNITY OUTREACH

### 2.4.1 VIRTUAL OPEN HOUSE 1

The open house provided an overview of the SBOA program and invited feedback on the future of this area. Participants commented on the vision and goals for the SBOA, priorities for future redevelopment, and what types of uses they would like to see, where, in a revitalized SBOA. Participants also commented on preferred modes of transport, how the SBOA could support broader revitalization in Albany, and shared general ideas. To ensure input was being collected from a cross-section of stakeholders, participants were invited to share information about themselves and their connection to the SBOA.

■ **285+** COMMENTS &  
■ **74** TOTAL PARTICIPANTS

**With a mix of interests, ages, and connections to the SBOA including at least<sup>3</sup>**

■ **54** ALBANY RESIDENTS  
■ **36** ALBANY EMPLOYEES  
■ **36** ALBANY PROPERTY OWNERS  
■ **5** ALBANY BUSINESS OWNERS

In general, open house respondents valued access to the waterfront, public waterfront uses, multimodal connections, and a green and healthy environment the most when asked to comment on future uses of the SBOA. They also recognized the importance of economic development and investment in the area, and the value that local jobs and businesses bring including neighborhood services and retail, small shops, waterfront attractions, and restaurants. Many emphasized the importance of equitable development and uses that served the local community. A summary of public input received is included in the appendices.

The open house responses were used to shape the final vision statement and potential redevelopment ideas for the SBOA.

### 2.4.2 VIRTUAL OPEN HOUSE 2

A second virtual open house invited feedback on potential redevelopment ideas for the SBOA from October 27 to November 30, 2022. Using the SurveyMonkey platform, the open house presented a draft Physical Enhancements Plan with various redevelopment ideas. Participants could rate each idea on a scale of one to five stars and share their comments. Participants could also indicate if they had a direct connection to the SBOA, the South End neighborhood, or other adjacent district.

**173** COMMENTS &  
**149** TOTAL PARTICIPANTS  
**including at least<sup>4</sup>**

**49** WITH A DIRECT CONNECTION TO THE SOUTH END OR NEIGHBORING DISTRICT.

The proposed ideas were well received by a majority of respondents, who provided additional comments on how to improve the SBOA. Some asked how the proposed enhancements would address or co-exist with existing conditions, including potentially incompatible uses (e.g., I-787, truck traffic, floodplain).

A full summary of responses is included in the appendices. The open house responses were used to shape the final recommendations included in Section 4.

**We Want to  
Hear from You!**  
**WWW.ALBANYNYWAVES.COM/  
GET-INVOLVED**

3. Some respondents skipped or only partially answered this question

4. Some respondents skipped or only partially answered this question

## Proposed Improvement Ratings

Enhancements for pedestrians and cyclists



Enhance Island Creek Park and adjacent green space



Enhance Dongan Avenue green space and create “Riverview Park” at 75, 107, and 117 Broadway



### 2.4.3 ALBANY TULIP FESTIVAL POP-UP

As pandemic-related restrictions eased in 2022, in-person pop-up events were held to inform the public about the SBOA project. The City of Albany hosted a table during the annual Albany Tulip Festival in Washington Park on Mother’s Day weekend, May 8, 2022. Staff shared information about the Albany WAVES project, including the SBOA project, with event participants and directed them to the project website for detailed information and updates.

### 2.4.4 TRICENTENNIAL PARK POP-UP OPEN HOUSE

A pop-up open house was held in Tricentennial Park to promote the second virtual open house during lunch hours on an unseasonably warm and sunny day on November 3, 2022. Park users could browse through a set of maps and information packets describing the SBOA project and draft Physical Enhancements Plan. A handout with a QR code directed participants to the online open house.

More than 40 people were engaged including Albany residents, workers, and property owners. A few shared their ideas and left handwritten comments on the pop-up boards. This input was integrated with

comments received through the online open house (see the appendices).

### 2.4.5 SOUTH END NIGHT MARKET POP-UP

The City of Albany hosted a table at the South End Night market on November 17, 2022 to promote the second virtual open house to South End residents. The event was held in the Albany Housing Authority building at 200 S Pearl Street and organized by A Village. Attendees of the night market could ask questions about the SBOA project and review the draft Physical Enhancements Plan and draft concepts for Island Creek Park and Riverview Park. Handouts directed participants to the online open house. Several participants shared their ideas in person. This input was included with the comments received through the online open house (see the appendices).

### 2.4.6 PUBLIC MEETING ON THE DRAFT NOMINATION

On March 15, 2024, a draft of the SBOA Nomination Study was posted for public comment. On April 15, 2024, the Albany Common Council held a public hearing to solicit public input on the draft SBOA Nomination Study.



## 2.4.7 PROJECT WEBSITE

The Albany WAVES project website, [www.albanynywaves.com](http://www.albanynywaves.com), served as a centralized resource for the SBOA Nomination Study, the North Warehouse District BOA Nomination Study, and the Albany LWRP update. The website provided:



- General information – including project videos, fact sheets, fliers, and NYSDOS resources;
- Public engagement opportunities, including announcements of upcoming events and links to virtual open houses;
- Public engagement opportunities, including announcements of upcoming events and links to virtual open houses;
- Information channels – including mailing list sign-up, contact form, and social media links.

The website also included a steering committee information portal. The consultant team posted information and draft materials for review to the portal on a regular basis throughout the development of the Nomination Study.

## 2.4.8 PROMOTION

A variety of channels were utilized to publicize project updates and ensure broad public participation. Notices of public events were posted at least two weeks in advance and distributed widely. Outreach methods included the following:

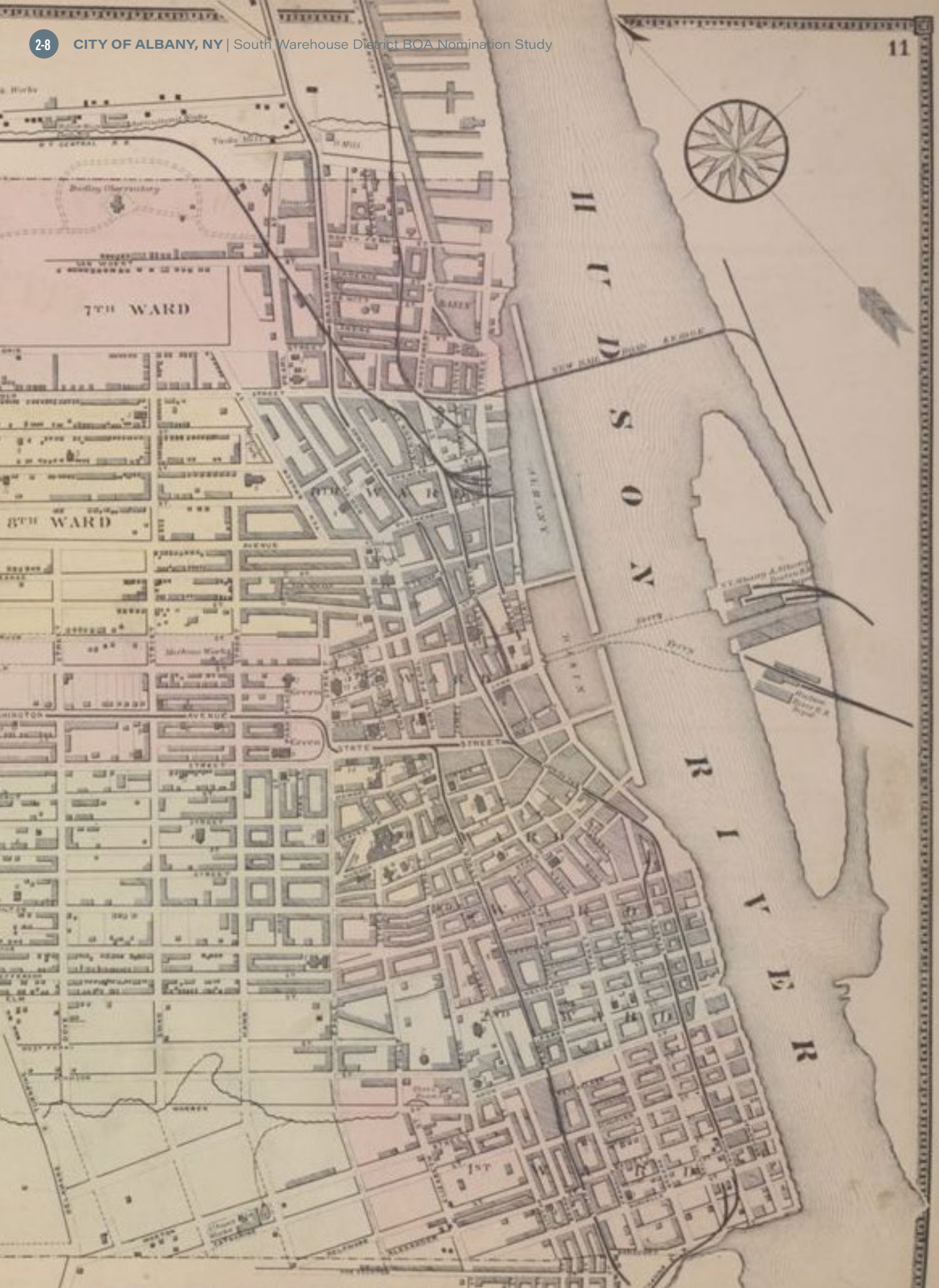
- Press releases to local media outlets
- Emails to the project mailing list and City of Albany communications office contacts
- Targeted emails to stakeholder mailing lists including the South End Community Collaborative, South End Neighborhood Association, Albany Housing Authority, Albany Business Improvement District (BID), and Capitalize Albany
- Promotion on City social media accounts (Facebook, Twitter)
- Fliers distributed to local businesses and at pop-up events

Care was taken to engage residents by collaborating with local community organizations and choosing accessible venues and formats.

### SBOA REVITALIZATION PRIORITIES

## PUBLIC WATERFRONT USES







# 3.0 ANALYSIS OF THE PROPOSED BOA

## 3.1 COMMUNITY AND REGIONAL SETTING

### 3.1.1 GEOGRAPHIC CONTEXT

The City of Albany covers roughly 22 square miles, with 4.6 miles of waterfront along the western bank of the Hudson River. It is situated in New York's Capital Region in the upper Hudson River Valley.

Albany is the capital of New York State and the largest city in Albany County. The nearest major metropolitan centers are Syracuse, a 2-hour drive west, New York City, a 2.5-hour drive south, and Boston, Massachusetts, a 3-hour drive east. Albany's main thoroughfares and transportation arterials are Interstate 90, Interstate 87, U.S. Route 9, and U.S. Route 32. The auxiliary Interstate 787 provides direct travel in and out of Albany's downtown, the Port District, and waterfront areas. The city is served by Albany International Airport, located approximately seven miles from the city center, and the Amtrak Albany-Rensselaer train station, approximately 1.5 miles from the city center.

### 3.1.2 HISTORIC DEVELOPMENT

Albany has a rich history as a multi-cultural center of commerce and transport, driven by its strategic location on the Hudson River. The Albany area is part of the ancestral lands of the Muhheconneok people (Mohicans), an Algonquian tribe. It abuts the ancestral lands of the Kanien'kehá:ka people (Mohawks) to the west, a nation of the Haudenosaunee (Iroquois) Confederacy, who were active traders in the Hudson Valley.<sup>5</sup>

Europeans arrived in the 1500s, including French fur traders. In 1609, Englishman Henry Hudson explored the area aboard the Half Moon on behalf of the Dutch East India Company. The first European settlement was established by the Dutch soon after in 1614. Inhabitants included settlers, soldiers, and traders from a variety of European nations as well as Africans brought as slaves by the Dutch and later by the English. Following the English capture of New Netherland in 1664, the settlement of Beverwijck (Beaver District) was renamed "Albany," and formally chartered in 1686.<sup>6</sup> As a result, Albany is the one of the oldest surviving settlements of the original thirteen colonies and the longest continuously chartered city in the United States.<sup>7</sup> It was named the capital of New York State in 1797.

Throughout the 1800s, Albany grew as a major population center in the United States. Important industries and exports included beer, wrought iron, lumber, shipping and warehousing, wheat, meat, fur, publishing, and banking.<sup>8</sup> German, Irish, Jewish, and other European- and African-American workers and craftspeople arrived to support these burgeoning industries.<sup>9</sup> In the 1810s, a free black community emerged in the South End. The Albany African Society built schools, churches, and provided community services for African Americans.<sup>10</sup>

Albany was a hub of nineteenth century travel and commerce. The city was an early center of turnpikes and had the world's first successful commercial steamboat line.<sup>11</sup> People and goods traveled

5. Stockbridge-Munsee Community (2023). "A Brief History of the Muh-he-con-ne-ok." Mohican Nation Stockbridge-Munsee Band Community website. Retrieved August 03, 2023 from <https://www.mohican.com/brief-history/>

6. Janny Venema (2003). *Beverwijck: A Dutch Village on the American Frontier, 1652-1664* Hilversum: Verloren.

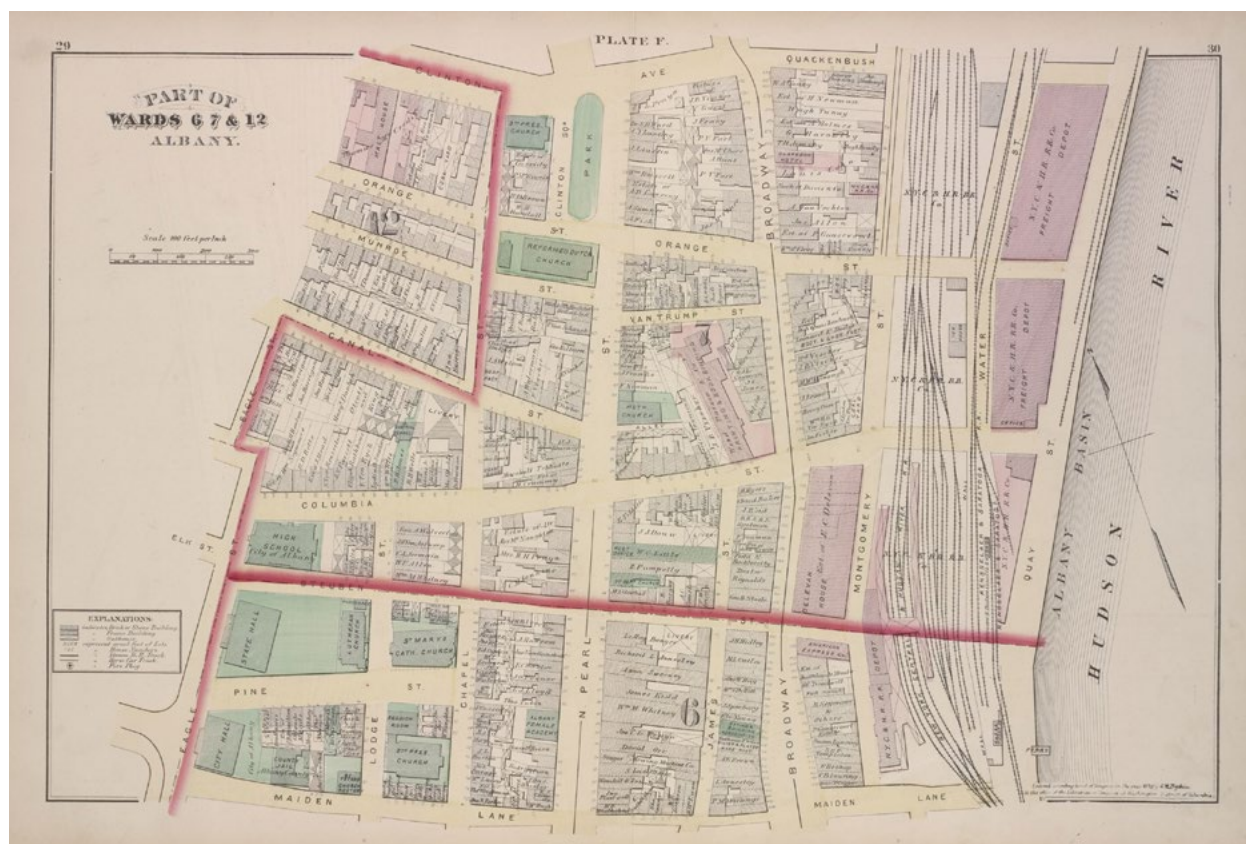
7. City of Albany (2012). "Albany 2030: The City of Albany Comprehensive Plan."

8. McEneny, John (2006). *Albany, Capital City on the Hudson: An Illustrated History*. Sun Valley, California: American Historical Press

9. City of Albany. "City History." accessed 2023 from <https://www.albanyny.gov/512/City-History>

10. Julie O'Connor. February 4, 2022, "Against All Odds: Building Albany's Free Black Community in the Early 1800s." Posted in Friends of Albany History website. Retrieved 2023 from <https://friendsofalbanyhistory.wordpress.com/>

11. City of Albany. "City History." Retrieved 2023 from <https://www.albanyny.gov/512/City-History>

**Figure 3-2 1876 Map of downtown Albany. Plate F. by G.M. Hopkins**

north-south along the Hudson River and east-west along the Erie Canal, which originated at Albany. The waterfront to the north was a series of canal wharfs and warehouses. The riverfront was dominated by the 32-acre Albany Basin, the City's port, which fed into Lock 1 of the Erie Canal.<sup>12</sup> By the second half of the nineteenth century, the full length of the waterfront was also lined with rail.<sup>4</sup> A wide swath of tracks separated the city center from the Albany Basin near the Delaware & Hudson Railway headquarters (now the SUNY administrative building).<sup>13,14</sup> In 1908, one of the earliest commercial airports opened in Albany.<sup>15</sup>

The twentieth century saw the rise of the automobile and a decline in traditional industries and urban populations. New waves of immigrants arrived, many from Mediterranean and eastern European countries. In the 1920s, the Port Authority of New York and New Jersey (Port of Albany) was established. At the same time, the Albany Port District replaced the Albany Basin, and the Albany branch of the Erie Canal was closed and converted to Erie Boulevard. Water and rail infrastructure on the waterfront was reduced and replaced with automobile infrastructure. By

12. "The Erie Canal in Albany." <https://empirestateplaza.ny.gov/system/files/documents/2019/10/eriecanalinalbany.pdf>

13. S.N. and D.G. Beers (1866). "West End of City [Village]; City of Albany [Township]; Albany City Business Directory" Map. Stone & Stewart: Philadelphia. Retrieved 2023 from Lionel Pincus and Princess Firyal Map Division, The New York Public Library. <https://digitalcollections.nypl.org/items/510d47e3-72ee-a3d9-e040-e00a18064a99>

14. G.M. Hopkins (1876). "City Atlas of Albany, Plate F" Map. G.M. Hopkins: Philadelphia. Retrieved 2023 from the Lionel Pincus and Princess Firyal Map Division, The New York Public Library. <https://digitalcollections.nypl.org/items/510d47e3-3e1d-a3d9-e040-e00a18064a99>

15. Chauncey D. Hakes (1979). "Albany County Airport 50th Anniversary Report," Capital District Business Review. Retrieved 2023 from [http://www.albanyairport.com/alb\\_history.php](http://www.albanyairport.com/alb_history.php)

[albanyairport.com/alb\\_history.php](http://albanyairport.com/alb_history.php)

16. "People, Politics, and Progress: The Making of the Empire State Plaza." Film Directed by Devin Lander, New York State Historian. Retrieved 2023 from <https://www.youtube.com/watch?v=3rFDWFMgtZ4>; "The Neighborhood that Disappeared." Film by Mary Paley. Aired 2024 on WMHT.

17. Port of Albany (undated). "History of the Port of Albany." Retrieved 2023 from <https://www.portofalbany.us/about/port-history/>



mid-century, both the population and economy of the city had declined, mirroring state and national trends. Calls for “urban renewal” led by Governor Rockefeller resulted in the destruction of 100-acres of an ethnic, residential neighborhood in Albany’s South End during the 1960s and 1970s. Over 1,000 buildings were demolished, including homes and approximately 300 businesses, to make way for the Empire State Plaza complex. An estimated 7,000 people were displaced, approximately 8% of Albany’s population. These were primarily Italian and Greek immigrants as well as families of Jewish, African American, German, Polish, and French descent.<sup>16</sup> In parallel, Interstate 787 was constructed along the waterfront and the Albany Basin was filled in to form the Corning Riverfront Park.<sup>17</sup>

### 3.1.3 ALBANY ASSETS AND OPPORTUNITIES

Today, Albany boasts substantial commercial enterprises, prominent educational institutions, and a diverse populace within various neighborhoods. Albany is seeing increased business investment and has become a bustling urban center, with amenities and attractions for both residents and visitors. The largest employment sectors within Albany County are:

1. Government
2. Health Care and Social Assistance;
3. Retail Trade; and
4. Professional, Scientific, and Technical Services

The region has also become known for its ventures within the tech fields, more specifically nanotechnology, and renewable energy.

Albany also possesses a noteworthy economic and transportation asset in its port along the Hudson River. The Port of Albany continues to be a crucial piece of maritime and shipping infrastructure to both the region and state as a whole. It has an estimated annual economic impact of \$813 million state-wide, with local or more regional outputs estimated at \$428 million. The Port directly provides 1,400 local jobs and supports an additional 4,500 jobs throughout the state. It is approximately 1 mile away from the SBOA.

#### ALBANY CULTURAL AND EDUCATIONAL ASSETS

- Capitol building
- New York State Museum
- The Egg
- Albany Institute of History and Art
- The Pride Center of the Capital Region
- Times Union Center
- Palace Theatre
- State University of New York at Albany
- Maria College
- Bryant and Stratton College
- Siena College

### 3.1.4 SOUTH WATERFRONT DISTRICT BOA SETTING

The SBOA is an approximately 24-acre riverfront area located one half mile south of Albany’s Downtown. It is positioned between the western bank of the Hudson River and Albany’s South End-Groesbeckville Historic District to the east of the Krank Park-Cherry Hill, Pastures, and Mansion Area neighborhoods. The northeastern corner of the SBOA terminates at Quay Street north of the Snow Dock. The Plaza 23 Truck Stop lies to the south of the SBOA. The Port of Albany is located less than one mile south of the BOA. The SBOA can be accessed by several major roadways including the NY State Thruway Route 90 (US Interstate 90) and Interstate 787. A single roadway (Broadway) passes through the SBOA, connecting with Church Street to the South and Quay street to the North.

As expressed within the Albany 2030 Comprehensive Plan, revitalizing brownfields will continue to be a key driver in guiding the revitalization of the City. The SBOA has the potential to reclaim brownfield, vacant, and underutilized land to accommodate additional commercial and community uses, especially after the BOA designation and future BOA predevelopment activities.

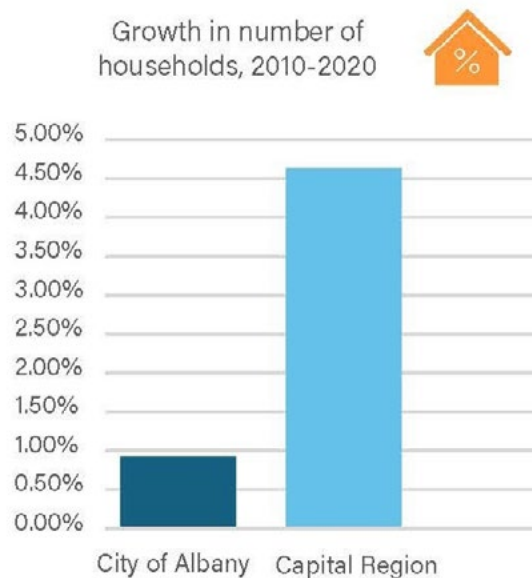
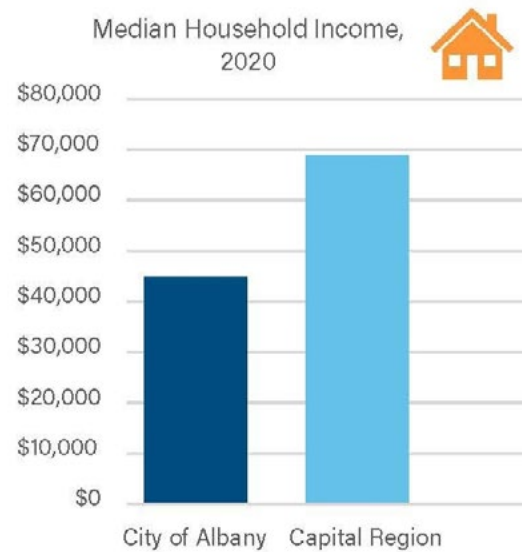
### 3.1.5 SOCIOECONOMIC CONTEXT

There are very few residents living in the SBOA at present, however, trends for the city and region can help inform future opportunities.

Albany is a diverse city. Half of Albany residents are white, 26.9% are black or African American, and 6.87% are Asian. Almost 10% are Hispanic and 14.2% are foreign-born citizens—a group which has grown in recent years.<sup>18</sup> Albany's population is noticeably younger, less wealthy, and is growing at a slower rate than the surrounding communities, which house over 100,000 Albany employees. These commuters present a significant market opportunity for future residential and commercial growth.

Overall employment in the region, including employment in industrial sectors specifically, is expected to grow modestly between 2020 and 2030. The Health Care and Social Assistance industry is projected to add over 2,500 jobs in Albany County. This is projected to be the largest increase, by job count, of any industry. Finance and Insurance (NAICS 52) and Educational Services (NAICS 61) are forecasted to add the second and third most jobs, respectively (EMSI, 2021).

Employment is also expected to grow for several industries that utilize industrial space. These sectors are relevant for the SBOA, which is dominated by tenants that use industrial space for manufacturing, processing, storage, or other activities. Of note, Other Fabricated Metal Product Manufacturing (NAICS 3329) and Other Electrical Equipment and Component Manufacturing (NAICS 3359) are projected to add 300 jobs.



**Table 3-1 Population and Income Comparison, City of Albany, and the Capital Region**

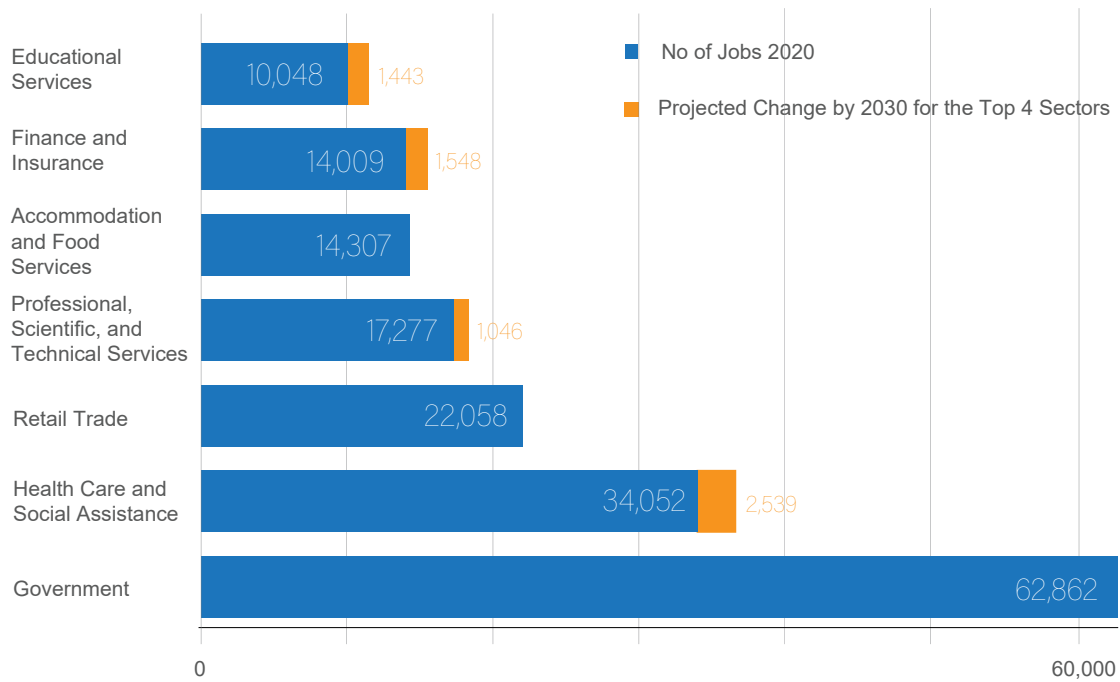
	CITY OF ALBANY	CAPITAL REGION
Median Household Income, 2020	\$44,539	\$68,563
Population growth, 2010-2020	+1.24%	+3.65%
Growth in number of households, 2010-2020	+0.9%	+4.6%
Median Age, 2020	32.4	42.5

The Capital Region includes the following eight counties: Albany, Columbia, Greene, Rensselaer, Saratoga, Schenectady, Warren, and Washington

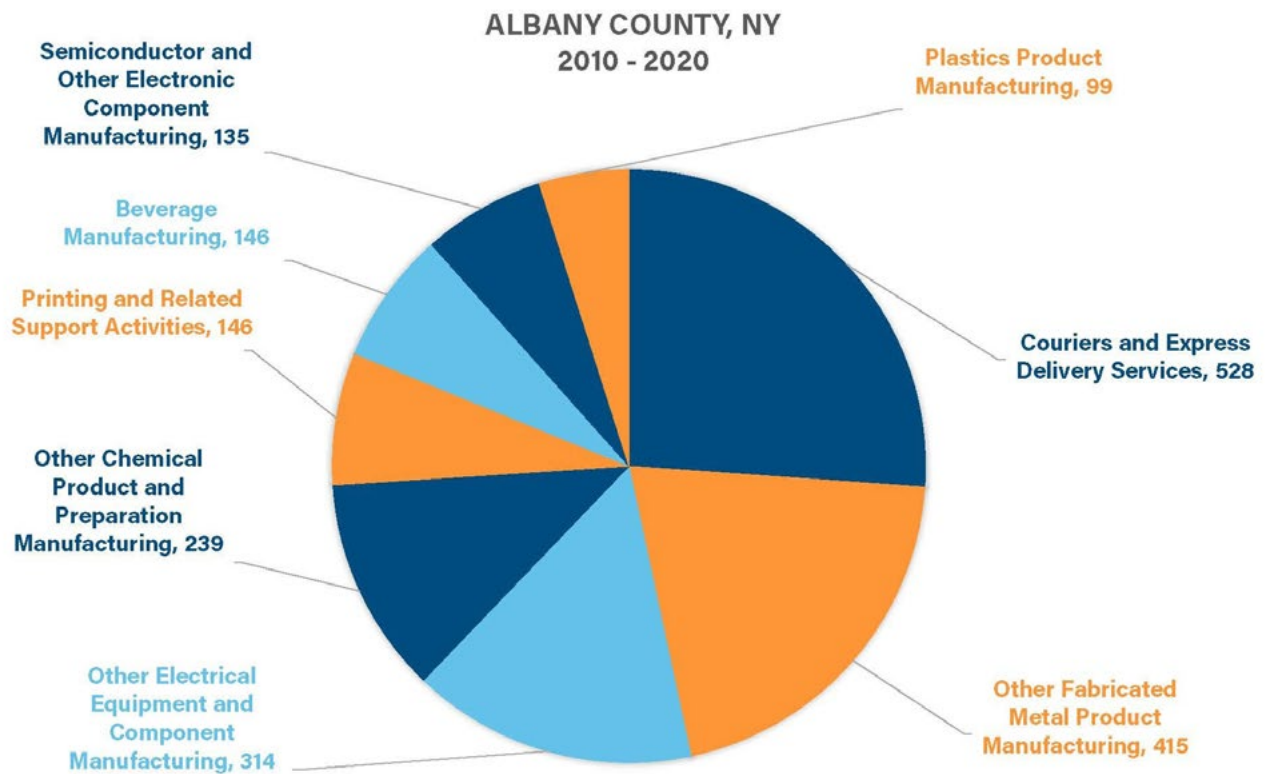
Source: ESRI projections based on U.S. Census Bureau data, 2021

18. U.S. Census 2019



**Figure 3-3 Top Employment Sectors, Albany County****Figure 3-4 Industrial Sector Growth 2010-2020, Albany County**

BY NUMBER OF JOBS ADDED



Source: EMSI

## 3.2 ECONOMIC AND MARKET TREND ANALYSIS

A detailed Economic and Market Trends Analysis was completed for the SBOA in April 2021. A summary is provided herein and the full report can be found in the appendices. The various sources used in supporting these findings included: ESRI, US Census Bureau, CoStar Real Estate source, and EMSI.

Currently there is only one building that contains a handful of apartments in the SBOA with little opportunity to expand upon residential use either as adaptive reuse of buildings or new development. Therefore, the analysis presented herein points to other real estate and economic opportunities.

### KEY TAKEAWAYS

Predevelopment in the SBOA could benefit from a relatively strong industrial space market as well as plans to expand the Port of Albany, which could help revitalize underutilized spaces.

There is a strong regional market for multi-unit residential spaces, however, residential uses are not attractive for the SBOA at present.

An analysis of shopping habits in the Local Trade Area, the area within a 10-minute drive radius of Albany, indicated that residents could support a few additional retail establishments in the following categories:

- jewelry, luggage, & leather goods;
- sporting and hobby/musical goods;
- office supplies, stationery, and gifts;
- motor vehicles; and
- shoes .

### 3.2.1 REGIONAL REAL ESTATE CONTEXT



The **multi-unit residential dwellings** market is the strongest market in the Greater Albany region, and especially in the city. Rent growth has been consistently strong and net absorption of new units that come on the market has been positive.<sup>19</sup>



The Greater Albany **industrial space** market in the region is relatively strong, with low vacancy, good absorption and growing rental rates.



The **retail space** market is fair, with malls and general retail space faring poorly, while some specialty retail space fare better.



The regional **office space** market is weaker, with higher vacancy and lower absorption rates. Current rental rates are low compared to national averages.

### 3.2.2 REAL ESTATE TRENDS IN THE SBOA

There has been a pointed change in the Albany real estate market in recent years driven by the adaptive reuse of existing buildings for residential use with some minor, supporting ground-floor commercial amenities. Many more such conversions are underway or planned.

However, the SBOA itself has remained relatively static during this transition period elsewhere in the city. This is due to many factors, but the principal ones include: (a) its near total isolation due to the river, I-787 and associated infrastructure, and the railroad ROW, and (b) its small size and lack of available acreage or buildings. Furthermore, there is truck traffic originating from the Port of Albany heading northbound on I-787 that passes through the SBOA on a near-continuous basis. In the SBOA, there are only a handful of real estate uses that fall into three major categories :

19. The Greater Albany market consists of 10 submarkets stretching from Schoharie County to Rensselaer County to Saratoga County. See page 20 of the Economic and Market Analysis in the appendices.



1. Storage facilities;
2. Light manufacturing; and
3. Water-related uses

With the important limitations described above, the Port of Albany's proximity and expansion plans present a few special opportunities for the SBOA. The existing, low-intensity users (storage, vacant land) could be replaced by a higher-intensity use connected to the port, such as a specialty manufacturer or parts supplier to the wind turbine manufacturing industry or a workforce training center. The underutilized land connected to the U-Haul location at in the SBOA could be repurposed as additional lay-down space for those industries, or as additional water access or loading/unloading space.

Additional information on real estate trends, including source data, is available in the full Economic and Market Analysis in the appendices.



## 3.3 EXISTING LAND USE AND ZONING

### 3.3.1 LAND USE

Understanding existing land use patterns is critical to identifying appropriate redevelopment opportunities for the SBOA that are compatible with the surroundings.

Figure 3.4 and Table 3.1 show land uses in the SBOA are mainly comprised of transportation uses (area rights-of-way), commercial uses, and vacant land. There are also limited recreation and entertainment uses and public services (rail line) uses.

#### KEY TAKEAWAYS

The SBOA is a commercial district with easy access to road and rail infrastructure. Several parcels on the Hudson River are actively used for public and private waterfront recreation.

Vacant land, including three contiguous parcels on the waterfront, provides a basis for continued revitalization.

There is potential to expand current commercial, community, and water-dependent uses in the SBOA. The predominance of transportation uses limits the desirability of residential uses.

### Transportation

Transportation parcels include Broadway, as well as the multiple dead-end and paper side streets/rights of way perpendicular to Broadway (see Figure 3.4). The Snow Dock, which includes docks, commercial boat tours, and the U.S.S. Slater Museum, is also classified as transportation

### Commercial

There are three commercial buildings in the southwestern corner of the SBOA and two on the east side:

1. A single-story aluminum building located at 10 Broadway that appears to be storage
2. The historic, multi-story Greenbush Tape and Label Wizard Works building located at 40 Broadway
3. A multi-story commercial building utilized as a storage business at 44 Broadway
4. The corporate offices of Krackeler Scientific (a generator and distributor of scientific products)
5. The seven-story U-Haul Moving and Storing operations building.

**Table 3-2 Existing Land Use, SBOA**

LAND USE CATEGORY	TOTAL A CREAGE	NUMBER OF PARCELS	NYS PROPERTY CLASS CODE	PERCENTAGE OF TOTAL SBOA AREA
Transportation <sup>1</sup>	9.05	—	840	<b>38.0 %</b>
Commercial	5.22	7	400	<b>21.9 %</b>
Vacant Land	4.29	8	300	<b>18.0 %</b>
Recreation and Entertainment	3.19	2	500	<b>13.4 %</b>
Public Services	2.04	3	850	<b>8.6 %</b>
<b>TOTAL</b>	<b>23.79</b>	<b>20</b>	<b>—</b>	<b>100%</b>

1. Areas in the SBOA with no parcel data coverage are assumed to be publicly maintained road right-of-ways.

Source: Albany County Department of Management and Budget, 2020; NYS Department of Taxation and Finance, 2020; City of Albany Planning Department, 2020



The parcel north of Island Creek Park designated as commercial use, is in fact, owned by the City and used by the Friends of Albany Rowing club as a waterfront site to store and launch boats. An additional building at 60 Broadway designated as commercial use appears to be vacant. There is an open area adjacent to this building as well as one between Krackeler Scientific and C. Springer Welding Works and Marina utilized for staging/parking commercial passenger buses (New York Trailways buses).

## Vacant Land

Eight vacant parcels of various sizes are disbursed throughout the SBOA. The most notable are between the Krackeler Scientific facility and the U-Haul building. These contiguous vacant parcels are adjacent to the Hudson River and are presently being used to park U-Haul vehicles. The other vacant parcels lie between the Krackeler Scientific and C. Springer Welding Works and Marina buildings, on the north side of the U Haul building and behind the Greenbush Tape and Label Wizard Works building.

## Recreation and Entertainment

Two parcels within the SBOA are characterized as Recreational and Entertainment use:

1. A single-story aluminum building located at 10 Broadway that appears to be storage
2. C. Springer Welding Works and Marina, located at 5 Broadway is a commercial marina facility with an aluminum outbuilding and a larger adjacent building. The business supports a range of operations including a ship store, indoor and outdoor seasonal boat storage, custom fabrication of barge units, and industrial welding. It also offers a range of seasonal marina services including boat docks, boat slip rentals, and a boat ramp for accessing the Hudson River.

## Public Services

The Public Services category includes rail lines and adjacent areas situated behind the Greenbush Tape and Label Wizard Works building. It also includes a building at 48 Broadway used to maintain and service large passenger buses operated by New York Trailways.

### 3.3.2 ZONING

The City of Albany adopted the Unified Sustainable Development Ordinance (USDO) in June 2017. This new hybrid zoning code uses physical form as the organizing principle, instead of separating uses. Form-based codes are a response to contemporary challenges of urban sprawl and the decline of historic neighborhoods. They are also used to promote multimodal transportation in adaptive reuse and new development projects. The USDO consists of 19 districts and 6 overlay districts.

#### KEY TAKEAWAYS

Albany's USDO is inconsistent with current uses and conditions in the SBOA. This limits predevelopment opportunities in the short and medium term.

The SBOA includes the MU-FS (Mixed Use Form-Based South End) zoning district. A total of 62% (14.7 acres) of the SBOA is zoned Form-Based South End. The remaining acreage is accounted for in transportation uses (roads and rights of way) as shown in Figure 3.5.

Albany's USDO is consistent with the South End neighborhood west of I-787, but inconsistent with current uses in the SBOA and conditions which make mixed-use development undesirable. Existing self-storage, warehouse and distribution facilities, and manufacturing uses that existed prior to the USDO effective date are considered legally non-conforming. Expanding these uses is disallowed, which limits predevelopment opportunities for the SBOA in the short and medium term, especially while I-787 remains.

In addition to these zoning districts, the SBOA also features overlay districts—including the Combined Sewer Overlay District and the Floodplain Overlay District.

## MU-FS MIXED USE FORM-BASED SOUTH END

14.7 acres (62%)

**General Character.** Encourages redevelopment in the South End area by re-creating a more fine-grained street system that encourages internal pedestrian and bicycle circulation, encouraging a vibrant mix of residential and nonresidential uses, and creating new investment opportunities along the waterfront.

**Sub Districts.** Waterfront Edge, Open Space (civic) and Street Connections.

**Type of Civic Space.** Open Space

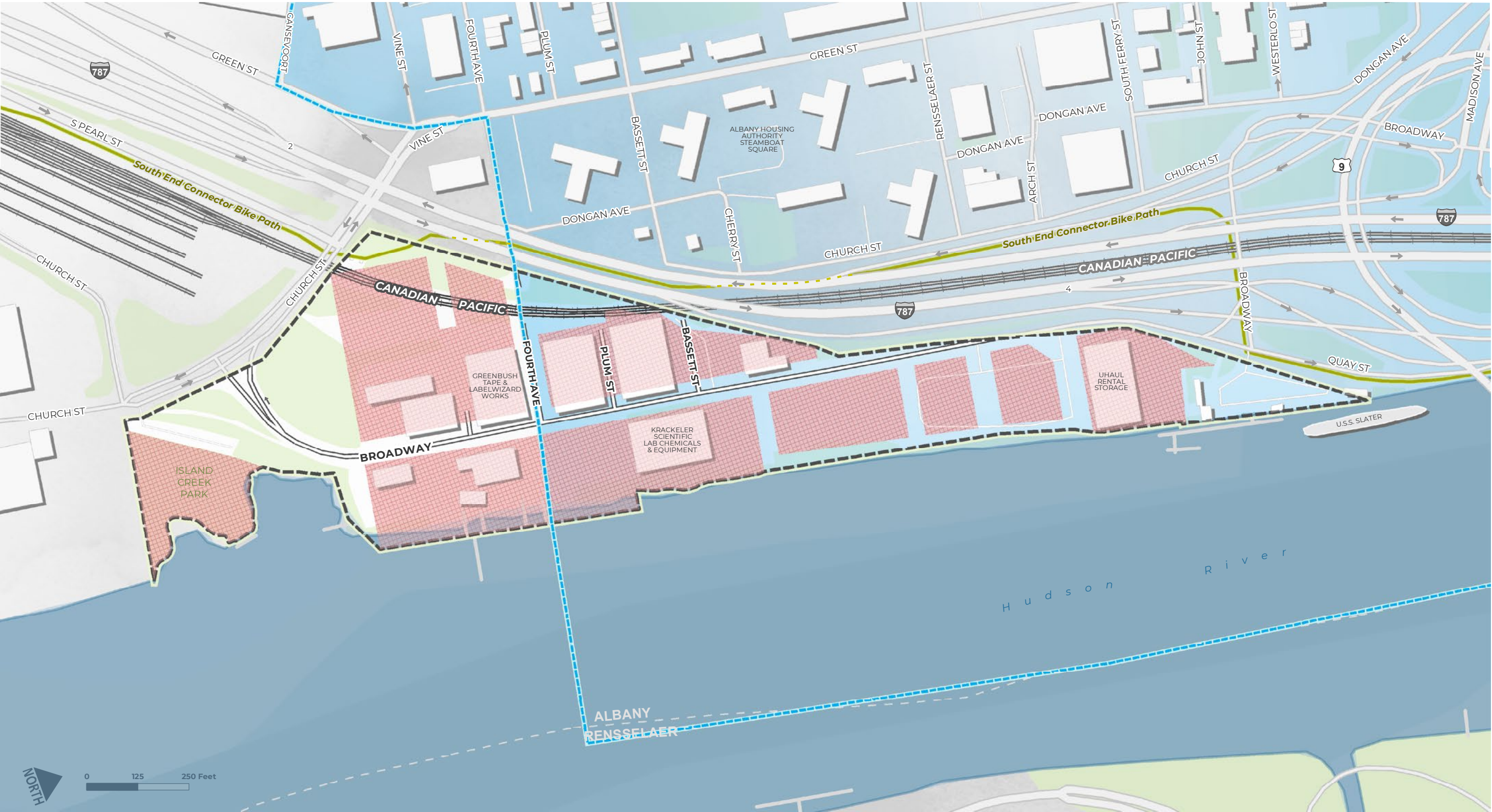
**Building Heights.** 2 stories minimum, 10 stories maximum (Waterfront Edge)

**Uses.** Permitted uses are residential townhouses and multifamily, assisted living, community residential, restaurants, retail, hotel, offices, trade school, indoor recreation, and parking structures. Uses that are not permitted include vehicles sales, fueling stations, storage and wholesale distribution, and all industrial and manufacturing types except for artisan manufacturing. Open space areas are also designated and are defined as areas on a zoning lot not covered by a principal or accessory building, parking or impervious surface. Uses subject to specific conditions and approvals are controlled substance dispensaries, light vehicle servicing, outdoor recreation, schools, and laboratories. Accessory uses include transit facilities, alternative energy generation equipment, and electric vehicle charging stations.





Figure 3-5 Land Use



BASEMAP

- Trail / Path
- Railroad
- BOA Boundary

Environmental Zone

ZONING BY ACREAGE

Mixed-Use, Form-Based  
South End (MU-FS)

14.7a

Zoning  
ALBANY SOUTH BOA





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## CS-O, Combined Sewer Overlay

The purpose of this district is to mitigate impacts of new development and redevelopment on the City of Albany's combined sewer system and to help it remain in compliance with applicable state consent orders regarding the management of combined sewer overflows. The objective is to reduce combined sewer overflow discharges during wet weather through practices that reuse, infiltrate, and delay the release of stormwater into the combined sewer system. This district encompasses the entire SBOA except Island Creek Park and the transportation land uses (see Figure 3-6).



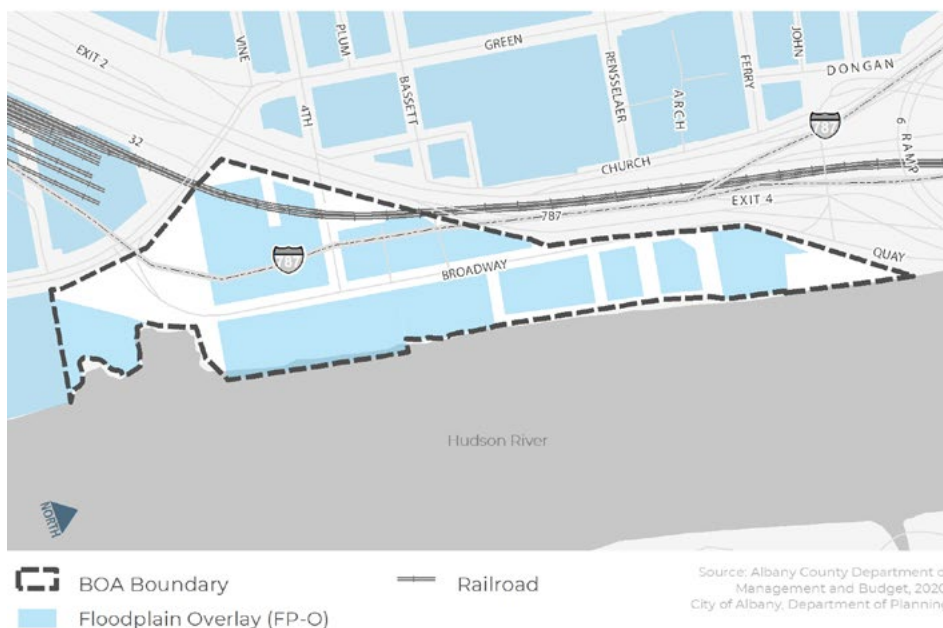
**Figure 3-6**  
**CS-O Overlay**

### KEY TAKEAWAYS

Most development in the SBOA will be subject to the City of Albany's floodplain overlay and combined sewer overlay regulations. These overlay districts help to protect future development from flooding and from further impacting the combined sewer overflow system, respectively.

## FP-O, Floodplain Overlay

The FP overlay district aims to ensure compliance with Federal Emergency Management Agency (FEMA) regulations for development in floodplains designated by Flood Insurance Rate Maps. The FP overlay also seeks to promote public health and safety and minimize flood-related losses in specific area. It covers the entire BOA, excluding the acreage dedicated to transportation land uses. (see Figure 3-7).



**Figure 3-7**  
**Floodplain Overlay**



### 3.3.3 ECONOMIC DEVELOPMENT DESIGNATIONS

Over half of the SBOA is designated as an Environmental Zone, as shown on Figure 3.4. In order to qualify as an En-Zone, the census tract must:

“have a poverty rate of 20% and unemployment rate at least 1.25 times the statewide unemployment rate. A site can also qualify if it has a poverty rate at least double the rate for the county in which the tract is located.”

When at least 50% of the area of a Brownfield Cleanup Program site is in a designated En-Zone, it is eligible for additional BCP tax credits. When private development is seeking to use Brownfield Tax Credits on the remediation and redevelopment of a site, the developer can receive an additional boost in those tax credits depending on the end use.

KEY TAKEAWAY

A portion of the SBOA is in a designated Environmental Zone giving eligible private redevelopment projects a ‘bump’ in brownfield tax credits.

### 3.3.4 LAND OWNERSHIP

Land ownership is an important criterion when evaluating revitalization opportunities. Lands classified as “public” are those that are owned by a municipality or other public agency, while “private” lands are owned by one or more private entities. When land is held in public ownership, it simplifies the process for the municipality to implement its vision for the property.

Table 3.4 illustrates the breakdown of land ownership by acreage and percentage of total land area. The majority of land in the SBOA is held in private ownership, including valuable waterfront properties. With this, most land use decisions will be made by private sector interests. Three parcels are publicly owned totaling approximately 1.86 acres—Island Creek Park, the property to the north of the Park, and a small vacant parcel located at the western end of Plum Street adjacent to railroad right of way. All three of these parcels are owned by the City of Albany. In addition, there are nine acres of transportation land and rights-of-way including waterfront paper streets.

KEY TAKEAWAYS

The majority of land is privately owned but influenced by public parcels such as the Broadway corridor. Key public parcels include Island Creek Park and the Albany Rowing Club.

Table 3-3 Land Ownership Parcels

OWNERSHIP	ACRES	PERCENT OF TOTAL SBOA
Private	12.88	54.1%
Public	10.91	45.9%
Public City of Albany	1.86	7.8%
Public Rights of Way*	9.05	38.0%
Total	23.79	

Source: Albany County Department of Management and Budget, 2020; NYS Department of Taxation and Finance, 2020; City of Albany Planning Department, 2020

Figure 3-8 Land Ownership



- BOA Boundary
- Trail / Path
- Railroad

LAND OWNERSHIP BY TOTAL ACREAGE

Public Owned Land	Privately Owned Land	12.9
	Right of Ways	9.1a
	City Owned Land	1.9a

Land Ownership  
ALBANY SOUTH BOA





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### 3.3.5 PARK AND OPEN SPACE

#### Island Creek Park and adjacent green space

Island Creek Park, which is owned and operated by the City of Albany Department of General Services is located at the far southern tip of the SBOA along Church Street (see Figure 3-9 ). This well-loved park provides the only public waterfront access in the south of Albany and is an important community asset. The park has picnic tables, outdoor grills, and a wooden deck over the water where people are typically seen fishing. The park's tidal flats provide informal access to the shoreline to launch small boats. Many of the existing amenities such as the fishing pier and picnic areas are in need of improvement. The wooden pier decking is splintering, and many boards have already been replaced. The riverbank and grassed picnic area has degraded, in part from foot traffic.

There are some trees and greenspace to the west of Island Creek Park at the intersection of Church Street and Broadway. There is a path through this green space that connects the park to the South End neighborhood.

#### 3 Broadway and shoreline

The warehouse and parking area at 3 Broadway is owned by the city and is currently used by the Friends of Albany Rowing club. Crew shells are stored in the warehouse and members can launch at this site via a concrete boat ramp and floating dock.

In addition, trees and vegetation line much of the Hudson River shoreline in the SBOA, but these are primarily on private land and inaccessible to the public.

#### KEY TAKEAWAYS

Island Creek Park is an important community asset in need of a refresh.

There is potential to enhance and connect existing green spaces in the SBOA to improve public waterfront access and add complementary commercial and recreational activities.

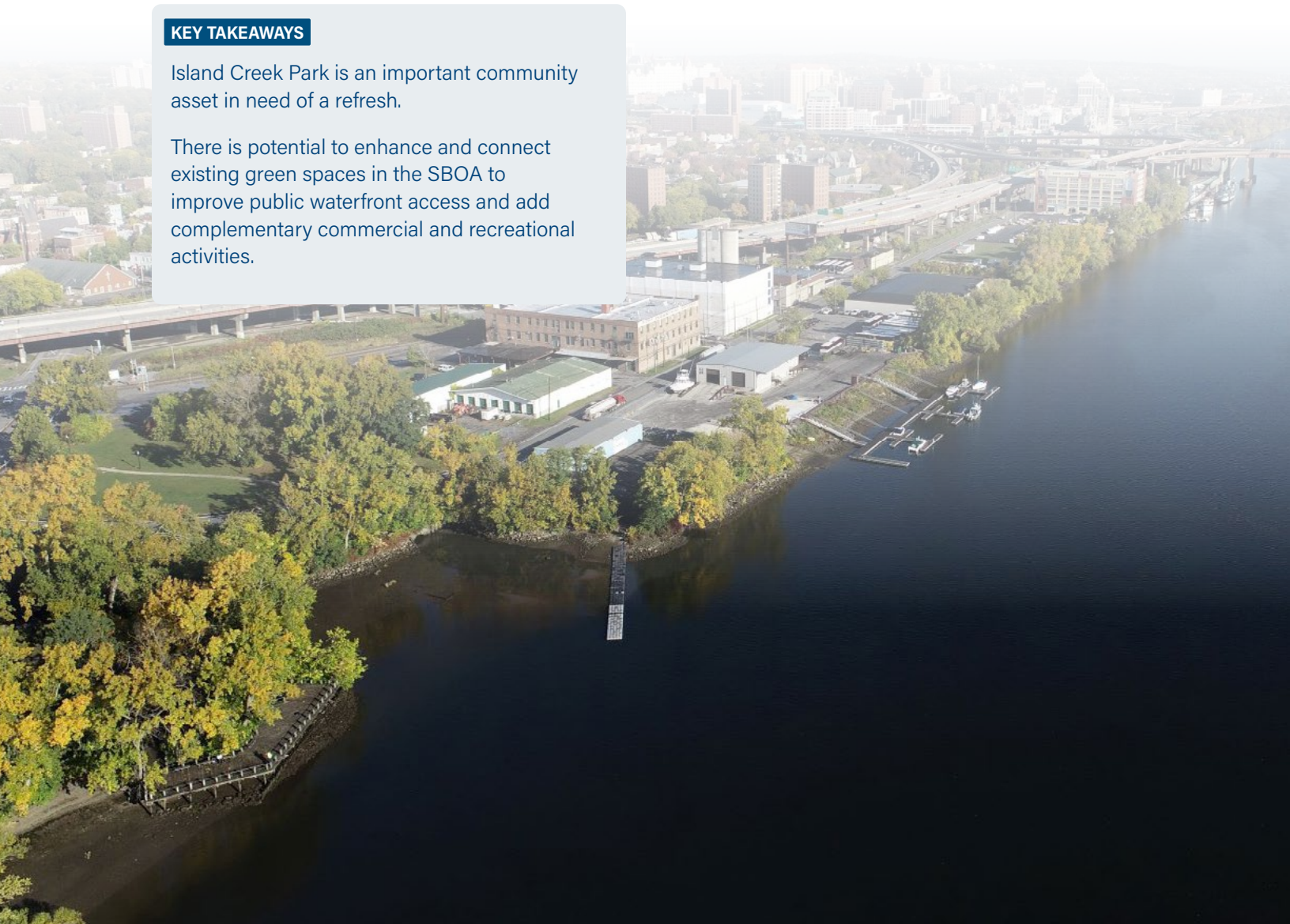




Figure 3-9 Parks and Open Space



**BASEMAP**  
 Trail / Path  
 Railroad  
 BOA Boundary

**PARK AND OPEN SPACE**  
 Park/Preserve  
 Greenspace

**RECREATION**  
 Boat Launch & Public Fishing Access  
 Cycle Location

**Parks and Open Space**  
 ALBANY SOUTH BOA





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## 3.4 HISTORIC OR ARCHAEOLOGICALLY SIGNIFICANT SITES

### 3.4.1 HISTORIC SITES

There are no Historic Districts within the SBOA, although there are several nearby including the Broadway/North Pearl Street, Downtown Albany, Mansion, Pastures and South End/Groesbeckville Historic Districts (see Figure 3-10). There is only one notable historic structure located in the SBOA:

- A Mendelson and Son Company Building – This brick building is one of the few remaining examples of early twentieth century industrial architecture on Albany's waterfront. The building was listed on the National Register of Historic Places in 2003. Originally used to manufacture lye and potash, subsequent owners have left it largely intact, and it remains in industrial use. Today it is home to the Greenbush Tape and Label Wizard Works, as well as some other small businesses.
- Also of interest is the U.S.S. Slater Museum, a World War II-era destroyer escort docked at the Snow Dock. bbusinessesbusinesses.

### 3.4.2 HERITAGE AREAS

A portion of the SBOA is within the historic downtown Albany NYS Heritage Area (See Figure 3-10). The Heritage Area System, formerly known as the Urban Cultural Park System, is a state-local partnership established to preserve and develop areas that have special significance to New York State. The Albany Heritage Area includes the area of the city that was first settled by the Dutch in the 1600s. The boundary traverses the extreme northern end of the SBOA, encompassing the U-Haul storage building and Snow Dock.

### 3.4.3 ARCHAEOLOGICAL RESOURCES

As described in the community and regional setting, Albany is one of the oldest European cities in North America.<sup>20</sup> With a built environment that has evolved over 400 years, the potential for archaeological

resources within the city is high. Therefore, any area within the city where subsurface excavation is proposed may be subject to a Phase IA Cultural Resource Investigation as part of a permit or development plan review process based on available information.

Significant archaeological sites discovered in downtown Albany and near, but not within, the SBOA include the following:

- **Fort Orange.** - a Dutch-built fort, was constructed in 1624 in what is now downtown Albany.
- **Quackenbush-Douw Distillery** - During excavations at a proposed parking lot site, archaeologists uncovered a rum distillery from the 1750s equipped with 21 wooden fermentation vats, a wooden piping system, and two stone bases for sills.
- **Eighteenth-Nineteenth Century Waterfront Structures** - Excavation at the SUNY Construction Fund Parking Garage site showed the remains of eighteenth- and nineteenth-century waterfront structures.

#### KEY TAKEAWAYS

Historic resources within the SBOA are limited. However, nearby historic and cultural resources offer opportunities for increased tourism and placemaking.

Due to the prevalence of archaeological sites in Albany, any development that requires excavation may be subject to a Phase 1A Cultural Resource investigation.

20. City of Albany (2012). "Albany 2030: The City of Albany Comprehensive Plan."

Figure 3-10 Historic or Archaeologically Significant Areas



BASEMAP

- Trail / Path
- Railroad
- BOA Boundary
- Historic District
- National Register Site
- NYS Heritage Area

Historic or Archeologically Significant Areas

ALBANY SOUTH BOA







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## 3.5 TRANSPORTATION SYSTEMS

The SBOA transportation network consists primarily of the north-south Broadway corridor that runs the length of the study area with a few small east-west local roadways used to access the commercial land uses. The SBOA contains small sections of a rail line and a bike path, and riverfront access to the Hudson River waterway. Figure 3-10 depicts the general transportation network within the SBOA.

### 3.5.1 ROADWAY NETWORK

Broadway is the only significant roadway within the SBOA. The local roadway begins at Church St, just north of the Port of Albany, extends through the SBOA, then turns westward into downtown. Broadway is a two-lane roadway with 12-foot-wide lanes and 5-foot-wide shoulders throughout the SBOA.

Broadway is the primary route for Port traffic to access I-787 northbound, and subsequently I-90 East and West. The Average Annual Daily Traffic (AADT) count is estimated to be between 1,000 and 1,500 vehicles, with 20% or more being trucks.<sup>21</sup> Field observations conducted in 2020 and 2021 were consistent with these numbers and no traffic congestion was observed. The ongoing expansion of the Port of Albany may increase truck traffic in the near future.

Broadway has ample reserve capacity to handle increased traffic from redevelopment within the SBOA. If the area were to be developed with more residential and recreational land uses, reducing the truck traffic would likely be desirable to minimize air and noise pollution as well as conflicts with local pedestrians. The possibility of rerouting Port truck traffic away from Broadway should be investigated as redevelopment progresses.

The remaining roadways within the SBOA are dead end local roads approximately 200 feet in length that provide access to Broadway for the adjacent industrial and commercial land uses.

Church Street, leading to the Port of Albany, and the I-787 interstate highway both run adjacent to the SBOA.

#### KEY TAKEAWAYS

SBOA roadways are designed for commercial uses and lack bicycle and pedestrian infrastructure. Broadway is the main route for trucks traveling from the Port of Albany to I-787 north. It has ample capacity for increased traffic from development.

There is a desire to add multimodal connections and to re-route truck traffic if the area is developed for residential uses.

### 3.5.2 PEDESTRIAN & BICYCLE FACILITIES

The South End Connector Bike Path skirts the SBOA. The path connects south Albany to the Mohawk-Hudson Bike Hike Trail to the north and the Albany County Helderburg-Hudson Rail Trail to the south. It travels along the waterfront on Quay Street, cuts across the railways to a dedicated bicycle path under the I-787 elevated highway, then continues south on South Pearl Street.

The bike route is an attractive amenity for future revitalization of the area. Given its location, it would not be significantly impacted by redevelopment.

There are no sidewalks or bike paths on Broadway. Pedestrians and cyclists have to travel along the



Broadway

21. Based on available NYSDOT count station data for adjacent roadways. Average Annual Daily Traffic (AADT) data was not available for Broadway.



shoulders. Sidewalks and designated bicycle lanes should be added along both sides of the roadway should the area be developed with more residential and recreational land uses.

The only marked pedestrian crossings across Broadway are at the signalized Quay Street intersection to the north and an uncontrolled mid-block crossing near Island Creek Park to the south. The latter connects Island Creek Park to the South End neighborhood via a short footpath. The crossing is on a curve and improved warning signs should be installed to increase pedestrian safety. Consideration should be given to installing a Rectangular Rapid Flashing Beacon (RRFB), especially with redevelopment of the SBOA potentially increasing both vehicle and pedestrian traffic.

#### KEY TAKEAWAYS

Pedestrian access to Island Creek Park should be improved.

The Canadian Pacific rail line separates the south Albany neighborhoods from the waterfront. Adding bicycle and pedestrian rail crossings is a desirable but difficult process.

### 3.5.3 TRANSIT

There are currently no transit routes along Broadway or within the SBOA. However, if this area is redeveloped to include more residential, recreational and retail land uses, a new bus route along Broadway should be considered.

South End Connector bike path

### 3.5.4 RAIL TRANSPORTATION

The SBOA is cut off from adjacent neighborhoods by the north-south Canadian Pacific Railway (CP Rail). There are only two east-west rail crossings that provide access to the SBOA:

1. The Broadway underpass north of the SBOA where pedestrians, bicycles, and other vehicles can travel under the tracks.
2. An at-grade highway-rail crossing on Church Street, south of the SBOA. Pedestrians can cross in the roadway at this location, but there are no sidewalks and the crossing surface may not be ADA compliant.

A highly desirable location for a pedestrian and bicycle crossing is Fourth Avenue. According to local interviews, a previous crossing existed at one time, but was removed around 1977. The location is within 500 feet of the Church Street rail crossing, which may make it challenging to justify. However, it offers a much better access point to the SBOA for the surrounding neighborhood. Pursuing this crossing may be costly and time-consuming (see box), but the potential benefits make it worth considering.





Figure 3-11 Transportation and Infrastructure



BASEMAP

- Trail / Path
- Railroad
- BOA Boundary

PARCELS

- Park/Preserve
- City and County Owned Land

TRANSPORTATION

- NYS Bridge
- Bus Stop
- Bus Route

INFRASTRUCTURE

- Combined Sewage Overflow (CSO)

Transportation and Infrastructure  
ALBANY SOUTH BOA







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Alternatively, an accessible pedestrian sidewalk connection could be constructed across the Church Street rail crossing. Securing approval to upgrade an existing crossing may be easier than opening a new crossing.

### 3.5.5 HUDSON RIVER INTERFACE

The SBOA waterfront has a recreational feel. The Hudson River is primarily used by smaller watercraft such as kayaks and rowing sculls in this location, with some heavier boats transporting goods north. In the Port area is just south of the SBOA. River traffic in this location is mostly comprised of heavy transport ships with limited mobility.

The SBOA has a gently sloping shoreline that allows relatively easy access for watercraft on the river and pedestrian users on land.

#### KEY TAKEAWAYS

There is no formal public access point to the shoreline in the SBOA. City-owned property in and around Island Creek Park provides an opportunity to expand public access to the Hudson River. Existing amenities and vacant land also present an opportunity to expand water-dependent commercial uses.

### Petition process for new railroad crossings

Every railroad crossing is a safety hazard where trains and road users could collide. Moreover, crossing can create additional expenses and liability for the rail company.

- Opening a new crossing at Fourth Avenue would require a Section 90 Petition under the NY Railroad Law.
- Modifying the crossing at Church Street would require a Section 91 petition under the NY Railroad Law.
- A detailed and data-intensive study of potential traffic and safety concerns would be necessary to complete in advance to justify approval.

There is no formal, unrestricted public access point to the Hudson River within the SBOA. Current river access within the SBOA, from north to south, includes:

- The Snow Dock with Dutch Apple Cruises, the U.S.S. Slater Museum, and private docks;
- A small private marina at 5 Broadway;
- A City of Albany boat launch at 3 Broadway, accessible only to City staff and Friends of Albany rowing club members; and
- A waterfront overlook at Island Creek Park. Some rowers also launch from the mud flats on the southern shoreline of Island Creek Park.

Railroad near Fourth Avenue





## 3.6 INFRASTRUCTURE

### 3.6.1 ENERGY SUPPLY AND USE

As an urban and industrial area, the City of Albany has ample access to natural gas and electrical services. There are electrical transmission lines throughout the SBOA connecting businesses to the existing transmission network.

### 3.6.2 WATER

Almost the entire Albany waterfront area, including the SBOA, is serviced by the City of Albany's water supply system. Albany's primary drinking water source is the Alcove Reservoir, located on the Hannacroix Creek in the Town of Coeymans. The Basic Creek Reservoir, in the town of Westerlo, is a secondary source. As detailed in the Albany Water Board annual reports, the City's drinking water is considered very high quality.<sup>22</sup> There are no capacity or water pressure issues anticipated in the SBOA. However, much of the water infrastructure is many decades old. Replacement in-kind of water infrastructure in and around any new development should be evaluated.

### 3.6.3 SEWER AND STORMWATER

The SBOA is within the Albany County Sewer District, which owns and operates two wastewater treatment facilities, the North Plant and the South Plant. The South Plant is located adjacent to the Port of Albany and treats waste only from the City of Albany. No city-owned green infrastructure features are present in the SBOA.

No sewer capacity issues are anticipated in the SBOA. However, much of the combined and sanitary sewer infrastructure is many decades old and replacement in-kind of sewer infrastructure in and around any new development should be evaluated.

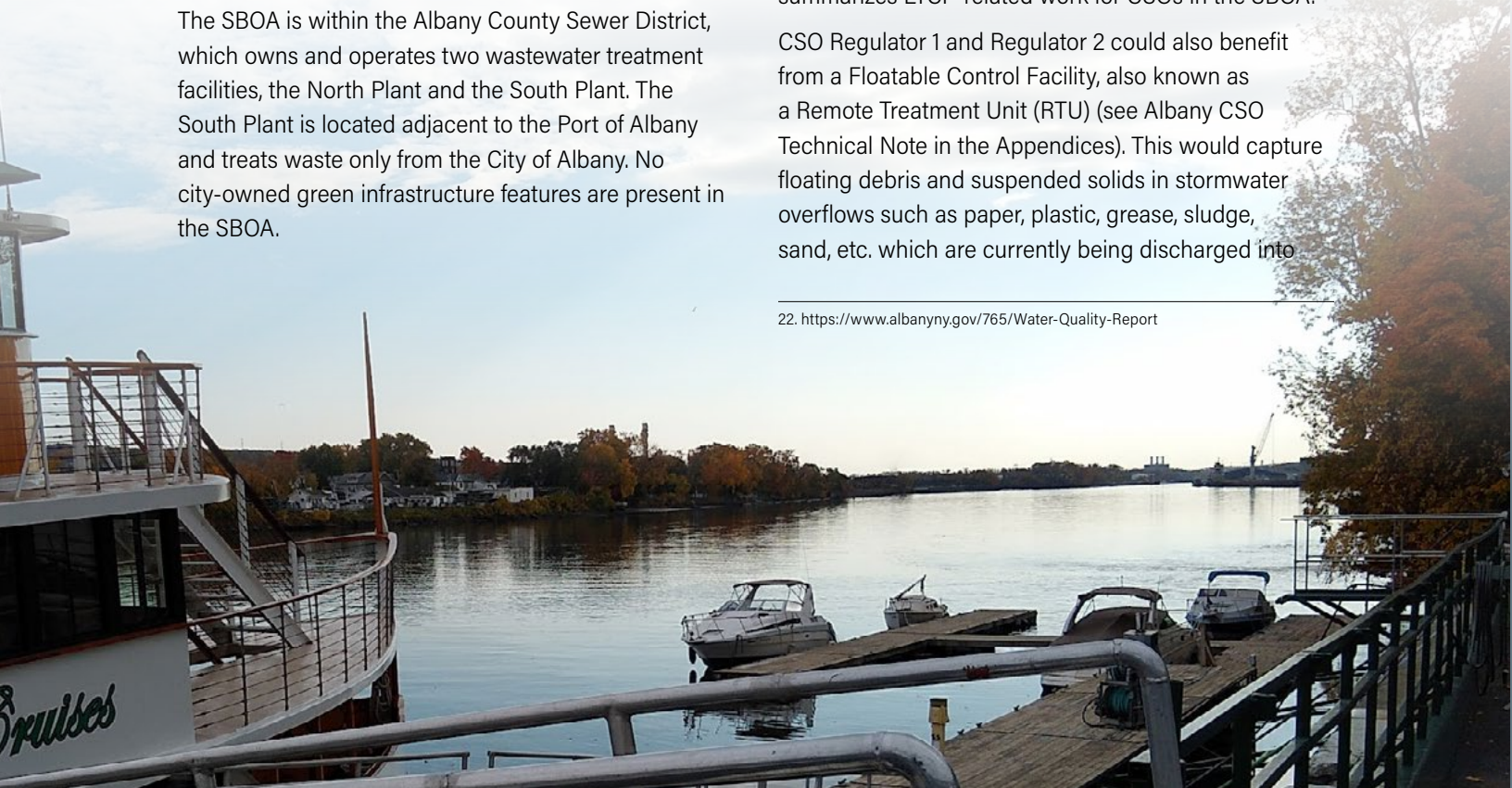
About two-thirds of the City's sewer system is "combined" meaning the City's sanitary sewage and stormwater flow within the same pipes. During storm events, stormwater will trigger "regulators" or "control devices," that discharge stormwater together with untreated sewage into the Hudson River. These combined sewer overflows (CSOs) contain parthenogenic bacteria, heavy metals, and other sources of contamination including sediment and debris that have serious impacts on the region's water quality.

The entire sewer system in the SBOA is combined. While there are separated storm lines that run though the SBOA, actual stormwater drainage from the SBOA enters combined sewer lines. As shown in Figures 3-12 and 3-13, there are five CSO discharge points on the Hudson River within the SBOA. The green lines on Figure 3-12 are the sewer main lines and the orange lines are the stormwater main lines.

In 2011, the City eted a plan known as the Long-Term Control Plan (LTCP) to reduce CSOs. Table 3-3 summarizes LTCP-related work for CSOs in the SBOA.

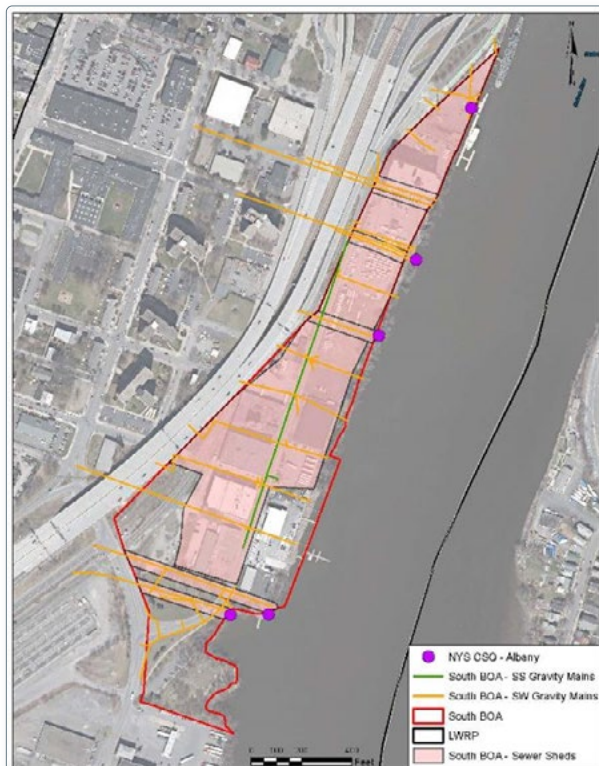
CSO Regulator 1 and Regulator 2 could also benefit from a Floatable Control Facility, also known as a Remote Treatment Unit (RTU) (see Albany CSO Technical Note in the Appendices). This would capture floating debris and suspended solids in stormwater overflows such as paper, plastic, grease, sludge, sand, etc. which are currently being discharged into

22. <https://www.albanyny.gov/765/Water-Quality-Report>



the Hudson River next to Island Creek Park and the City-owned boat launch. These units are typically sized to handle peak storm events. The RTU facility can be constructed with structures either partially above or totally below ground level.

**FIGURE 3-8 SEWER INFRASTRUCTURE**



### 3.6.4 SOLID WASTE MANAGEMENT

The City of Albany, through the Capital Region Solid Waste Management Partnership Planning Unit, operates a regional solid waste management system that includes the city-owned and operated Rapp Road Landfill as well as recycling operations. The Planning Unit completed an update to the region's solid waste management plan (SWMP Modification) in 2014 to address goals and objectives for waste reduction, reuse and recycling as well as issues regarding expansion of the Rapp Road Landfill and related impacts on the adjacent Pine Bush Preserve. The city is addressing goals and objectives for solid waste management, including a target to divert 65% of Albany's waste from the landfill by 2030.

### 3.6.5 COMMUNICATIONS

Phone and cable data services are available throughout the City of Albany, including the SBOA. Albany currently provides wireless service through Albany FreeNet, which, although free, has download limits and general accessibility issues from homes. The challenge in Albany, as in many municipalities throughout New York State is to affordably expand wireless service to provide access and close the "digital divide" by increasing internet access and usage throughout Albany's diverse neighborhoods. In 2018, the City of Albany commissioned a feasibility study to examine options for expanding wireless for municipal internet in Albany.

### 3.6.6 PARKING

There are private parking areas for businesses within the SBOA and no designated areas for public parking besides Island Creek Park. There is little to no on-street parking available along Broadway.

#### KEY TAKEAWAYS

There are no water or sewer capacity issues anticipated in the SBOA. However, replacement in-kind of aging water and sewer infrastructure in and around any new development should be evaluated.

Combined sewer overflows (CSOs) negatively impact the Hudson River and the attractiveness of the SBOA waterfront for various uses. The City should continue to implement the Long-Term Control Plan to reduce CSOs and install a Floatable Control Facility.

There is limited public parking to support increased visitation, by car, to new or expanded attractions in the SBOA.



## 3.7 NATURAL RESOURCES & ENVIRONMENTAL FEATURES

### 3.7.1 NATURAL RESOURCES

The SBOA is directly adjacent to the Hudson River, a riverine estuary system that provides valuable ecosystem services. Much of the shoreline has mature trees lining the bank. The NYSDOS has designated the Hudson River south of the federal dam at Troy as a Coastal Zone subject to regulations to protect coastal areas.

The NYSDEC Natural Heritage Program recognizes the Hudson River Estuary and Tidal River as a significant natural community. There are no Significant Fish and Wildlife Habitats inside the SBOA. However, the adjacent segment of the Hudson River is designated by the U.S. Fish and Wildlife Service as a Significant Habitat Complex (USFWS 1997). There are submerged aquatic vegetation beds that provide valuable habitat for aquatic life. The federally endangered shortnose sturgeon (*Acipenser brevirostrus*) is known to occur in the waters near the SBOA (NYSDEC, No Date).

to reduce flood risk through nature-based and green-blue infrastructure solutions. See examples in the Blue Green Infrastructure Framework in the appendices.

### 3.7.2 TOPOGRAPHY AND SOILS

The SBOA sits at the northern portion of the Hudson River Valley. This area is characterized as a rolling lowlands region, with a narrow floodplain area for the river. There is less than a 20-foot change in elevation throughout the entire SBOA. The area is underlain mostly by Ordovician shale and sandstone and carbonate rocks, with a surficial cover of Quaternary glacial and alluvial deposits.<sup>23</sup> The soil is classified as "Urban Land." The depth to the water table is greater than 200 centimeters and lies within a soil restrictive layer (lithic bedrock). The area surrounding the SBOA is characterized by Udorthents, loamy (Ug) soil.

### 3.7.3 FLOODING AND EROSION

The SBOA is within the current "AE" Flood Zone, as identified by FEMA (see Figure 3-13). This flood zone has a 1% annual chance of flooding, also known as a "100-year flood." The AE Zone is designated as a "special flood hazard area" in which a Base Flood Elevation has been identified for regulatory purposes, which is the elevation that flood water is expected to reach.

According to the Northeast Regional Climate Center (NRCC), the frequency of heavy precipitation events has increased in New York since the 1950s and "100 year" floods are now likely to occur almost twice as often. The sixth Intergovernmental Panel on Climate Change assessment report (2021) suggests that the frequency and magnitude of extreme precipitation in this region will continue to increase throughout the twenty-first century.

#### KEY TAKEAWAYS

The Hudson River is a valuable natural, recreational, and commercial resource adjacent to the SBOA.

Development in the SBOA is subject to NYS Coastal Area Boundary and FEMA regulations to protect coastal areas and reduce flood losses.

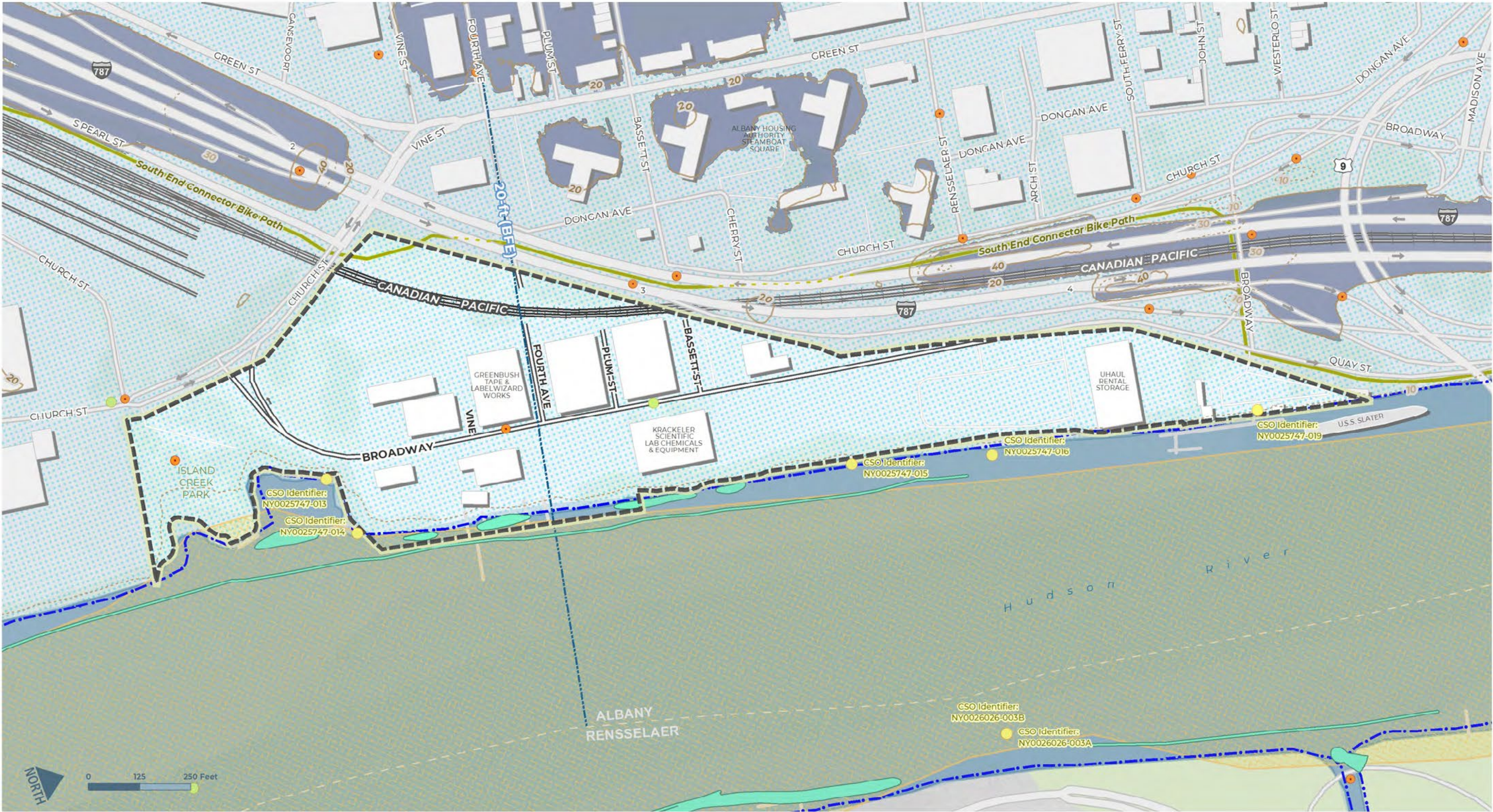
Redevelopment in the SBOA should consider ways to mitigate climate change impacts and CSO impacts, for example, by incorporating blue-green infrastructure.

The City should implement the recommendations of the 2021 Shoreline Stabilization Study to restore and protect the shoreline

<sup>23</sup> Yozzo, D. J., Andersen, J. L., Cianciola, M. M., Nieder, W. C., Miller, D. E., Ciparis, S., & McAvoy, J. (2005). Ecological profile of the Hudson River National Estuarine research reserve. Published under Contract to the New York State Department of Environmental Conservation (C00464).



Figure 3-12 Natural Resources and Environmental Features



**BASEMAP**

- Trail / Path
- Railroad
- BOA Boundary

**HYDROLOGIC FEATURES**

- 100-year Flood Zone Area
- 500-year Flood Zone Area
- Documented Submerged Aquatic Vegetation (SAV) Habitat

**REGULATED SITES**

- Combined Sewer Overflow
- National Pollutant Discharge Elimination System (NPDES) Site
- Resource Conservation and Recovery Act (RCRA) Site
- Remediation Site (NYSDEC)

**BOUNDARIES & CONTOURS**

- Baseline Flood Elevation (ft)
- Hudson River Estuary Shoreline
- 10-ft Elevation Contour Interval
- 20-ft Elevation Contour Interval

**Natural Resources & Environmental Features**

ALBANY SOUTH BOA

Source: Albany County Department of Management and Budget, 2020; City of Albany, Department of Planning and Development, 2020



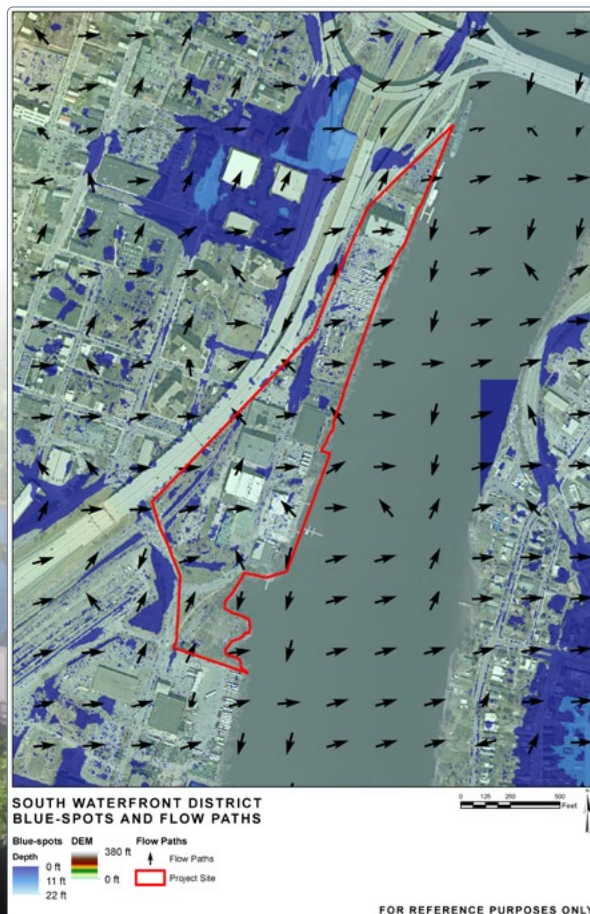


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Since the entire SBOA is within the current flood zone, new or redeveloped facilities will have to meet the City's regulations with respect to elevation above the base flood elevation. The city should explore options to reduce flood risk through nature-based and green-blue infrastructure solutions. See examples in the Blue Green Infrastructure Framework in the appendices.

The City of Albany commissioned a Shoreline Stabilization Study in the spring of 2021 for the Hudson River shoreline. The Study features an inventory of existing shoreline conditions in the City as well as an assessment of the vulnerability of the City's shoreline to increased flooding and extreme weather.

**Figure 3-13. SBOA Flooding Flow Paths**



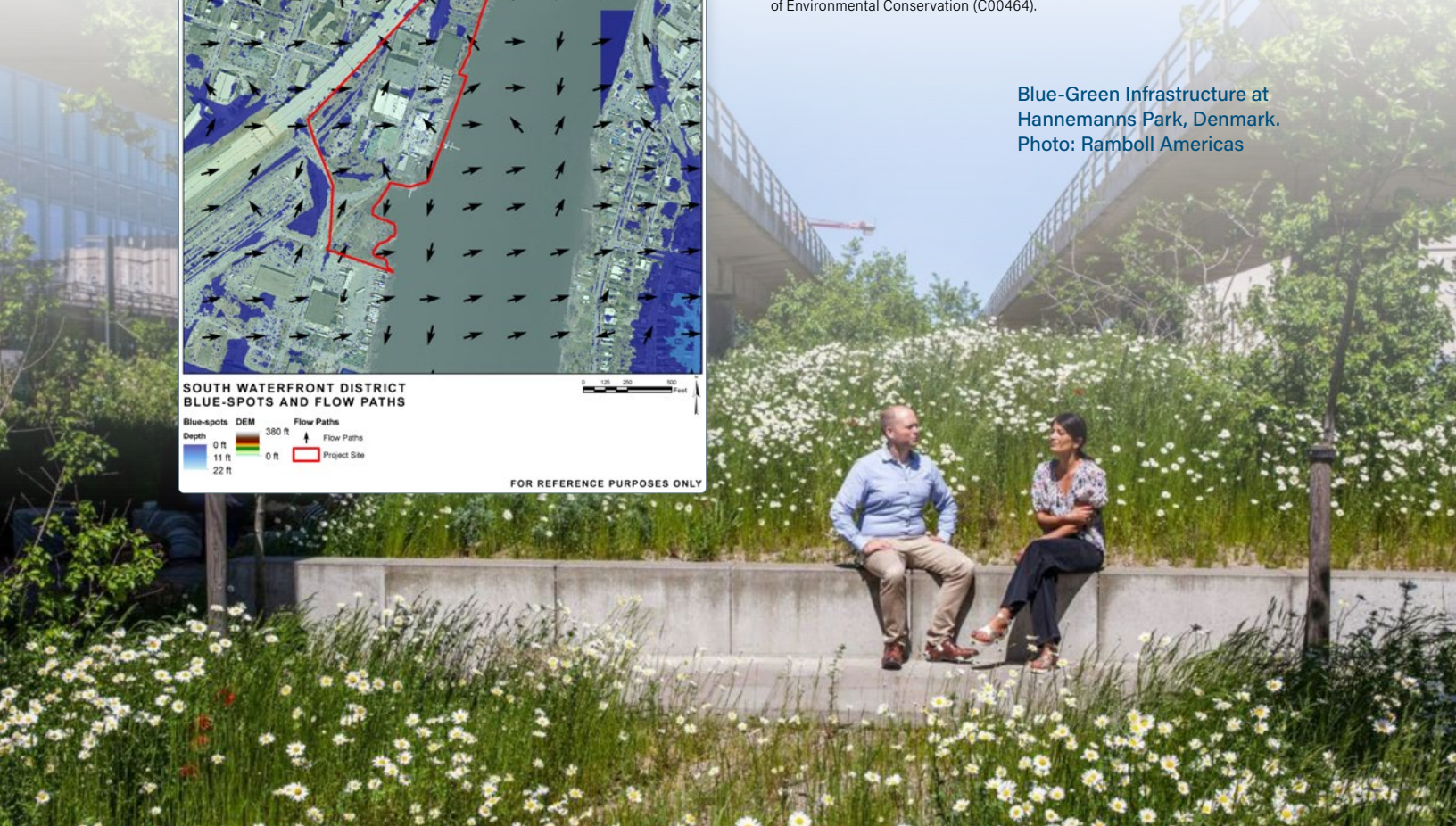
The document provides recommendations for the stabilization and restoration of the Albany shoreline through a series of shoreline improvement strategies, including riparian biodiversity, ground stability, erosion control, public access, and engineered approaches. The study also provides regulatory expectations, maintenance requirements, costs, and potential funding sources for all solutions proposed

## 3.7.2 URBAN HEAT ISLAND EFFECT

Urban areas such as the SBOA with high degree of pavement, buildings, and impermeable surfaces are known to experience elevated temperatures when compared to similar undeveloped areas, in what is referred to as the Urban Heat Island Effect. Given the prevalence of paved and impermeable surfaces in the SBOA, elevated temperatures are a consideration for future development. Implications include increased energy costs, air pollution levels, heat-related illness and mortality, increased crime rate, and poor livability ratings. These can be mitigated with increased blue and green infrastructure, specifically street trees.

Yozzo, D. J., Andersen, J. L., Cianciola, M. M., Nieder, W. C., Miller, D. E., Ciparis, S., & McAvoy, J. (2005). Ecological profile of the Hudson River National Estuarine research reserve. Published under Contract to the New York State Department of Environmental Conservation (C00464).

Blue-Green Infrastructure at  
Hannemanns Park, Denmark.  
Photo: Ramboll Americas





# 3.8 SBOA REDEVELOPMENT OPPORTUNITIES

## 3.8.1 BROWNFIELD, ABANDONED, AND VACANT PROPERTIES

As outlined in previous sections, a primary consideration for redevelopment of the SBOA is the reuse of abandoned, vacant, and underutilized parcels, of which several may qualify as a brownfield. The presence of these sites can discourage investment in the area and cause depreciation of property values.

A brownfield is a property where future use is affected by real or perceived contamination from past uses .

Community-led revitalization plans can help prepare brownfields for redevelopment by identifying the steps needed for remediation, marketing, and development of future uses that are compatible with the community's vision. In addition, property owners may become eligible for tax credits and other financial and technical assistance that help make redevelopment projects feasible.

Based on the BOA program's definition of a brownfield,

and information provided by the City of Albany, eight brownfield properties totaling 5.5 acres, or 23.1% of the SBOA, were identified. A desktop review of these properties was performed and an environmental history was developed for each site including past land uses and the status of environmental investigations including remedial actions, if applicable. These summaries are included in the profile forms provided in the appendices.

### KEY TAKEAWAYS

- Eight brownfields were identified in the SBOA including four on the waterfront. The properties cover 23.1% of the SBOA.
- Most of the sites have no known contamination.
- Three sites have a recorded spill and/or leak.
- None were categorized as having a high risk of environmental contamination.

The desktop review of federal, state, tribal, and local environmental records was conducted for each property based on an environmental database search prepared by Environmental Data Resources (EDR). Historic aerial photographs and Sanborn fire insurance

Table 3-4 Environmental Ranking of Brownfield Properties

RANKING	RANKING DESCRIPTION	SITES	ACREAGE
0	No evidence of existing environmental conditions was identified in the desktop review.	n/a	0
1	Prior industrial use was conducted at the site and/or site is listed as bulk storage facility (i.e., current or former use of petroleum and/or hazardous substance aboveground storage tanks or underground storage tanks).	1, 2, 3, 6, 8	3.52 (14.8%)
2	Property is associated with open or closed spills or leaking underground storage tanks.	4, 5, 7	1.98 (8.3%)
3	Property is associated with federal or state superfund site, environmental lien or spill involving chlorinated solvent(s).	n/a	0

Figure 3-14 Brownfield, Abandoned, and Vacant Properties



BASEMAP

- Trail / Path
- Railroad
- BOA Boundary

- Brownfield
- Site Reference Number

ENVIRONMENTAL RANKING

- 1: Prior industrial use was conducted at the site and/or site is listed as bulk storage facility (i.e., current or former use of petroleum and/or hazardous substance aboveground storage tanks or underground storage tanks).
- 2: Property is associated with open or closed spills or leaking underground storage tanks.

Brownfield, Abandoned, and Vacant Sites  
ALBANY SOUTH BOA





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maps were also reviewed. Each site was ranked based on the criteria noted in Table 3-4. The ranking indicates the expected level of environmental contamination based on the desktop review.

A score of 0 means there is no evidence of contamination. A score of 1 indicates a history of industrial uses and/or bulk storage facilities onsite, which might have created contamination. A score

of 2 means that one or more spills and/or leaking underground storage tanks have been recorded on the site. Contamination from these may or may not remain. A score of 3 indicates that there has been contamination on site at a level that may limit development and/or require specific remedial actions. Further site analysis such as soil and water sampling would be required to verify the presence of contamination.

## 3.8.2 KEY BUILDINGS

The SBOA includes a mix of buildings that vary in age, size, use classification, and condition. Based on visual observations during site field visits, buildings were assessed for their (1) reuse potential and (2) potential historic, cultural and/or architectural significance. Most buildings were observed to be in generally good condition, attractive for redevelopment, and appropriately utilized. Three were identified for their reuse potential (see Figure 3.15).

### 60 Broadway



- Site number 4
- Tax id- 76.15-1-9
- Current Use- Other Storage, Warehouse and Distribution Facilities
- 1.5 Stories
- Approx. 8,000 sq ft
- Condition- poor
- 0.55 acres

### 48 Broadway



- Site number 5
- Tax id- 76.19-2-8
- Current use- Motor Vehicle (Public Svc)
- 2 Stories
- Approx. 45,000 sq ft
- Condition- fair
- 0.73 acres

### 10 Broadway



- Site number 7
- 76.19-2-3
- Current use- Other Storage, Warehouse and Distribution Facilities
- 1.5 stories
- Approx, 26,000 sq ft
- Condition- fair
- 0.7 acres



3.8.3 STRATEGIC SITES

A total of eight brownfield properties were identified in collaboration with the City and an environmental history was developed for each, as described above. This information was reviewed by the city, Steering Committee, and local stakeholders to ground truth the strategic sites.

EVALUATION CRITERIA

- Vacant or underutilized site
- Highly visible and/or valuable location (e.g., on the waterfront or main road);
- Existing conditions negatively impact neighbors
- Requires environmental investigation or remediation
- Potential to spur revitalization/investment in the area
- Potential to advance community vision through redevelopment

Given the small size of the SBOA, it was determined that all but one brownfield property qualified as a strategic site with significant potential for redevelopment. Site number eight serves as an accessway for an active business and was excluded.

Strategic Sites

Seven strategic sites were identified. All are privately owned. These are discussed in more detail in the following section.

Table 3-5 Strategic Sites

SITE No.	SITE NAME	ADDRESS	ACRES
1	Fourteen SAC Self-Storage	117 Broadway	0.59
2	Fourteen SAC Self Storage	107 Broadway	0.51
3	Fourteen SAC Self Storage	75 Broadway	1.17
4	Adirondack Transit 1	60 Broadway	0.55
5	Adirondack Transit 2	48 Broadway	0.73
6	Adirondack Transit 3	33 Broadway	0.75
7	Greco Construction	10 Broadway	0.70



Figure 3-15 Strategic Sites



BASEMAP

 BOA Boundary

STRATEGIC SITE LAYERS

-  Strategic Sites
-  Site Reference Number
- 1 2 3

 Fourteen SAC Self Storage
- 4

 Adirondack Transit 1, 60 Broadway
- 5

 Adirondack Transit 2, 48 Broadway
- 6

 Adirondack Transit 3, 33 Broadway
- 7

 Greco Construction, 10 Broadway

Strategic Sites

ALBANY SOUTH BOA





# 4.0 KEY FINDINGS AND IMPLEMENTATION STRATEGY

## 4.1 INTRODUCTION

The key findings and implementation strategy herein provide a framework for the transition of the South Waterfront District BOA (SBOA) into a **waterfront district that balances economic opportunity, social equity, and environmental quality** as envisioned by the community. Based on the findings from the Analysis in Section 3, it proposes a **mix of water-related, community, and commercial uses that are integrated into the physical, economic, and cultural fabric of the surrounding neighborhoods**. Recommended actions for strategic sites and the SBOA as a whole range from short-term upgrades to more transformative ideas that require a long-term view. All recommendations are intended to advance the Vision and Goals defined in Section 1.

A critical unknown for the future of the area is the status of I-787. As described throughout the document, the Albany waterfront is dominated by I-787, and there is a strong desire in the Albany community to remedy this by reconfiguring the highway. Various studies and discussions are underway regarding potential solutions. **Reducing the presence of I-787 and related commercial traffic along the waterfront could dramatically shift redevelopment opportunities in the SBOA.** For example, this could make the area more attractive for mixed-use development including residential and neighborhood uses as an extension of the South End neighborhood. Such a development

pattern would align with the vision and long-term goals of the South End community and the City of Albany USDO. However, these uses are largely incompatible with the location of I-787 at present. Since no plans have been initiated to date to reconfigure I-787, it is unlikely that a transformative project of this magnitude would be completed in the near future.

**In the interim, opportunities should be pursued to foster active use of sites in the SBOA that are compatible with existing conditions**

including the truck traffic on Broadway and adjacent rail and highway infrastructure. These might include commercial and light industrial uses such as warehouses, wholesale distribution, light manufacturing, and light vehicle sales/rentals/parking which are non-conforming uses as of 2021. While these uses conflict with long-term city plans, they would be valuable in the short term to keep SBOA properties in productive use and to reduce the number of vacant and blighted properties. Heavy commercial and industrial uses are not desirable given the proximity of the South End neighborhood.

The following recommendations include short-term redevelopment opportunities feasible for existing conditions, medium-term strategies for increasing connectivity and community uses, and some longer-term ideas for a post-787 waterfront.

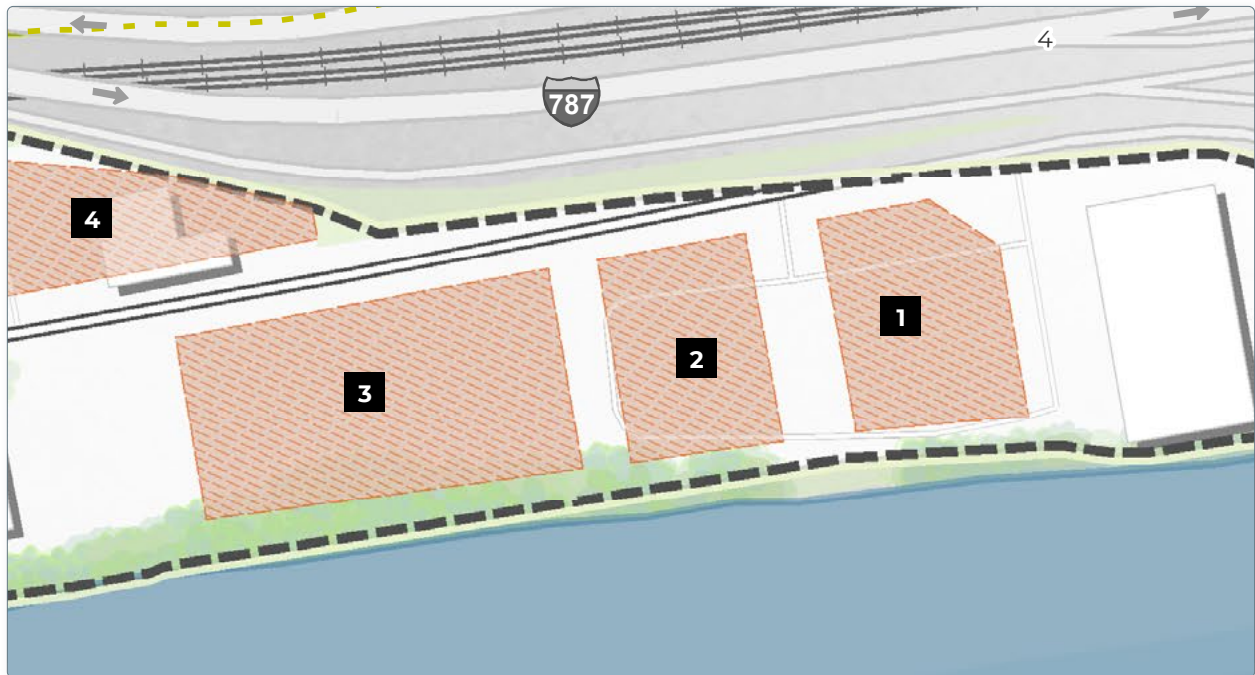


## 4.2 STRATEGIC SITE REDEVELOPMENT OPPORTUNITIES

A thorough analysis of brownfields was completed with City and steering committee as described in Section 3. Seven strategic sites were identified. The redevelopment potential for each strategic sites is described herein.

### 4.2.1 STRATEGIC SITES 1, 2, 3 - FOURTEEN SAC SELF-STORAGE SITES: 117, 107, AND 75 BROADWAY

**Figure 4-1 Strategic sites 1, 2, 3 Inset Map**



#### Setting

Strategic sites one, two, and three are adjacent, vacant properties at 117, 107, and 75 Broadway, respectively, totaling 2.26 acres. The first two sites are paved while the third and largest (1.17 acres) is grassed. The sites are positioned on the waterfront with a view of and direct access to the Hudson River. The shoreline of site three is riparian woodland, while the shoreline of sites one and two has some engineered structures including outfalls.<sup>24</sup>

Water quality in this location will soon be improved as part of the City's LCTP for CSOs. Outfall 15, located just south of site 3, is scheduled to be removed.<sup>25</sup> Discharges from outfall 16, located between sites 1 and 2, will be screened and disinfected by a new satellite treatment facility.

The sites are one parcel south from the waterfront amenities at the Snow Dock including boat slips, the U.S. Slater, Dutch Apple Cruises, and the Mohawk Hudson Hike Bike trail. They are also well-connected to downtown and I-787 via Broadway.

On paper, the lots are separated to the north and south by four public rights of way, or "paper streets" running between Broadway and the shoreline. The paper streets cover approximately 0.75 acres and were once connected to Arch Street, Rensselaer Street, Mulberry Street, and Cherry Street before these streets were bifurcated and/or removed with the construction of I-787. In practice, the strategic sites are currently used as one large lot for private parking and vehicle storage by the owner.

24. Hudson River Shoreline Stabilization Study 2021

25. Albany Pool CSO Long Term Control Plan, 2011

26. A zoning change would be required for this use

## Zoning

The sites are zoned MU-FS which allows a mix of uses including residential, restaurants, retail, hotels, offices, trade schools, indoor recreation, and parking structures. Buildings between two and ten stories are permitted and the sites are within the floodplain and CSO overlays.

The paper streets are zoned as open civic space in the USDO regulating plan.

## Redevelopment considerations

- A desktop review of prior uses ranked the environmental risk of the sites as low based on prior industrial uses on site with no known remedial investigations conducted to date.
- Development between sites 1 and 2 is limited by the underground outfall for the Beaver Creek trunk sewer (CSO 16)
- All three sites are subject to floodplain and CSO overlay regulations.
- If admitted into the Brownfield Cleanup Program, these sites would be eligible for Environmental Zone BCP tax credits.

## Future uses

Potential future uses for these three strategic sites include commercial and/or civic and open space.

When I-787 is reconfigured, the area may be attractive for residential uses as well. In the short term, residential use is less desirable due to the proximity of I-787 and truck traffic on Broadway.

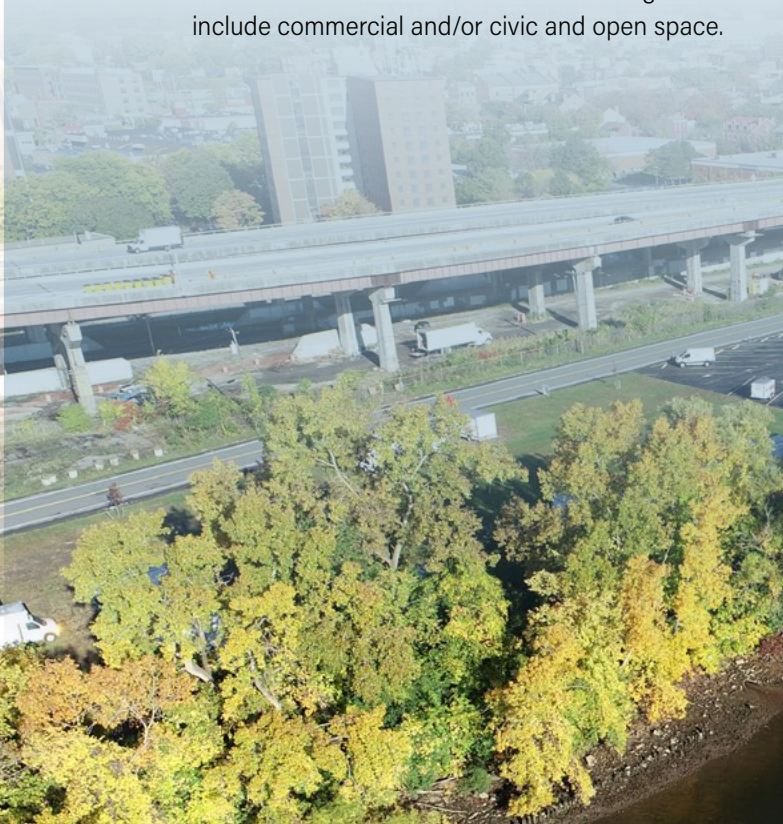
One possibility is to consolidate the paper streets in this area into a single parcel of public land on the waterfront. This could be repurposed for community use—for example, as an urban park with public access to the Hudson and connections to surrounding water-related uses via a public boardwalk and/or docks (see Riverview Park concept). In addition, a portion of the site could be redeveloped for commercial use related to tourism, retail, light manufacturing,<sup>26</sup> and/or activities at the Port of Albany. Example uses include additional docking site for river cruises or a Port of Albany business, ticket and gift shop for nearby tourist amenities, floating restaurant, watercraft sales and service, or boat taxi and rentals.

## Potential next steps

- Coordinate with the property owner to consolidate public and private properties across these three parcels and four paper streets.
- Work collaboratively with the property owner on redevelopment.
- The City of Albany continues to implement the LTCP to mediate CSOs in this location.
- Reserve lands along the shoreline for public access in the form of a walkway/promenade

### REDEVELOPMENT OF STRATEGIC SITES 1,2,3 ADVANCES SBOA GOALS

- ✓ 1. Equitable Albany
- ✓ 2. Interconnected Albany
- ✓ 3. Vibrant Urban Waterfront
- ✓ 4. Green City Albany
- ✓ 5. Prosperous Economy





# FOURTEEN SAC SELF-STORAGE

## Strategic Site Profile

1. **Site Number:** 1,2,3
2. **Site Classification:** 300 – Vacant Land
3. **Address:** 117, 107, 75 Broadway
4. **Municipality:** City of Albany
5. **Parcel Numbers:** 76.15-1-5, 76.15-1-6, 76.15-1-7
6. **Parcel Size:** 2.26 Acres
7. **Buildings:** 0
8. **Zoning:** Mixed- Use, Form-Based South End
9. **Special Districts:** Combined-Sewer and Floodplain Overlays
10. **Owner:** 380 North Pearl Street, LLC
11. **Assessed Value:** \$374,400 (total of all three sites)
12. **Publicly Owned:** No
13. **Tax Status:** N/A
14. **Foreclosure List:** No

### Property Use and Conditions:

Vacant lot

### Description of adjacent Land Uses:

Small offices and auto uses

### Site/Environmental History:

1. Based on review of historical sources of information, since as early as 1892 this site has been developed with one building and was occupied by a building used by Albany Brewing Company and Taylor and Son Malt. The building is subsequently identified as Albany Refrigerating and Warehouse Company and Hygienic Ice and Refrigerating Company in the 1909 and 1934 Sanborn Maps. By 1950 the building on-site was demolished and by 1989 the site was used as a parking area. Historical Aerials taken from 2006 through 2017 show that the site continued to be used as a parking area. The results of the state and federal environmental database searches performed by Environmental Data Resources, LLC (EDR) were reviewed and the site was not listed on any of the searched databases. It should be noted that the EDR report identifies the site as a an EDR HIST CLEANER database; however, this listing is associated with 140 Broadway Street, not 117 Broadway Street.
2. Based on review of historical sources of information, since as early as 1892 the site was developed with one building containing a machine shop, pattern storage, and a foundry. The building was occupied by Townsend Furnace and Machinery Shop/ Townsend Machine Corporation through at least 1950. By 1989, the site was being used as a parking area. Historical Aerials from 2006 to 2017 show that

the site has continued to be used as a parking area. The results of the state and federal environmental database searches performed by Environmental Data Resources, LLC (EDR) were reviewed and the site was not listed on any of the searched databases.

3. Based on review of historical sources of information, since as early as 1892 the site has been developed with one large building and occupied by James Goold Company, builders of fine carriages and sleighs through at least 1909. By 1934, occupied portions of the building was used for auto repairing, flour, feed and grain storage, and a furniture warehouse. By 1950, the northern portion of the building appears to have been demolished and the remaining portion of the building is occupied by Martins Exchange Limited and used as a furniture warehouse. The building is no longer depicted on the 1989 Sanborn Map, which indicates that the site is utilized for parking. Subsequent Sanborn Maps and historical aerial photographs indicate that the site continued to be used as a parking area. The results of the state and federal environmental database searches performed by Environmental Data Resources, LLC (EDR) were reviewed and the site is listed in the EDR HIST AUTO database. According to the database listing, the site was occupied by Crump Diesel Service/ Automobile Repairing in 1945.

### Status of Remedial Investigation:

Based on sources reviewed, no known remedial investigations have been conducted to date.

### Access to Transportation:

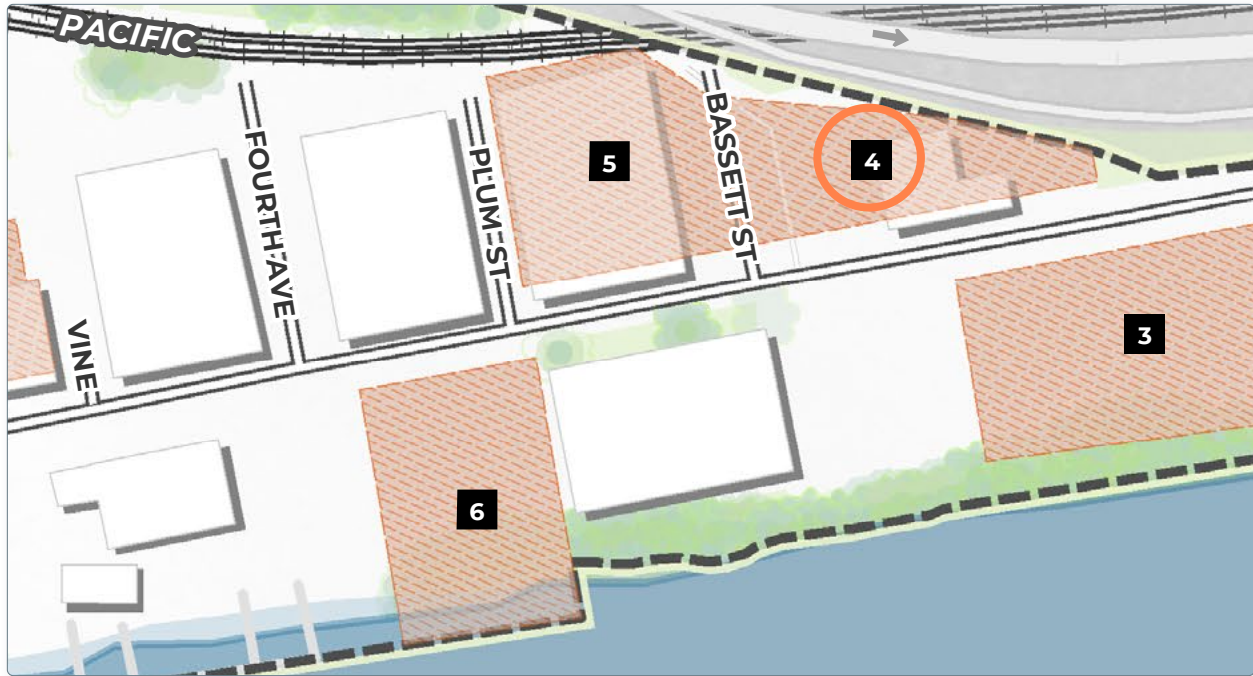
- Adjacent roadway: NY-32
- 0.5 miles to Route 32 (closest highway)
- 0.7 miles to I-787 (closest Interstate)
- 11.6 miles to Albany International Airport (closest airport)
- 1.8 miles to Amtrak Albany (closest passenger rail)

### Use Potential:

Commercial, civic, residential and open space

## 4.2.2 STRATEGIC SITE 4 - ADIRONDACK TRANSIT 1 AT 60 BROADWAY

Figure 4-2 Strategic site 4



### Setting

Strategic site four at 60 Broadway is a half-acre lot with a vacant building and a paved parking lot situated between I-787 and the railroad tracks to the west and Broadway to the east. The location is a short distance to the Port of Albany, the South End Neighborhood, downtown, and I-787 via Broadway.

At present, it contains one building identified above for its reuse potential. The 1.5 story brick and concrete warehouse has been vacant for many years. Its windows are boarded up or missing and its condition is declining.

### Zoning

The site is zoned MU-FS which allows a mix of uses including residential, restaurants, retail, hotels, offices, trade schools, indoor recreation, and parking structures. Buildings between two and ten stories are permitted and the site is within the floodplain and CSO overlays.

### Redevelopment considerations

- The site has previously been used for light industrial and transportation uses. Soil contamination related to underground storage tanks was remediated in the 1990s.
- The site is subject to floodplain and CSO overlay regulations.
- If accepted into the Brownfield Cleanup Program, this site would be eligible for Environmental Zone BCP tax credits.

### Future Uses

Given its position along an active truck route, rail line, and highway, this site could be a good candidate for commercial, manufacturing, transportation, or light industrial uses.<sup>27</sup> For example, the site could be repurposed as a workforce training facility or materials storage for nearby businesses including at the Port of Albany, a watercraft showroom, or an artisan manufacturing studio.

27. A zoning change would be required for most of these uses



There is potential to redevelop this site along with the adjacent 48 Broadway for the same or related uses. However, the paper street (Bassett Street) between these properties should be preserved so it can be reconnected in the future if redevelopment of I-787 allows. At that time, the site may become a candidate for mixed-use/residential development.

### Potential next steps

- Work collaboratively with the property owner on redevelopment.
- The City of Albany IDA enters into an inducement for property tax exemption, sales tax exemption and mortgage recording tax exemption.
- Support opportunities for complementary development of nearby sites.

#### REDEVELOPMENT OF STRATEGIC SITE 4 ADVANCES SBOA GOALS

- ✓ 3. Vibrant Urban Waterfront
- ✓ 4. Green City Albany
- ✓ 5. Prosperous Economy



# ADIRONDACK TRANSIT 1

## Strategic Site Profile



1. **Site Number:** 4
2. **Site Classification:** 449 – Other Storage, Warehouse and Distribution Facilities
3. **Address:** 60 Broadway
4. **Municipality:** City of Albany
5. **Parcel Numbers:** 76.15-1-9
6. **Parcel Size:** 0.55 Acres
7. **Buildings:** 1
8. **Zoning:** Mixed- Use, Form-Based South End
9. **Special Districts:** Combined-Sewer and Floodplain Overlays
10. **Owner:** Adirondack Transit Line
11. **Assessed Value:** \$217,900 (total)
12. **Publicly Owned:** No
13. **Tax Status:** N/A
14. **Foreclosure List:** No

### Property Use and Conditions:

Vacant building and parking lot

### Description of adjacent Land Uses:

Warehouses, auto uses, parking

### Site/Environmental History:

Based on review of historical sources of information, since as early as 1892 the southern portion of the site was occupied by Story Bro's Maltsters and the 10-foot-high flasks were situated on the northern portion of the site. Cherry Street divides the northern and southern portions of the site. By 1909, the buildings on the southern portion of the site were associated with Delaware and Hudson R.R. Company; however, the structures are noted as vacant. The flasks noted in the 1892 Sanborn Map on the northern portion of the site are no longer present.

No structures were present on the site by 1934. Cherry Street is no longer present on the site by 1950 and a portion of a small structure associated with nearby rail lines is present on the western portion of the site. By 1973, the building had been demolished, Interstate Highway 787 had been constructed to the west of the site, and a new building had been constructed east of the highway. From at least 1989 to 1997, the southern portion of the site was used for bus parking. The building is noted as vacant in the available Sanborn Maps from 1992 through 1997.

The results of the state and federal environmental database searches performed by Environmental Data Resources, LLC (EDR) were reviewed, and the site is listed in the SPILLS database. According to the database listing, during the removal of a UST, contaminated soil was identified. The database listing does not identify the nature of the spilled material. Following excavation of impacted soils, a closure report was submitted to NYSDEC that indicated that the remaining soils met STARS and excavated soil was taken off site. The spill listing was closed by NYSDEC on March 31, 1993.

### Status of Remedial Investigation:

Based on sources reviewed and as noted previously, remedial activities associated with the spill was performed and the spill was closed by NYSDEC. However, a copy of the associated closure report was not available for review.

### Access to Transportation:

- Adjacent roadway: Broadway
- 0.6 mile to Route 32 (closest highway) Adjacent to I-787 (closest Interstate)
- 11.7 miles to Albany International Airport (closest airport)
- 1.9 miles to Amtrak Albany (closest passenger rail)

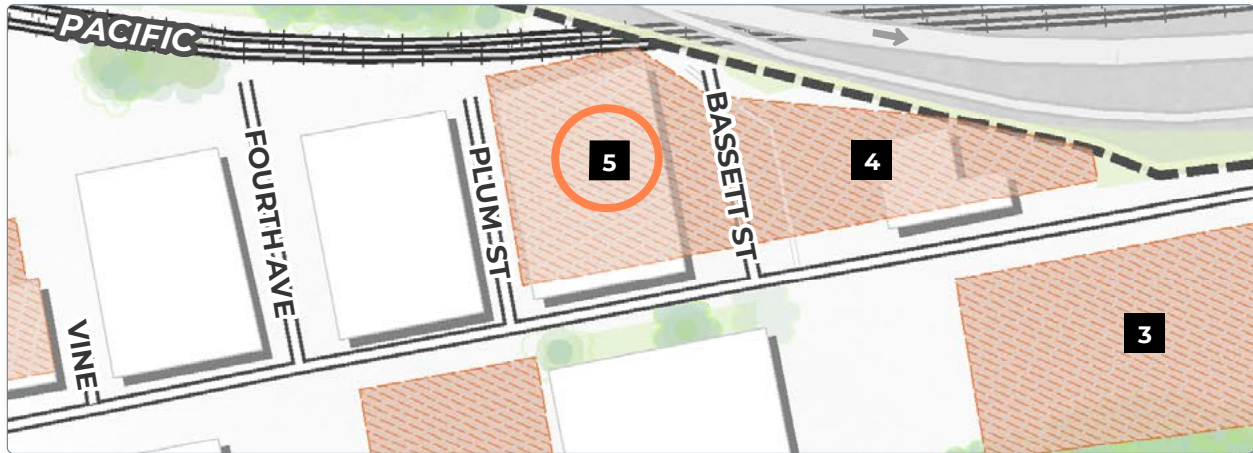
### Use Potential:

Commercial, manufacturing, transportation, or light industrial uses



## 4.2.3 STRATEGIC SITE 5 - ADIRONDACK TRANSIT 2 AT 48 BROADWAY

Figure 4-3 Strategic site 5



### Setting

Strategic site five at 48 Broadway is a 0.73-acre lot with a large vacant building with two 80-foot cement stock silos and a small paved lot. It is situated between I-787 and Broadway a short distance to downtown, the Port of Albany, and the I-787 on-ramp.

At present, it contains one building identified for its reuse potential. The 2-story, 45,000 square-foot concrete building is in fair condition and was used recently as a bus garage.

### Zoning

The site is zoned MU-FS which allows a mix of uses including residential, restaurants, retail, hotels, offices, trade schools, indoor recreation, and parking structures. Buildings between two and ten stories are permitted and the site is within the floodplain and CSO overlays.

### Redevelopment considerations

- The site has previously been used for light industrial, warehouse, and transportation uses. There are several active and closed storage tanks associated with the site, which is listed on the SPILLS database for petroleum spills that have received regulatory closure.
- The site is subject to floodplain and CSO overlay regulations.

- If accepted into the Brownfield Cleanup Program, this site would be eligible for Environmental Zone BCP tax credits.

### Future uses

Given its position along an active truck route, rail line, and highway, this site would be a good candidate for continued commercial, manufacturing, transportation, or light industrial uses.<sup>28</sup> For example, the site could be repurposed as a workforce training facility or laydown space for nearby businesses including at the Port of Albany, boat repair shop, or a mariner's hotel. There is potential to redevelop this site along with the adjacent 60 Broadway for the same or related uses, provided the paper street is maintained.

### Potential next steps:

- Work collaboratively with the property owner on redevelopment.
- The City of Albany IDA enters into an inducement for property tax exemption, sales tax exemption and mortgage recording tax exemption.
- Support opportunities for complementary development of nearby sites.

28. A zoning change would be required for most of these uses

# ADIRONDACK TRANSIT 2

## Strategic Site Profile



1. **Site Number:** 5
2. **Site Classification:** 449 – Other Storage, Warehouse and Distribution Facilities
3. **Address:** 48 Broadway
4. **Municipality:** City of Albany
5. **Parcel Numbers:** 76.15-2-8
6. **Parcel Size:** 0.73 Acres
7. **Buildings:** 1
8. **Zoning:** Mixed- Use, Form-Based South End
9. **Special Districts:** Combined-Sewer and Floodplain Overlays
10. **Owner:** Adirondack Transit Line
11. **Assessed Value:** \$490,800 (total)
12. **Publicly Owned:** No
13. **Tax Status:** N/A
14. **Foreclosure List:** No

### Property Use and Conditions:

Vacant building and parking lot

### Description of adjacent Land Uses:

Warehouses, auto uses, parking

### Site/Environmental History:

Based on review of historical sources of information, since as early as 1892 the site was developed with one building which was occupied by Delaware & Hudson Canal Company Locomotive Shops. The building is identified as Delaware & Hudson R.R. Co. in the 1909 Sanborn Map, which identifies use as small amount of general storage. By 1934, the building was utilized as a warehouse by B.T. Babbitt, manufacturers of cleansers and lye packing. In 1950 the building continued to be utilized as a warehouse by B.T. Babbitt and included

two 80-foot stock silos. From 1989 to 2017 the site was utilized as a bus garage. The results of the state and federal environmental database searches performed by Environmental Data Resources, LLC (EDR) were reviewed, and the site is listed in the EDR HIST AUTO database. According to the database listing, the site was occupied by Universal Rebuilders Inc Automobile Repairing in 1971 and 1975. The EDR Report identified Adirondack Trailways Bus Garage (under various names) in several databases and various addresses including: 12 Broadway, 20 Broadway, 40 Broadway and 20 Lower Broadway and Broadway Bus Terminal Lot. A summary of these database listings is provided below:

- The bus garage is listed in the UST database. According to the database listing, there are currently two in service 10,000-gallon diesel double-walled USTs. In addition, the database listing indicates that three USTs were closed-removed in the late 1990s. Tank capacities of these tanks ranged from 1,000-gallons to 2,000-gallons and the tanks were used to store used oil, lube oil and diesel fuel.
- The bus garage is listed in the CBS database as an unregulated/closed facility. Additional information pertaining to prior CBS tanks was not available for review.
- The bus garage is listed several times on the SPILLS and LTANKs databases, each of which related to releases of petroleum. Each of these spill incidents have received regulatory closure. The bus garage is listed in the AST database. According to the database listing, there are currently four in service ASTs which are used to store various petroleum products, as well as an additional AST which is used to store an unregulated substance. The site previously maintained other petroleum ASTs which were closed and removed. address has two USTs and four ASTs in service and has had six tanks closed-removed and one tank and converted to a non-regulated use.

The bus garage is also listed on the following databases related to regulatory compliance: RCRA NonGen/ No Longer Regulated (NLR), Facility Index System/Facility Registration System (FINDS), Enforcement & Compliance History Information (ECHO), NY Manifests, and NY CBS (unregulated/



# ADIRONDACK TRANSIT 2

## Strategic Site Profile

closed). Listings on these databases, by themselves, are not necessarily indicative of contamination.

### Status of Remedial Investigation:

Based on sources reviewed and as noted previously, remedial activities associated with the spill was performed and the spill was closed by NYSDEC. However, a copy of the associated closure report was not available for review.

### Access to Transportation:

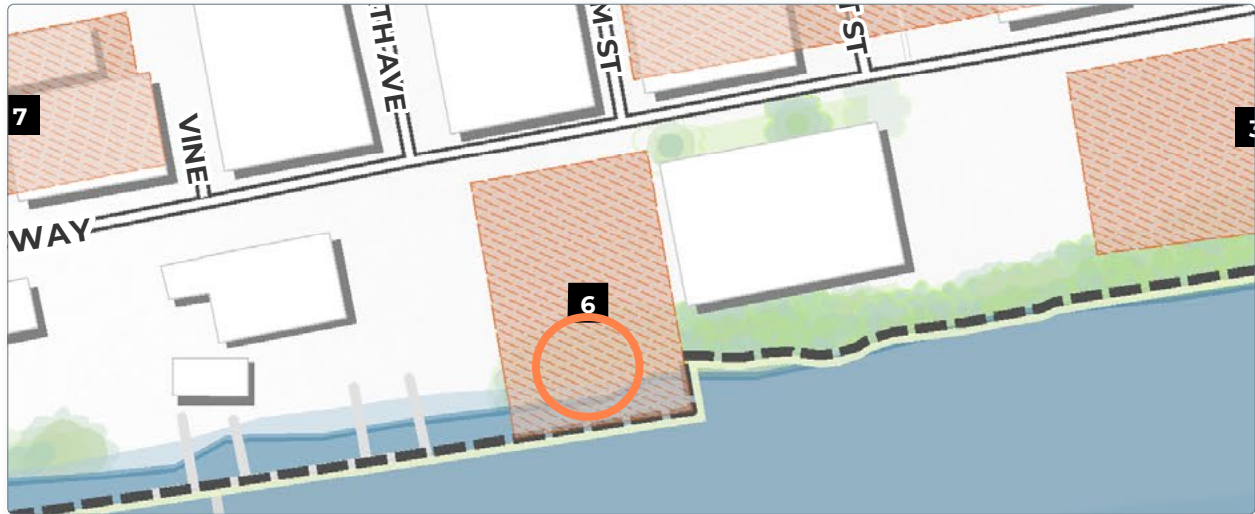
- Adjacent roadway: Broadway
- 0.5 miles to Route 32 (closest highway)
- Adjacent to I-787 (closest Interstate)
- 11.8 miles to Albany International Airport (closest airport)
- 2 miles to Amtrak Albany (closest passenger rail)

### Use Potential:

Commercial, manufacturing, transportation, or light industrial uses

## 4.2.4 STRATEGIC SITE 6- ADIRONDACK TRANSIT 3 AT 33 BROADWAY

Figure 4-4 Strategic site 6



### Setting

Strategic site 6 at 33 Broadway is a 0.75-acre vacant lot used as a commercial parking lot. The property is positioned on the waterfront with a view of and direct access to the Hudson River via sloped riparian woodland banks lined with trees, vegetation, and some submerged aquatic vegetation habitat.

Neighbors to the north and east include two multi-generational businesses (tape and label manufacturer; scientific equipment distributor), self-storage, and vacant buildings. To the south along the waterfront are three parcels with water-related uses: a marina, city-property with a boat ramp and Friends of Albany Rowing boat house, and Island Creek Park. The site is near the Port of Albany and a short walking or driving distance to the South End neighborhood, waterfront amenities at the Snow Dock, bike trails, downtown, and the I-787 on-ramp.

### Zoning

The site is zoned MU-FS which allows a mix of uses including residential, restaurants, retail, hotels, offices, trade schools, indoor recreation, and parking structures. Buildings between two and ten stories are permitted and the site is within the floodplain and CSO overlays.

### Redevelopment considerations

- A desktop review of prior uses ranked the environmental risk of the site as low based on prior industrial uses on site with no known remedial investigations conducted to date. The review showed there was once a building onsite used by a mill company, but the building was removed, and the site has been a vacant parking area for several decades.
- The site is subject to floodplain and CSO overlay regulations.
- If accepted into the Brownfield Cleanup Program, this site would be eligible for Environmental Zone BCP tax credits.

### Future Uses

Given its position and surroundings, 33 Broadway would be suitable for a variety of uses from manufacturing or distribution<sup>29</sup> to recreation or community service. Its prime location on the Hudson River makes it especially strategic for water-related uses. For example, it could be repurposed as a public access boat house or yacht club, a restaurant and clubhouse serving the marina, a “sleep and sail” boat hotel, a fish market, or a watersports gym and training facility. Other potential uses include a workforce training facility or laydown space for nearby businesses

29. These uses would require a zoning change



including those at the Port of Albany.

If I-787 were reconfigured and truck traffic on Broadway reduced in the future, this site could be attractive for residential and mixed-use. There is potential to redevelop this site along with the adjacent 48 and 60 Broadway for the same or related uses.

If I-787 were reconfigured and truck traffic on Broadway reduced in the future, this site could be attractive for residential and mixed-use. There is potential to redevelop this site along with the adjacent 48 and 60 Broadway for the same or related uses.

#### REDEVELOPMENT OF STRATEGIC SITE 6 ADVANCES SBOA GOALS:

- ✓ 1. Equitable Albany
- ✓ 2. Interconnected Albany
- ✓ 3. Vibrant Urban Waterfront
- ✓ 4. Green City Albany
- ✓ 5. Prosperous Economy

### Potential next steps:

- Work collaboratively with the property owner on redevelopment.
- The City of Albany IDA enters into an inducement for property tax exemption, sales tax exemption and mortgage recording tax exemption.
- Support opportunities for complementary development of nearby sites.
- Explore options to secure public access to the waterfront at this location.



# ADIRONDACK TRANSIT 3

## Strategic Site Profile



1. **Site Number:** 6
2. **Site Classification:** 438 – (Commercial) Parking Lot
3. **Address:** 33 Broadway
4. **Municipality:** City of Albany
5. **Parcel Numbers:** 76.19-2-11.2
6. **Parcel Size:** 0.75 Acres
7. **Buildings:** 0
8. **Zoning:** Mixed- Use, Form-Based South End
9. **Special Districts:** Combined-Sewer and Floodplain Overlays
10. **Owner:** Adirondack Transit Line
11. **Assessed Value:** \$139,200 (total)
12. **Publicly Owned:** No
13. **Tax Status:** N/A
14. **Foreclosure List:** No

database searches performed by Environmental Data Resources, LLC (EDR) were reviewed, and the site was not listed on any of the searched databases.

### Status of Remedial Investigation:

Based on sources reviewed, no known remedial investigations have been conducted to date.

### Access to Transportation:

- Adjacent roadway: NY-32
- 0.4 miles to Route 9 (closest highway)
- 0.7 miles to I-787 (closest Interstate)
- 11.8 miles to Albany International Airport (closest airport)
- 2 miles to Amtrak Albany (closest passenger rail)

### Use Potential:

Manufacturing/distribution, recreation, or community service

### Property Use and Conditions:

Vacant building and parking lot

### Description of adjacent Land Uses:

Warehouses, auto uses, parking

### Site/Environmental History:

Based on review of historical sources of information, since as early as 1892 the site has been developed with one building, which was occupied by Geo. W. Coonley Flour and Feed Mill. By 1909, the building was utilized by Albany City Mills and was labeled as a WM

E. Coonley Property. By 1934, the on-site building had been demolished. Subsequent Sanborn Maps and aerial photographs indicate that the site was used as a parking area since at least 1977.

The results of the state and federal environmental



## 4.2.5 STRATEGIC SITE 7- GRECO CONSTRUCTION AT 10 BROADWAY

Figure 4-5 Strategic site 7



### Setting

Strategic site seven at 10 Broadway is a 0.70-acre lot with two 1.5 story metal warehouse buildings and a small gravel lot. It is situated on Broadway near the Canadian Pacific railroad tracks a short distance to the South End neighborhood, the Port of Albany, downtown, and the I-787 on-ramp. Neighbors to the east and south include a marina and public land/ rights of way. A well-established business in a historic building borders the property to the north and west.

The larger building onsite, a 1.5 story, 26,000 square-foot metal storage building, is in fair condition and was identified as a key building above for its reuse potential.

Unlike the other strategic sites in the SBOA, this property is outside of the Environmental Zone and would not be eligible for additional Environmental Zone tax credits if accepted in the Brownfield Cleanup Program.

### Zoning

The site is zoned MU-FS which allows a mix of uses including residential, restaurants, retail, hotels, offices, trade schools, indoor recreation, and parking structures. Buildings between two and ten stories are permitted and the site is within the floodplain and CSO overlays.

### Redevelopment considerations

- The site has previously been used for industrial and automobile uses. Prior spills have been recorded onsite.
- The site is subject to floodplain and CSO overlay regulations.

### Future Uses

Given its position on or near an active truck route, rail line, and highway, this site would be a good candidate for continued commercial, manufacturing, transportation, or light industrial uses.<sup>30</sup> It could also serve nearby public and waterfront uses. For example, the site could be repurposed as a workforce training facility or laydown space for nearby businesses including at the Port of Albany, a sales/service/rental facility for light watercraft, a fish/seafood market, or a retail shop for waterfront users (e.g. anglers, boaters, Island Creek Park visitors).

### Potential next steps:

- Work collaboratively with the property owner on redevelopment.
- The City of Albany IDA enters into an inducement for property tax exemption, sales tax exemption and mortgage recording tax exemption.

30. Many of these uses would require a zoning change

# GRECO CONSTRUCTION

## Strategic Site Profile



1. **Site Number:** 7
2. **Site Classification:** 449 –Other Storage, Warehouse, and Distribution Facilities
3. **Address:** 10 Broadway
4. **Municipality:** City of Albany
5. **Parcel Numbers:** 76.19-2-3
6. **Parcel Size:** 0.70 Acres
7. **Buildings:** 3
8. **Zoning:** Mixed- Use, Form-Based South End
9. **Special Districts:** Combined-Sewer and Floodplain Overlays
10. **Owner:** Samuel V. Greco Jr.
11. **Assessed Value:** \$310,700 (total)
12. **Publicly Owned:** No
13. **Tax Status:** N/A
14. **Foreclosure List:** No

area which were utilized by B.T. Babbitt Inc. This building was subsequently demolished and replaced with another building, also used for warehousing from at least 1989 through 1997. According to the EDR HIST AUTO database listing, the site was occupied by various automotive repair shops from 1986 through 2002.

### Status of Remedial Investigation:

Based on sources reviewed, closure reports were received for several spill incidents. However, copies of the associated closure reports were not available for review.

### Access to Transportation:

- Adjacent roadway: I-787
- 0.4 miles to Route 32 (closest highway)
- 0.7 miles to I-787 (closest Interstate)
- 11.9 miles to Albany International Airport (closest airport)
- 2.1 miles to Amtrak Albany (closest passenger rail)

### Use Potential:

Commercial, manufacturing, transportation, or light industrial uses.

### Property Use and Conditions:

Vacant lot

### Description of adjacent Land Uses:

Warehouse, Marinas, green space, and railroad

### Site/Environmental History:

Based on review of historical sources of information, since as early as 1892 and through at least 1909, the site was occupied by the Albany Chemical Company and Albany Coal Tar Dye and Chemical Company and contained an icehouse, coal room, storage sheds, offices, laboratories, an ether department and a denatured alcohol storage room. By 1934, structures on the site were primarily vacant, with some paper and rag storage. By 1950, these structures have been demolished and replaced with a warehouse and parking

### REDEVELOPMENT OF STRATEGIC SITE 7 ADVANCES SBOA GOALS:

- ✓ 3. Vibrant Urban Waterfront
- ✓ 4. Green City Albany
- ✓ 5. Prosperous Economy



### 4.3 SITE ASSESSMENTS

As described in Section 3, a desktop review of brownfield properties was performed and an environmental history was developed for each site including past land uses and the status of environmental investigations and remedial actions, if applicable. These summaries are included in the site profile forms in the appendices. An environmental ranking of 0–3 was assigned to each site following this review based on the potential for contamination:

- 0
- No evidence of existing environmental conditions was identified in the desktop review.
- 1
- Prior industrial use was conducted at the site and/or site is listed as bulk storage facility
- 2
- Property is associated with open or closed spills or leaking underground storage tanks.
- 3
- Property is associated with federal or state superfund site, environmental lien or spill involving chlorinated solvent(s).

**Based on their environmental histories and rankings, all of the strategic sites were identified as potential candidates for site assessment.**

These sites may require additional environmental site assessment work prior to planning any redevelopment to determine the extents and degree to which they are contaminated.

TABLE 4-1. STRATEGIC SITES RECOMMENDED FOR SITE ASSESSMENT

STRATEGIC SITE	ENVIRONMENTAL RANKING
117, 107, 75 Broadway – Fourteen SAC Storage	1
60 Broadway - Adirondack Transit #1	2
48 Broadway - Adirondack Transit #2	2
33 Broadway - Adirondack Transit #3	1
10 Broadway - Greco Construction	2

These sites may require additional environmental site assessment work prior to planning any redevelopment to determine the extents and degree to which they are contaminated.

## 4.4 PHYSICAL ENHANCEMENTS PLAN

The SBOA Physical Enhancements Plan illustrates recommendations related to the public realm. It summarizes potential redevelopment ideas for public land and land which could be made available for public purposes. Given the limited amount of publicly controlled land in the SBOA, the plan makes strategic use of public rights of way. Improving these and other public properties in the SBOA can help to stimulate investment in strategic sites and the area as a whole.

The Physical Enhancements Plan depicts a **well-connected** South Waterfront district that can safely and efficiently support a **mix of community and commercial uses**. Local residents and visitors are able to move between the waterfront and neighboring districts using a connected network of **protected bike lanes and pedestrian paths** that bypass heavily trafficked roads. At the same time, Broadway remains open to commercial traffic serving **local businesses and the Port**. In addition, **enhanced waterfront amenities** make the district more attractive for recreational boating. **Enhanced green spaces** create a more livable environment for people and wildlife while increasing resilience to flooding and erosion.

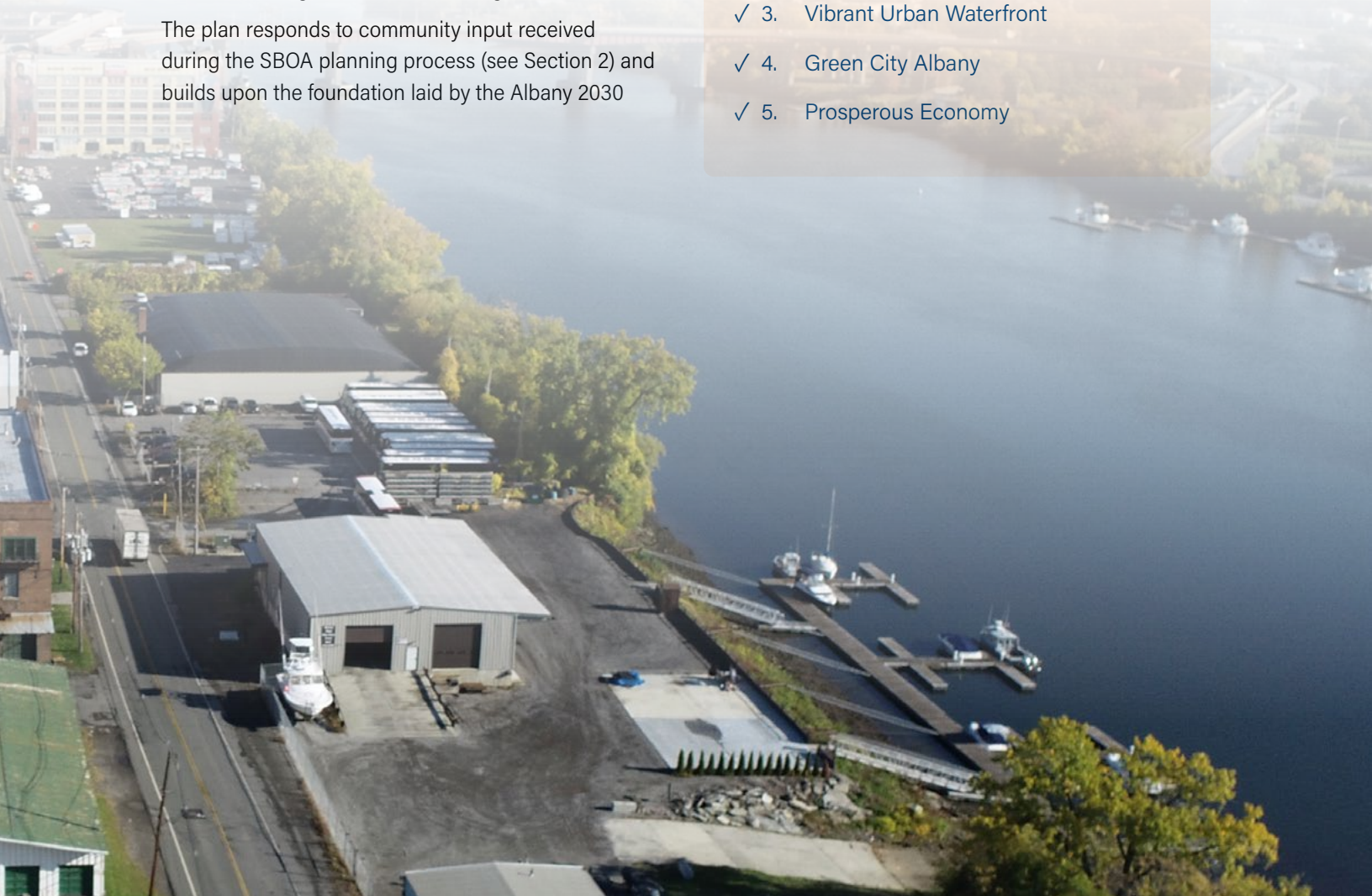
The plan responds to community input received during the SBOA planning process (see Section 2) and builds upon the foundation laid by the Albany 2030

Comprehensive Plan, the 2019 Unified Sustainable Development Ordinance, and subsequent public input to provide a guide for **improved multimodal connectivity, open space enhancements, and better public access to the waterfront for local residents**.

Details on specific projects and recommendations are provided on the subsequent pages.

### Advances SBOA Goals

- ✓ 1. **Equitable Albany**
- ✓ 2. **Interconnected Albany**
- ✓ 3. **Vibrant Urban Waterfront**
- ✓ 4. **Green City Albany**
- ✓ 5. **Prosperous Economy**





## 4.5 SELECTED REDEVELOPMENT PROJECTS

Public improvements can have a meaningful influence on private sector investment. Three redevelopment concepts are described below that leverage public land and rights of way to encourage complementary private investment.

### 4.5.1 EMERALD ANKLET

#### Advances SBOA Goals

- ✓ 1. Equitable Albany
- ✓ 2. Interconnected Albany
- ✓ 3. Vibrant Urban Waterfront
- ✓ 4. Green City Albany

The Emerald Anklet project uses public land and rights of way to create a continuous loop of open and green spaces that connect the South End neighborhood to the South Waterfront District and the Hudson River waterfront. A riverfront walkway in the SBOA would connect to complete streets with bicycle and pedestrian infrastructure along Church Street, Vine Street, Green Street, John Street, and Broadway. The "charms" of the anklet would include Island Creek Park and the adjacent green space on Church Street and Broadway, green infrastructure on Green Street and John Street, an enhanced Dongan Avenue green space, and the proposed Riverview Park at at 117, 107, and/or 75 Broadway.

The Emerald Anklet expands multimodal connections while minimizing potential conflict points with commercial and truck traffic on Broadway. The design is compatible with or without I-787.

The project, which extends beyond the boundaries of the SBOA, is also listed as a priority project in the City of Albany Local Waterfront Revitalization Plan update. The Emerald Anklet Concept is depicted in Figure 4-6.

**Responsible party:** City of Albany

**Potential Partners:** Albany Housing Authority, NYSDOS, NYS OPRHP

**Estimated Cost:** xx

**Possible funding sources:** NYSDOS LWRP, NYS OPRHP, Recreational Trails Program, NYSDOT TAP

**Timeframe for implementation:** Short-term (1-3years)



Figure 4-6 Physical Enhancements Plan



- BOA Boundary
- Trail / Path
- Railroad
- Direction of Traffic Flow

- Streetscape, Pedestrian, & Bike Enhancements
- Emerald Ankle
- Proposed Park
- Existing Park

- 1 Enhance Connections to South End Connector and Sidewalks to South End Neighborhood
- 2 Consider RR Crossing for Pedestrians
- 3 Improve Pedestrian Environment Including Sidewalks and Street Trees
- 4 Improve Relationship Between Bicycles, Pedestrians, Trucks, and Vehicles

- 5 Island Creek Park Enhancements
- 6 Formalize Open Space for Public Gatherings
- 7 Enhance Open Space
- 8 Enhance Open Space

Illustration of Physical Enhancements  
ALBANY SOUTH BOA





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## 4.5.2 RIVERVIEW PARK

### Advances SBOA Goals

- ✓ 1. **Equitable Albany**
- ✓ 3. **Vibrant Urban Waterfront**
- ✓ 4. **Green City Albany**

The Riverview Park project is a medium-term vision of redeveloping vacant land on Broadway into a new waterfront destination for the adjacent community and city. The design of the park is focused on providing access to the Hudson River as well as amenities and activities that are enhanced by a waterfront location. The park could have several distinct areas including a plaza space, a picnic grove, a small amphitheater for performances and concerts, and/or a waterfront trail with viewing areas and piers. It could stand on its own while also linking to nearby attractions and amenities at the Snow Dock and other waterfront properties.

### Potential Improvements

- Waterfront trail
- Waterfront viewing areas
- Public piers

- Kinetic sculpture and other art pieces
- Historic markers
- Gateway plaza with bus stop, bicycle parking, wayfinding signage, bathrooms, and vendor pavilions
- Picnic grove with picnic tables, benches, and small lawn areas for play
- Amphitheater area with stage area, seating levels, lawn areas, and large shade trees
- Connections and services related to nearby amenities and public spaces.

As described above, the park could be located across all or a portion of strategic sites 1, 2, and 3. These sites are divided by four public rights of way (paper streets) which could be consolidated.

**Potential Partners:** South End Community Coalition, Friends of Albany Rowing, Area businesses, Albany Yacht Club, NYSDEC, NYSDOS, NYS OPRHP

**Estimated Cost:** \$1,000,000 – 3,000,000

**Possible funding sources:** NYSDOS LWRP, NYS OPRHP, NYS EFC Green Infrastructure Grant Program, Hudson River Greenway

**Timeframe for implementation:** Long-term (6 + years),





Figure 4-7 Preliminary Concept for Riverview Park







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## 4.5.3 ISLAND CREEK PARK IMPROVEMENTS

### Advances SBOA Goals

- ✓ 1. Equitable Albany
- ✓ 3. Vibrant Urban Waterfront
- ✓ 4. Green City Albany

At present, Island Creek Park provides the only public access to the waterfront for south Albany. After many years of use, this community resource is in need of revitalization. A series of park improvements are proposed that would substantially improve access to the water, including both visual access and physical access, while enhancing park amenities, traffic flow, connectivity, and shoreline stabilization. The park is one of the few points of connection between the community and the Hudson River in this area and should be a place to enjoy and celebrate that connection. Park features could include:

#### 1. Increased access to the Hudson River

- Improved visual access to the Hudson through minor pruning of trees
- Rehabilitated deck platform overlooking the water
- Direct access to the shoreline including a boat launch for light watercraft
- Suspended walkway, dock feature, and/or seasonal floating dock adapted to tide and currents
- Connection to the boat launch facilities on the adjacent City property at 3 Broadway.

#### 2. Shoreline Stabilization

- Vegetation enhancements and structural stabilization with timber

- Implementation of the Hudson River Shoreline Stabilization Study recommendations to reduce erosion while preserving habitats and shoreline access.

#### 3. Improved pathways and connectivity

- Improved network of walking paths within the park with a loop trail and park entry/overlook
- Path connection to the green space across Broadway and the proposed “Emerald Anklet” loop connecting the South End neighborhood, the SBOA, and the waterfront
- Parking lot turnaround and stone wall to improve traffic flow and reduce traffic noise.

#### 4. Enhanced amenities

- Refreshed park amenities with additional resources for passive recreation such as restrooms, seating, picnic tables, barbeque pits, and a playground.
- Formalized the green space across Broadway as an extension of the park with community gardens and gathering areas.

**Responsible party:** City of Albany

**Potential Partners:** South End Community Coalition, Friends of Albany Rowing, Area businesses, NYSDEC, NYSDOS

**Estimated Cost:** \$500,000 - \$1,000,000

**Possible funding sources:** NYSDOS, NYS OPRHP

**Timeframe for implementation:** Medium-term (3–5 years)

Figure 4-8 Preliminary Concept for Island Creek Park







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## 4.6 SUMMARY FINDINGS AND RECOMMENDATIONS

The findings and recommendations of the SBOA analysis are summarized below and organized by the following topic areas:

- Land Use & Real Estate
- Multimodal Connectivity
- Infrastructure & Environment

All recommendations reflect the Vision and Goals defined in Section 1.

### 4.6.1 LAND USE & REAL ESTATE

The South Waterfront District is a small area on the Hudson River isolated from neighboring districts by rail and road infrastructure. It has historically been used for industrial, manufacturing, warehousing, and other commercial purposes related to Albany's role as a regional transportation and distribution hub. Today, it remains largely a commercial district used for manufacturing, offices, distribution, and storage. Four properties are used for waterfront recreation, including two owned by the City. There are several parcels of vacant land.

The SBOA is zoned "Mixed-Use Form-Based South End" in the Albany Unified Sustainable Development Ordinance USDO, which aims to encourage redevelopment in the South End neighborhood, internal pedestrian and bicycle circulation, and a vibrant mix of uses. It permits a mix of residential and commercial uses but no industrial uses except artisan manufacturing and pre-existing (legally non-conforming) industrial uses. The SBOA is designated as "Waterfront Edge" in the district regulating plan, which permits buildings between 2 and 10 stories, with some pockets of "Open Space."

Albany's USDO is consistent with the South End neighborhood west of I-787, but inconsistent with current uses in the SBOA. Development in the SBOA is also regulated by its position in a floodplain and combined sewer overlay district. Properties north of fourth avenue are within a NYS Environmental Zone and could be eligible for associated Brownfield Cleanup Program tax credits if admitted to this program.

In Albany, successful adaptive reuse has added momentum to the real estate market. The SBOA has thus far been excluded due to its isolated location,

truck traffic, and lack of available buildings. The strongest real estate markets in the region are for industrial space and multi-family space. However, new industrial uses are not permitted in the SBOA. Some residential uses are allowed, but inadvisable given the location in a floodplain on a major truck route near the Port of Albany, Interstate 787, and an active railroad. Development of heavy industrial uses is also not recommended for the SBOA due to its proximity to residential neighborhoods and the Hudson River. Such uses could compromise the health of the surrounding community and environment. However, the SBOA would be well suited for continued commercial, recreational, and transportation uses including light commercial services and manufacturing. This would address concerns regarding the decreasing availability of land for industrial use in Albany. To permit these uses would require changes to the Albany USDO.

The Port of Albany's proximity and expansion plans present a few special opportunities for the SBOA. Existing, passive users (storage, vacant land) could be replaced by more active uses connected to the Port such as a training center. Vacant property could be repurposed for additional laydown space or water access for port industries.

The waterfront location of the SBOA poses an opportunity to expand public access to the Hudson River on underutilized parcels. The City owns two adjacent waterfront properties - Island Creek Park and 3 Broadway - which could both be restored and enhanced to improve public recreational opportunities. The City should consider opportunities to acquire nearby riverfront properties to further expand access. There is also an opportunity to provide passive recreational spaces in the floodplain along the shoreline by utilizing existing public rights of way. These



spaces could encourage further private investment for water-related businesses and activities.

The development of a true waterfront district with a mix of water-related public, private, commercial, recreational, and community uses on the Hudson River would advance community and economic development goals for the surrounding neighborhoods and the City as a whole.

An important long-term consideration is the potential removal or reconfiguration of I-787 in this area. This would create a wide range of redevelopment opportunities consistent with the vision and long-term goals of the South End community and the City of Albany. These goals are reflected in the USDO adopted in 2019 which envisions residential and mixed-use developments as well as hospitality, retail, and civic or institutional uses in the SBOA. Some scenarios could reconnect streets bisected by I-787, reuniting the SBOA with surrounding neighborhoods.

Land Use and Real Estate recommendations are listed in Table 4-2



**Table 4-2 Land Use and Real Estate Recommendations**

RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Redevelop strategic sites</b>	<ul style="list-style-type: none"> <li>• Strategic sites were identified based on stakeholder feedback and development considerations</li> <li>• Redevelopment recommendations consider historic tax credits, impacts on existing businesses, environmental risks, and revitalization potential</li> </ul>
<b>Assess and remediate brownfields to restore vacant, contaminated properties</b>	<ul style="list-style-type: none"> <li>• Continue to pursue this land use strategy (LU-4) from the City of Albany 2030 Comprehensive Plan</li> <li>• Pursue brownfields and land recycling programs to restore properties to the highest and best land use</li> <li>• Continue to partner with the Advance Albany County Alliance</li> <li>• Supports related economic and natural resource strategies in the Albany 2030 Comprehensive Plan</li> </ul>
<b>Review USDO for potential inclusion of additional industrial uses (e.g. manufacturing and/or commercial services)</b>	<ul style="list-style-type: none"> <li>• In the long term, the City aims to reconnect the SBOA with the South End neighborhood and introduce a mix of residential, commercial, and civic uses. However, many of these uses are incompatible with existing conditions, including I-787</li> <li>• In the interim, the SBOA would benefit from suitable active uses including light manufacturing. These uses are not permitted in the current zoning, and many existing properties are legally non-conforming</li> <li>• As part of their review of the USDO, the City should consider updating the SBOA zoning to allow these uses in the short and medium term to keep the land in productive use and expand the opportunities for development and pre-development activities on brownfield properties</li> </ul>
<b>Expand water-related uses on the waterfront</b>	<ul style="list-style-type: none"> <li>• The South Waterfront District is the only area in the City with easy access to the river for both public and private uses</li> <li>• As the SBOA is revitalized, encourage the redevelopment of vacant and underutilized waterfront land for water-related uses and increased public access to the shoreline</li> <li>• Potential future uses might include public and private marinas, docks, boat slips and launches, mariner services, waterfront eateries, boathouses, fishing piers, floating wetlands, and wildlife habitat areas</li> </ul>
<b>Market SBOA as additional laydown space for Port industries</b>	<ul style="list-style-type: none"> <li>• The recent expansion of the Port of Albany provides a special opportunity for the SBOA given its proximity to the Port and position along a truck route, rail line, and Hudson River</li> <li>• Market the SBOA to Port businesses as an additional location for training centers, laydown space, or waterfront access</li> <li>• This action would require an update to the USDO</li> </ul>
<b>Use public rights of way to enhance public and open spaces</b>	<ul style="list-style-type: none"> <li>• There is little publicly-controlled land in the SBOA available for development to help spur revitalization. Thus, rights of way are especially strategic, including paper streets and the waterfront edge</li> <li>• Consolidate paper streets on the waterfront to create a parcel of public land for redevelopment as a community space</li> <li>• Use rights of way and/or the public Hudson River shoreline to better connect the SBOA to surrounding districts including the South End neighborhood</li> <li>• As redevelopment of the SBOA progresses, improve the public realm along Broadway with green and open spaces that also help to reduce flood risk, moderate temperatures, improve air and water quality, and enhance livability</li> </ul>



Table 4-2 Land Use and Real Estate Recommendations Cont.

RECCOMENDATION	DESCRIPTION AND BENEFITS
Create a Riverview Park	<ul style="list-style-type: none"> <li>Consider adding an urban waterfront park on 75, 107, and/or 117 Broadway on consolidated rights of way</li> <li>The park would provide visual and/or physical access to the Hudson for local residents, workers, and visitors. It could be designed to complement surrounding uses including businesses and activities at the Snow Dock</li> <li>Potential improvements include a plaza space, seating, a picnic grove, a small event space, and a waterfront trail with viewing areas and piers</li> </ul>
Enhance Island Creek Park	<ul style="list-style-type: none"> <li>Island Creek Park provides the only public access to the waterfront south of downtown and is a valuable community resource. Three decades after it was created, the park is in need of improvements to better serve the community</li> <li>Update aging infrastructure and amenities including the waterfront overlook, seating areas, parking area, play areas, and walkways</li> <li>New features could include public access to the shoreline, shoreline stabilization, improved connectivity, and restroom facilities (see concept)</li> </ul>
Formalize public green space near Island Creek Park	<ul style="list-style-type: none"> <li>The public green space west of Island Creek Park is currently used as an extension of the park for informal gatherings</li> <li>In partnership with the community, design and implement a concept to formalize the use of this space as a public park or commons</li> <li>Potential features might include seating, a small pavilion, community flower or pollinator garden, and/or public art</li> </ul>
Celebrate Albany's cultural heritage through redevelopment efforts	<ul style="list-style-type: none"> <li>Consider opportunities to incorporate the historic and cultural heritage of Albany's peoples into new public and private development, including with public art</li> <li>Partner with the Albany Cultural Heritage and Tourism Partnership Advisory Board and other relevant groups</li> <li>Supports Arts and Culture Strategy 3 in the Albany 2030 Comprehensive Plan</li> </ul>

## 4.6.2 MULTIMODAL CONNECTIVITY

As an isolated commercial district, the SBOA is dominated by commercial vehicles. Broadway travels the length of the area and provides access to all the land uses within the SBOA. Broadway serves as an important truck route for local and port traffic accessing the I-787 north ramp. Based on the observed traffic conditions and available data, Broadway would have capacity to support increased traffic associated with new development.

Multimodal transportation infrastructure in the SBOA is very limited. There are no sidewalks along Broadway, no public transit services, and little parking. The only docks belong to commercial businesses and the city boat ramp is fenced off from public access. There is one pedestrian pathway connecting Church Street to Island Creek Park that includes a crosswalk over Broadway. This crossing is frequently used by South End residents and should be improved with high visibility signage such as a Rectangular Rapid Flashing Beacon for increased pedestrian safety. For better connectivity to the neighborhood west of the SBOA, new pedestrian & bicycle access should also be developed across the Canadian Pacific railroad tracks.

As the area is developed with more public and recreational land uses, increased multimodal

infrastructure should be considered for the SBOA. This could include both sidewalks and designated bicycle lanes along Broadway, bicycle racks, a public access boat launch and ramp, electric vehicle charging, and public parking. Efforts should be made to better integrate the SBOA with surrounding neighborhoods and multimodal amenities. This could include connections to local and regional sidewalk networks and bicycle trails in the South End neighborhood and along the waterfront (e.g. Mohawk-Hudson Bike-Hike Trail and South End Connector). Opportunities should also be sought to increase waterway connectivity.

If the area were to be developed with more residential and recreational land uses in the future, following changes to I-787, complete street upgrades should be added. These could include a new bus route along Broadway and more public parking. The possibility of rerouting Port truck traffic away from Broadway should also be investigated. However, re-routing northbound truck traffic will be difficult without also re-routing truck traffic through the South End Neighborhood.

Multimodal Transportation recommendations are listed in Table 4.3.





**Table 4-3 Multimodal Connectivity Recommendations**

RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Reduce highway infrastructure along the Hudson</b>	<ul style="list-style-type: none"> <li>• Support efforts to reconnect the city to its waterfront</li> <li>• Participate in the NYSDOT engineering feasibility study to "reimagine" Interstate 787 in downtown Albany</li> </ul>
<b>Create an Emerald Anklet of multimodal paths and green spaces</b>	<ul style="list-style-type: none"> <li>• The SBOA is isolated from the surrounding neighborhood by commercial transportation infrastructure</li> <li>• An "Emerald Anklet" would link green spaces along the SBOA waterfront with green spaces and complete streets in the South End neighborhood to create a continuous multimodal loop</li> <li>• The "chain" of anklet would be Church Street, Vine Street, Green Street, John Street, Broadway where it crosses below the rail line at the Hudson Riverfront underpass, and a proposed pedestrian walkway along the riverfront from the Snow Dock to Island Creek Park</li> <li>• The "charms" would include Island Creek Park, Green Infrastructure on Green Street, the Dongan Avenue green space, and a proposed Riverview Park at 75/107/117 Broadway</li> </ul>
<b>Construct a riverfront walkway</b>	<ul style="list-style-type: none"> <li>• The SBOA has exceptional views of the Hudson River and a relatively accessible, sloping shoreline. However, there is no formal public access to the waterfront in the SBOA outside of Island Creek Park</li> <li>• As development progresses, a Riverfront walkway would increase public access to the river and provide pedestrian-only connections throughout the SBOA that do not conflict with commercial uses and truck traffic on Broadway</li> <li>• The Riverfront walkway could link the Snow Dock and Island Creek Park as part of a multimodal "Emerald Anklet" loop</li> </ul>
<b>Add complete streets improvements</b>	<ul style="list-style-type: none"> <li>• Continue to implement the Complete Streets Ordinance for all street construction, reconstruction, or resurfacing projects that are undertaken by the City, and not covered under the New York State Complete Streets Law, using rights of way to improve the public realm with multi-modal transportation options</li> <li>• The Ordinance and Albany Complete Streets Policy and Design Manual provides instructions on how to plan for the convenient access and mobility of all street users including motorists, pedestrians, bicyclists, and public transportation users</li> <li>• Add sidewalks, bicycle facilities (e.g., bike lanes and parking), and a bus stop on Broadway as redevelopment progresses. Consider adding bicycle and motorized scooter rentals for pedestrians to rent including visitors arriving by boat. Refer to the USD0 street hierarchy for the Mixed-use Form-based South End district as well as the design guides in the City Bicycle and Pedestrian Master Plan</li> <li>• Increase walkability with improved lighting and additional street trees along Broadway</li> <li>• Supports Community Health and Recreation strategies, Pedestrian Strategies, Transit strategies, Urban Forestry strategies, Air Quality, Energy strategies in the Albany 2030 Comprehensive Plan</li> </ul>
<b>Add a pedestrian and bicycle crossing to the at-grade railroad crossing on Church Street</b>	<ul style="list-style-type: none"> <li>• The at-grade railroad crossing on Church Street has crossing gates used by cars, cyclists, and pedestrians. There are sidewalk and bicycle paths leading toward the tracks, but no sidewalk or path over them. This crossing provides access to Island Creek Park and the SBOA from the south Albany neighborhoods</li> <li>• The Church Street rail crossing should be upgraded to include pedestrian and bicycle accessibility and connectivity</li> </ul>

**Table 4-3 Multimodal Connectivity Recommendations Cont.**

RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Complete a feasibility study for opening a railroad crossing at Fourth Avenue</b>	<ul style="list-style-type: none"> <li>• Opening a pedestrian crossing over the railroad tracks at Fourth Avenue would significantly improve connectivity and access to the waterfront for the South End neighborhood. It would also provide an easy link to the South End Connector including community activities and markets organized in the fourth Avenue and Dongan Avenue vicinity</li> <li>• Prior to submitting a petition to reopen this crossing, a detailed, fact driven, feasibility study should be performed to provide compelling evidence of its benefits.</li> <li>• Supports Waterways strategy 5 in the Albany 2030 Comprehensive Plan</li> </ul>
<b>Enhance bicycle and pedestrian facilities in Island Creek Park</b>	<ul style="list-style-type: none"> <li>• Island Creek Park provides the only public access to the waterfront in the South of Albany. The space is heavily used by the local community, which accesses the park by car and on foot. It is also used by boaters and cyclists.</li> <li>• Enhance multi-use pathways in the Park including connections leading to the South End neighborhood and South Waterfront District.</li> <li>• Improve the pedestrian crossing on Broadway to Island Creek Park with high visibility signage such as a Rectangular Rapid Flashing Beacon for increased pedestrian safety</li> <li>• Add bicycle parking and rentals and boat racks for temporary storage of light watercraft for day users of Island Creek Park</li> <li>• Refresh the deck overlooking the Hudson for visitors and anglers, and consider adding a connection to the city-owned property at 3 Broadway</li> <li>• Formalize shoreline access from Island Creek Park</li> <li>• Improve traffic flow in and out of the park</li> </ul>
<b>Provide a public access boat launch for non-motorized light watercraft</b>	<ul style="list-style-type: none"> <li>• At present there is no formal, public boat launch for light watercraft (e.g., canoes and kayaks) in the SBOA. Some boaters use the mudflats at Island Creek Park as an informal launch area. This area can be difficult to access, especially during certain seasons, tides, and weather conditions</li> <li>• There is a boat ramp and floating dock on City-owned property next to Island Creek Park which is used by a local rowing club, but is behind a locked gate</li> <li>• Explore options to install a publicly-accessible, ADA-compliant boat launch for non-motorized watercraft on City-owned property</li> </ul>
<b>Add a boat rental station</b>	<ul style="list-style-type: none"> <li>• Consider partnering with the private sector to install a boat rental station with kayaks and canoes near the light watercraft boat launch</li> </ul>
<b>Provide a public access boat ramp for motorized watercraft</b>	<ul style="list-style-type: none"> <li>• The only public boat ramp for motorized watercraft on the City of Albany waterfront is located north of the Corning Riverfront Park. There is a small ramp at 3 Broadway, a City-owned property in the SBOA, but this is not open to the public</li> <li>• Explore options to install a publicly accessible boat ramp for motorized watercraft in the SBOA</li> <li>• Potential locations include 3 Broadway, Island Creek Park, or a publicly-controlled right of way between 75 and 127 Broadway</li> </ul>
<b>Reroute truck traffic (long-term)</b>	<ul style="list-style-type: none"> <li>• Should the SBOA develop with more residential and community uses after changes are made to I-787, consider reducing truck traffic away from Broadway</li> </ul>



### 4.6.3 INFRASTRUCTURE AND ENVIRONMENT

The SBOA has sufficient infrastructure to support development. There is ample access to natural gas and electrical services; no capacity concerns for drinking water or sewers or solid waste management; no water pressure issues; and good availability of phone and cable data services as well as a free wireless service. To maintain these services and local resources, the City should continue to pursue goals for waste reduction, reuse and recycling. Replacement in-kind of aging water and sewer infrastructure in and around any new development should also be evaluated.

There are several issues that put the area in conflict with its environment and could influence development. First, the entire SBOA is in the floodplain and vulnerable to increased flood risks and shoreline erosion due to sea level rise and extreme weather caused by climate change. Second, the SBOA contains

one of the City's combined sewer systems, which releases contaminated overflows into the Hudson River during wet weather. Lastly, neighborhoods and sensitive natural resources in or near the SBOA can be negatively impacted by run-off, emissions, noise pollution, urban-heat island effect, and other side-effects of urban development.

Addressing environmental concerns through climate smart development, blue-green infrastructure, combined sewer system updates, and other means could help to expand the development prospects of the SBOA while preserving natural resources and increasing livability.

Infrastructure and Environment recommendations are listed in Table 4-4.



**Table 4-4 Infrastructure and Environment Recommendations**

RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Combined sewer overflow infrastructure update (LTCP)</b>	<ul style="list-style-type: none"> <li>• Reduce the amount of combined sewage that overflows (CSOs) into local water bodies including the Hudson River. Reducing CSOs is necessary to increase water quality and expand recreational opportunities on the waterfront</li> <li>• Continue to build on the Long-Term Control Plan (LTCP) for sewer separation to upgrade the CSO and stormwater management system and tidal gates with specific attention to Regulators 1 (Bouck Street), 3 (Schuyler Avenue), and C (Rensselaer Street)</li> <li>• Continue to monitor regulators 4 and 4A (Rensselaer Street) for discharges and take remedial action if needed</li> <li>• Install a Floatable Control Facility, or Remote Treatment Unit (RTU), for regulators 1 and 2 to capture floating debris before it enters the Hudson near Island Creek Park</li> <li>• Supports Waterways strategy 1 and water and sewer strategy 1 in the Albany 2030 Comprehensive Plan</li> </ul>
<b>Water and sewer infrastructure upgrades</b>	<ul style="list-style-type: none"> <li>• Replacement in-kind of infrastructure in and around any new development</li> <li>• Upgrade systems to accommodate present and future climate conditions, including increased precipitation</li> </ul>
<b>Adopt flood resilient development practices</b>	<ul style="list-style-type: none"> <li>• The entire SBOA is within the current flood zone and subject to regulations with respect to elevation above the base flood elevation. However, current flood zone regulations do not account for medium- and long-term climate change projections for sea level rise and increased precipitation</li> <li>• The city should explore options to reduce flood risk by updating flood zone regulations (e.g., Design Flood Elevation, Freeboard Policies), design guides, and building/development practices. These could include requirements for the use of green infrastructure (e.g., vegetated swales, tree planters, bioretention) at newly developed or redeveloped sites</li> <li>• Local policies could also incentivize development away from flood plains and other vulnerable areas</li> <li>• Refer to the High Emissions Scenario stated in NYS Department of Environmental Conservation's 2021 report, "Observed and Projected Climate Change in New York State: An Overview," and the official NYSDEC sea level rise projections for the Mid-Hudson (6 NYCRR Part 490, Projected Sea-level Rise).</li> <li>• Supports Waterways Strategy 1 in the Albany 2030 Comprehensive Plan</li> </ul>
<b>Reduce impermeable surfaces through land development regulations</b>	<ul style="list-style-type: none"> <li>• Meet targets for reduced impervious surfaces and stormwater sewer inputs based on a green infrastructure plan and Long-Term Control Plan</li> <li>• Allow for permeable pavements to be used in low-volume traffic areas, such as sidewalks, driveways, parking lots, alleys, and when feasible, roadways.</li> <li>• Establish impervious coverage limits for buildings and pavement and consider financial incentives to develop or retrofit properties to reduce impervious cover</li> <li>• Where appropriate, allow reduced road widths and reduced and alternative parking strategies, such as shared parking, off-site parking, and allow on-street parking to count toward parking space requirements.</li> <li>• Supports Stormwater Strategy 3 from the Albany 2030 Comprehensive Plan</li> </ul>



**Table 4-4 Infrastructure and Environment Recommendations**

RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Install Blue-Green Infrastructure</b>	<ul style="list-style-type: none"> <li>• Blue-Green infrastructure (BGI) employs natural processes in manmade environments for air and water filtration, temperature moderation, and stormwater runoff retention</li> <li>• Continue to set aside land for and install BGI such as bioswales, permeable pavement, raingardens, and tree pits to create a healthier environment</li> <li>• Target problem areas for runoff based on existing and projected conditions (e.g. “Blue Spot” surface flow path modeling)</li> <li>• Supports Waterways, Stormwater, Social Services (environmental justice), Urban Forestry, and water and sewer strategies in the Albany 2030 Comprehensive Plan</li> </ul>
<b>Expand Blue-Green Infrastructure along the Riverfront and in Island Creek Park</b>	<ul style="list-style-type: none"> <li>• A band of green space along the Hudson River from Island Creek Park to the Snow Dock would help absorb floodwaters and protect existing inland assets while providing erosion control, wildlife habitat, and opportunities for recreation.</li> <li>• This green space could connect to existing and planned open spaces in the South End neighborhood via an “Emerald Ankle” loop</li> <li>• As community and water-dependent uses are expanded along the shoreline, consider expanding the use of living shorelines for shoreline stabilization and erosion control.</li> <li>• At Island Creek Park and adjacent parcels, consider adding (1) a wet meadow where floodwaters can be absorbed during high water levels and intense storm conditions and (2) vegetated timber cribbing to prevent erosion and increase shoreline access (Shoreline Stabilization Study)</li> </ul>
<b>Implement the recommendations from the Hudson River Shoreline Study</b>	<p>As part of a broader flood resilience strategy, advance the recommendations from the Shoreline Study:</p> <ul style="list-style-type: none"> <li>• Install Artificial Floating Islands (AFIs) along hard engineered shoreline areas to buffer against wave action.</li> <li>• Convert selected riverfront properties to open space with provisions for recreation and flood storage to protect against future sea level rise and increasingly intense storms.</li> <li>• Design shoreline stabilization applications to the moderate elevation of 10.3 NAVD88 to preserve views while protecting against projected 2050 sea-level rise (design life of 17- 35 years)</li> <li>• Incorporate long-range planning for the acquisition of riverfront property to expand the network of parklands that can absorb anticipated flooding and protect urban infrastructure</li> <li>• Evaluate neighborhoods and businesses within the floodplain to see if there is a way to elevate these structures to protect them from anticipated sea level rise-related flooding and damage.</li> </ul>
<b>Raise local awareness and capacity for resilience</b>	<ul style="list-style-type: none"> <li>• Develop “climate change and flood resilience” guidelines for property owners</li> <li>• Include interpretive signage with resilient infrastructure (e.g., demonstration raingarden) for visitors to understand the purpose and importance of these features</li> <li>• Employ creative methods to inform residents about local climate change impacts, such as an art/ sculpture competition along the waterfront on the theme of “sea level rise”</li> </ul>

**Table 4-4 Infrastructure and Environment Recommendations**

RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Appoint a City Resilience Officer</b>	<ul style="list-style-type: none"> <li>• Many municipalities have appointed "Resilience Officers" to lead cross-cutting resilience initiatives related to the environment, economy, equity, and other urban systems.</li> <li>• A resilience officer would increase the City's capacity to adapt to climate change and mitigate hazards in coordination with the County, Port of Albany, Hudson River communities, and State and Federal agencies.</li> </ul>
<b>Continue to implement and update Climate Mitigation and Resilience Strategies</b>	<ul style="list-style-type: none"> <li>• Continue to implement Climate Change mitigation strategies to reduce greenhouse gas emissions from buildings, transportation, landfill, and wastewater sources and to meet or exceed 2030 emissions reduction goals set in the Albany 2030 Climate Action Plan</li> <li>• Continue to implement and update Climate Change Adaptation and resilience strategies including regular vulnerability assessments as outlined in the Albany 2030 Climate Action Plan</li> <li>• Participate in regular updates of the Albany County Climate Resiliency Plan and Albany County Multi-Jurisdictional Multi-Hazard Mitigation Plan</li> <li>• Incentivize green jobs and buildings</li> <li>• Encourage the use of renewable energy sources (e.g., electronic heat pumps, electric vehicles) and energy efficient buildings</li> <li>• Refer to NYS Climate Action Council's Scoping Plan</li> <li>• Supports Public Safety Strategy 6 and the Land Use Strategy 1 of the Albany 2030 Comprehensive Plan</li> </ul>
<b>Continue to advance through the Climate Smart Communities program</b>	<ul style="list-style-type: none"> <li>• Implement actions to achieve Gold level certification as outlined by NYS Climate Smart Communities. Refer to <a href="https://climatesmart.ny.gov/actions-certification/actions/">https://climatesmart.ny.gov/actions-certification/actions/</a></li> </ul>
<b>Define a flood resilience strategy for the Hudson Riverfront</b>	<ul style="list-style-type: none"> <li>• In cooperation with federal, state, county, and other partners on the Hudson River and in the Hudson River Estuary Watershed, develop a strategy to mitigate the impacts of Sea Level Rise and inland flooding on the Hudson River Shoreline</li> <li>• Ensure flood and water management strategies and policies consider hydrological functions including surface flow paths at a watershed level</li> <li>• Develop and implement Emission Reduction Strategies (i.e., full electrification policies as identified in the NYS Scoping Plan and the Climate Leadership and Community Protection Act (Climate Act))</li> <li>• Supports Waterways strategies in the Albany 2030 Comprehensive Plan</li> </ul>
<b>Reclaim vacant lots for open space and community gardens</b>	<ul style="list-style-type: none"> <li>• Advances Open Space strategy 2 of the Albany 2030 Comprehensive Plan</li> </ul>







## 4.7 IMPLEMENTATION STRATEGY

### 4.7.1 IMPLEMENTATION MATRIX

To assist in the implementation of the SBOA revitalization strategy, priority actions are summarized in the matrix below. Potential partners, potential funding sources, estimated costs, and an implementation timeline is identified for each action. The matrix is organized around the same three topic areas introduced in the recommendations section:

- Land Use & Real Estate
- Multimodal Connectivity
- Infrastructure & Environment





Table 4-5. Implementation Matrix

RECOMMENDATION	DESCRIPTION AND NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
LAND USE AND REAL ESTATE						
<b>LURE-1: Redevelop strategic sites</b>	Strategic sites must be redeveloped to advance the vision of the SBOA. The City should coordinate with partners to consider specific development incentives for each site, identify potential developers, and make the sites development ready.	Capitalize Albany, Albany County Land Bank, Local Developers	\$	Short Term	Y	Capital Region REDC, NYESD, NYSDOS LWRP, HUD CDBG
<b>LURE-2: Assess and remediate brownfields to restore vacant, contaminated properties</b>	The City should pursue brownfield and land recycling programs, as well as NYS grant funding to kickstart site assessments and remediation work.	Capitalize Albany, Albany County Land Bank, Advance Albany County Alliance	\$\$	Short Term	N	NYSDOS BOA, Capital Region REDC, NYESD, NYSDOS LWRP
<b>LURE-3: Review USD0 for potential inclusion of additional industrial uses</b>	The USD0 regulating plan provides framework for redeveloping sites according to their sub-district to promote certain industry clusters. The City should use this framework to target specific types of development.	Capitalize Albany, Albany County Land Bank	\$	Short Term	Y	NYSDOS LWRP, NYSDOS BOA
<b>LURE-4: Expand water-related uses on the waterfront</b>	The South Waterfront District is the only area in the City with easy access to the river for both public and private uses. As the SBOA is revitalized, the City should encourage the redevelopment of vacant and underutilized waterfront land for water-related uses.	Local Developers	\$	Medium Term	Y	NYSDOS LWRP, Capital Region REDC, NYESD
<b>LURE-5: Market SBOA as additional laydown space for port industries</b>	Given the proximity of the SBOA to the Port of Albany and transportation infrastructure, the City should market the SBOA to Port businesses as an additional location for training centers, laydown space, or waterfront access. This action is dependent on LURE-3.	Planning Board, Port of Albany, Local Businesses, Industrial Development Agency and Capital Resource Corporation		Short Term	Y	

Table 4-5. Implementation Matrix

RECOMMENDATION	DESCRIPTION AND NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
<b>LURE-6: Use Public rights-of-way to enhance public and open spaces</b>	There is little publicly-controlled land in the SBOA available for development to spur revitalization. The City can utilize the public rights of way, including consolidating paper streets on the waterfront to create public land for redevelopment as a community space.	Albany County, NYSDOH, CDRPC, CDTA	\$\$	Short Term	N	NYSDOS LWRP, NYSDOH, CRTC, NYSDOH
<b>LURE-7: Explore creating Riverview Park</b>	The City should explore creating an urban waterfront park on 75, 107, and/or 117 Broadway on consolidated rights of way to provide visual and/or physical access to the Hudson.	NYSDOS LWRP, NYS OPRHP	\$\$	Medium Term	N	NYSDOS LWRP, OPRHP, HUD CDBG
<b>LURE-8: Enhance Island Creek Park</b>	Island Creek Park provides the only public access to the waterfront south of downtown. The park is in need of amenity updates to better serve the community. New features could include public access to the shoreline, shoreline stabilization, and restrooms.	NYSDOS LWRP, Parks and Trails NY	\$\$	Short Term	N	NYSDOS LWRP, NYS OPRHP
<b>LURE-9: Formalize public green space near Island Creek Park</b>	The public green space west of Island Creek Park is currently used as an extension of the park for informal gatherings. In partnership with the community, the City should design and implement a concept to formalize the use of this space as a public park or commons.	NYSDOS LWRP	\$	Short Term	Y	ESD Market NY
<b>LURE-10: Celebrate Albany's cultural heritage through redevelopment efforts</b>	The City of Albany should use redevelopment of sites and streets as an opportunity to incorporate historic and cultural heritage into the design.	Albany Cultural Heritage and Tourism Partnership Advisory Board, Discover Albany, Historic Albany Foundation, Erie Canal National Heritage Corridor	\$	Short Term	Y	NYSDOS LWRP



Table 4-5. Implementation Matrix

RECOMMENDATION	DESCRIPTION AND NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
MULTIMODAL CONNECTIVITY						
<b>MM-1: Reduce highway infrastructure along the Hudson</b>	The City of Albany should support efforts to reconnect the City to its waterfront by reducing the footprint of I-787. Continued participation in NYSDOT's engineering feasibility study to "reimagine" I-787 is needed.	NYSDOT, Albany Riverfront Collaborative, CRTC	\$	Long Term	N	NYSDOT, FHWA
<b>MM-2: Create an "Emerald Ankle" of multimodal paths and green spaces</b>	An "Emerald Ankle" would link green spaces along the SBOA waterfront with green spaces and complete streets in the South End neighborhood. The ankle would feature bicycle, pedestrian, and green infrastructure components.	Albany Housing Authority (AHA), NYSDOS, NYS OPRHP	\$\$\$	Short Term	N	NYSDOS LWRP, OPRHP Recreational Trails Program, NYSDOT TAP
<b>MM-3: Construct a Riverfront Walkway</b>	A Riverfront Walkway could provide public access to the waterfront and provide pedestrian-only connections that will provide the public with exceptional views of the Hudson River.	NYSDOS, OPRHP	\$	Short Term	N	NYSDOS LWRP, OPRHP Recreational Trails Program
<b>MM-4: Add Complete Street Improvements</b>	The City of Albany must continue to implement its complete streets ordinance for all street construction, reconstruction, and resurfacing projects that are undertaken by the City. Existing rights of way can be used to improve the public realm and encourage multi-modal transportation. The City can experiment with alternative designs with temporary installations using the Albany County DOH's tactical urbanism resource library.	NYSDOT, CDTA, CRTC, NYSDOH	\$	Short Term	Y	NYSDOT TAP/CMAQ, NYSDOH CHSC Funds (St. Peters Hospital & Capital Roots are local administrators)
<b>MM-5: Add a pedestrian and bicycle crossing to the at-grade railroad crossing on Church Street</b>	Reconstruction of the Church Street rail crossing would enhance pedestrian and bicycle accessibility and connectivity.	CRTC, CSX, Albany County, Parks and Trails NY	\$	Medium Term	N	C

Table 4-5. Implementation Matrix

RECOMMENDATION	DESCRIPTION AND NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
<b>MM-6: Complete a feasibility study for opening a railroad crossing at Fourth Street</b>	Opening a pedestrian crossing over the railroad tracks at Fourth St. would improve connectivity and access to the waterfront for the South End neighborhood. A feasibility study should be conducted to outline the benefits of reopening the crossing, followed by a petition submittal.	NYSDOT, CSX, Amtrak, CRTC	\$	Short Term	N	N/A
<b>MM-7: Enhance bicycle and pedestrian facilities in Island Creek Park</b>	Enhance Island Creek Park with multi-use pathways, bicycle parking and rentals, boat racks, and formalized shoreline access.	CRTC, Albany County, Parks and Trails, NY	\$	Short Term	N	CRTC, NYSDOT TAP/ CMAQ, OPRHP Recreational Trails Program
<b>MM-8: Provide a public access boat launch for non-motorized light watercraft</b>	The City should explore options to install a publicly-accessible, ADA-compliant boat launch for light watercraft (canoes, kayaks) to enhance public waterfront access in the SBOA.	NYSDOS LWRP, Friends of Albany Rowing	\$	Short Term	N	NYSDOS LWRP
<b>MM-9: Add a boat rental station</b>	The City should consider partnership with the private sector to install a boat rental station near the boat launch.	Private Sector businesses	\$	Short Term	Y	
<b>MM-10: Provide a public access boat ramp for motorized watercraft</b>	The City should explore options to provide a publicly-accessible boat ramp for motorized watercraft in the SBOA. Potential locations include 3 Broadway, Island Creek Park, or a ROW between 75 and 125 Broadway.	NYSDOS LWRP	\$\$	Short Term	N	NYSDOS LWRP
<b>MM-11: Reroute truck traffic (long-term)</b>	If the SBOA is developed with more residential and commercial uses, the City should consider reducing truck traffic on Broadway.	Albany County, NYSDOT	\$	Short Term	N	NYSDOT



Table 4-5. Implementation Matrix

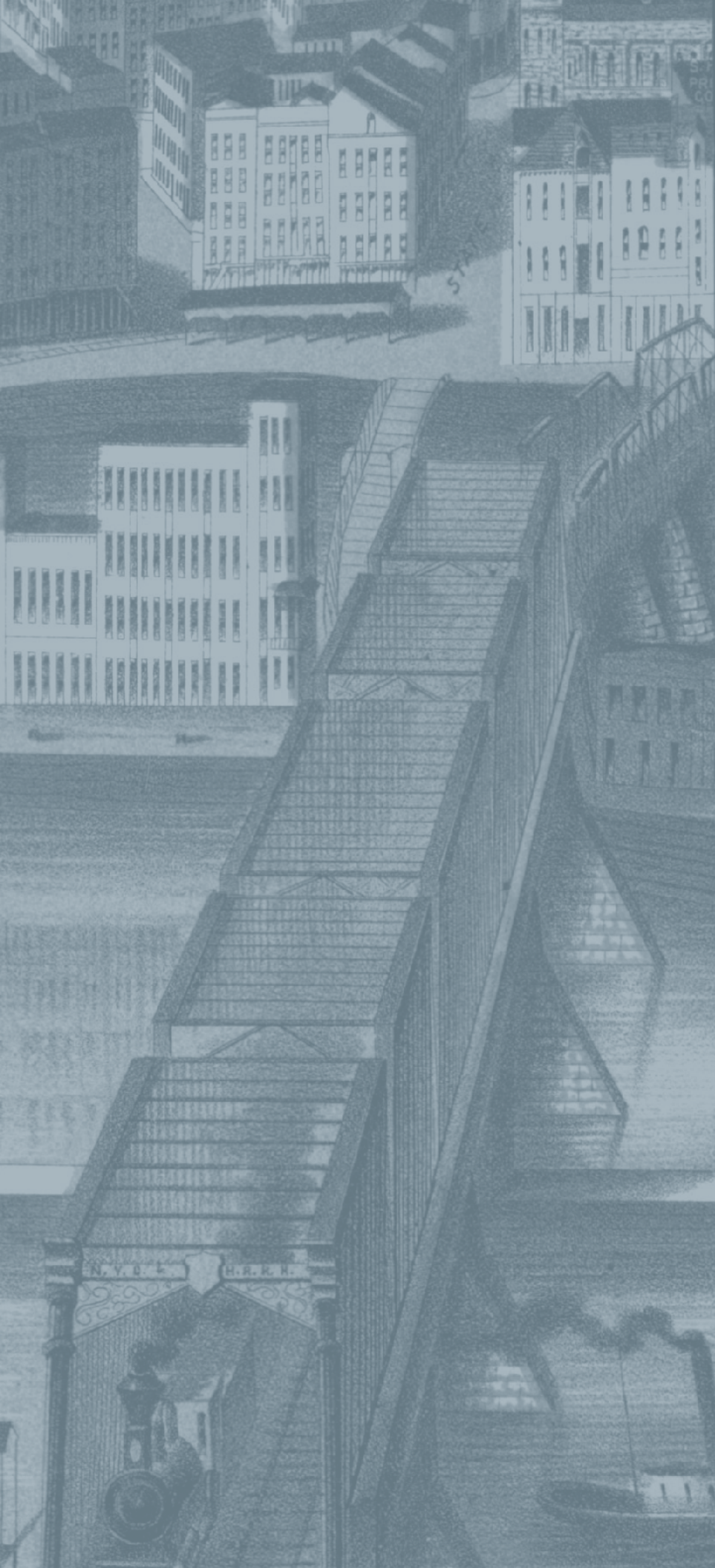
RECOMMENDATION	DESCRIPTION AND NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
INFRASTRUCTURE AND ENVIRONMENT						
<b>IE-1: Combined sewer overflow infrastructure update (ITCP)</b>	To increase water quality of local water bodies and expand opportunities for waterfront recreational activities, the City should continue to upgrade the CSO and stormwater management system.	Albany CSO Pool Communities Corp, CDRPC, NYSEFC	\$\$\$	Immediate	Y	Albany CSO Pool Communities Corp., NYSEFC
<b>IE-2: Implement water and sewer infrastructure upgrades</b>	The City should continue to replace combined sewer systems with separate storm water and sanitary sewer collection systems.	Albany CSO Pool Communities Corp, CDRPC, NYSEFC, Private Developers	\$	Long Term	N	Albany CSO Pool Communities Corp., NYSEFC
<b>IE-3: Adopt flood resilient practices</b>	The entire SBOA is within the current flood zone. The City should explore options to reduce flood risk by updating flood zone regulations and building development practices.	Albany Sustainability Advisory Committee	\$	Immediate	Y	FEMA, NYSEDC, NYSERDA, NYSEFC
<b>IE-4: Reduce impermeable surfaces through land development regulations</b>	To reduce impervious surfaces and CSOs, the City should adopt policies and practices to increase pervious surfaces.	Albany Sustainability Advisory Committee, Planning Board	\$\$	Long Term	Y	NYSEFC, USEPA
<b>IE-5: Install Blue-Green Infrastructure</b>	BGI strengthens urban ecosystems by employing natural processes in manmade environments. The City should continue to set aside land for and install BGI such as bioswales, permeable pavement, rain gardens, and tree pits to create a healthier environment.	Albany Sustainability Advisory Committee, NYSEDC, Albany County, Radix Center	\$\$	Short Term	N	NYSDOS LWRP, NYSEDC, NYSERDA, NYSEFC
<b>IE-6: Expand Blue-Green Infrastructure along the Riverfront and in Island Creek Park</b>	A band of green space along the Hudson River from Island Creek Park to the Snow Dock would help absorb floodwaters and protect existing inland assets while providing erosion control, wildlife habitat, and opportunities for recreation. The City should consider expanding the use of living shorelines at Island Creek Park for shoreline stabilization and erosion control.	Albany Sustainability Advisory Committee, NYSEDC, Albany County, Radix Center	\$	LongTerm	Y	NYSDOS LWRP, NYSEDC, NYSEFC
<b>IE-7: Implement the recommendations from the Hudson River Shoreline Study</b>	As part of a broader flood resilience strategy, advance the recommendations from the Shoreline Study.	NYSEDC, Parks and Trails NY, NYS Canal Corp, Erie Canalway National Heritage Corridor	\$	Short Term	N	NYSDOS LWRP, OPRHP Recreational Trails Program

Table 4-5. Implementation Matrix

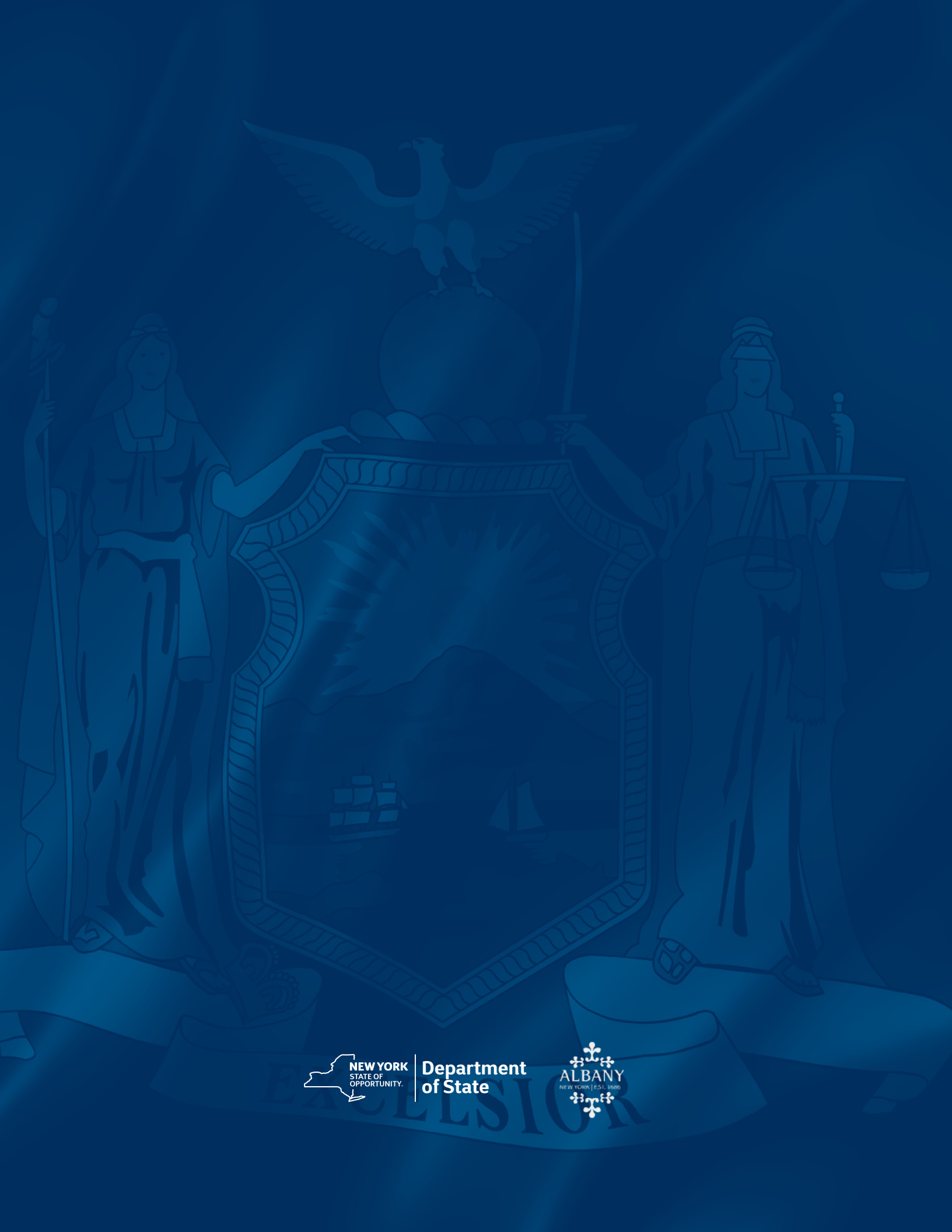
RECOMMENDATION	DESCRIPTION AND NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
<b>IE-8: Raise local awareness and capacity for resilience</b>	The City should develop "climate change and flood resilience" guidelines for property owners, include interpretive signage with resilient infrastructure, and employ creative methods to inform residents about local climate change impacts, such as an art/sculpture installation.	Albany Sustainability Advisory Committee	\$	Immediate	Y	NYS DOS LWRP
<b>IE-9: Appoint a City Resilience Officer</b>	Many municipalities have appointed "Resilience Officers" to lead cross-cutting resilience initiatives related to the environment, economy, equity, and other urban systems. A resilience officer would increase the City's capacity to adapt to climate change and mitigate hazards in coordination with the County, Port of Albany, Hudson River communities, and State and Federal agencies.	Albany County, Port of Albany, Albany Sustainability Advisory Committee, U.S. Coast Guard	\$\$	Immediate	Y	HUD CDBG, NYSDEC
<b>IE-10: Continue to implement and update Climate Mitigation and Resilience Strategies</b>	The City should continue to implement Climate Change mitigation strategies identified in the Albany 2030 Climate Action Plan.	Albany Sustainability Advisory Committee	\$	Immediate	Y	NYSDEC, NYSEDA
<b>IE-11: Continue to advance through the Climate Smart Communities program</b>	Implement actions to achieve Gold level certification as outlined by NYS Climate Smart Communities.	Albany Sustainability Advisory Committee	\$	Immediate	Y	NYSDEC, NYSEDA, NYSOGS, NYSEFC
<b>IE-12: Define a flood resilience strategy for the Hudson Riverfront</b>	The City should develop a strategy to mitigate the impacts of sea level rise and inland flooding on the Hudson River shoreline. The city can begin by cooperating with federal, state, county, and other partners to assess risk.	Albany Sustainability Advisory Committee, NYSDEC, Albany County, Radix Center	\$\$	Short Term	N	FEMA, NYSDEC, NYSEDA, NYSEFC
<b>IE-13: Reclaim vacant lots for open space and community gardens</b>	The City should utilize existing vacant lots to increase green spaces in the SBOA. The first step is to inventory available vacant lots, then analyze the lots for viability as open space or community gardens. Finally, the City should selectively acquire vacant lots for use as green space.	Albany County Land Bank	\$\$	Short Term	N	HUD CDBG, NYSDEC UCF











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