



# WAVES

**Waterfront Access • Vitality • Economic Strategy**

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



**Department  
of State**

**April 2024**

# CONTENTS

## EXECUTIVE SUMMARY

### 1.0 PROJECT DESCRIPTION AND BOUNDARY

- 1.1 Project Overview and Description.....1-1
- 1.2 Community Vision and Goals.....1-4
- 1.3 Boundary Description and Justification.....1-8

### 2.0 COMMUNITY PARTICIPATION

- 2.1 Community Participation Plan .....2-1
- 2.2 Steering Committee.....2-3
- 2.3 Stakeholder Engagement.....2-3
- 2.4 Community Outreach.....2-5

### 3.0 ANALYSIS OF THE PROPOSED BOA

- 3.1 Community and Regional Setting .....3-1
- 3.2 Economic and Market Trend Analysis .....3-6
- 3.3 Existing Land Use and Zoning.....3-8
- 3.4 Historic or Archaeologically Significant Sites.....3-18
- 3.5 Transportation Systems .....3-23
- 3.6 Infrastructure .....3-27
- 3.7 Natural Resources & Environmental Features.....3-32
- 3.8 SBOA Redevelopment Opportunities.....3-36

### 4.0 KEY FINDINGS AND IMPLEMENTATION STRATEGY

- 4.1 INTRODUCTION.....4-1
- 4.2 Strategic Site Redevelopment Opportunities .....4-2
- 4.3 Site assessments .....4-16
- 4.4 physical enhancements plan .....4-17
- 4.5 Selected redevelopment projects .....4-18
- 4.6 summary findings and recommendations .....4-27
- 4.7 implementation strategy .....4-39

## FIGURES

### EXECUTIVE SUMMARY

- Figure E-1 South Waterfront District BOA Study Area Boundary.....viii
- Figure E-2 South Waterfront District BOA Strategic Sites.....xvii
- Figure E-3 Preliminary Concept of Riverview Park.....xviii
- Figure E-4 South Waterfront District BOA Physical Enhancements Plan.....xix

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

### 1.0 PROJECT DESCRIPTION AND BOUNDARY

- Figure 1-1 ALBANY 2030 COMPREHENSIVE PLAN VISION.....1-4
- Figure 1-2 Community Context Map and Study Area Context Map.....1-5
- Figure 1-3 Study Area Boundary (Albany South BOA).....1-11

### 2.0 COMMUNITY PARTICIPATION AND ENGAGING PARTNERS

- Figure 3-1 1866 Map of Albany by S.N. and D.G. Beers (previous page).....3-1

### 3.0 ANALYSIS OF THE PROPOSED BOA

- Figure 3-2 1876 Map of downtown Albany. Plate F. by G.M. Hopkins.....3-2
- Figure 3-3 Top Employment Sectors, Albany County.....3-5
- Figure 3-4 Industrial Sector Growth 2010-2020, Albany County.....3-5
- Figure 3-5 Land Use.....3-11
- Figure 3-6 CS-O Overlay.....3-13
- Figure 3-7 Floodplain Overlay .....3-13
- Figure 3-8 Land Ownership.....3-15
- Figure 3-9 Parks and Open Space.....3-17
- Figure 3-10 Historic or Archaeologically Significant Areas.....3-19
- Figure 3-11 Transportation and Infrastructure.....3-29
- Figure 3-12 Natural Resources and Environmental Features.....3-33
- Figure 3-13. SBOA Flooding Flow Paths.....3-35
- Figure 3-14 Brownfield, Abandoned, and Vacant sites.....3-37
- Figure 3-15 Strategic Sites.....3-41

### 4.0 KEY FINDINGS AND IMPLEMENTATION STRATEGY

- Figure 4-1 Strategic sites 1, 2, 3 Inset Map.....4-2
- Figure 4-2 Strategic site 4.....4-5
- Figure 4-3 Strategic site 5.....4-8
- Figure 4-4 Strategic site 6.....4-11
- Figure 4-5 Strategic site 7.....4-14
- Figure 4-6 Physical Enhancements Plan.....4-19
- Figure 4-7 Preliminary Concept for Riverview Park.....4-21
- Figure 4-8 Preliminary Concept for Island Creek Park.....4-25



# TABLES

## EXECUTIVE SUMMARY

Table E-1 Summary of Environmental Conditions at Brownfield Sites in the NBOA.....xiv

Table E-2 Strategic Sites and Clusters of Opportunity.....xvi

## 1.0 PROJECT DESCRIPTION AND BOUNDARY

Table 1-1 Priority Ranking of BOA Redevelopment Areas identified in the Albany 2030 Plan.....1-8

## 2.0 COMMUNITY PARTICIPATION AND ENGAGING PARTNERS

Table 2-1 Summary of Steering Committee Meetings.....2-3

## 3.0 ANALYSIS OF THE PROPOSED BOA

Table 3-1 Population and Income Comparison, City of Albany, and the Capital Region .....3-4

Table 3-2 Existing Land Use, SBOA.....3-8

Table 3-3 Land Ownership Parcels.....3-14

Table 3-4 Environmental Ranking of Brownfield Properties.....3-36

Table 3-5 Strategic Sites.....3-40

## 4.0 KEY FINDINGS AND IMPLEMENTATION STRATEGY

Table 4-2 Land Use and Real Estate Recommendations.....4-29

Table 4-2 Land Use and Real Estate Recommendations Cont.....4-30

Table 4-3 Multimodal Connectivity Recommendations.....4-32

Table 4-3 Multimodal Connectivity Recommendations Cont.....4-33

Table 4-4 Infrastructure and Environment Recommendations.....4-35

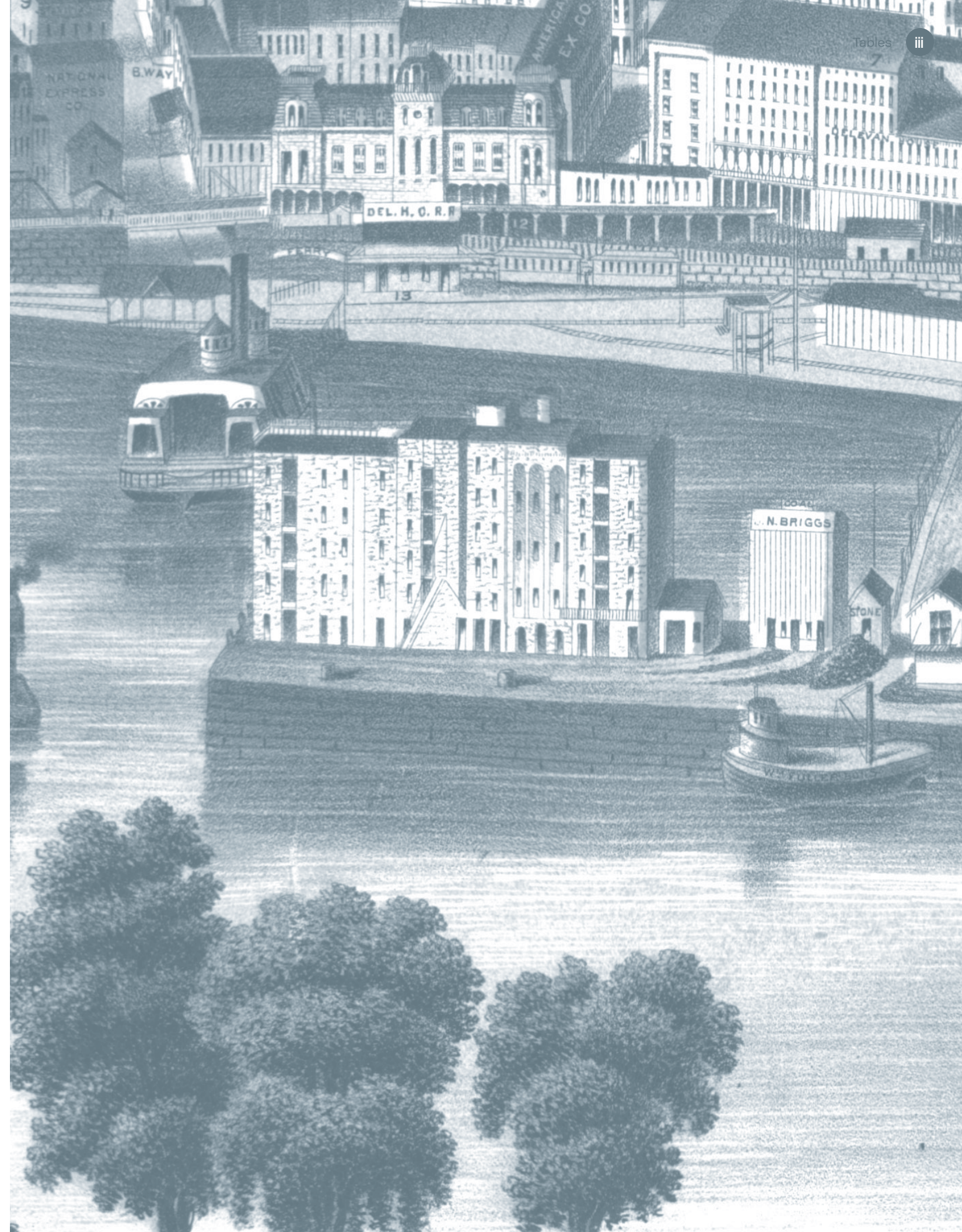
Table 4-4 Infrastructure and Environment Recommendations.....4-36

Table 4-4 Infrastructure and Environment Recommendations.....4-37

Table 4-5 Implementation Matrix .....4-40

Table 4-5 Implementation Matrix .....4-42

Table 4-5 Implementation Matrix .....4-44





## 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.

## 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



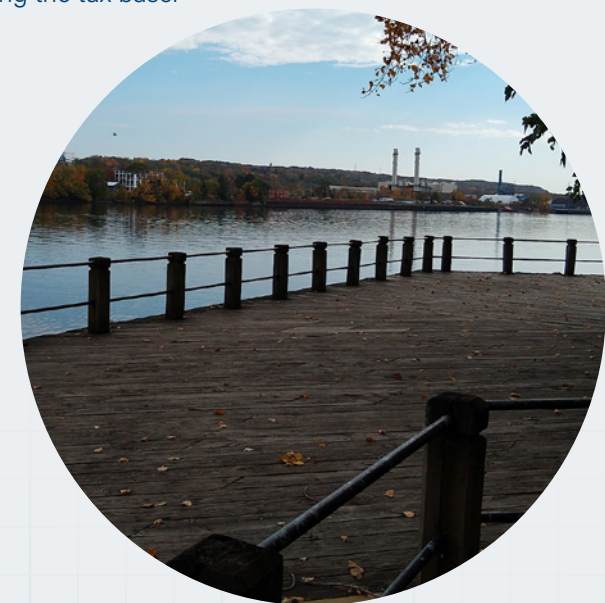
## II. Community Vision and Goals

### 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.

Sources for analysis including economic analysis generally included : Albany County Department of Management and Budget, 2020; City of Albany, Department of Planning; the U.S. Census Bureau, 2019; stakeholder interviews, and private data sources such as ESRI and Co-Star Real Estate Information Company.

### COMMUNITY ENGAGEMENT HIGHLIGHTS

**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, NYS DOS, 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.

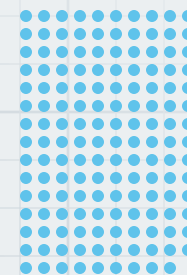
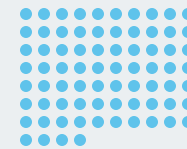
**Albany Tulip Festival - May 8, 2022.** The city tabled at this annual event to share information about the SBOA project with the Albany community.

**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.**

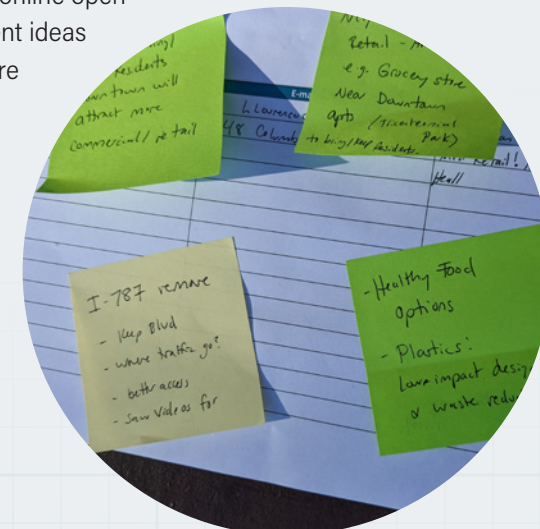
**South End Night Market - November 17, 2022.** The city tabled at the South End community market organized by A Village to share information about the SBOA project, promote the second Open House, and collect feedback on proposed improvements.

**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.



● = 1 Person





## 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 Brownfield Sites

- 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 Brownfield Sites in the NBOA**

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

### 11 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 brownfield sites 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 <b>Fourteen SAC Self-Storage</b>	107 Broadway	0.51	1
3	75 Broadway	1.17	1
4 <b>Adirondack Transit 1</b>	60 Broadway	0.55	2
5 <b>Adirondack Transit 2</b>	48 Broadway	0.73	2
6 <b>Adirondack Transit 3</b>	33 Broadway	0.75	1
7 <b>Greco Construction</b>	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

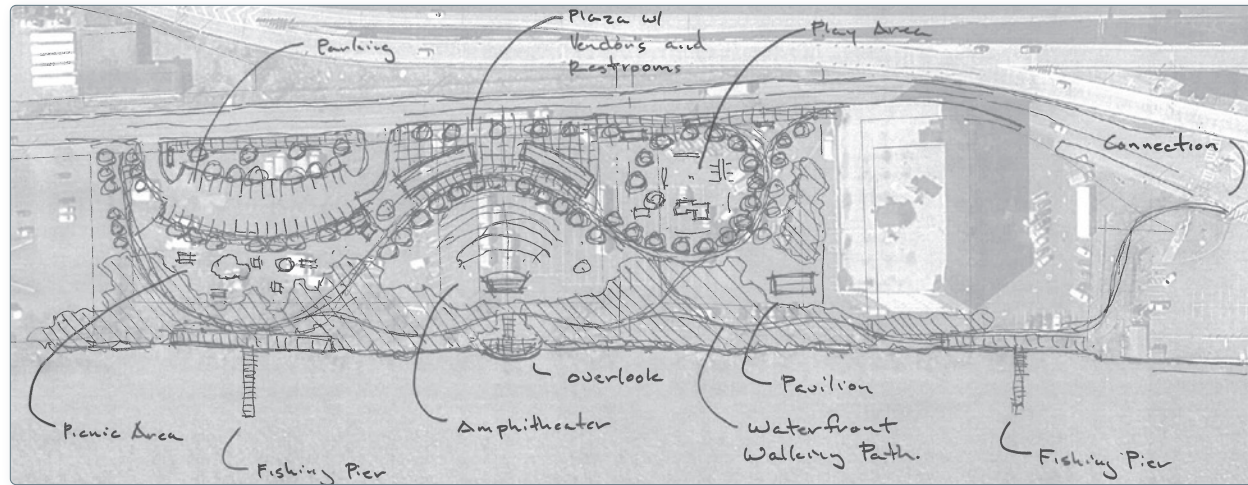
Strategic sites one (117 Broadway), two (107 Broadway), and three (75 Broadway) are adjacent, vacant properties totaling 2.26 acres in size. They are positioned on the waterfront with direct access to the Hudson River via a sloped shoreline lined with trees and vegetation. They are near water-dependent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

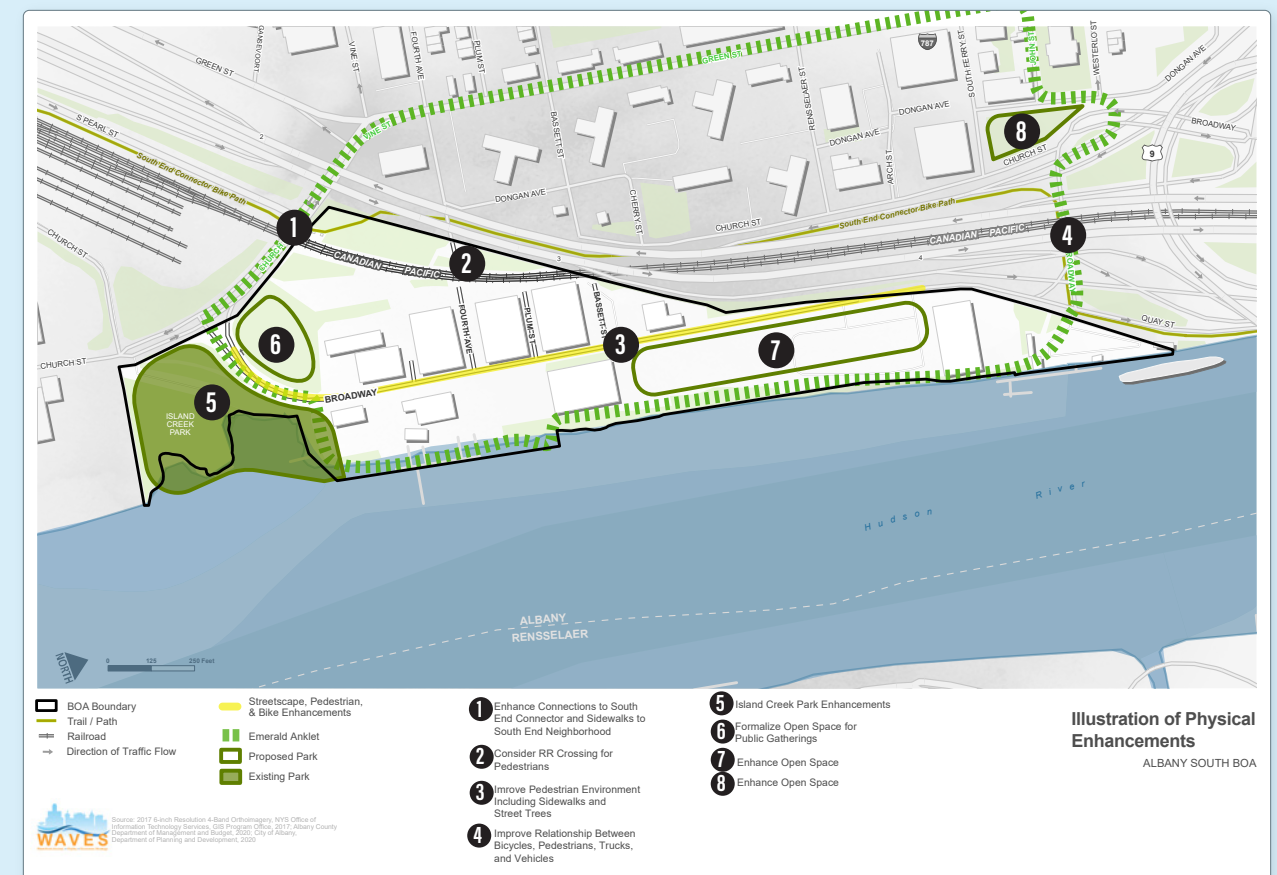
**VII. Physical Enhancement Plan and Recommendations**

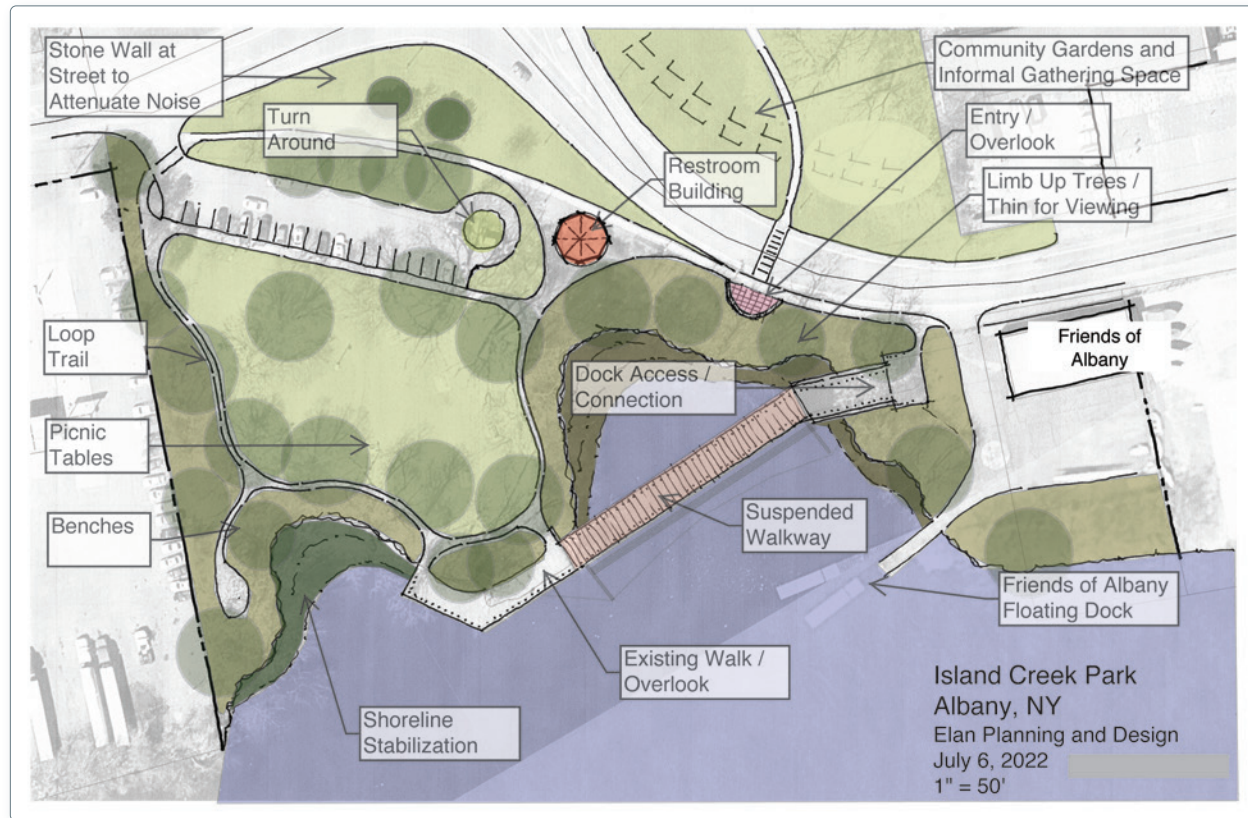
**A. Physical Enhancements Plan**

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 an SBOA Nomination Study, which charts the roadmap to return dormant brownfield sites 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 NYS DOS 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.

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

## 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 brownfield sites 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:

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).

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

<p><b>ANTHONY GADDY</b> Co-Founder &amp; President/CEO, Upstate NY Black Chamber of Commerce</p>	<p><b>SARAH REGINELLI, CAPITALIZE ALBANY</b> Christopher Bauer, Senior Transportation Planner, Freight, Capital District Transportation Committee</p>	<p><b>CAROLYN MCLAUGHLIN</b> District 1, Albany County Legislature</p>
<p><b>ADDITIONAL STEERING COMMITTEE MEMBERS</b></p>		
<p><b>JEFFREY BUELL</b> Principal, Redburn Properties</p>	<p><b>JAMES EATON</b> Owner, Fort Orange Brewery</p>	<p><b>TODD RUTECKI</b> President, Friends of Albany Rowing William Simcoe, Deputy Commissioner, City of Albany, Albany Water Department</p>
<p><b>MARTIN DALEY</b> Director of Water Quality Programs, Capital District Regional Planning Commission; Livingston Avenue Bridge Coalition</p>	<p><b>HON. KELLY KIMBROUGH</b> 4th Ward, Common Council Tina Lieberman, Chair, Sustainability Advisory Committee</p>	<p><b>TYLER SMITH</b> Surpass Chemical Company Inc. Georgette Steffens, Executive Director, Downtown Business Improvement District</p>
<p><b>TARA DONADIO</b> Sustainability Planning, Capital District Regional Planning Commission</p>	<p><b>HON. JOYCE LOVE</b> 3rd Ward Common Council Matthew Peter, Executive Director, Albany Parking Authority/ County Legislature</p>	<p><b>WILLIAM WHITE</b> Senior Employment &amp; Training Specialist, City of Albany Workforce Services</p>

- 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.

## 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**

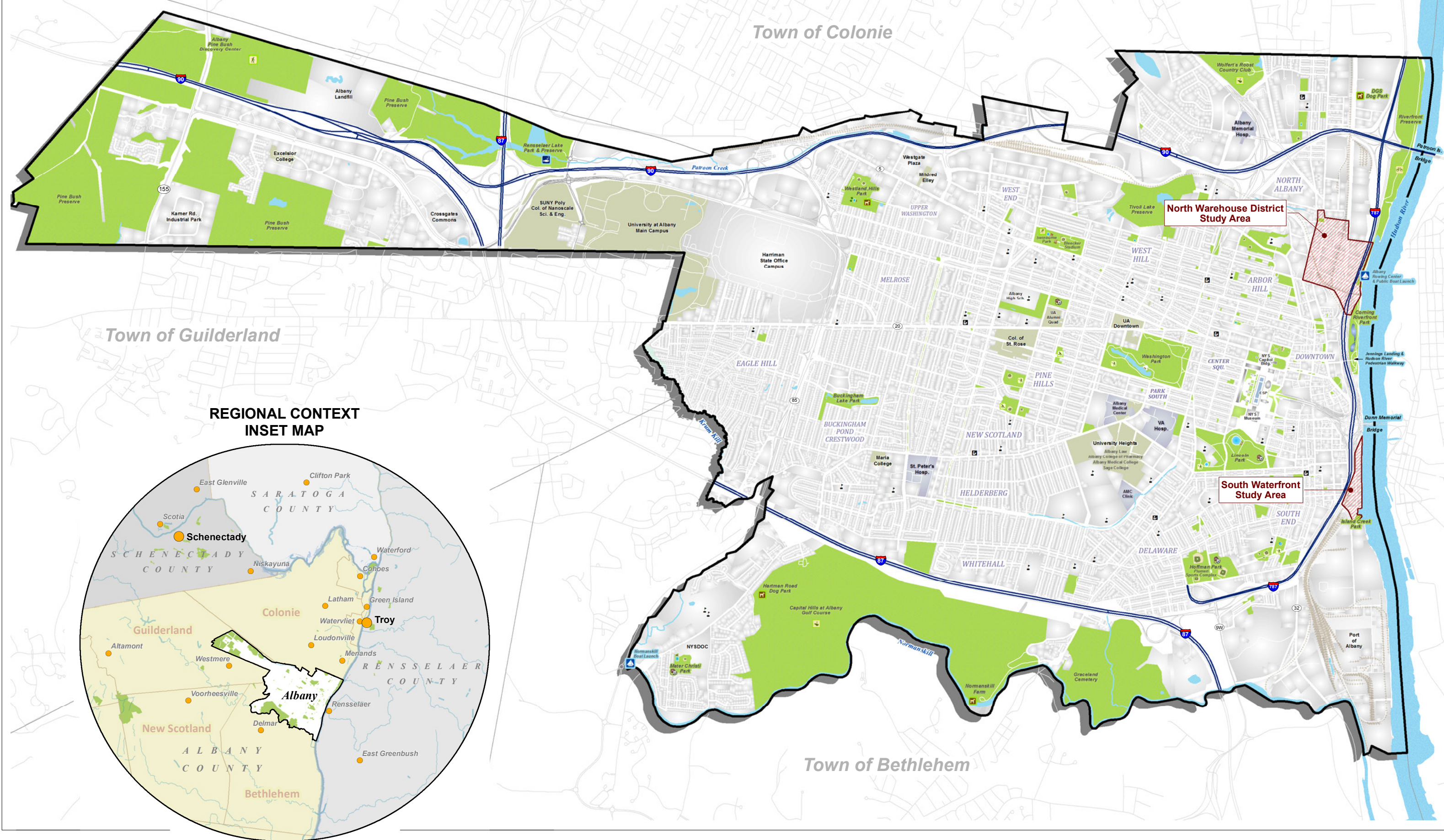
**Albany in 2030 has built on its history and diverse natural, cultural, institutional, and human resources to become a global model for sustainable revitalization and urban livability. The city promotes a balanced approach to economic opportunity, social equity, and environmental quality that is locally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

- 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.

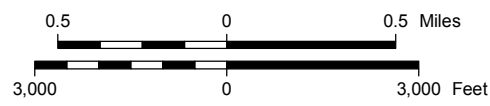
**Figure 1-2 Community Context Map and Study Area Context Map**



3/29/2017 C:\GIS Services\Brownfields\A2030 Nomination Study\Location Map\_1\_241000.mxd



This Map is produced for NYS DOS, Brownfield Opportunity Area Program, RFA # 16-BOA-25 Application.



The City of Albany Department of Planning and Development provides this figure for illustrative purposes only. Unauthorized attempts to modify or utilize this figure for other than its intended purposes are prohibited. All locations are approximate. The City makes no claims or guarantees about the accuracy or currency of the contents of the data provided and expressly disclaims liability for errors and omissions in its contents.





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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 brownfield sites 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 NYS DOS. 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.

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**.

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

NBOA	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
NBOA*	H	M	H	H	H	H
<b>South Waterfront District*</b>	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.

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 NBOA nomination process.
- Voice concerns, and opportunities related to the project
- Contribute their vision and ideas for NBOA 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 brownfield sites 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, 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





**Figure 3-1** 1866 Map of Albany by S.N. and D.G. Beers (previous page)

## 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-cone-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."

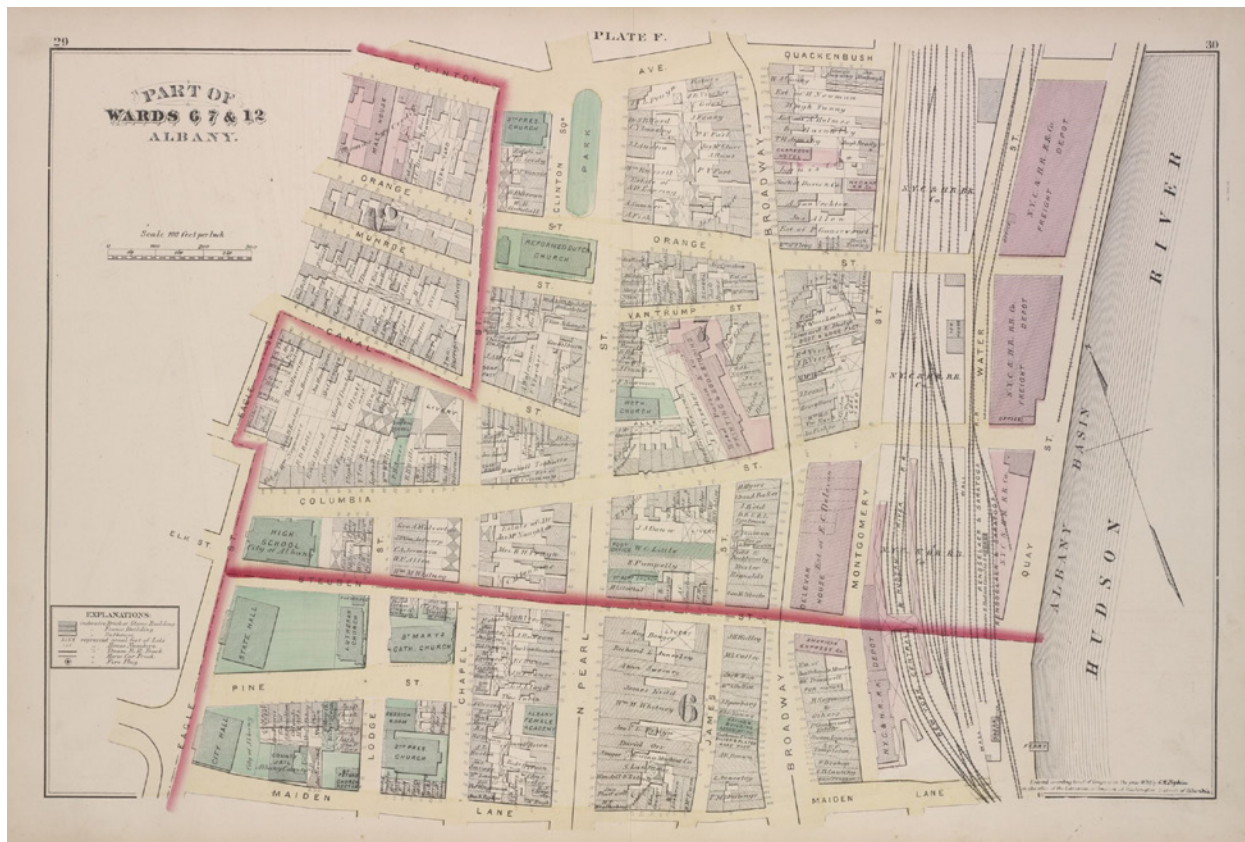
8. McEneny, John (2006). Albany, Capital City on the Hudson: An Illustrated History. Sun Valley, California: American Historical Press

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://www.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 NBOA 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.

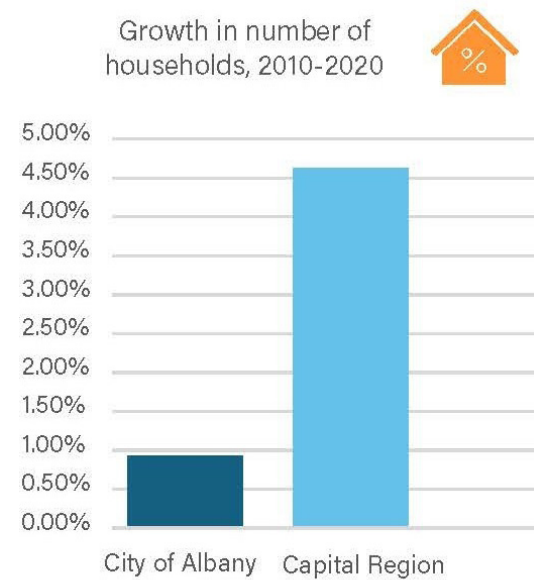
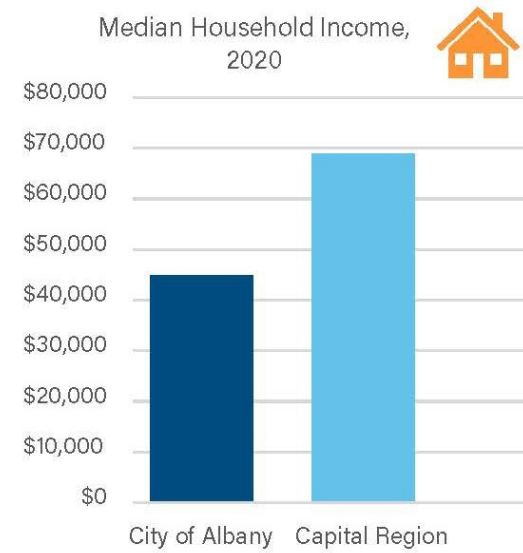
### 3.1.5 SOCIOECONOMIC CONTEXT

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.

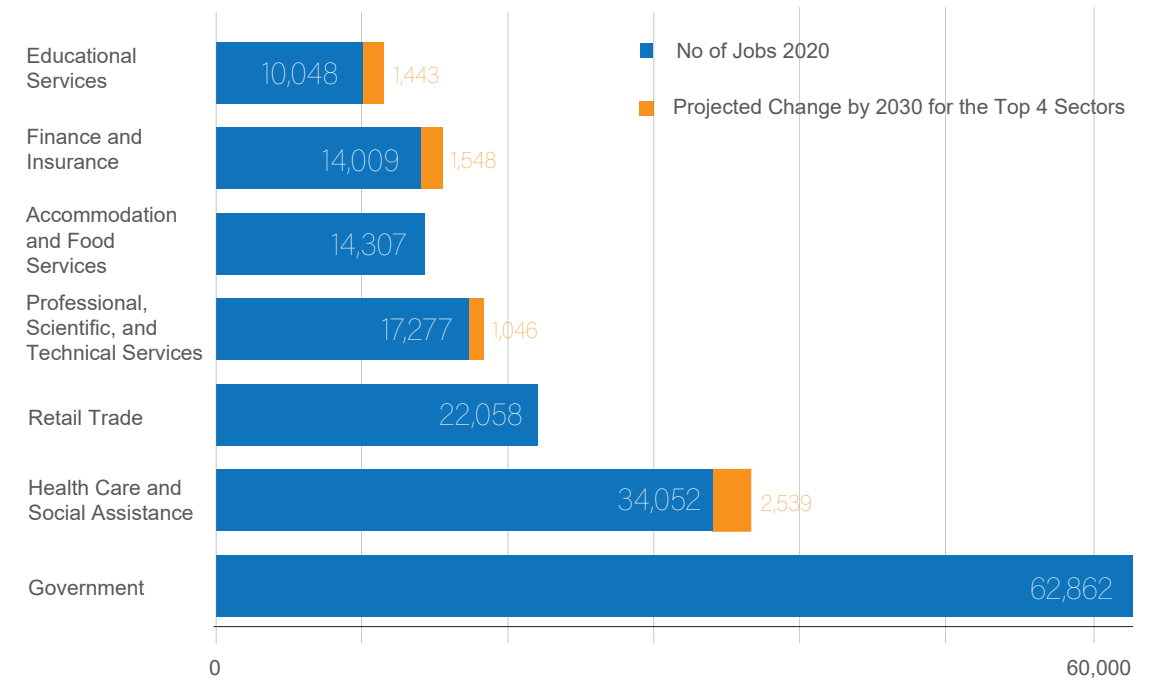


**Table 3-1 Population and Income Comparison, City of Albany, and the Capital Region**

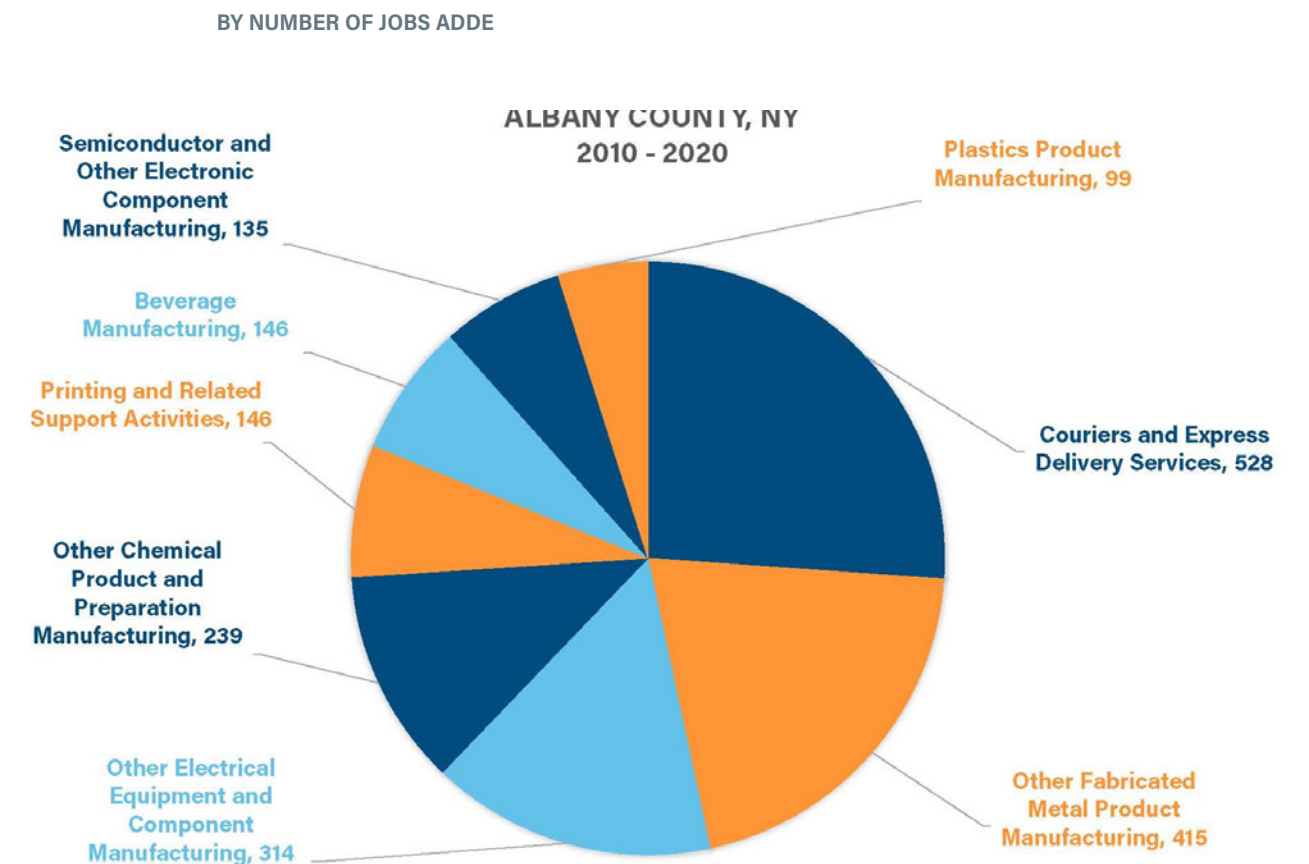
	CITY OF ALBANY	CAPITAL REGION
Median Household Income, 2020	\$44,539	\$68,563
Population growth, 2010-2020	+1.24%	+3.65%
Growth in number of households, 2010-2020	+0.9%	+4.6%
Median Age, 2020	32.4	42.5

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

**Figure 3-3 Top Employment Sectors, Albany County**



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



Source: EMSI

18. U.S. Census 2019



## 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 :

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.



<sup>19</sup> 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.

## 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.

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.

Table 3-2 Existing Land Use, SBOA

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

<sup>1</sup> 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

### 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.

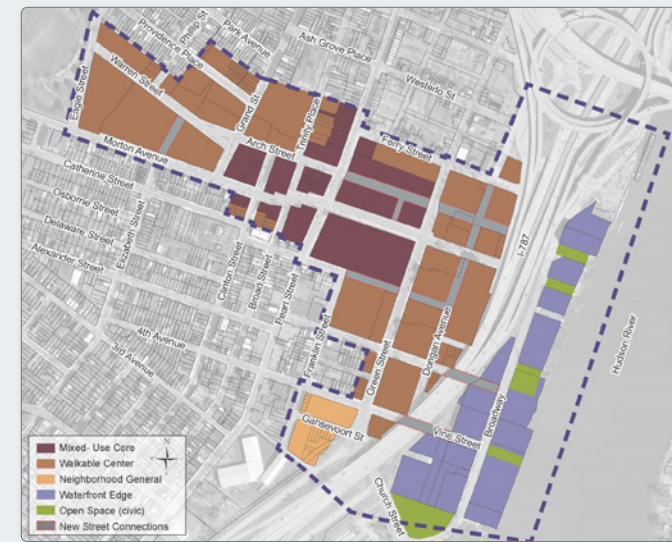
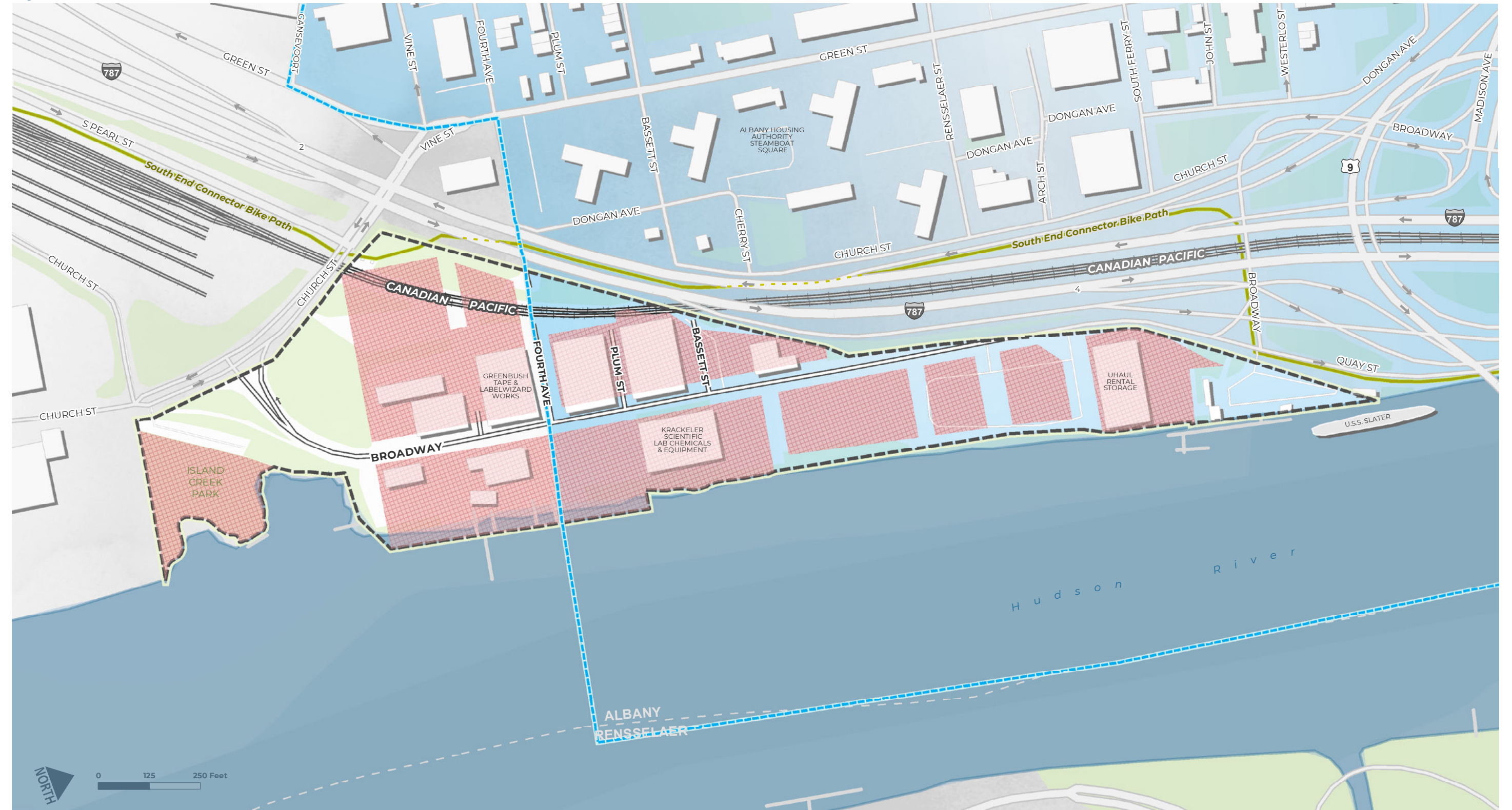


Figure 3-5 Land Use

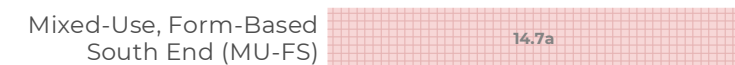


**BASEMAP**

- Trail / Path
- Railroad
- BOA Boundary

- Environmental Zone

**ZONING BY ACREAGE**



**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).

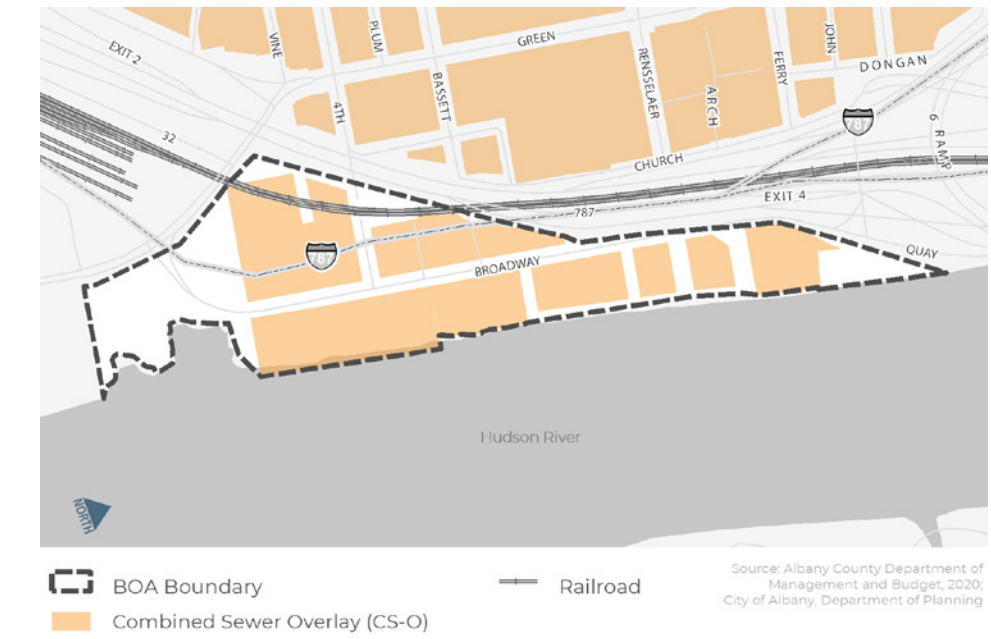


Figure 3-6 CS-O Overlay

#### 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).

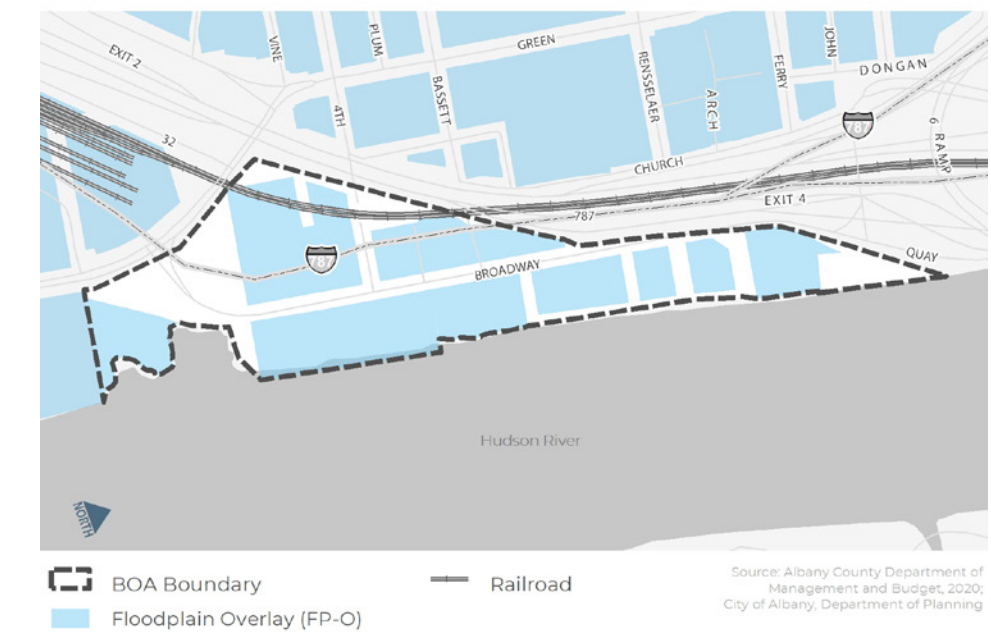


Figure 3-7 Floodplain Overlay

### 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**

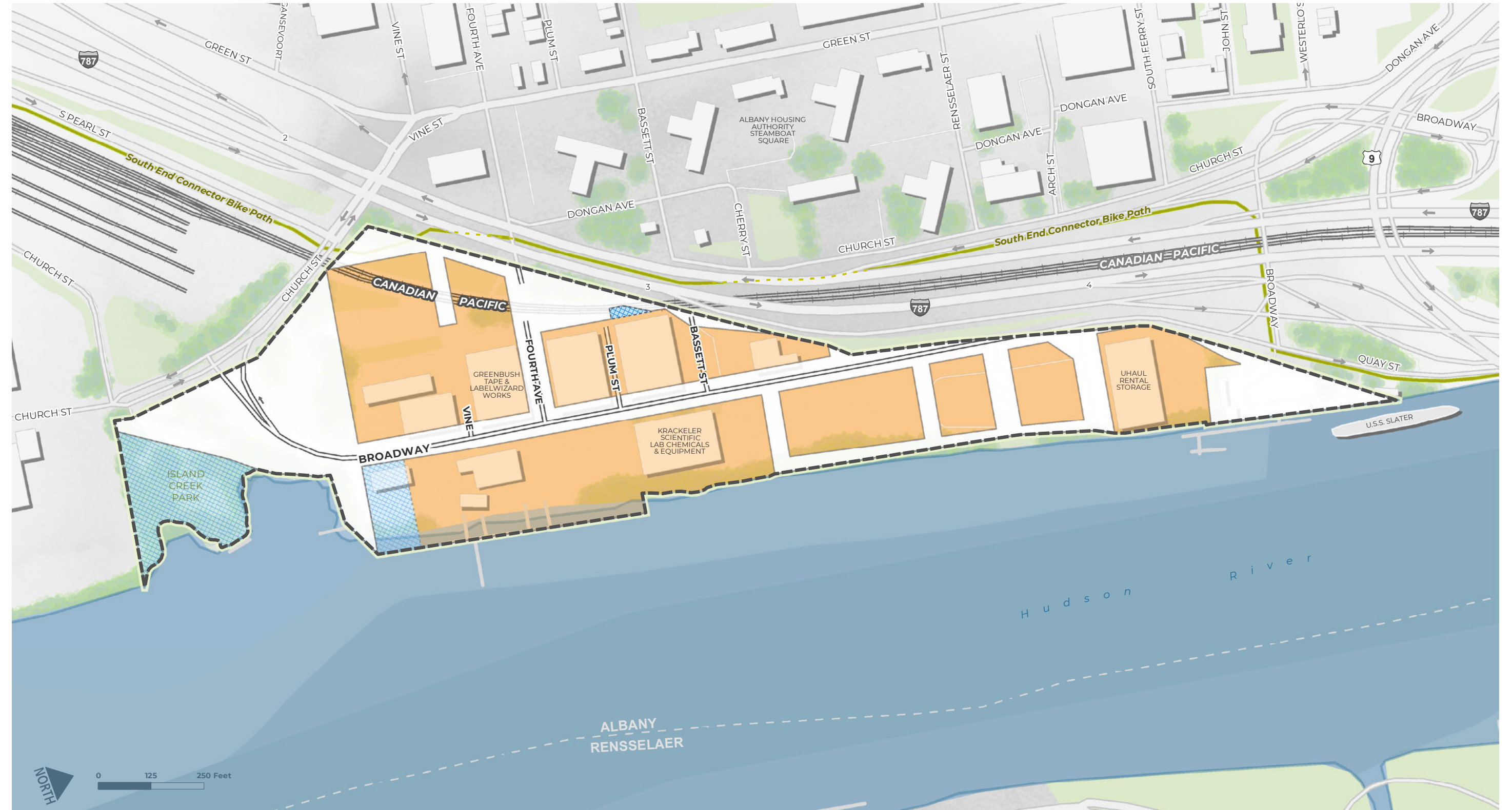
The majority of land is privately owned but influenced by public parcels such as the Broadway corridor. Key public parcels include Island Creek Park and the Albany Rowing Club.

**Table 3-3 Land Ownership Parcels**

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

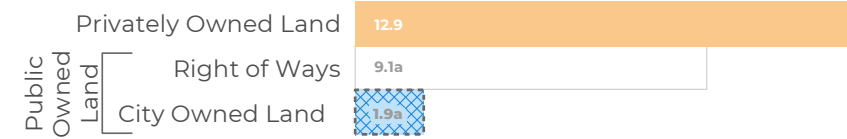
Source: Albany County Department of Management and Budget, 2020; NYS Department of Taxation and Finance, 2020; City of Albany Planning Department, 2020

**Figure 3-8 Land Ownership**



- BOA Boundary
- Trail / Path
- Railroad

**LAND OWNERSHIP BY TOTAL ACREAGE**



**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.

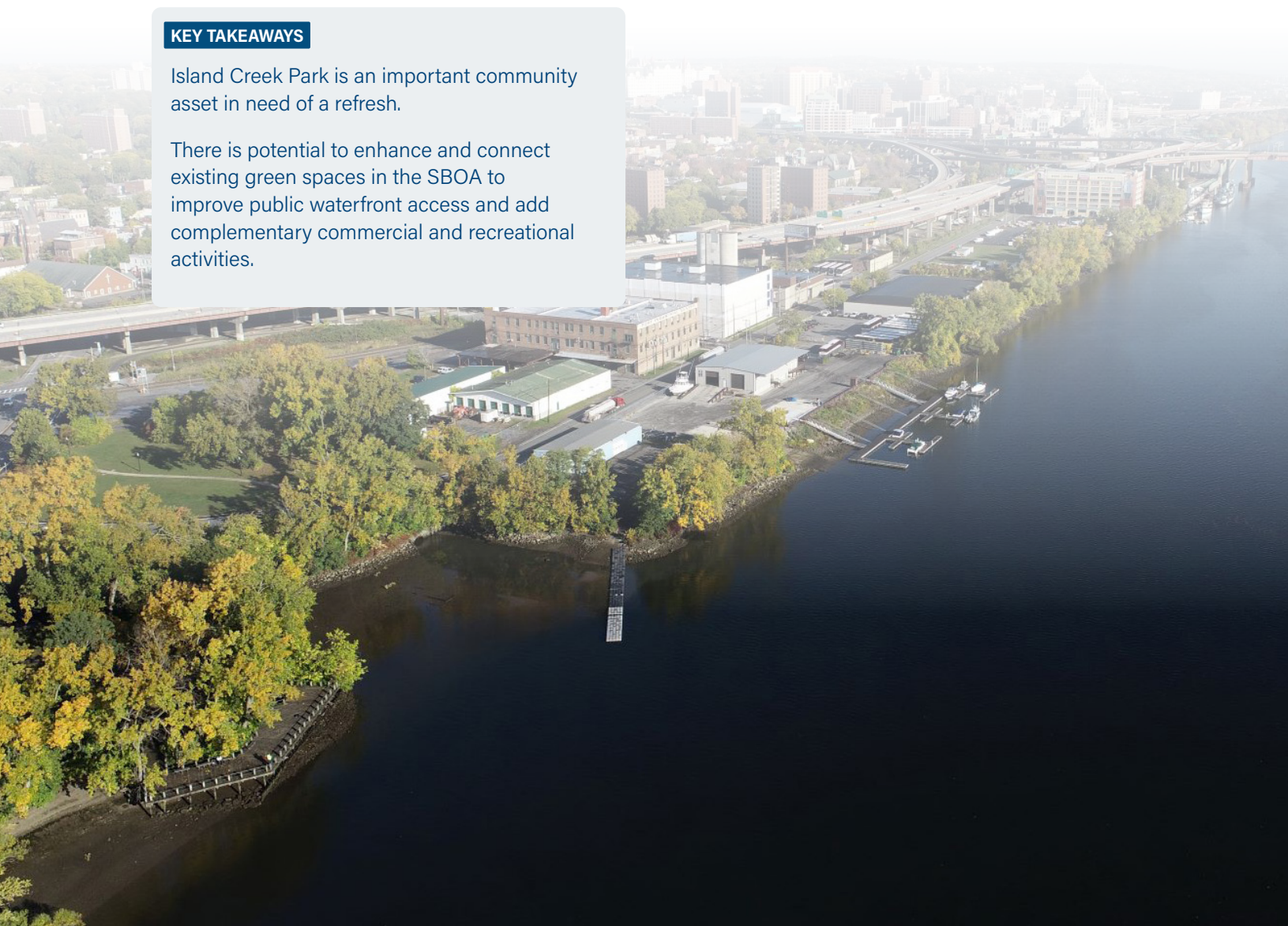


Figure 3-9 Parks and Open Space



#### 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.

#### 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:

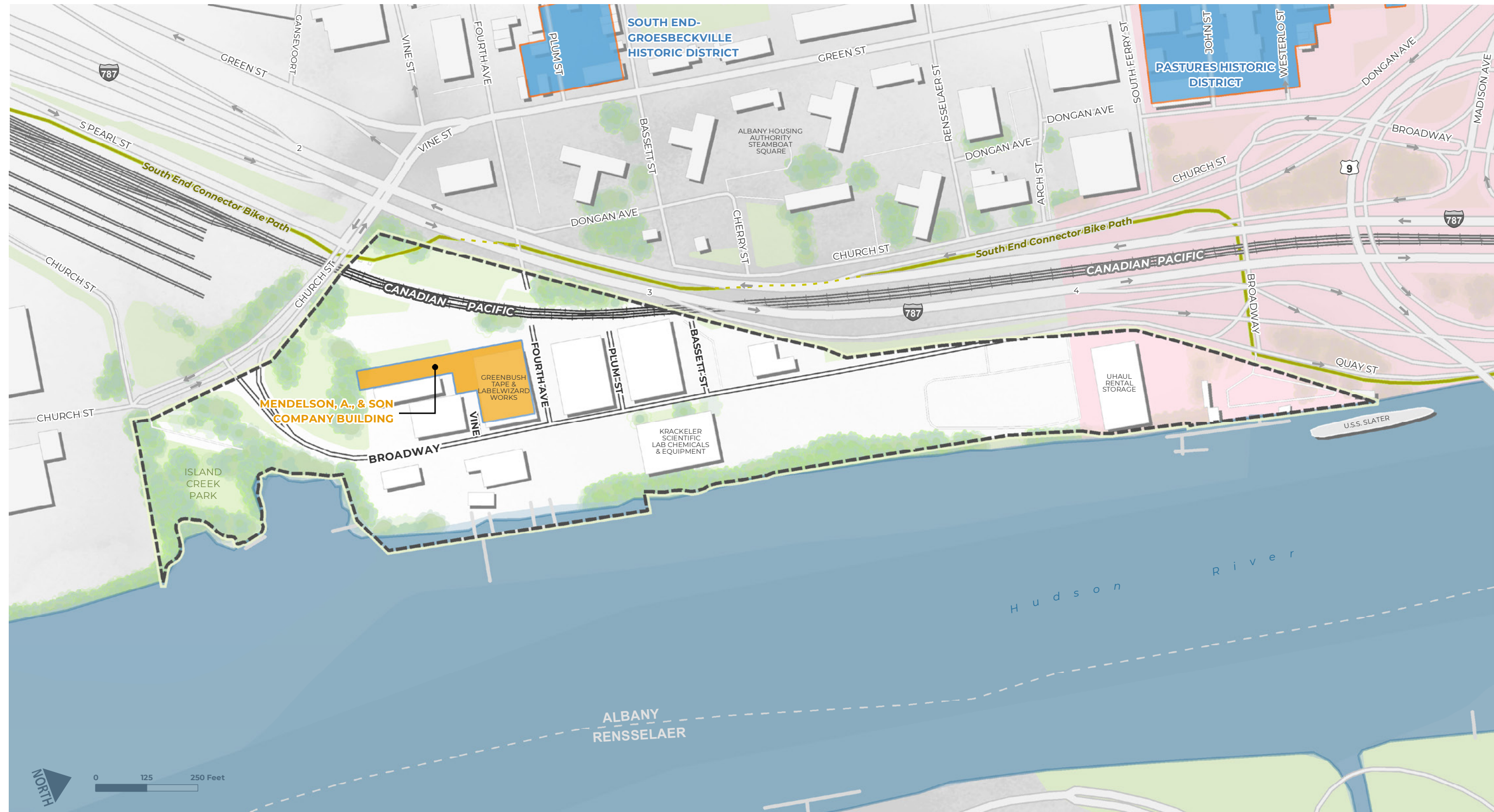
- **Fort Orange.** - a Dutch-built fort, was constructed in 1624 in what is now downtown Albany.
- **Quackenbush-Douw Distillery** - During excavations at a proposed parking lot site, archaeologists uncovered a rum distillery from the 1750s equipped with 21 wooden fermentation vats, a wooden piping system, 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 IA Cultural Resource investigation.

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

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





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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

<sup>21</sup> 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.



Broadway pedestrian crossing at Quay Street

South End Connector bike path

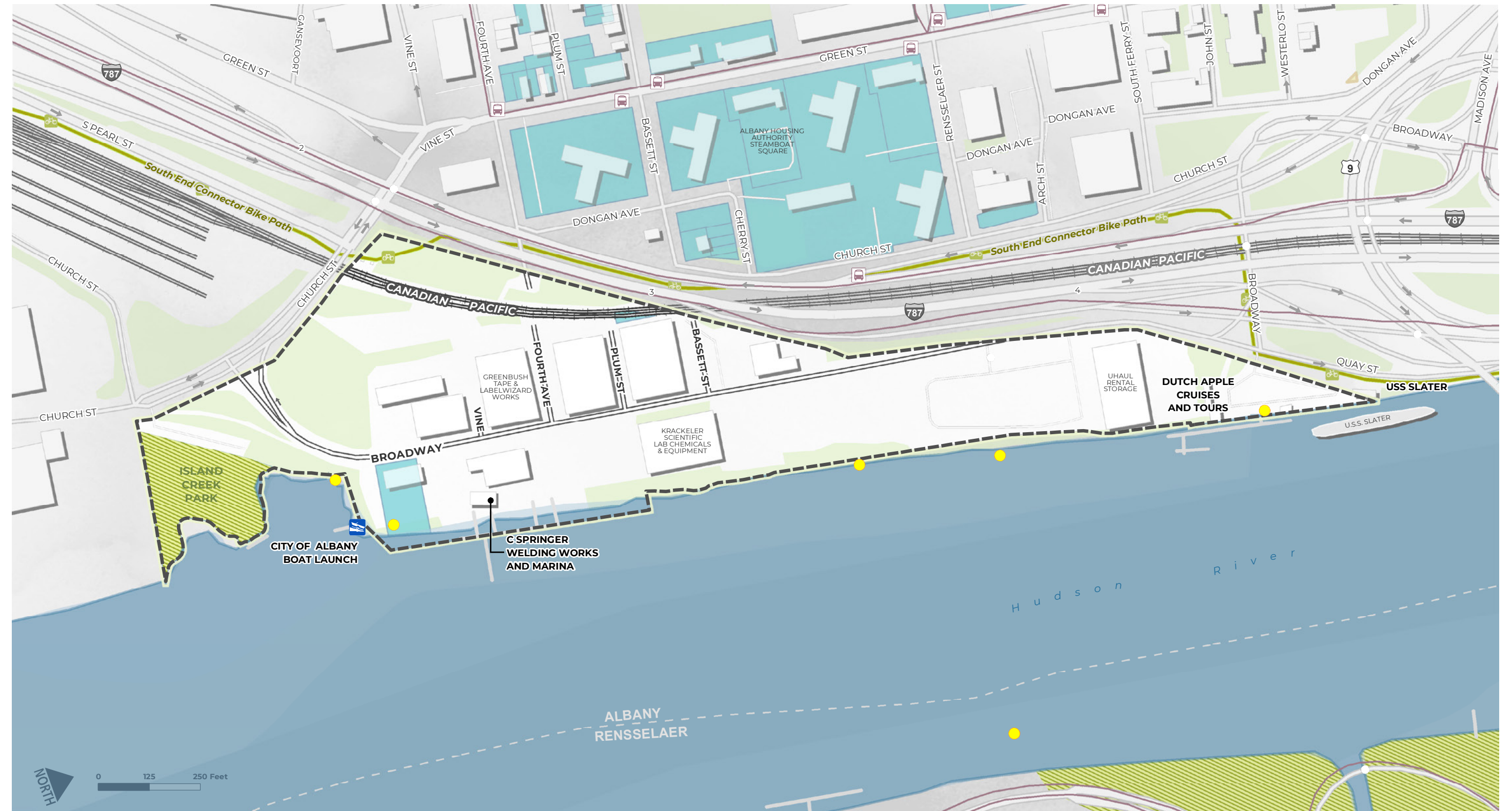
**3.5.4 RAIL TRANSPORTATION**

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 through 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 adopted 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.

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

### 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

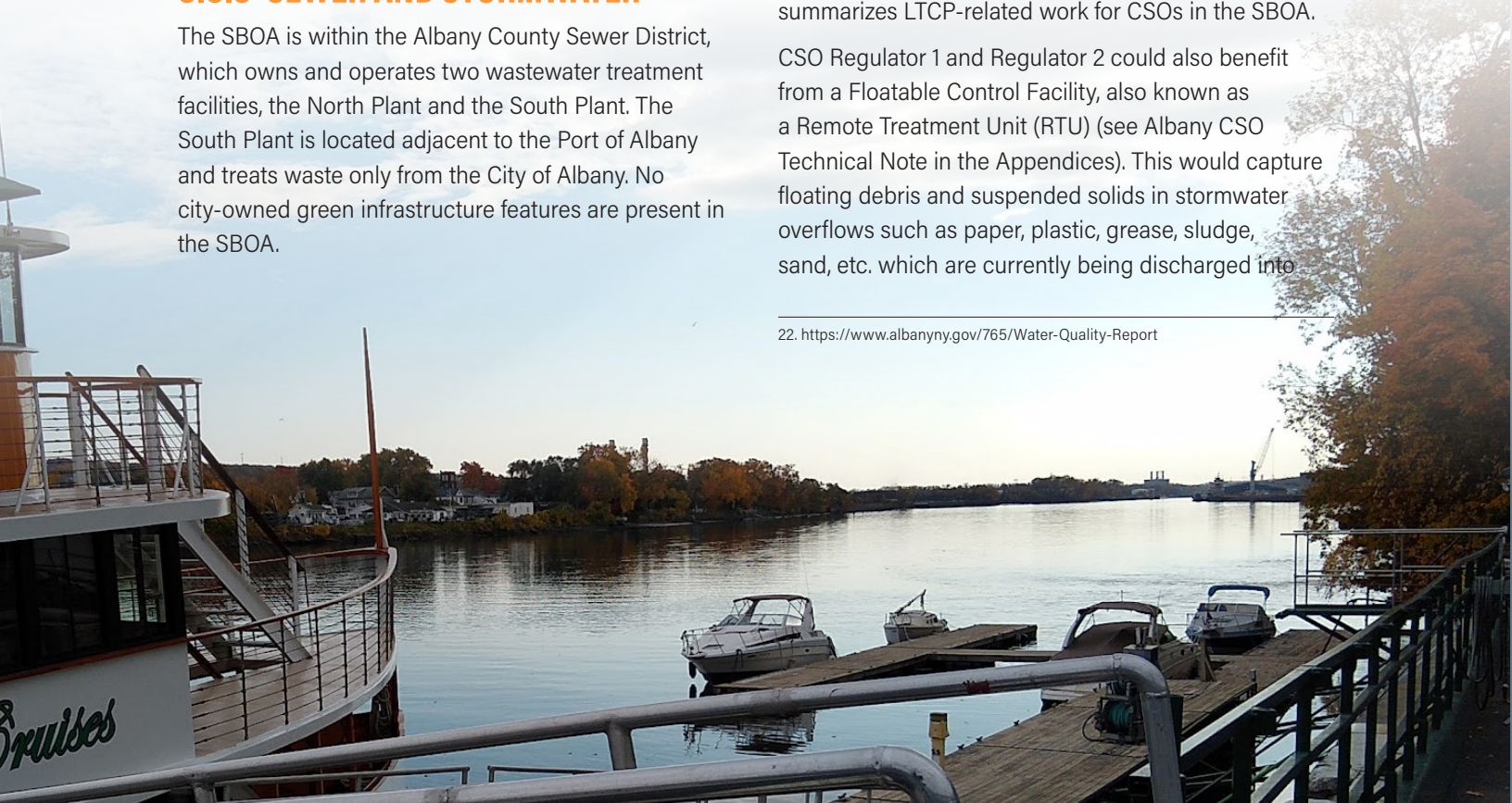
There are private parking areas for businesses within the SBOA and no designated areas for public parking besides Island Creek Park. There is little to no on-street parking available along Broadway.

#### 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.

<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).

### 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

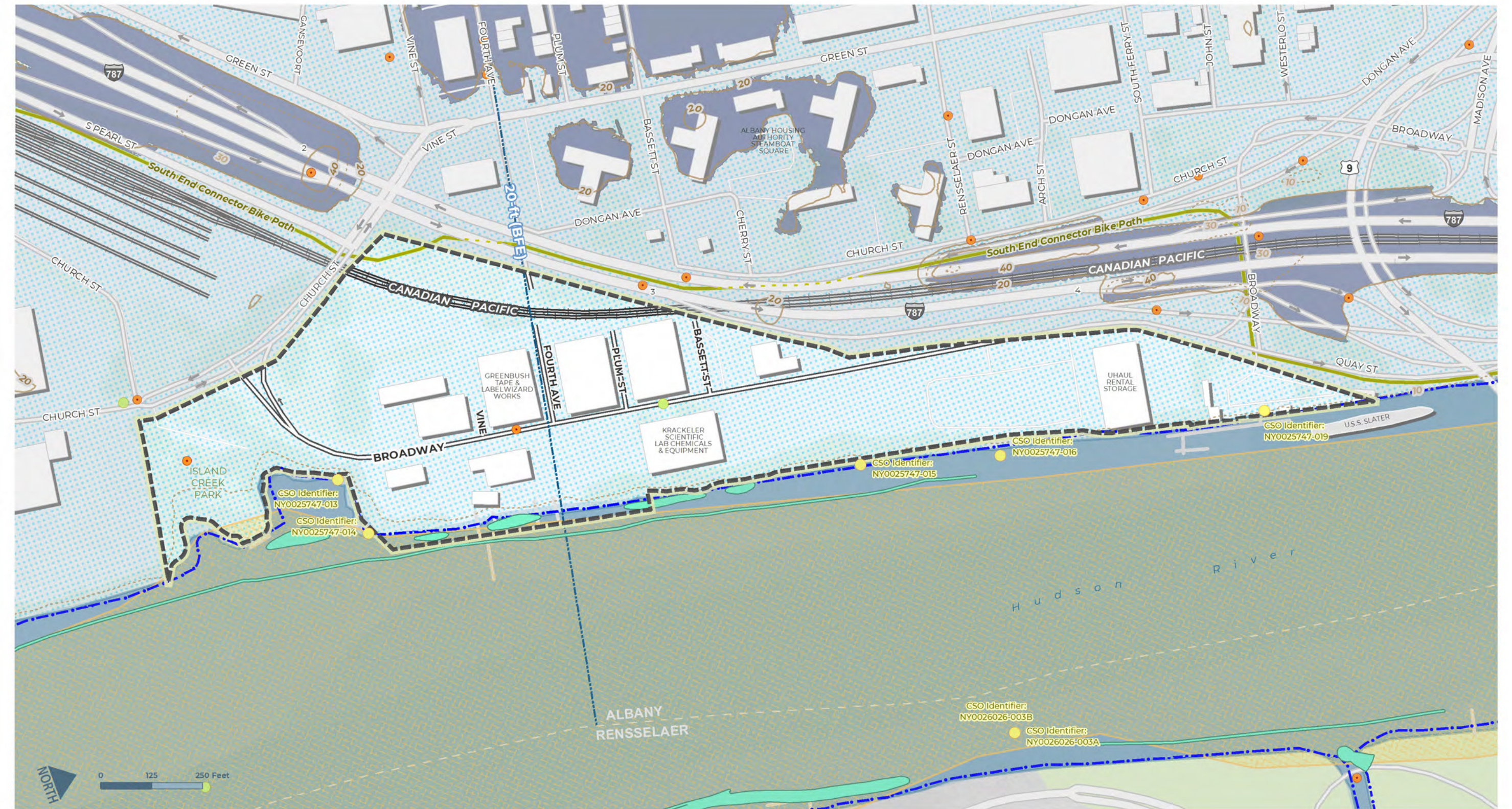
The Hudson River is a valuable natural, recreational, and commercial resource adjacent to the SBOA.

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

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.

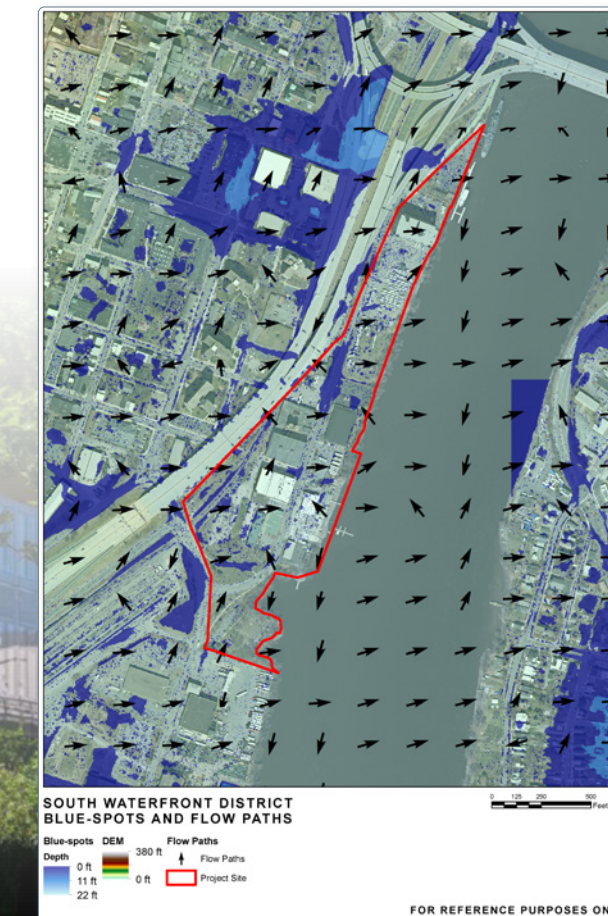
The City of Albany commissioned a Shoreline Stabilization Study in the spring of 2021 for the Hudson River shoreline. The Study features an inventory of existing shoreline conditions in the City as well as an assessment of the vulnerability of the City's shoreline to increased flooding and extreme weather.

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

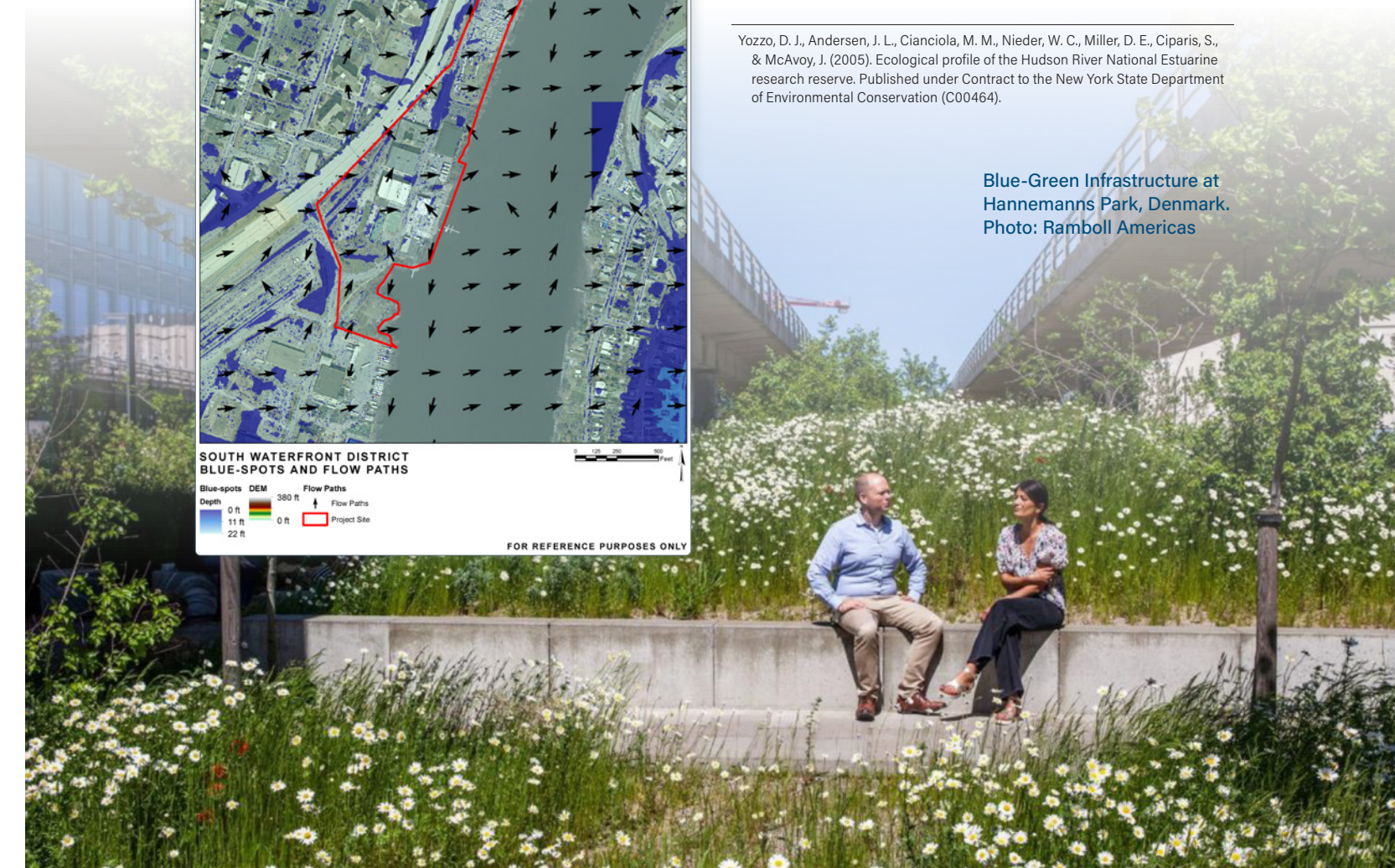
Urban areas such as the SBOA with high degree of pavement, buildings, and impermeable surfaces are known to experience elevated temperatures when compared to similar undeveloped areas, in what is referred to as the Urban Heat Island Effect. Given the prevalence of paved and impermeable surfaces in the 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.

Figure 3-13. SBOA Flooding Flow Paths



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 SITES

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 brownfield sites 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 sites**



**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.

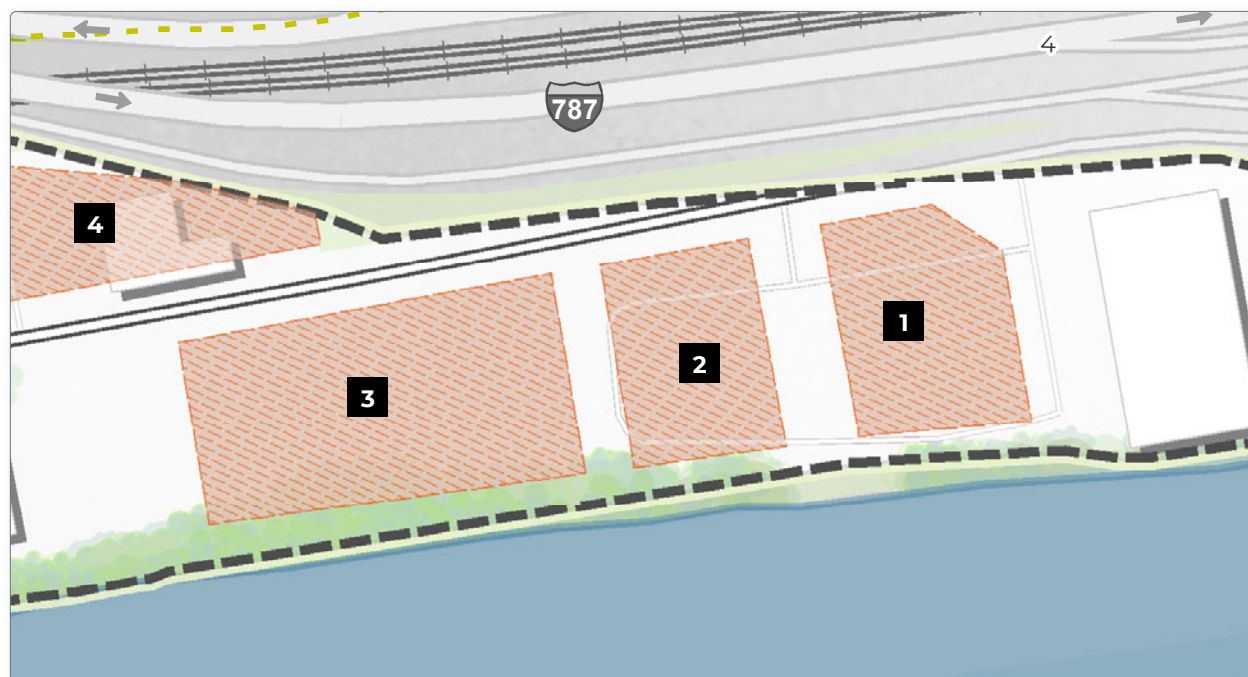
The following recommendations include short-term redevelopment opportunities feasible for existing conditions, medium-term strategies for increasing connectivity and community uses, and some longer-term ideas for a post-787 waterfront.

## 4.2 STRATEGIC SITE REDEVELOPMENT OPPORTUNITIES

A thorough analysis of brownfield sites 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.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.

#### 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.

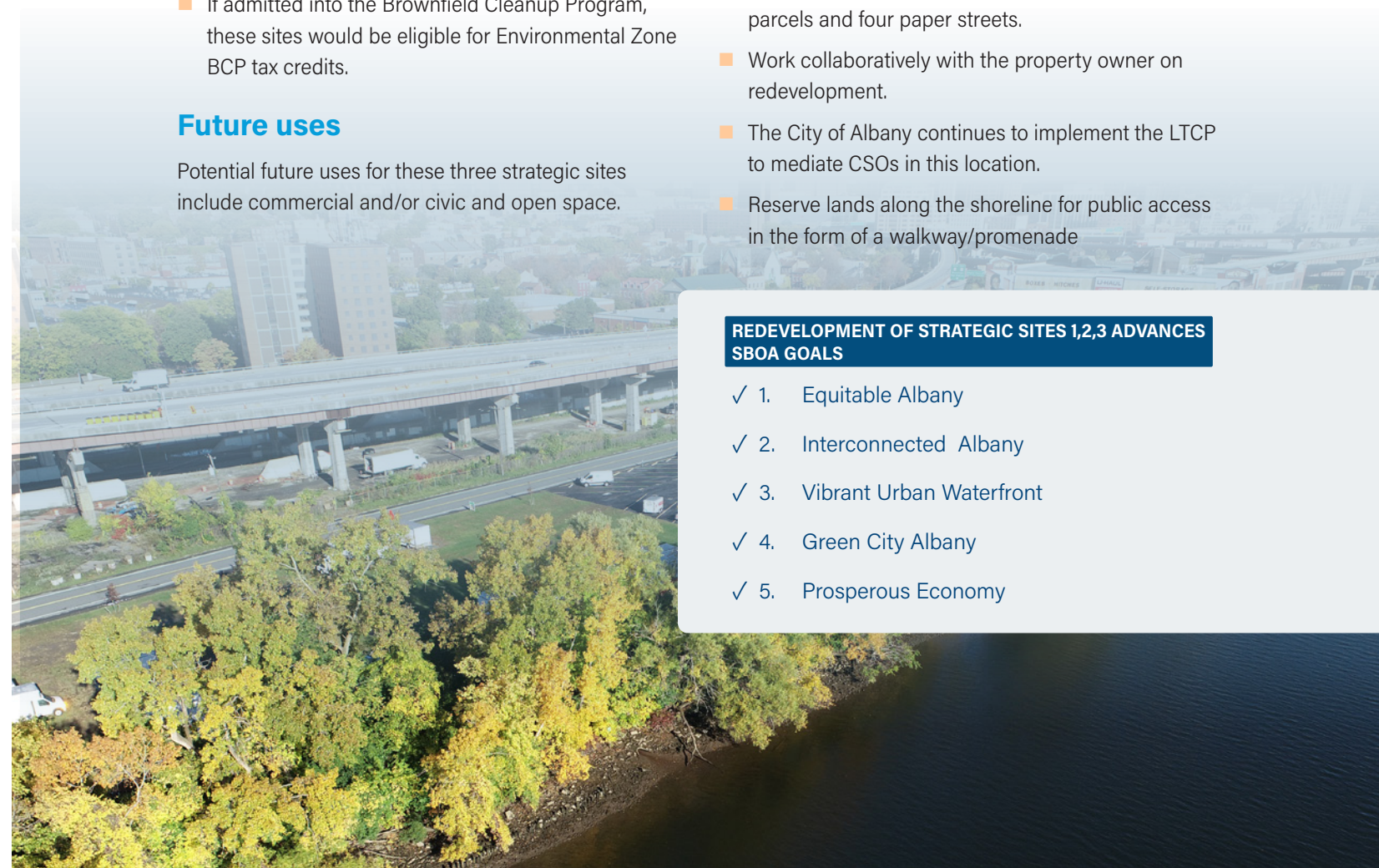
#### Potential next steps

- 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

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



# 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 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:

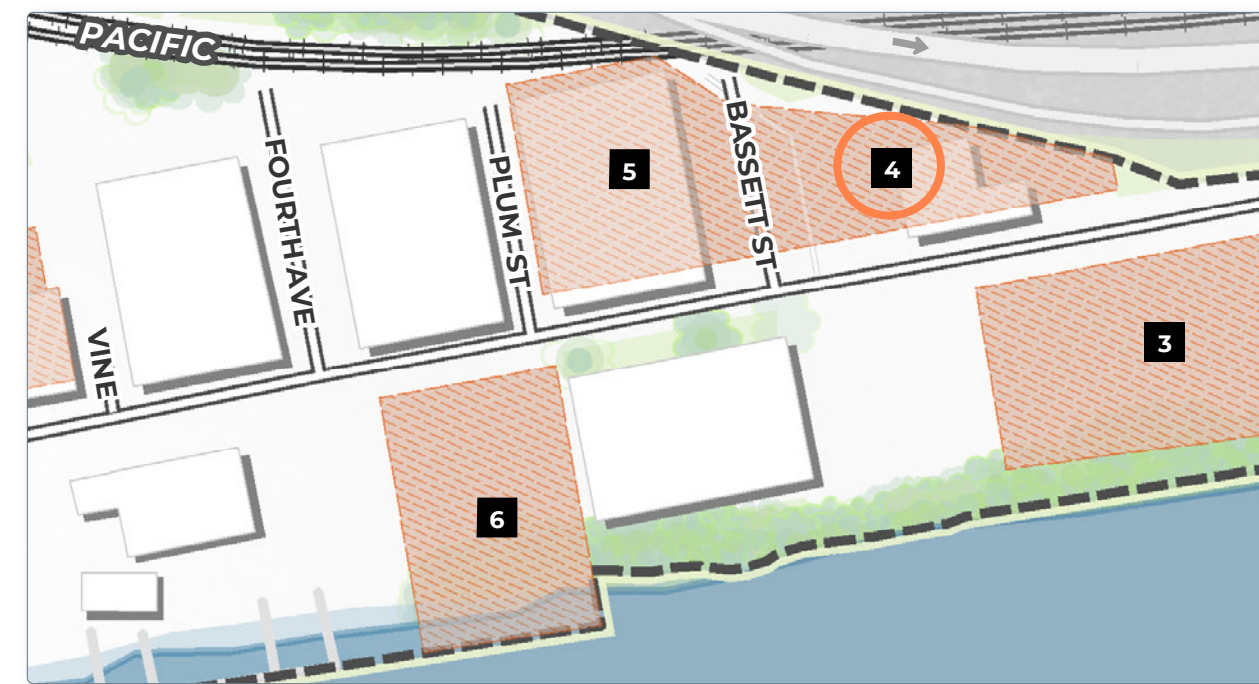
- Adjacent roadway: NY-32
- 0.5 miles to Route 32 (closest highway)
- 0.7 miles to I-787 (closest Interstate)
- 11.6 miles to Albany International Airport (closest airport)
- 1.8 miles to Amtrak Albany (closest passenger rail)

### 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



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

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.

### 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:

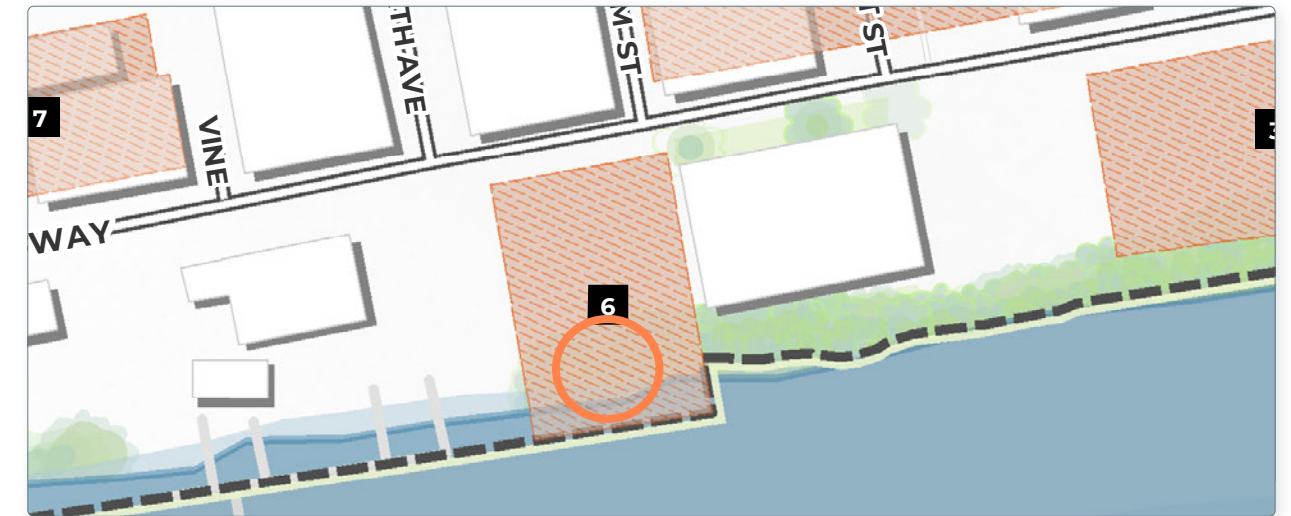
- Adjacent roadway: Broadway
- 0.5 miles to Route 32 (closest highway)
- Adjacent to I-787 (closest Interstate)
- 11.8 miles to Albany International Airport (closest airport)
- 2 miles to Amtrak Albany (closest passenger rail)

### 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

SOURCES: Historical aerial photographs; Sanborn Maps; and a radius report prepared by Environmental Data Resources, LLC (EDR), which presents the results of searches of federal and state databases.

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.

**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.

**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



# 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

SOURCES: Historical aerial photographs; Sanborn Maps; and a radius report prepared by Environmental Data Resources, LLC (EDR), which presents the results of searches of federal and state databases.

## 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.

# 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

### 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

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.

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

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

30. Many of these uses would require a zoning change

SOURCES: Historical aerial photographs; Sanborn Maps; and a radius report prepared by Environmental Data Resources, LLC (EDR), which presents the results of searches of federal and state databases.

## 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.

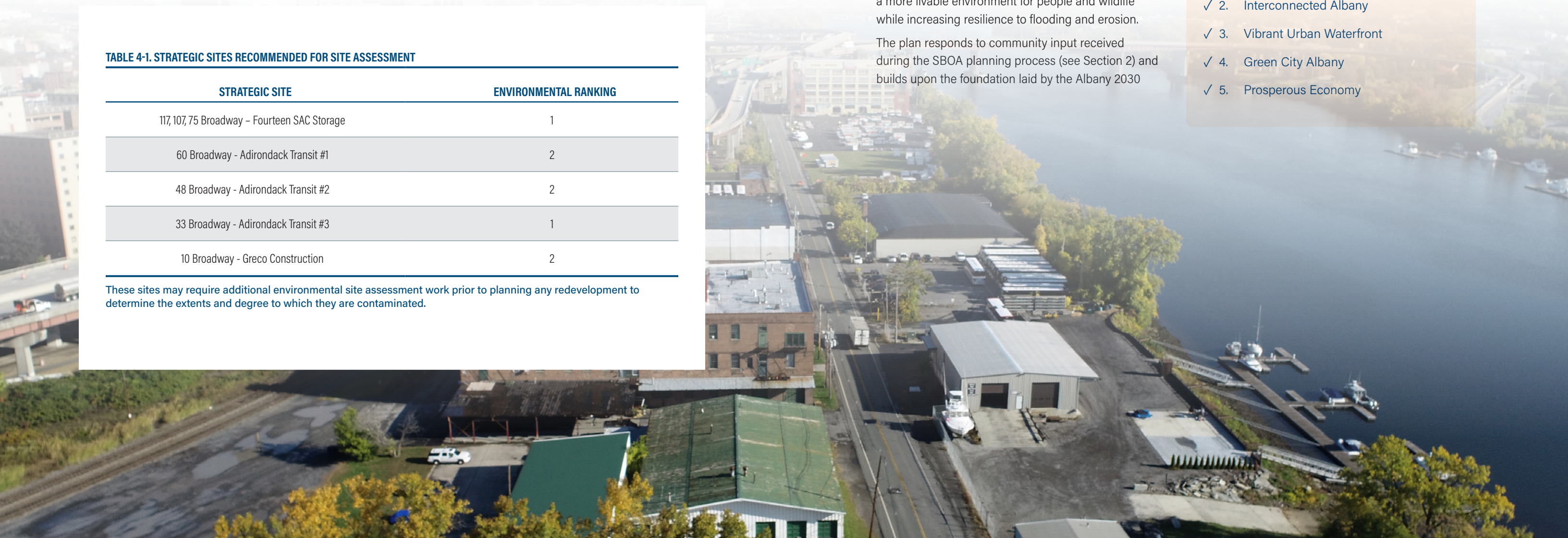
The plan responds to community input received during the SBOA planning process (see Section 2) and builds upon the foundation laid by the Albany 2030

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
- Streetscape, Pedestrian, & Bike Enhancements
- Emerald Anklet
- Proposed Park
- Existing Park
- Trail / Path
- Proposed Park
- Existing Park
- Railroad
- Direction of Traffic Flow

- 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 PARK CREEK 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

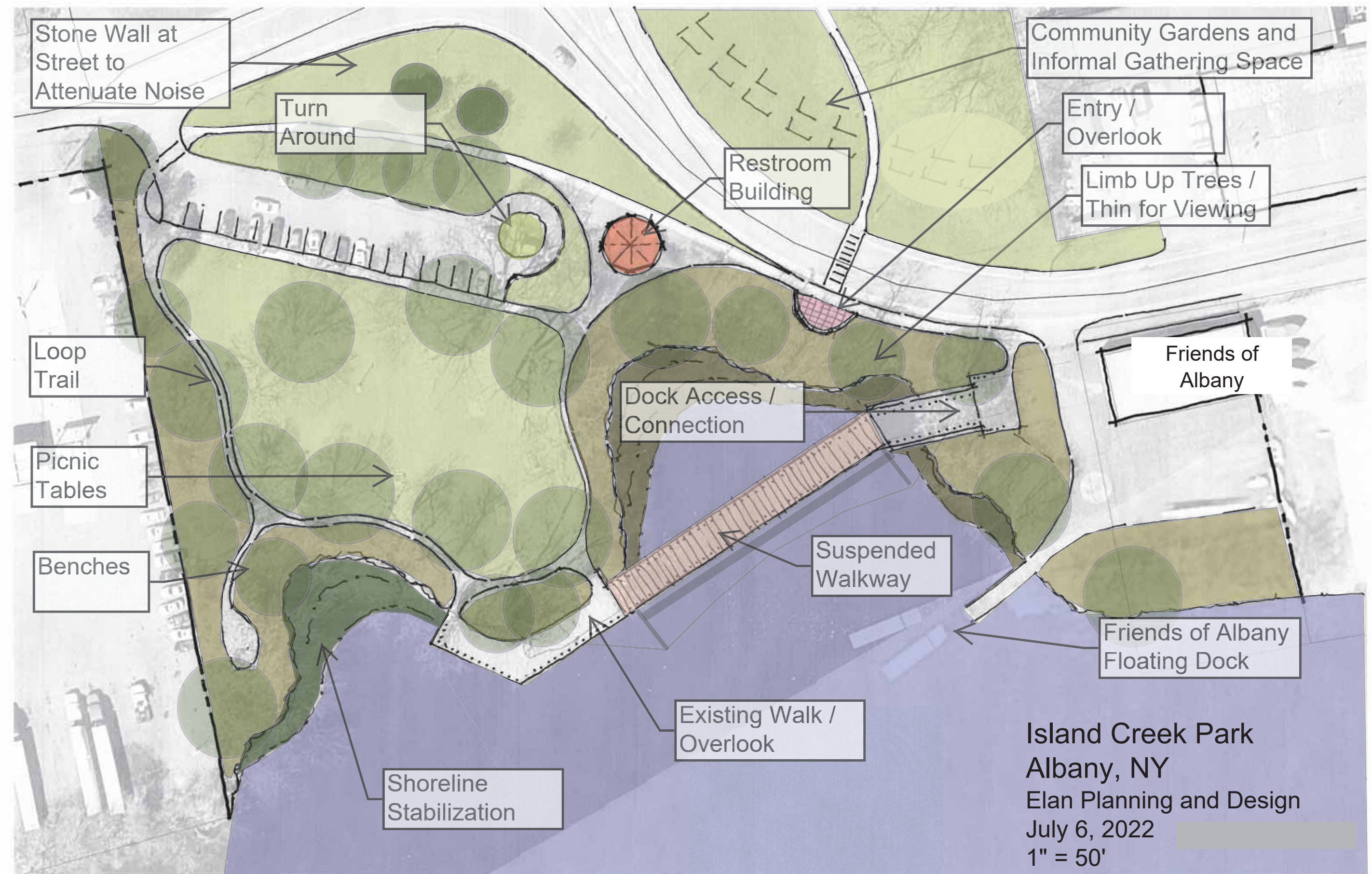
**Potential Partners:** South End Community Coalition, Friends of Albany Rowing, Area businesses, NYSDEC, NYSDOS

**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



Island Creek Park  
 Albany, NY  
 Elan Planning and Design  
 July 6, 2022  
 1" = 50'





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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.**

RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Create a Riverview Park</b>	<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>
<b>Enhance Island Creek Park</b>	<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>
<b>Formalize public green space near Island Creek Park</b>	<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>
<b>Celebrate Albany's cultural heritage through redevelopment efforts</b>	<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 USDO 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

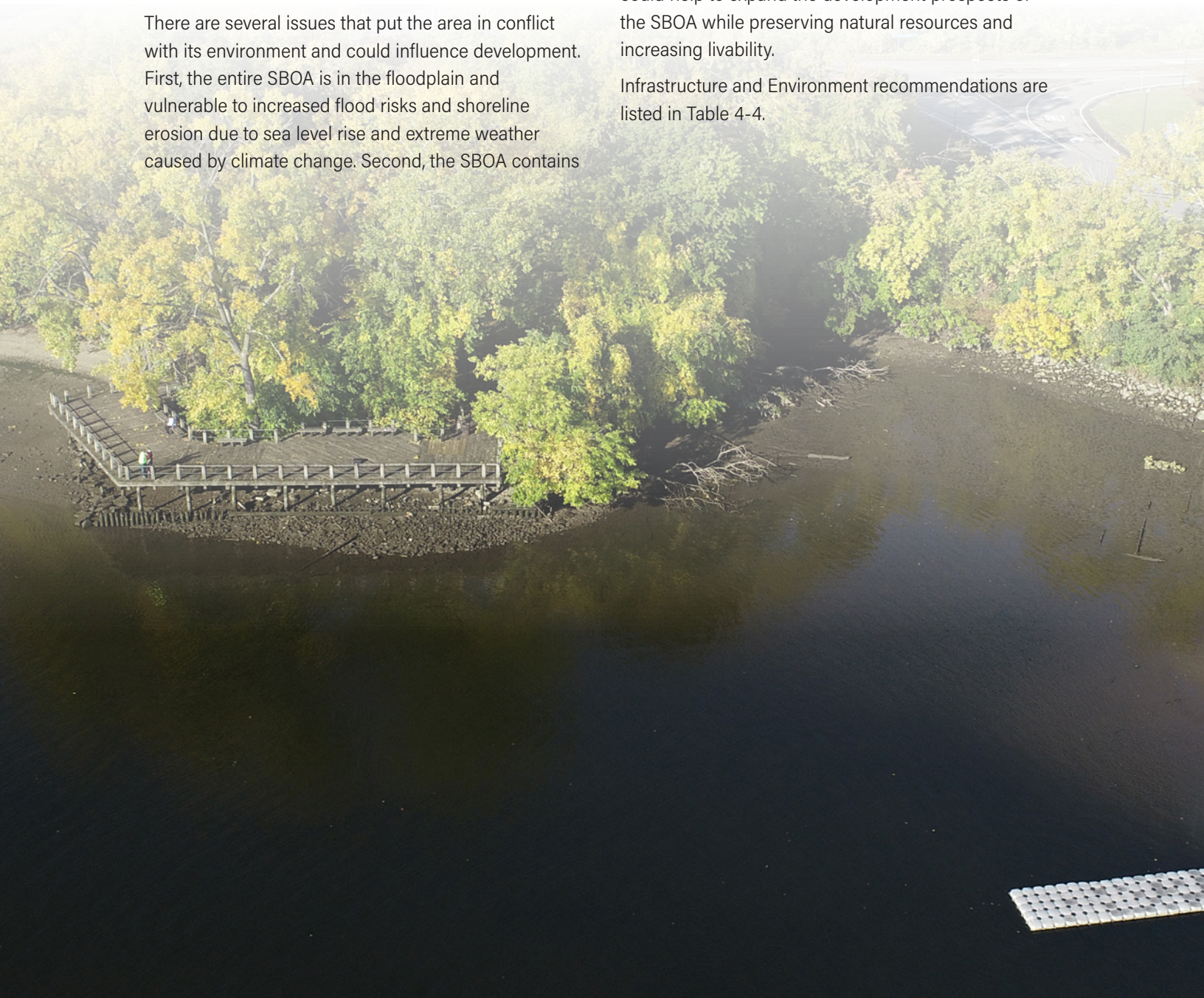
The SBOA has sufficient infrastructure to support development. There is ample access to natural gas and electrical services; no capacity concerns for drinking water or sewers or solid waste management; no water pressure issues; and good availability of phone and cable data services as well as a free 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**

RECCOMENDATION	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 Anklet" 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 USDO for potential inclusion of additional industrial uses</b>	The USDO 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, CDRTC, CDRPC, CDTA	\$\$	Short Term	N	NYSDOS LWRP, NYSDOH, CRTIC, 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, CRTIC	\$	Long Term	N	NYSDOT, FHWA
<b>MM-2: Create an "Emerald Anklet" of multimodal paths and green spaces</b>	An "Emerald Anklet" would link green spaces along the SBOA waterfront with green spaces and complete streets in the South End neighborhood. The anklet would feature bicycle, pedestrian, and green infrastructure components.	Albany Housing Authority (AHA), NYSDOS, NYS OPRHP	\$\$\$	Short Term	N	NYSDOS LWRRP, 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 LWRRP, 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, CRTIC, 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, CRTIC	\$	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 LWRRP, Friends of Albany Rowing	\$	Short Term	N	NYSDOS LWRRP
<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 LWRRP	\$\$	Short Term	N	NYSDOS LWRRP
<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

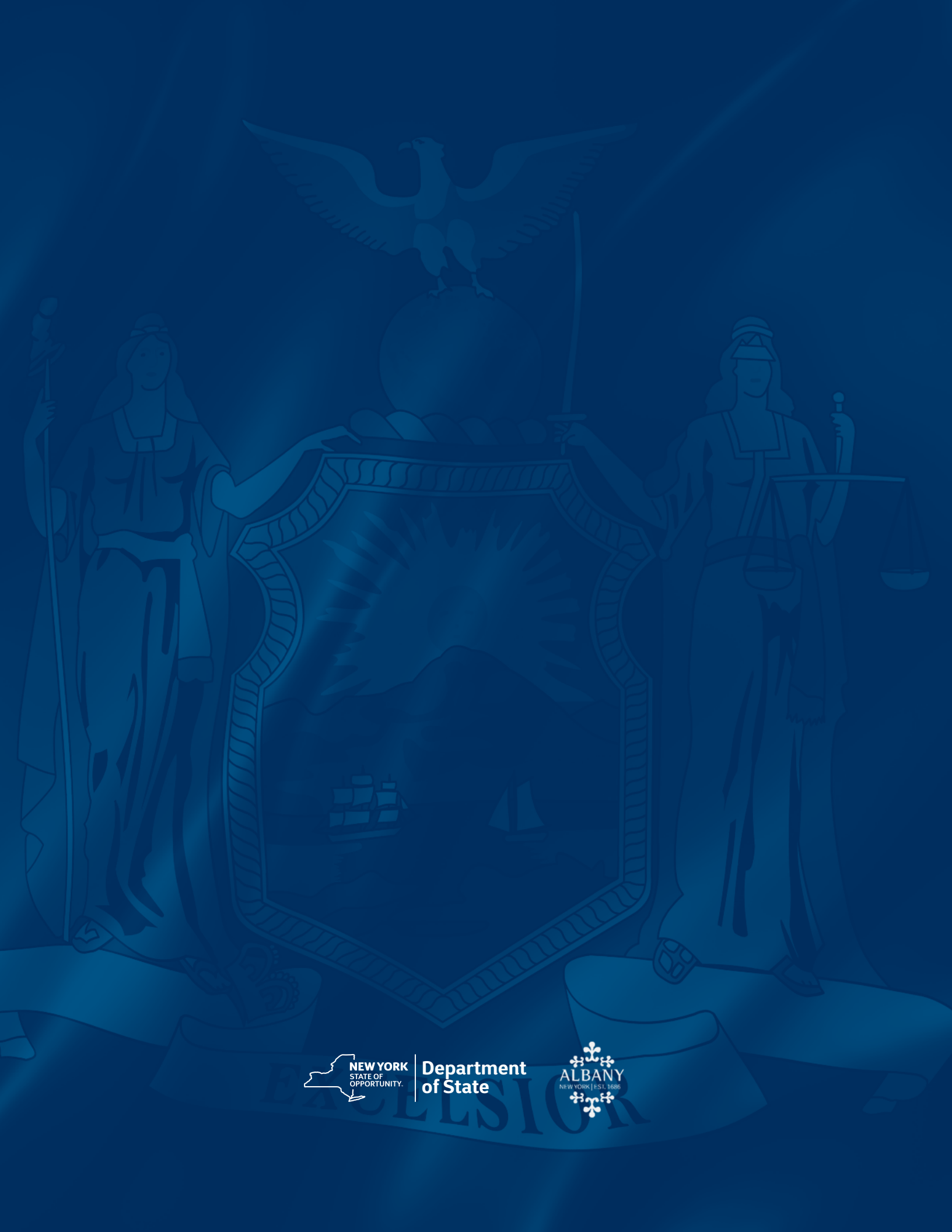
**Table 4-5. Implementation Matrix**

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 (LTCP)</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, NYSDEC, NYSERDA, NYSEFC
<b>IE-4: Reduce impermeable surfaces through land development regulations</b>	To reduce impermeable 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, NYSDEC, Albany County, Radix Center	\$\$	Short Term	N	NYSDOS LWRP, NYSDEC, 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, NYSDEC, Albany County, Radix Center	\$	Long Term	Y	NYSDOS LWRP, NYSDEC, 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.	NYSDEC, 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	NYSDOS 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, NYSERDA
<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, NYSERDA, 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, NYSERDA, 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





Department  
of State





# WAVES

**Waterfront Access • Vitality • Economic Strategy**

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



## Appendices



**Department  
of State**

# Appendix A - Site Profile Forms



Drone image of Broadway looking north (Consultant Team Drone Imagry)

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 76.15-1-5, 76.15-1-7      **BOA Site #:** 1,2,3

**Name:** 117 Broadway, 107 Broadway, and Fourteen SAC Self-Storage

**Address:** 117 Broadway, 107 Broadway, 75 Broadway

**Owner:** Fourteen SAC Self-Storage

**Municipality:** Albany

**Publicly Owned:** No

**Foreclosure List:** No

**Size:** 2.26 acres

**Existing Buildings:** No

**Condition:** N/A

**Zoning:** MU-FS

Assessment of Overall Importance and Ranking:	
<b>High:</b>	<input checked="" type="checkbox"/>
<b>Medium:</b>	<input type="checkbox"/>
<b>Low:</b>	<input type="checkbox"/>

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**

**NYS Environmental Zone:**

**Urban Renewal Area:**

**Federal Enterprise Business Zone:**

**Other: Combined Sewer Overlay and Flood Plain Overlay**

**Business Improvement District:**

**Special Assessment District:**

**Historic District:**

**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water**

**Municipal Sewer:**

**Natural Gas:**

**Electrical Service:**

**Telecom. Service:**

**Access:**

**Closest Highway:** NYS-32      **Access Road:** Broadway

**Miles to Highway:** .5 miles      **Rail Service:** Amtrak, Albany-Rensselaer; Canadian Pacific, Kenwood Yard; CSX, West Albany Yard

**Closest Interstate:** I-787      **Airport:** 11.6 miles

**Miles to Interchange:** .7 miles

**Site Status:** Parking Lot

**Property Description:** Vacant Land

**Description of Adjacent Land Uses:** Other Storage, Warehouse and Distribution Facilities, Vacant Land, Residential Vacant Land, Apartments (Commercial)

**Use and Environmental History:** Based on review of historical sources of information<sup>1</sup>, 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.

**Status of Remedial Investigation:** Based on sources reviewed, no known remedial investigations have been conducted to date.

**Use Potential and  
Redevelopment Opportunities:  
Ranking Explanation:**

**Site Location**  
**See SBOA Site Map**

**Commercial, civic, open space, residential**  
**High Ranking according to Strategic Site Analysis**

**Site Photo**



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<sup>1</sup> The following sources of historical information were reviewed: historical aerial photographs; Sanborn Maps; and a radius report prepared by Environmental Data Resources, LLC (EDR), which presents the results of searches of federal and state databases for the BOA.



**Brownfield Nomination**

**Descriptive Site Profile**

**Tax Map #:** 76.15-1-9                      **BOA Site #:** 4  
**Name:** Adirondack Transit Lines  
**Address:** 60 Broadway  
**Owner:** Adirondack Transit Lines  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.55 acres  
**Existing Buildings:** Yes  
**Condition:** Poor  
**Zoning:** MU-FS

Assessment of Overall Importance and Ranking:	
<b>High:</b>	<input checked="" type="checkbox"/>
<b>Medium:</b>	<input type="checkbox"/>
<b>Low:</b>	<input type="checkbox"/>

**Zone and/or District Status:** *(Check all that apply)*

<b>NYS Empire Zone:</b>	<input type="checkbox"/>	<b>Business Improvement District:</b>	<input type="checkbox"/>
<b>NYS Environmental Zone:</b>	<input checked="" type="checkbox"/>	<b>Special Assessment District:</b>	<input type="checkbox"/>
<b>Urban Renewal Area:</b>	<input type="checkbox"/>	<b>Historic District:</b>	<input type="checkbox"/>
<b>Federal Enterprise Business Zone:</b>	<input type="checkbox"/>	<b>Archeologically Significant Area:</b>	<input type="checkbox"/>
<b>Other: Combined Sewer Overlay and Flood Plain Overlay</b>	<input checked="" type="checkbox"/>		

**Utilities:** *(check all that apply)*

<b>Municipal Water</b>	<input checked="" type="checkbox"/>	<b>Electrical Service:</b>	<input checked="" type="checkbox"/>
<b>Municipal Sewer:</b>	<input checked="" type="checkbox"/>	<b>Telecom. Service:</b>	<input checked="" type="checkbox"/>
<b>Natural Gas:</b>	<input checked="" type="checkbox"/>		

**Access:**

**Closest Highway:** NYS-32                      **Access Road:** Broadway  
Amtrak, Albany-Rensselaer; Canadian Pacific, Kenwood Yard; CSX West Albany  
**Miles to Highway:** .6 miles                      **Rail Service:** Yard  
**Closest Interstate:** I-787                      **Closest Airport:** 13.2 miles  
**Miles to Interchange:** .4 miles

**Site Status:** Vacant Building/ Parking Lot  
**Property Description:** Other Storage, Warehouse and Distribution Facilities  
**Description of Adjacent Land Uses:** Motor Vehicle (Public Svc), Other Storage, Warehouse and Distribution Facilities, Residential Vacant Land, Apartments (Commercial), Vacant Land

**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, 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.

**Use Potential and Redevelopment Opportunities:  
Ranking  
Explanation:**

**Commercial, manufacturing, transportation, or light industrial**

**High ranking according to Strategic Site analysis**

**Site Location**

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1

The following sources of historical information were reviewed: historical aerial photographs; Sanborn Maps; and a radius report prepared by Environmental Data Resources, LLC (EDR), which presents the results of searches of federal and state databases for the BOA.

**Site Photo**

**See SBOA Site Map**



**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 76.19-2-8 **BOA Site #:** 5  
**Name:** Adirondack Transit Lines  
**Address:** 48 Broadway  
**Owner:** Adirondack Transit Lines  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.73 acres  
**Existing Buildings:** Yes  
**Condition:** Fair  
**Zoning:** MU-FS

<b>Assessment of Overall Importance and Ranking:</b>	
<b>High:</b>	<input checked="" type="checkbox"/>
<b>Medium:</b>	<input type="checkbox"/>
<b>Low:</b>	<input type="checkbox"/>

**Zone and/or District Status:** *(Check all that apply)*

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other: Combined Sewer Overlay and Flood Plain Overlay**

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**   
**Municipal Sewer:**   
**Natural Gas:**

**Electrical Service:**   
**Telecom. Service:**

**Access:**

**Closest Highway:** NYS-32 **Access Road:** Broadway  
 Amtrak, Albany-Rensselaer; Canadian Pacific, Kenwood Yard; CSX, West  
**Miles to Highway:** .5 miles **Rail Service:** Albany Yard  
**Closest Interstate:** I-787 **Closest Airport:** 11.8 miles  
**Miles to Interchange:** .8 miles

**Site Status:** Vacant Building  
**Property Description:** Motor Vehicle (Public Svc)  
**Description of Adjacent Land Uses:** Other Storage, Warehouse and Distribution Facilities, (Commercial) Parking Lot, Residential Vacant Land

## Use and Environmental History:

Based on review of historical sources of information<sup>1</sup>, 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 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 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 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/ closed). Listings on these databases, by themselves, are not necessarily indicative of contamination.

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<sup>1</sup> The following sources of historical information were reviewed: historical aerial photographs; Sanborn Maps; and a radius report prepared by Environmental Data Resources, LLC (EDR), which presents the results of searches of federal and state databases for the BOA.

**Status of Remedial Investigation:**

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

**Use Potential and Redevelopment Opportunities:**

**Commercial, manufacturing, transportation, or light industrial**

**Ranking**

**High ranking according to strategic site analysis**

**Explanation:**

**Site Location**

**Site Photo**

See SBOA Site Map



**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 76.19-2-11.2      **BOA Site #:** 6  
**Name:** Adirondack Transit Lines  
**Address:** 33 Broadway  
**Owner:** Adirondack Transit Lines  
**Municipality:** Albany  
**Publicly Owned:** No  
**Foreclosure List:** No  
**Size:** 0.75 acres  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-FS

Assessment of Overall Importance and Ranking:	
<b>High:</b>	<input checked="" type="checkbox"/>
<b>Medium:</b>	<input type="checkbox"/>
<b>Low:</b>	<input type="checkbox"/>

**Zone and/or District Status:** *(Check all that apply)*

<b>NYS Empire Zone:</b>	<input type="checkbox"/>	<b>Business Improvement District:</b>	<input type="checkbox"/>
<b>NYS Environmental Zone:</b>	<input checked="" type="checkbox"/>	<b>Special Assessment District:</b>	<input type="checkbox"/>
<b>Urban Renewal Area:</b>	<input type="checkbox"/>	<b>Historic District:</b>	<input type="checkbox"/>
<b>Federal Enterprise Business Zone:</b>	<input type="checkbox"/>	<b>Archeologically Significant Area:</b>	<input type="checkbox"/>
<b>Other: Combined Sewer Overlay and Flood Plain Overlay</b>	<input checked="" type="checkbox"/>		

**Utilities:** *(check all that apply)*

<b>Municipal Water</b>	<input checked="" type="checkbox"/>	<b>Electrical Service:</b>	<input checked="" type="checkbox"/>
<b>Municipal Sewer:</b>	<input checked="" type="checkbox"/>	<b>Telecom. Service:</b>	<input checked="" type="checkbox"/>
<b>Natural Gas:</b>	<input checked="" type="checkbox"/>		

**Access:**

<b>Closest Highway:</b> NYS-32	<b>Access Road:</b> Broadway
	Amtrak, Albany-Rensselaer; Canadian Pacific, Kenwood Yard; CSX, West Albany Yard
<b>Miles to Highway:</b> .4 miles	<b>Rail Service:</b> Albany Yard
<b>Closest Interstate:</b> I-787	<b>Closest Airport:</b> 11.8 miles
<b>Miles to Interchange:</b> .7 miles	

**Site Status:** Parking Lot  
**Property Description:** (Commercial) Parking Lot  
**Description of Adjacent Land Uses:** Marinas, Other Storage, Warehouse and Distribution Facilities, Motor Vehicle (Public Svc)

**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, 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 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.

**Use Potential and Redevelopment Opportunities:**

**Manufacturing/distribution, recreation, community service**

**Ranking**

**High ranking according to Strategic Site Analysis**

**Explanation:**

**Site Location**

**Site Photo**

See SBOA Site Map



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<sup>1</sup> The following sources of historical information were reviewed: historical aerial photographs; Sanborn Maps; and a radius report prepared by Environmental Data Resources, LLC (EDR), which presents the results of searches of federal and state databases for the BOA.



**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 76.19-2-3      **BOA Site #:** 7

**Name:** Greco, Samuel V Jr

**Address:** 10 Broadway

**Owner:** Greco, Samuel V Jr

**Municipality:** Albany

**Publicly Owned:** No

**Foreclosure List:** No

**Size:** 0.70 acres

**Existing Buildings:** Yes

**Condition:** Fair

**Zoning:** MU-FS

<b>Assessment of Overall Importance and Ranking:</b>	
<b>High:</b>	<input checked="" type="checkbox"/>
<b>Medium:</b>	<input type="checkbox"/>
<b>Low:</b>	<input type="checkbox"/>

**Zone and/or District Status:** *(Check all that apply)*

<b>NYS Empire Zone:</b>	<input type="checkbox"/>	<b>Business Improvement District:</b>	<input type="checkbox"/>
<b>NYS Environmental Zone:</b>	<input type="checkbox"/>	<b>Special Assessment District:</b>	<input type="checkbox"/>
<b>Urban Renewal Area:</b>	<input type="checkbox"/>	<b>Historic District:</b>	<input type="checkbox"/>
<b>Federal Enterprise Business Zone:</b>	<input type="checkbox"/>	<b>Archeologically Significant Area:</b>	<input type="checkbox"/>
<b>Other: Combined Sewer Overlay and Flood Plain Overlay</b>	<input checked="" type="checkbox"/>		

**Utilities:** *(check all that apply)*

<b>Municipal Water</b>	<input checked="" type="checkbox"/>	<b>Electrical Service:</b>	<input checked="" type="checkbox"/>
<b>Municipal Sewer:</b>	<input checked="" type="checkbox"/>	<b>Telecom. Service:</b>	<input checked="" type="checkbox"/>
<b>Natural Gas:</b>	<input checked="" type="checkbox"/>		

**Access:**

**Closest Highway:** NYS-32      **Access Road:** Broadway  
Amtrak, Albany-Rensselaer; Canadian Pacific, Kenwood Yard; CSX, West Albany Yard

**Miles to Highway:** .4 miles      **Rail Service:** Albany Yard

**Closest Interstate:** I-787      **Closest Airport:** 11.9 miles

**Miles to Interchange:** .7 miles

**Site Status:** Industrial/ Commercial Lot

**Property Description:** Other Storage, Warehouse and Distribution Facilities

**Description of Adjacent Land Uses:** Storage, Warehouse and Distribution Facilities, (Commercial) Parking Lot, Marinas, and Playgrounds

**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, 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 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.

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 various automotive repair shops from 1986 through 2002.

**Status of Remedial Investigation:  
Use Potential and Redevelopment Opportunities:  
Ranking  
Explanation:**

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

**Commercial, manufacturing, transportation, or light industrial**

**High Ranking according to Strategic Site Analysis**

**Site Location**

See SBOA Site Map

**Site Photo**



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<sup>1</sup> The following sources of historical information were reviewed: historical aerial photographs; Sanborn Maps; and a radius report prepared by Environmental Data Resources, LLC (EDR), which presents the results of searches of federal and state databases for the BOA.

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 76.19-2-12

**BOA Site #:** 8

Assessment of Overall Importance and Ranking:	
<b>High:</b>	<input type="checkbox"/>
<b>Medium:</b>	<input type="checkbox"/>
<b>Low:</b>	<input checked="" type="checkbox"/>

**Name:** Rear 40 Broadway

**Address:**

40 Broadway

**Owner:**

Chenot, Willian

**Municipality:** Albany

**Publicly Owned:** No

**Foreclosure List:** No

**Size:** 0.88 acres

**Existing Buildings:** Yes

**Condition:** Fair

**Zoning:** MU-FS

**Zone and/or District Status:** *(Check all that apply)*

<b>NYS Empire Zone:</b>	<input type="checkbox"/>
<b>NYS Environmental Zone:</b>	<input type="checkbox"/>
<b>Urban Renewal Area:</b>	<input type="checkbox"/>
<b>Federal Enterprise Business Zone:</b>	<input type="checkbox"/>
<b>Other: Combined Sewer Overlay and Flood Plain Overlay</b>	<input checked="" type="checkbox"/>

<b>Business Improvement District:</b>	<input type="checkbox"/>
<b>Special Assessment District:</b>	<input type="checkbox"/>
<b>Historic District:</b>	<input type="checkbox"/>
<b>Archeologically Significant Area:</b>	<input type="checkbox"/>

**Utilities:** *(check all that apply)*

<b>Municipal Water</b>	<input checked="" type="checkbox"/>
<b>Municipal Sewer:</b>	<input checked="" type="checkbox"/>
<b>Natural Gas:</b>	<input checked="" type="checkbox"/>

<b>Electrical Service:</b>	<input checked="" type="checkbox"/>
<b>Telecom. Service:</b>	<input checked="" type="checkbox"/>

**Access:**

**Closest Highway:** NYS-32

**Access Road:** Broadway  
Amtrak, Albany-Rensselaer; Canadian Pacific, Kenwood Yard; CSX, West

**Miles to Highway:** .6 miles

**Rail Service:** Albany Yard

**Closest Interstate:** I-787

**Closest Airport:** 10 miles

**Miles to Interchange:** .7 miles

**Site Status:** Active Commercial Warehouse

**Property Description:** Storage, Warehouse and Distribution Facilities

**Description of Adjacent Land Uses:** Vacant Land Located in Industrial Areas, Marinas, (Commercial) Parking Lot, Other Storage, Warehouse and Distribution Facilities

**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1892 and through at least 1951 the site was occupied by railroad lines. By 1989 the railroad lines had been removed and since at least 2009 the site appears to have been 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.

**Status of Remedial Investigation:**

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

**Use Potential and Redevelopment Opportunities: Ranking Explanation:**

**Commercial/ Light Industrial**

**High Ranking according to Strategic Site Analysis**

**Site Location**

See SBOA Site Map

**Site Photo**



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<sup>1</sup> The following sources of historical information were reviewed: historical aerial photographs; Sanborn Maps; and a radius report prepared by Environmental Data Resources, LLC (EDR), which presents the results of searches of federal and state databases for the BOA.

# Appendix B - Economic and Market Analysis



Drone image of Broadway looking north (Consultant Team Drone Imagry)



# Economic and Market Analysis: Albany WAVES

Prepared by:

**MRB** | *group*

April 2021



## Executive Summary

The Albany Waterfront Access Vitality and Economic Strategy (Albany WAVES) is a joint planning effort funded through New York State's Brownfield Opportunity Area (BOA) and Local Waterfront Revitalization Programs (LWRP). MRB Group was commissioned to conduct a market analysis to inform the WAVES project and, specifically, to determine where in each of the BOA study areas opportunities exist to enhance economic development.

Our market analysis profiled the current economic conditions of both the Northern Warehouse BOA and the Southern Waterfront BOA, shown in the maps to the right, as well as comparison geographies such as the City, Albany County and the Capital District REDC. We examined socio-demographics, employment trends by sector and real estate trends. We also conducted a series of approximately two dozen interviews with individuals of various affiliations, including developers, property owners, business owners, economic development officials, municipal officials and others.

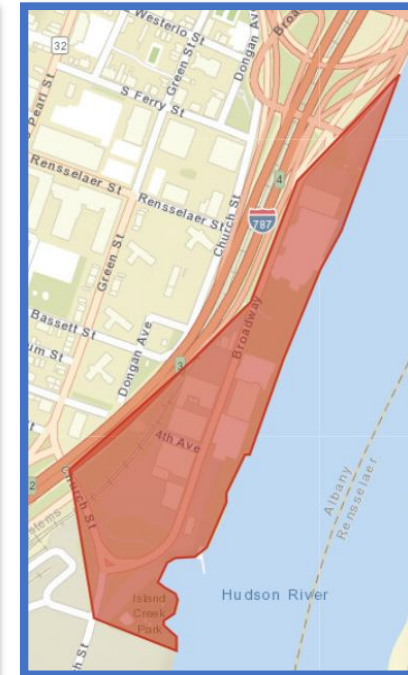
### Data Findings

What follows is a high-level summary of our findings for the real estate market:

- The industrial space market in the region is relatively strong, with low vacancy, good absorption and growing rental rates.
- The office space market in the region has weaker fundamentals in vacancy and absorption rates. Current rental rates are quite low compared to national averages.
- The retail space market is somewhere in the middle, with malls and general retail space faring poorly, while some specialty retail space doing better.
- The multi-family space market is, without question, the strongest market in the region and, especially, in the City. Rent growth has been consistently strong, net absorption has been meaningfully positive as deliveries have come on the market.



Northern Warehouse BOA



Southern Waterfront BOA

With respect to socio-demographics and other data, we found:

- The City is noticeably less wealthy than surrounding communities and has been growing its population at a slower rate than those communities.
- Those surrounding communities house the 100,000+ people that commute into the City each day, and thus represent a significant market opportunity for the City to capitalize on for future growth.
- The Northern Warehouse BOA residents' demographics, in terms of age and household size, actually match those of the surrounding communities better than the City's. The Southern Waterfront BOA does not have a meaningful resident population.
- Based on our retail sales leakage analysis, there appear to be a number of new retail establishments that could realistically be supported by current (and future) residents of the trade area.
- Overall employment in the region, including employment in industrial sectors specifically, is expected to grow, albeit modestly, over the next 10 years.

## Interviews

To supplement the quantitative data compiled, MRB Group conducted a series of interviews with individuals of various affiliations, including developers, property owners, business owners, economic development officials, municipal officials, etc. Combined with interviews completed for other concurrent planning work in the City of Albany<sup>1</sup>, we interviewed well over two dozen people with intimate knowledge of the local and regional real estate market, including developers with current or potential projects underway in one or more of our study areas. For confidentiality reasons, we will not name those interviewed or provide a level of specificity that could be used to identify a source or sources.

Many common themes emerged from the various interviews and, while there was not perfect agreement, there was an unusually high level of alignment between the interviewees on many topics:

- The City of Albany has long suffered from a negative overall image in the region, tied to a perception of high levels of crime, poverty and disinvestment, as well as a complex political environment.
- However, there has been a marked and sustained change in the real estate market in recent years that now appears to have momentum. That momentum has largely been built upon the successful adaptive reuse of existing buildings for residential use with some minor, supporting ground-floor commercial amenities. Many more such conversions are underway or planned.

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<sup>1</sup> Namely, the South End Neighborhood Plan and work for the Albany County Land Bank. In addition to interviews conducted by MRB Group, other consulting team members completed at least another two dozen interviews with other stakeholders and shared this information with us.



- Some interviewees expressed concern that the market may reach a “saturation point” for market-rate residential units.
- In addition to market-rate units, affordable-rate units continue to be successful in the City of Albany with many active affordable-rate developers in the marketplace. The sole constraint holding back even more new units appears to be the limited supply of the “9%” LIHTC credit allocations necessary to construct new affordable units.
- Some interviewees did express a concern about the possibility of concentrating poverty by placing too many affordable developments in a single neighborhood.
- The addition of new residential units is also creating another potential concern: pressure on the industrial real estate market. The City has a limited supply of industrially-zoned land and buildings, the conversion of which to residential use could diminish the City’s economic development prospects, including the associated jobs and tax base. There is evidence that this has already occurred, with space previously used for industrial businesses converted or slated to be converted to residential use.
- There is also some evidence of other competing economic uses in the study areas, such as:
  - Craft alcoholic beverage manufacturing in the North Warehouse District increasing (breweries and cideries) that also offer tasting rooms catering to large groups of customers, conflicting with heavy manufacturing such as the often-cited example of Surpass Chemical located on Bridge Street, and
  - Self-storage facilities in redeveloped properties being a low-intensity reuse of a formerly high-intensity industrial use. There was also a question as to whether the self-storage use would be in conflict with the potential for the area to become a center for nightlife or other active use.
- Interviewees nearly universally believed that the Central Warehouse and its immediate surroundings were both the biggest blight the City faces and, unfortunately, the least likely to be overcome in the short term. The belief was grounded in the long history of the property being studied, the previous efforts undertaken, the many challenges to development, and the current ownership.
- The City’s ability to re-establish additional tie-ins to the river was mentioned by many interviewees as highly desirable, including the City’s Skyway path that is under development.
- The COVID-19 pandemic has temporarily delayed some projects but they have already resumed or will resume shortly. However, some projects have adapted somewhat by reducing or eliminating retail footprints.
- The City is pulling in new households (i.e. not household moving from other parts of the City) as a result of the new development interest, particularly in the young, professional demographic. Some of the ideas that interviewees mentioned that could add to the appeal and further support such development would be:
  - To establish one or more “entertainment districts”, such as the craft beverage district in formation in the North Warehouse District,

- To focus on making neighborhoods highly “walkable” and bike-friendly,
- To create one or more “destination” amenities, and
- As mentioned above, to strengthen connections to the river.
- The Port of Albany’s expansion presents a few special opportunities for the study area:
  - A significant expansion in the set of jobs available to residents,
  - The likely creation of a job training center in or around the Port, available to residents, and
  - The opportunity to seek new mass transit options and other transportation amenities to move people safely and efficiently through the Port to the job center and the expansion area.

## Contents

Executive Summary.....	2
Data Findings .....	2
Interviews .....	3
Introduction .....	7
Data Note.....	7
Market Area.....	7
Demographics .....	9
Overview .....	9
Household Income Distribution.....	10
Income Comparison .....	10
Commuting .....	11
Daily Traffic Volume .....	12
Retail Market Analysis .....	13
Local Trade Area.....	13
Industry Analysis .....	16
Industry Composition.....	16
Projected Employment Trends .....	17
Industrial Sectors.....	18
Commercial Real Estate Market Analysis .....	20
Industrial: .....	21
Office:.....	22
Retail .....	23
Multi-Family.....	24

## Introduction

The WAVES project is a joint planning effort funded through New York State's Brownfield Opportunity Area and Local Waterfront Revitalization programs. The City of Albany's project places emphasis on Waterfront Access Vitality and Economic Strategy.

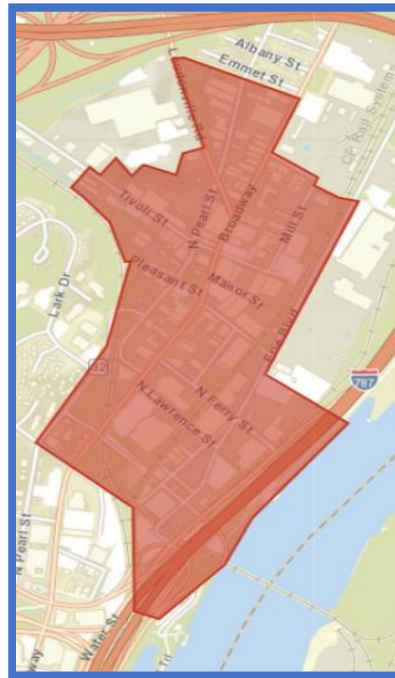
The following market overview presents information on the current economic conditions of the Brownfield Opportunity Areas (BOAs) in the City of Albany and surrounding geographies, in terms of demographic, industrial, and real estate trends. The data displayed throughout the market profile was collected from numerous sources, as noted below, that collectively depict current market conditions. Insights from the following analysis will provide a foundation for strategic planning purposes in later phases of the WAVES project.

### Data Note

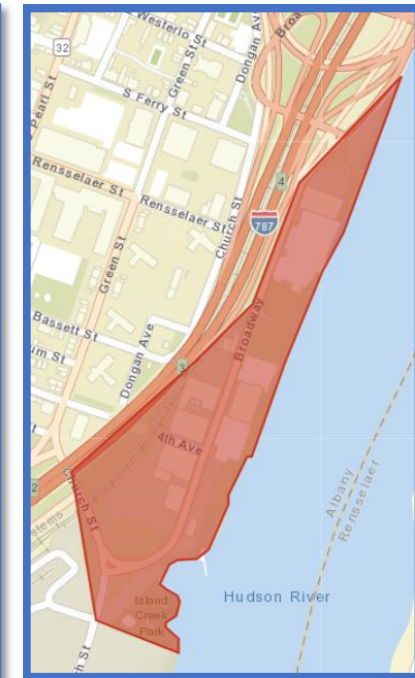
Data included in the following analysis was sourced from the 2010 US Census, American Community Survey estimates from the US Census Bureau, Esri, Emsi, and CoStar.

### Market Area

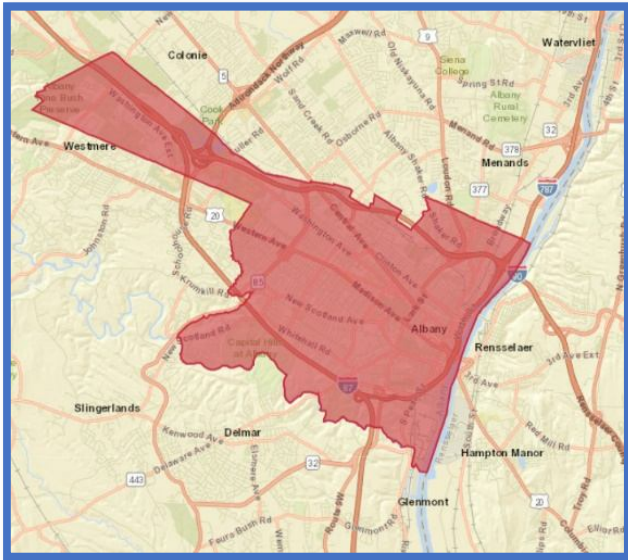
The following sections on demographic, economic, and real estate trends incorporate data covering five geographies: (1) the Northern Warehouse BOA and (2) the Southern Waterfront BOA, both shown to the right, as well as (3) the Local Trade Area, defined as a 10-minute drive time radius from a point near the intersection of Broadway and North Ferry Street, (4) the City of Albany, and (5) the eight-county Capital Region, shown on the following page.



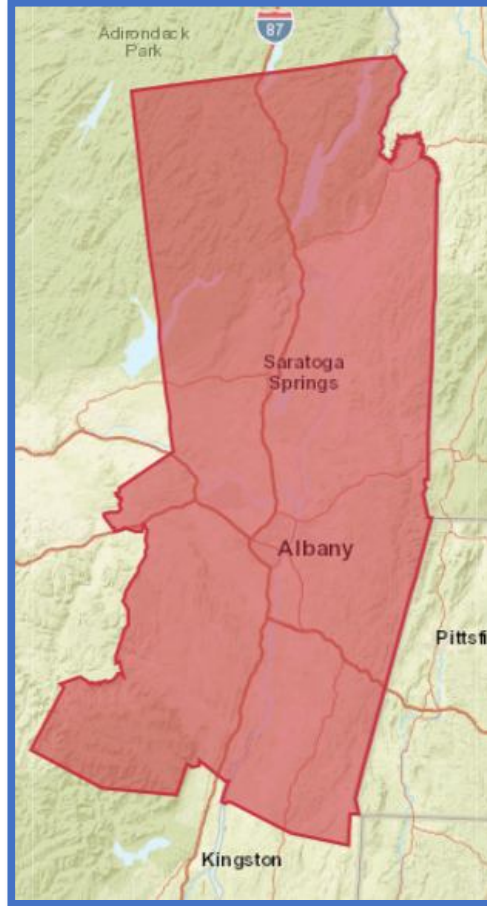
Northern Warehouse BOA



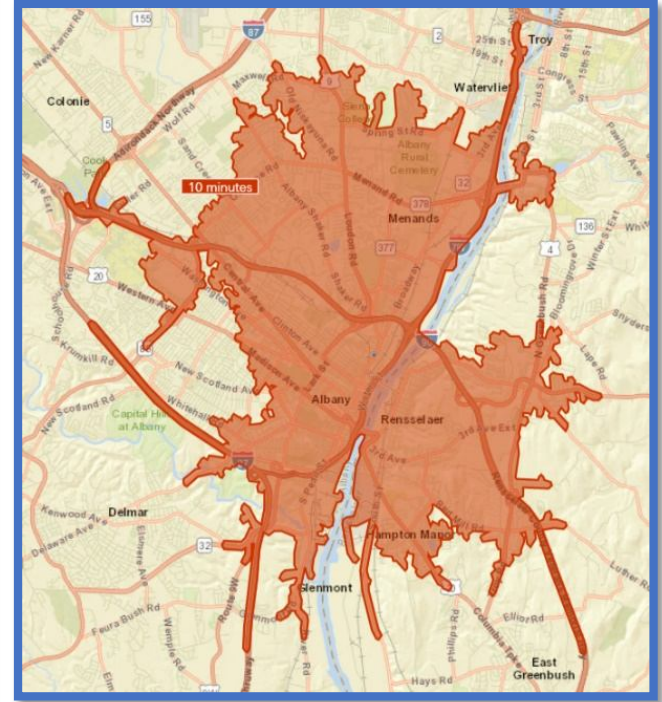
Southern Waterfront BOA



City of Albany, NY



Capital Region – Albany, Columbia, Greene, Rensselaer, Saratoga, Schenectady, Warren and Washington Counties



Local Trade Area – Defined as a 10-minute drive time.

# Demographics

## Overview

The table shown at right is a comparison of demographic trends for the Northern Warehouse BOA, the City of Albany, the Local Trade Area, and the larger Capital Region. The Southern Waterfront BOA is not included in this portion of the analysis due to insufficient data to draw reliable conclusions<sup>2</sup>.

- The Northern Warehouse BOA has relatively few residents as reflected in the population and household figures. However, average household size is almost three (3) persons, whereas the average household size of comparison geographies ranges from 2.13 – 2.34.
- The City of Albany has had modest population growth over the last ten years relative to the larger geographies.
- Median age in the Northern Warehouse BOA is nine (9) years higher than in the City and has increased modestly over the last ten years. As such, it is more comparable to the Capital Region as a whole than the City.

## Demographic Fundamentals

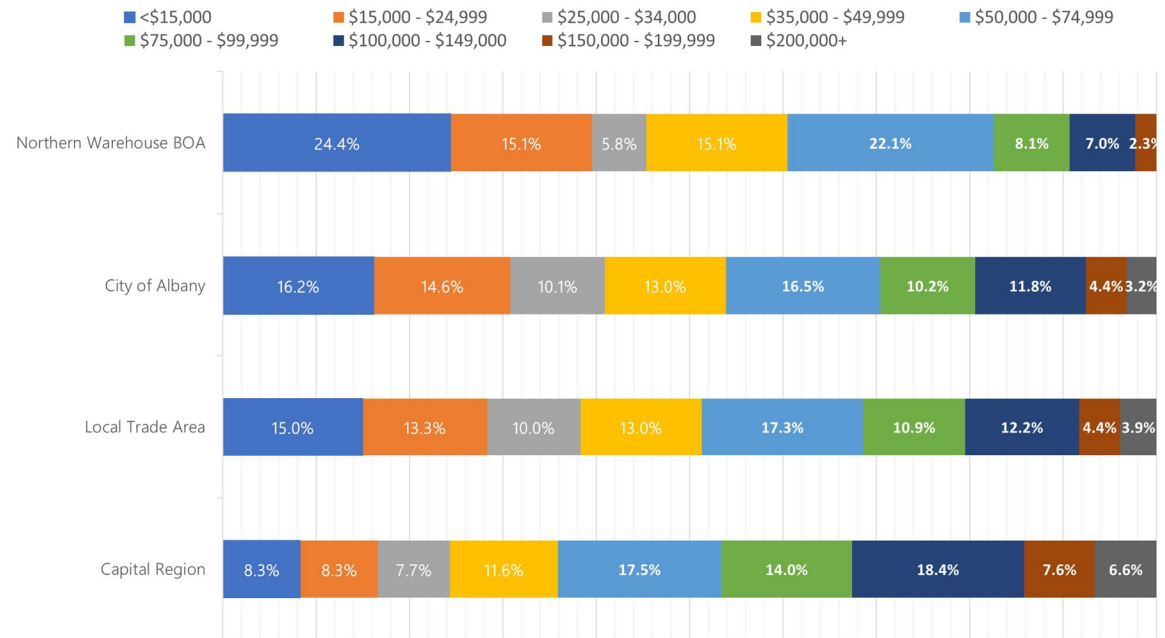
	Population			
	2010	2020	Change	% Change
Northern Warehouse BOA	261	270	9	3.45%
City of Albany	97,856	99,068	1,212	1.24%
Local Trade Area	102,100	104,911	2,811	2.75%
Capital Region	1,079,207	1,118,572	39,365	3.65%
	Households			
	2010	2020	Change	% Change
Northern Warehouse BOA	79	86	7	8.86%
City of Albany	41,157	41,526	369	0.90%
Local Trade Area	44,266	45,634	1,368	3.09%
Capital Region	439,996	460,249	20,253	4.60%
	Average Household Size			
	2010	2020	Change	% Change
Northern Warehouse BOA	3.13	2.98	-0.15	-4.79%
City of Albany	2.13	2.13	0	0.00%
Local Trade Area	2.21	2.20	-0.01	-0.45%
Capital Region	2.36	2.34	-0.02	-0.85%
	Median Age			
	2010	2020	Change	% Change
Northern Warehouse BOA	40.3	41.6	1.3	3.2%
City of Albany	30.4	32.4	2.0	6.6%
Local Trade Area	33.1	35.1	2.0	6.0%
Capital Region	40.6	42.5	1.9	4.7%

Source: ESRI

<sup>2</sup> According to US Census Bureau data, there are fewer than 10 residents in the Southern Waterfront BOA. Therefore, the sample size is too small to draw any meaningful conclusions.

### Household Income Distribution

The figure to the right compares the household income distribution of the various geographies. The Northern Warehouse BOA has the highest percentage of households earning less than \$15,000 annually, at 24.4%. The Northern Warehouse BOA also has a larger share of households within a \$15,000 to \$24,999 range. About 17% of households in the Northern Warehouse BOA make at least \$75,000, significantly lower when compared to the Capital Region at 46%.



Source: ESRI

### Income Comparison

Common indicators of wealth are displayed in the table to the right. As shown, Northern Warehouse BOA residents earn significantly less than residents of the comparison areas.

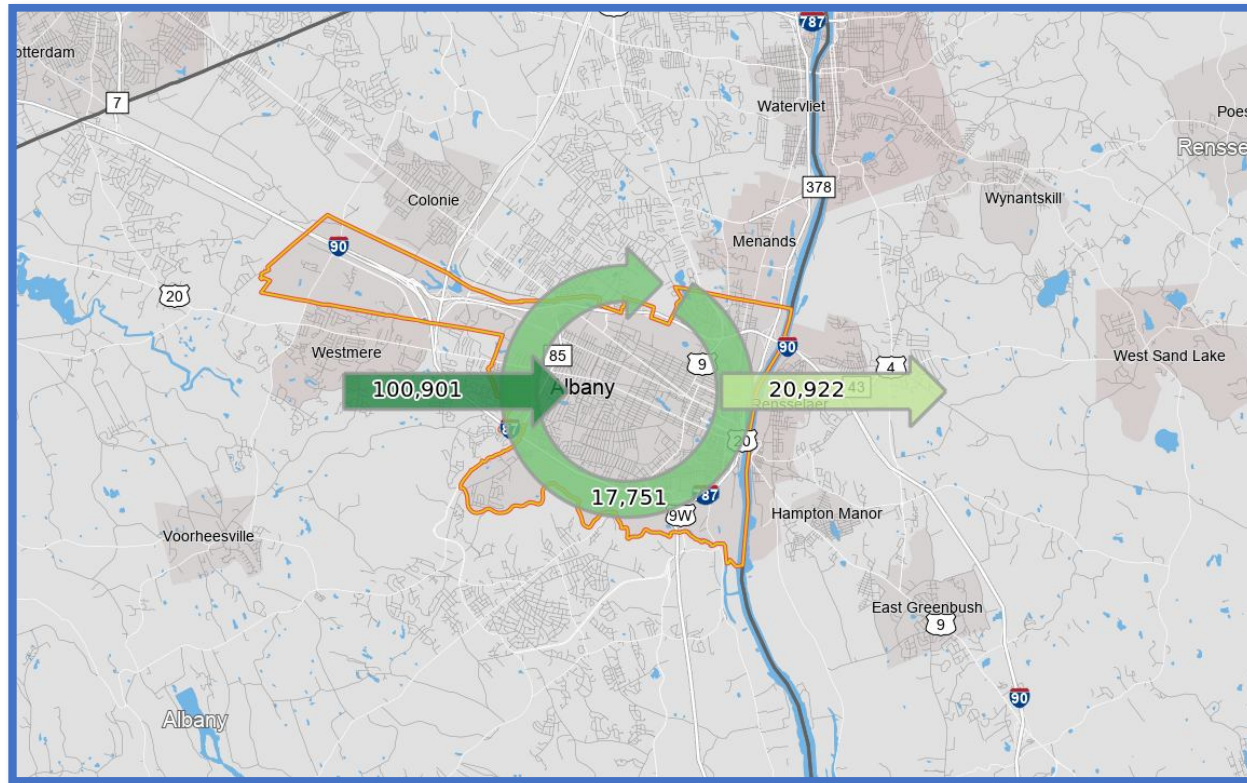
### Income Comparison, 2020

	Northern Warehouse BOA	City of Albany	Capital Region
Median Household Income	\$38,603	\$44,539	\$68,563
Average Household Income	\$46,131	\$64,624	\$90,137
Per Capita Income	\$21,607	\$27,755	\$37,209

Source: ESRI

## Commuting

The figure below shows the daily commuting patterns for the City of Albany. Roughly 100,000 people commute into the City for work. Around 21,000 residents commute to jobs outside of the City, and 18,000 both live and work in the City<sup>3</sup>. Clearly, Albany is a net-in-commuter community, likely driven by the University at Albany, state government offices, and healthcare-related employers.



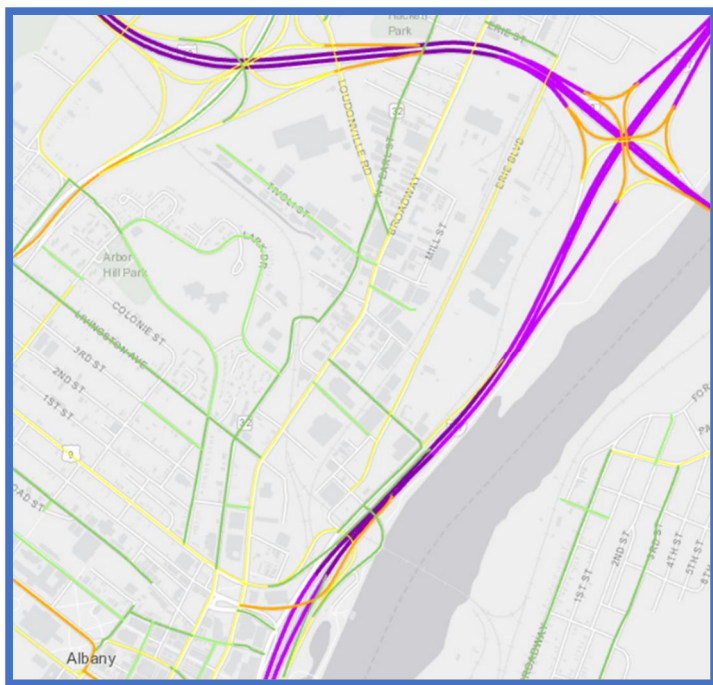
Source: CES OnTheMap

<sup>3</sup> Commuting data captures both public and private primary jobs, but is not all-inclusive. Some federal jobs, jobs that serve as secondary sources of income, and “gig” workers are likely not captured in the data. Therefore, the important element of the data is the clear and large net-commutation pattern, rather than the absolute numbers.

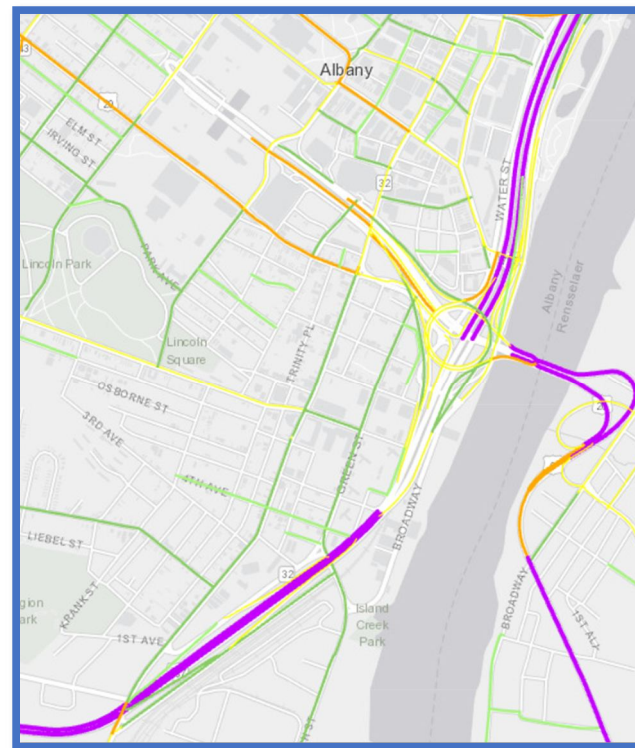


### Daily Traffic Volume

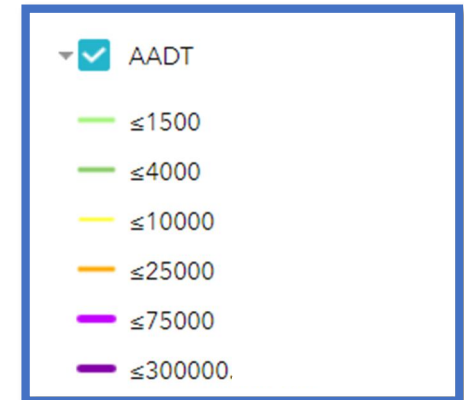
Daily traffic volume, as measured by annual average daily traffic (AADT), for the Northern Warehouse BOA (left) and Southern Waterfront BOA (right) are shown in the maps below. Both BOA areas are bordered by I-787 with average daily trips of over 75,000. Smaller streets of the Northern Warehouse BOA have between 1,500-10,000 average daily trips. Busier streets such as Erie Boulevard and Broadway see nearly 10,000 vehicles on an average day.



Northern Warehouse BOA



Southern Waterfront BOA

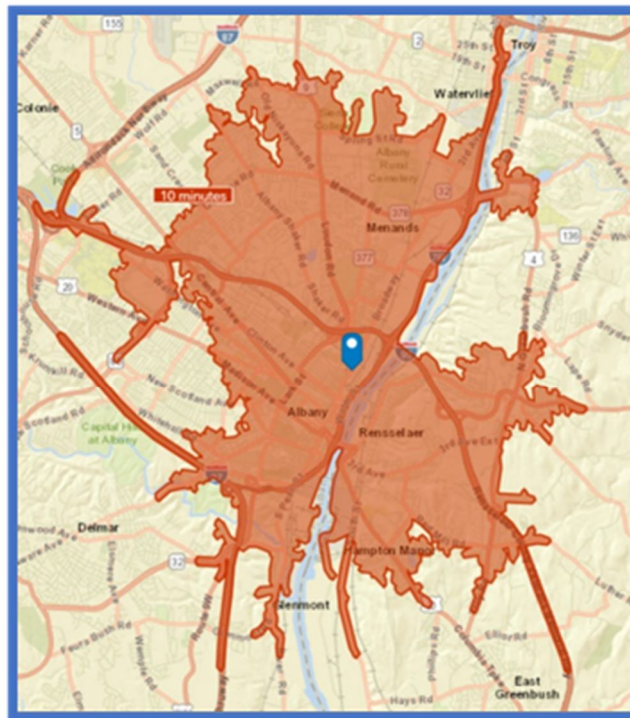


Source: NYS DOT Traffic Data Viewer

## Retail Market Analysis

### Local Trade Area

A local retail trade area was considered in this analysis to determine consumer demand conditions affecting the market. The Local Trade Area encompasses a ten-minute drive time from a central point, in this case a point near the intersection of Broadway and North Ferry Street<sup>4</sup>. The Local Trade Area includes the entire Northern Warehouse BOA, the Southern Waterfront BOA, and a substantial portion of Albany, Rensselaer, and Menands.



Local Trade Area

<sup>4</sup> Drive-time radii are calculated using speed limits of local roadways, not actual traffic patterns at peak.

The table to the right displays the retail market place profile for the local trade area.

The following retail categories show the largest retail leakages (gaps where residents are spending more on a particular good than the total amount of sales in that good are occurring), meaning residents are often meeting their needs for these products and services by traveling outside the Local Trade Area to make their purchases:

- Clothing Stores
- Other General Merchandise Stores
- Sporting Goods/Hobby/Musical Instrument Stores
- Jewelry, Luggage & Leather Goods Stores
- Office Supplies, Stationery & Gift Stores

Local Trade Area, Sales Surplus & Leakage

NAICS	2017 Industry Group	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap
441	Motor Vehicle & Parts Dealers	\$251,923,012	\$414,900,424	(\$162,977,412)
4411	Automobile Dealers	\$213,306,996	\$382,981,632	(\$169,674,636)
<b>4412</b>	<b>Other Motor Vehicle Dealers</b>	<b>\$18,367,443</b>	<b>\$4,209,862</b>	<b>\$14,157,581</b>
4413	Auto Parts, Accessories & Tire Stores	\$20,248,574	\$27,708,929	(\$7,460,355)
442	Furniture & Home Furnishings Stores	\$45,427,760	\$81,035,294	(\$35,607,534)
4421	Furniture Stores	\$24,100,946	\$56,660,451	(\$32,559,505)
4422	Home Furnishings Stores	\$21,326,814	\$24,374,843	(\$3,048,029)
<b>443</b>	<b>Electronics &amp; Appliance Stores</b>	<b>\$46,943,313</b>	<b>\$38,277,701</b>	<b>\$8,665,612</b>
<b>444</b>	<b>Bldg Materials, Garden Equip. &amp; Supply Stores</b>	<b>\$70,040,502</b>	<b>\$60,469,922</b>	<b>\$9,570,580</b>
4441	Bldg Material & Supplies Dealers	\$64,349,172	\$57,727,337	\$6,621,835
4442	Lawn & Garden Equip & Supply Stores	\$5,691,330	\$2,742,585	\$2,948,745
445	Food & Beverage Stores	\$222,199,012	\$340,129,550	(\$117,930,538)
4451	Grocery Stores	\$188,999,567	\$303,771,540	(\$114,771,973)
<b>4452</b>	<b>Specialty Food Stores</b>	<b>\$14,767,302</b>	<b>\$13,667,810</b>	<b>\$1,099,492</b>
4453	Beer, Wine & Liquor Stores	\$18,432,142	\$22,690,199	(\$4,258,057)
4461	Health & Personal Care Stores	\$104,957,795	\$107,467,308	(\$2,509,513)
<b>4471</b>	<b>Gasoline Stations</b>	<b>\$126,196,429</b>	<b>\$120,130,709</b>	<b>\$6,065,720</b>
<b>448</b>	<b>Clothing &amp; Clothing Accessories Stores</b>	<b>\$104,203,764</b>	<b>\$27,129,178</b>	<b>\$77,074,586</b>
4481	Clothing Stores	\$73,703,864	\$20,099,406	\$53,604,458
4482	Shoe Stores	\$11,981,434	\$3,315,405	\$8,666,029
4483	Jewelry, Luggage & Leather Goods Stores	\$18,518,466	\$3,714,367	\$14,804,099
451	Sporting Goods, Hobby, Book & Music Stores	\$36,534,014	\$13,832,780	\$22,701,234
4511	Sporting Goods/Hobby/Musical Instr Stores	\$30,510,205	\$9,212,645	\$21,297,560
4512	Book, Periodical & Music Stores	\$6,023,809	\$4,620,135	\$1,403,674
<b>452</b>	<b>General Merchandise Stores</b>	<b>\$149,853,036</b>	<b>\$129,006,950</b>	<b>\$20,846,086</b>
4521	Department Stores Excluding Leased Depts.	\$92,827,575	\$96,776,988	(\$3,949,413)
<b>4529</b>	<b>Other General Merchandise Stores</b>	<b>\$57,025,461</b>	<b>\$32,229,962</b>	<b>\$24,795,499</b>
<b>453</b>	<b>Miscellaneous Store Retailers</b>	<b>\$46,996,618</b>	<b>\$37,373,777</b>	<b>\$9,622,841</b>
4531	Florists	\$3,869,787	\$7,736,838	(\$3,867,051)
<b>4532</b>	<b>Office Supplies, Stationery &amp; Gift Stores</b>	<b>\$14,390,836</b>	<b>\$4,712,489</b>	<b>\$9,678,347</b>
<b>4533</b>	<b>Used Merchandise Stores</b>	<b>\$6,278,553</b>	<b>\$4,372,994</b>	<b>\$1,905,559</b>
<b>4539</b>	<b>Other Miscellaneous Store Retailers</b>	<b>\$22,457,442</b>	<b>\$20,551,455</b>	<b>\$1,905,987</b>
722	Food Services & Drinking Places	\$137,945,076	\$181,796,783	(\$43,851,707)
7223	Special Food Services	\$6,004,781	\$7,892,490	(\$1,887,709)
7224	Drinking Places - Alcoholic Beverages	\$8,212,441	\$8,463,098	(\$250,657)
7225	Restaurants/Other Eating Places	\$123,727,854	\$165,441,196	(\$41,713,342)

Source: ESRI

The table below displays the full extent of supportable retail in the Local Trade Area, if we assume a 25% recapture of existing retail leakage.

Supportable Retail Categories, Local Trade Area

NAICS	2017 Industry Group	Retail Gap	25% Recapture	Average Sales per Business Upstate NY	Number of Potential Businesses
4412	Other Motor Vehicle Dealers	\$14,157,581	\$3,539,395	\$1,732,299	2.0
4441	Bldg Material & Supplies Dealers	\$6,621,835	\$1,655,459	\$1,954,940	0.8
4442	Lawn & Garden Equip & Supply Stores	\$2,948,745	\$737,186	\$1,155,290	0.6
4452	Specialty Food Stores	\$1,099,492	\$274,873	\$744,296	0.4
4471	Gasoline Stations	\$6,065,720	\$1,516,430	\$1,077,843	1.4
4481	Clothing Stores	\$53,604,458	\$13,401,115	\$7,149,109	1.9
4482	Shoe Stores	\$8,666,029	\$2,166,507	\$1,105,683	2.0
4483	Jewelry, Luggage & Leather Goods Stores	\$14,804,099	\$3,701,025	\$1,066,298	3.5
4511	Sporting Goods/Hobby/Musical Instr Stores	\$21,297,560	\$5,324,390	\$2,051,336	2.6
4512	Book, Periodical & Music Stores	\$1,403,674	\$350,919	\$909,919	0.4
4529	Other General Merchandise Stores	\$24,795,499	\$6,198,875	\$3,236,651	1.9
4532	Office Supplies, Stationery & Gift Stores	\$9,678,347	\$2,419,587	\$733,863	3.3
4533	Used Merchandise Stores	\$1,905,559	\$476,390	\$291,897	1.6
4539	Other Miscellaneous Store Retailers	\$1,905,987	\$476,497	\$2,051,336	0.2
4542	Vending Machine Operators	\$353,800	\$88,450	\$599,212	0.1

Source: ESRI, MRB Group

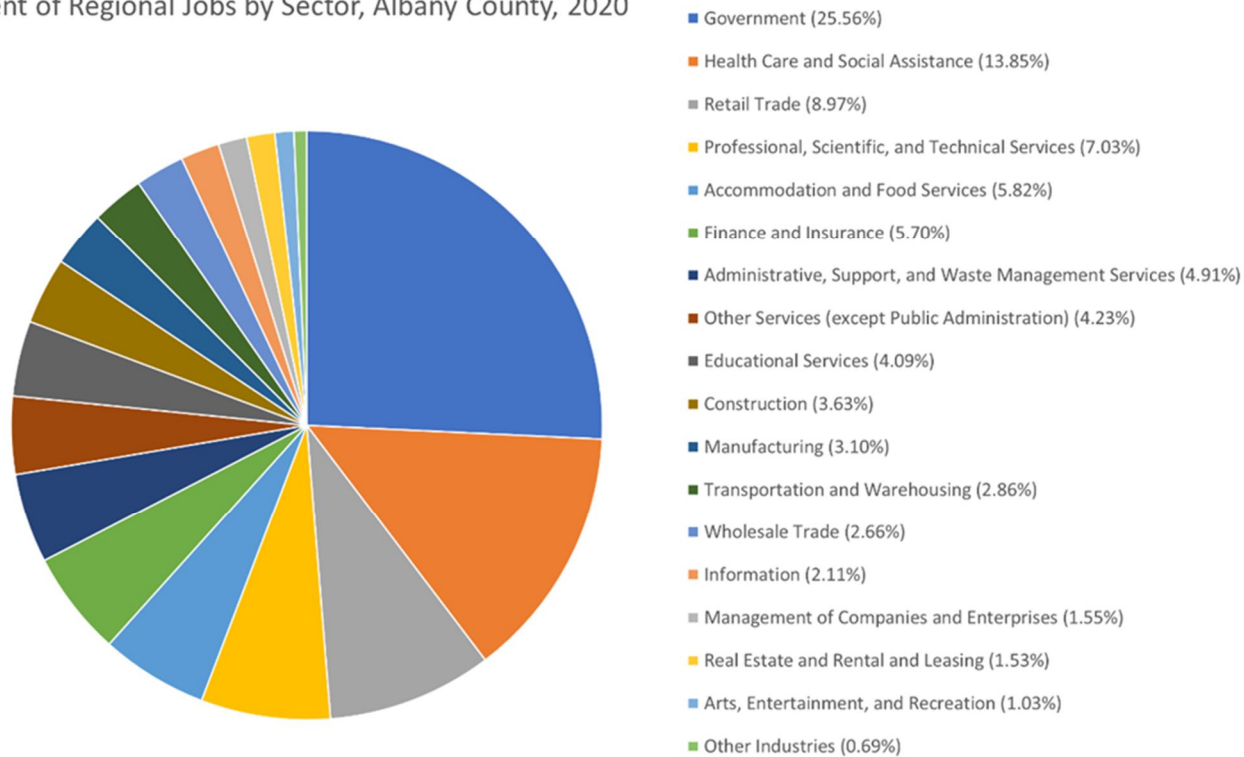
As many as 15 new businesses could potentially be supported by a 25% recapture within the Local Trade Area. Jewelry, Luggage & Leather Goods Stores, together with Office Supplies, Stationery & Gift Stores would be able to support as many as 3 new retail outlets. Some categories do not have sufficient leakage to support a new establishment, but could possibly sustain the expansion of an existing business.

# Industry Analysis

## Industry Composition

The following figure shows the industry sector composition of Albany County in 2020. The largest industry sector in Albany County is Government, accounting for 62,861 jobs, or slightly over a quarter of the County’s jobs. Health Care and Social Assistance is the second largest industry by employment, with 34,052 employees. Retail Trade is third largest, employing 22,058.

Percent of Regional Jobs by Sector, Albany County, 2020



Source: Emsi

### Projected Employment Trends

Over the next ten years, 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.

Projected Change in Employment by Industry, 2020 - 2030

NAICS	Description	2020 Jobs	2030 Jobs	2020 - 2030 Change	2020 - 2030 % Change
62	Health Care and Social Assistance	34,052	36,591	2,539	7%
52	Finance and Insurance	14,009	15,557	1,548	11%
61	Educational Services	10,048	11,491	1,443	14%
56	Administrative and Support and Waste Management and Remediation Services	12,063	13,219	1,156	10%
54	Professional, Scientific, and Technical Services	17,277	18,323	1,046	6%
23	Construction	8,935	9,704	769	9%
31	Manufacturing	7,611	8,038	427	6%
48	Transportation and Warehousing	7,027	7,419	392	6%
90	Government	62,861	63,107	246	0%
21	Mining, Quarrying, and Oil and Gas Extraction	443	654	211	48%
72	Accommodation and Food Services	14,307	14,452	145	1%
53	Real Estate and Rental and Leasing	3,773	3,907	134	4%
71	Arts, Entertainment, and Recreation	2,524	2,641	117	5%
99	Unclassified Industry	302	402	100	33%
11	Agriculture, Forestry, Fishing and Hunting	444	536	92	21%
81	Other Services (except Public Administration)	10,411	10,497	86	1%
22	Utilities	510	452	(58)	(11%)
51	Information	5,194	4,963	(231)	(4%)
55	Management of Companies and Enterprises	3,802	3,561	(241)	(6%)
44	Retail Trade	22,058	21,454	(604)	(3%)
42	Wholesale Trade	6,548	5,851	(697)	(11%)
	TOTAL	244,199	252,818	8,619	4%

Source: EMSI

### Industrial Sectors

This industrial sector analysis compares historic and projected trends across 75 sectors that utilize industrial space, at the 4-digit NAICS level. This is important because both the Northern Warehouse BOA and the Southern Waterfront BOA are predominantly occupied by tenants that use industrial space for manufacturing, processing, storage, or other activities.

The table to the right shows the historic employment trends across the top 25 industrial space-using NAICS codes, by employment, of Albany County.

Among the sectors shown, the following ten sub-sectors have added the most jobs over the past ten years:

- Couriers and Express Delivery Services (528 jobs)
- Other Fabricated Metal Product Manufacturing (415)
- Other Electrical Equipment and Component Manufacturing (314)
- Other Chemical Product and Preparation Manufacturing (239)
- Printing and Related Support Activities (146)
- Beverage Manufacturing (146)
- Semiconductor and Other Electronic Component Manufacturing (135)
- Plastics Product Manufacturing (99)
- Navigational, Measuring, Electromedical, and Control Instruments Manufacturing (63)
- Architectural and Structural Metals Manufacturing (54)

Industries that have experienced the largest decline include Other Furniture Manufacturing, Synthetic Fibers and Filaments Manufacturing, and Pulp, Paper, and Paperboard Mills.

Industrial Space Trends 2010 - 2020, Albany County

NAICS	Description	2010 Jobs	2020 Jobs	Change	% Change
4921	Couriers and Express Delivery Services	1308	1836	528	40%
3118	Bakeries and Tortilla Manufacturing	511	526	15	3%
3345	Navigational, Measuring, Electromedical, and Control Instruments Manufacturing	460	523	63	14%
3231	Printing and Related Support Activities	348	494	146	42%
3279	Other Nonmetallic Mineral Product Manufacturing	483	467	(16)	(3%)
3329	Other Fabricated Metal Product Manufacturing	46	461	415	902%
3359	Other Electrical Equipment and Component Manufacturing	135	449	314	233%
3261	Plastics Product Manufacturing	348	447	99	28%
3379	Other Furniture Related Product Manufacturing	594	392	(202)	(34%)
3273	Cement and Concrete Product Manufacturing	345	354	9	3%
3252	Resin, Synthetic Rubber, and Artificial and Synthetic Fibers and Filaments Manufacturing	462	301	(161)	(35%)
3339	Other General Purpose Machinery Manufacturing	414	298	(116)	(28%)
3121	Beverage Manufacturing	150	296	146	97%
3323	Architectural and Structural Metals Manufacturing	228	282	54	24%
3259	Other Chemical Product and Preparation Manufacturing	0	239	239	-
3221	Pulp, Paper, and Paperboard Mills	367	222	(145)	(40%)
3344	Semiconductor and Other Electronic Component Manufacturing	24	159	135	563%
3332	Industrial Machinery Manufacturing	<10	154	-	-
3116	Animal Slaughtering and Processing	127	149	22	17%
3399	Other Miscellaneous Manufacturing	128	145	17	13%
4922	Local Messengers and Local Delivery	115	141	26	23%
3251	Basic Chemical Manufacturing	106	108	2	2%
3391	Medical Equipment and Supplies Manufacturing	133	101	(32)	(24%)
3271	Clay Product and Refractory Manufacturing	76	83	7	9%
3219	Other Wood Product Manufacturing	62	79	17	27%

Source: EMSI

The table shown at right displays industrial space-using industries that are forecasted to grow in employment from 2020-2030.

In total, 21 of these industries are expected grow in the County over the next 10 years. Of note, Other Fabricated Metal Product Manufacturing and Other Electrical Equipment and Component Manufacturing are projected to added 300 jobs over the next ten years.

Projected Growth in Employment by Industry, 2020 - 2030

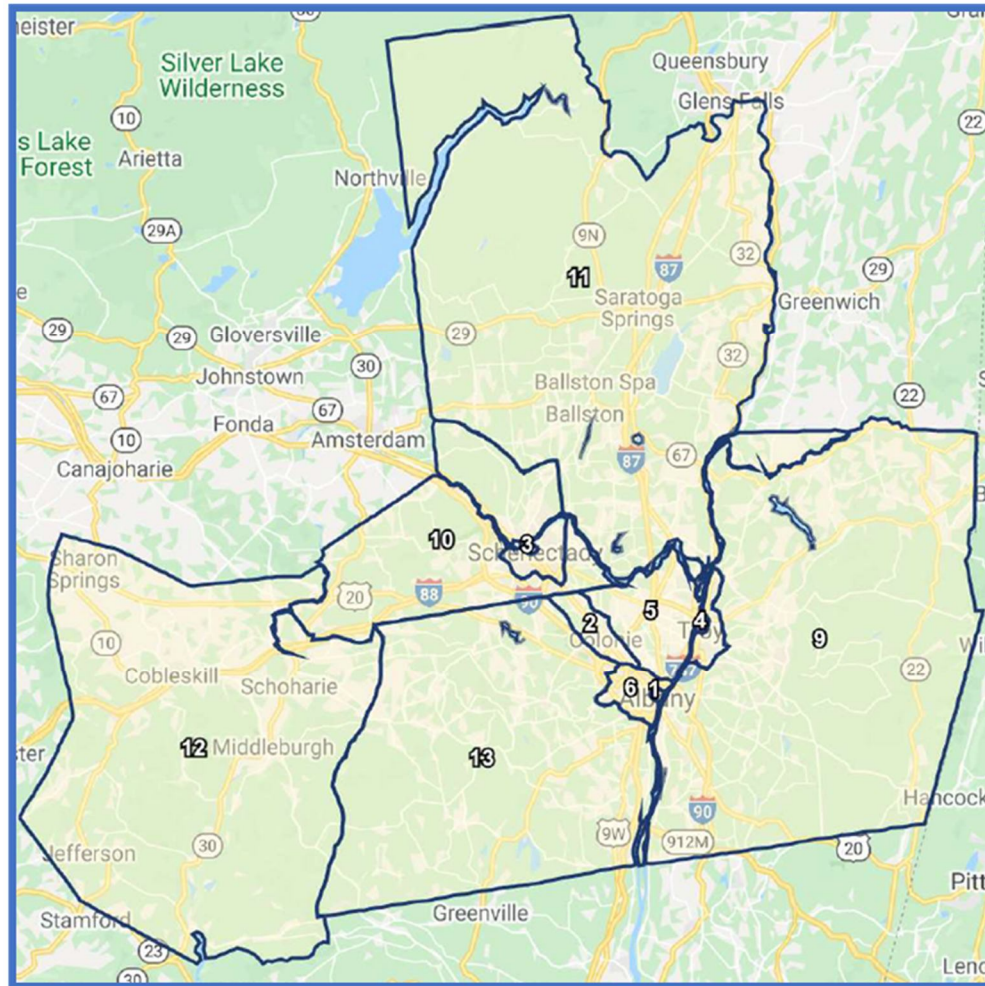
NAICS	Description	2020 Jobs	2030 Jobs	Change	% Change
3329	Other Fabricated Metal Product Manufacturing	461	659	198	43%
3359	Other Electrical Equipment and Component Manufacturing	449	551	102	23%
3116	Animal Slaughtering and Processing	149	218	69	46%
3344	Semiconductor and Other Electronic Component Manufacturing	159	224	65	41%
3231	Printing and Related Support Activities	494	533	39	8%
3259	Other Chemical Product and Preparation Manufacturing	239	275	36	15%
3332	Industrial Machinery Manufacturing	154	189	35	23%
3115	Dairy Product Manufacturing	56	90	34	61%
3345	Navigational, Measuring, Electromedical, and Control Instruments Manufacturing	523	545	22	4%
3121	Beverage Manufacturing	296	315	19	6%
3371	Household and Institutional Furniture and Kitchen Cabinet Manufacturing	35	54	19	54%
3273	Cement and Concrete Product Manufacturing	354	372	18	5%
3342	Communications Equipment Manufacturing	38	56	18	47%
3363	Motor Vehicle Parts Manufacturing	44	60	16	36%
3331	Agriculture, Construction, and Mining Machinery Manufacturing	35	51	16	46%
3372	Office Furniture (including Fixtures) Manufacturing	61	75	14	23%
3353	Electrical Equipment Manufacturing	27	34	7	26%
3132	Fabric Mills	11	16	5	45%
3113	Sugar and Confectionery Product Manufacturing	33	37	4	12%
3256	Soap, Cleaning Compound, and Toilet Preparation Manufacturing	23	26	3	13%
3119	Other Food Manufacturing	11	14	3	27%

Source: EMSI



## Commercial Real Estate Market Analysis

Both the Northern Warehouse BOA and the Southern Waterfront BOA are predominantly populated with commercial and industrial real estate. Therefore, we have examined the historical and projected trends of Albany's commercial real estate market. The Greater Albany market, pictured below, consists of 10 submarkets stretching from Schoharie County to Rensselaer County and up to Saratoga County.



Industrial:

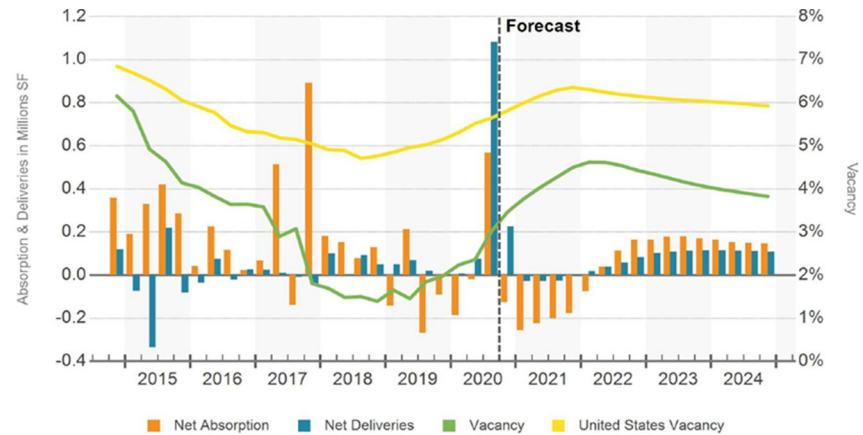
The Greater Albany industrial real estate market has shown persistently strong fundamentals over the last six years. Vacancy rates have gradually declined from 8% in 2014 to around 3% in Q4 2020. Over one million square feet of industrial space was delivered to the market in Q4 2020, accounting for the construction of an Amazon warehouse distribution facility in Rensselaer County.

Market rent growth across industrial classes of real estate has been relatively stable from 2015, at around 4% per year. CoStar has forecasted a steep, but short-lived, drop in rent growth in 2021, reflecting a demand shock brought on by the coronavirus pandemic<sup>5</sup>. CoStar’s forecasting models suggest the rent rates will experience a “V-shape” recovery, eventually stabilizing and growing through 2024.

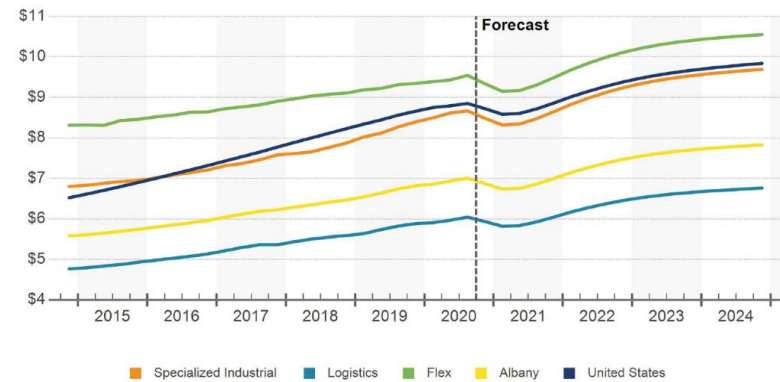
Currently, flex space in the Greater Albany market is priced at \$9.54 per square foot, specialized industrial at \$8.66 per square foot, and logistics at \$6.05 per square foot<sup>6</sup>.

Industrial Real Estate Trends: Greater Albany Market

Absorption, Deliveries, and Vacancies



Asking Rent per Square Foot, by Industrial Class



Source: CoStar

<sup>5</sup> CoStar is a national real estate data source compiled from local courses and best-in-class real time market data.

<sup>6</sup> Industrial flex space is, by design, “flexible” and allows for a wide range of office and warehouse uses and a wide range of space configurations. Specialized industrial real estate includes properties with unique features to meet the specific needs of tenants (e.g. food processor with a cold storage facility.)

Office:

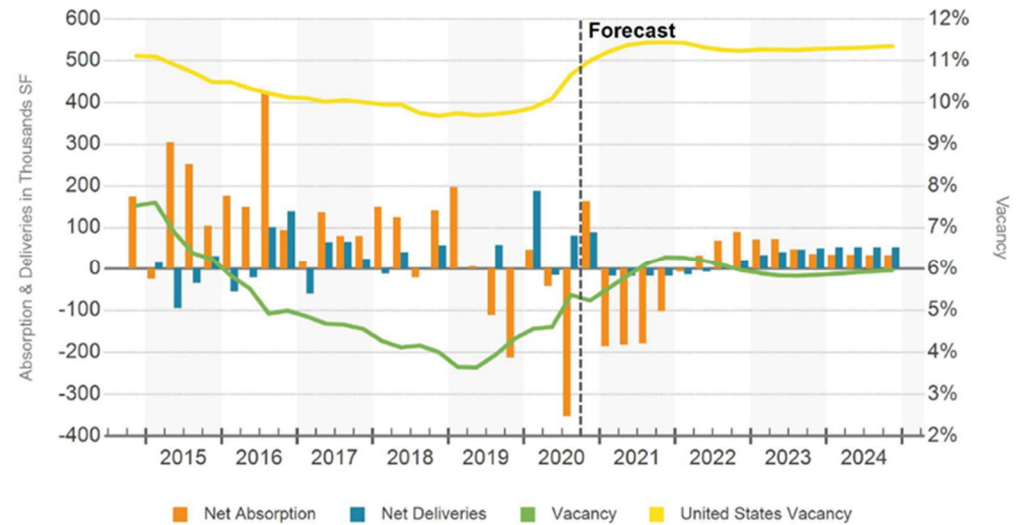
Vacancy rates in the Greater Albany market are substantially lower than national averages. From 2014, vacancy rates have dropped from roughly 7.5% to 5.5% in Q4 2020.

However, rent growth across Albany’s office real estate has been stagnant over much of the last six years, with a decline and then a gradual uptick since 2018. Forecasts suggest the commercial office space market may be more vulnerable to the economic reverberations of COVID-19, compared to industrial space. Current projections are for an approximate 5% contraction in asking rent for commercial office space in 2021, with a recovery in 2022.

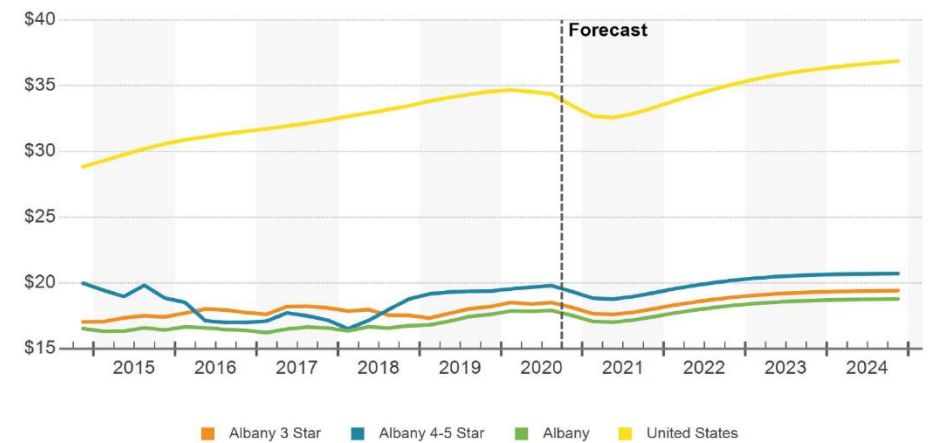
Current market rent is \$17.94 per square foot for office space in the Greater Albany market. As a subset of that, 4-5 Star-rated office space is priced at \$19.82 per square foot.

Office Real Estate Trends: Greater Albany Market

Absorption, Deliveries, and Vacancies



Asking Rent per Square Foot



## Retail

The Greater Albany retail real estate market has also shown strong fundamentals over the last six years. Deliveries over this time period were largely absorbed in the same year, suggesting strong demand for retail property and/or purpose-built construction. The Greater Albany area has consistently experienced lower vacancy rates than the nation, by 1-2 percentage points.

Unsurprisingly, asking rents for retail property have steadily grown between 1-3% year-over-year across most retail categories. This is in spite of the fact that malls and general retail properties have seen significant decreases in asking rent over the last six years. In terms of rent growth projections, asking retail rents are forecasted to be the most severely impacted in the wake of the coronavirus pandemic, with expected contractions between 4.0-6.5% and a bounce-back of roughly the same degree in 2022.

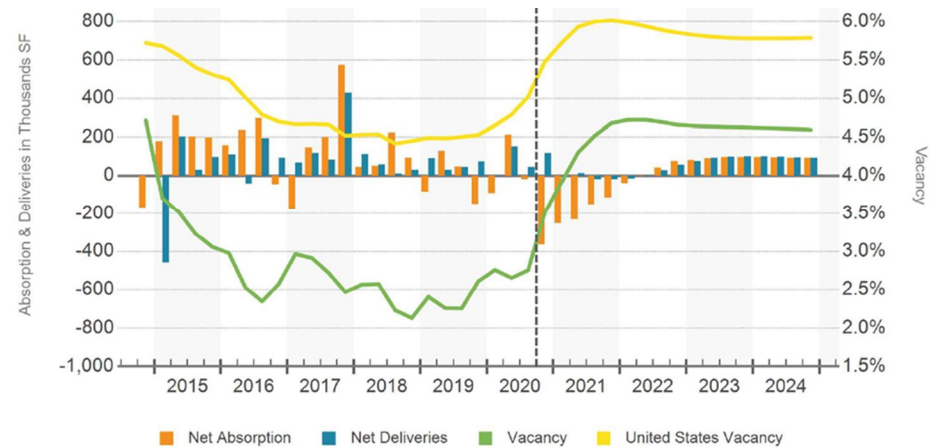
Current asking rents across retail categories for the Greater Albany market are as follows:

- Malls: \$24.17 per square foot
- Power Center<sup>7</sup>: \$19.04 per square foot
- Neighborhood Center: \$14.54 per square foot
- Strip Center: \$13.68 per square foot
- General Retail: \$13.60 per square foot
- Other: \$16.62 per square foot

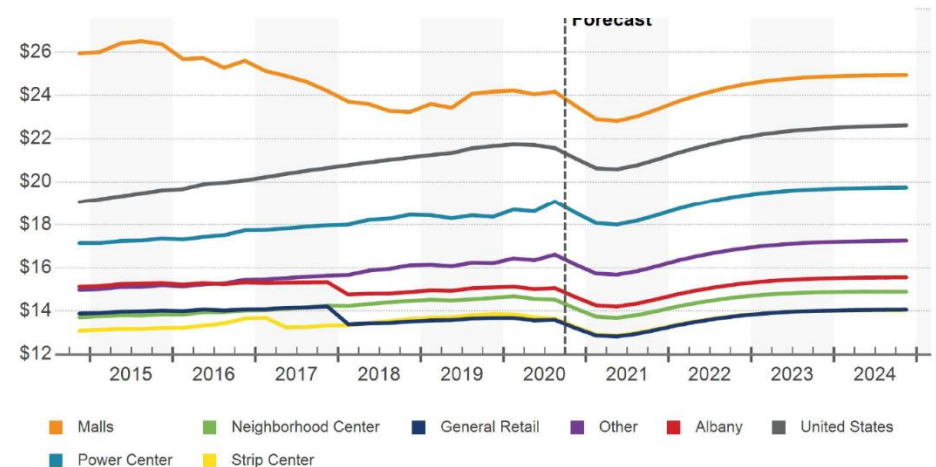
<sup>7</sup> Power centers are large-footprint (over 200,000 square feet) retail centers that usually contain three or more “big-box” stores.

## Retail Real Estate Trends: Greater Albany Market

Absorption, Deliveries, and Vacancies



Asking Rent per Square Foot, by Retail Category



Source: CoStar

### Multi-Family

Both BOAs have a significant density of commercial real estate properties. There are few multi-family housing offerings in the Northern Warehouse BOA and only one in the Southern Waterfront BOA. However, it is useful to understand the historical and projected trends in the Albany multi-family market to determine the potential for residential developments in either BOA.

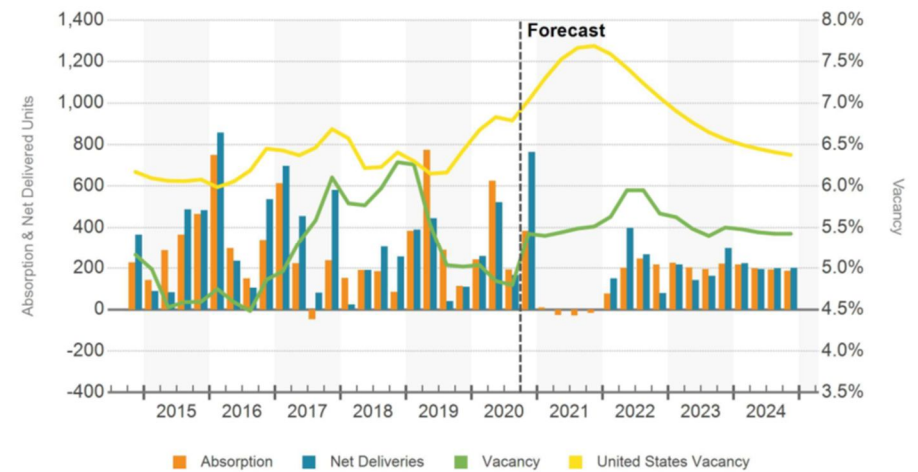
The Greater Albany multifamily market has had significant deliveries over the last six years, a result of strong demand for multi-family housing. Deliveries were largely leased up in the same year as they were brought to the market. Vacancy rates have also been consistently lower than national figures, and are projected to remain around 5.5% through 2024.

Multi-family per unit asking rents have been steadily rising from 2015. Over the next year, rent growth is projected to drop 2%, but quickly rebound through 2024.

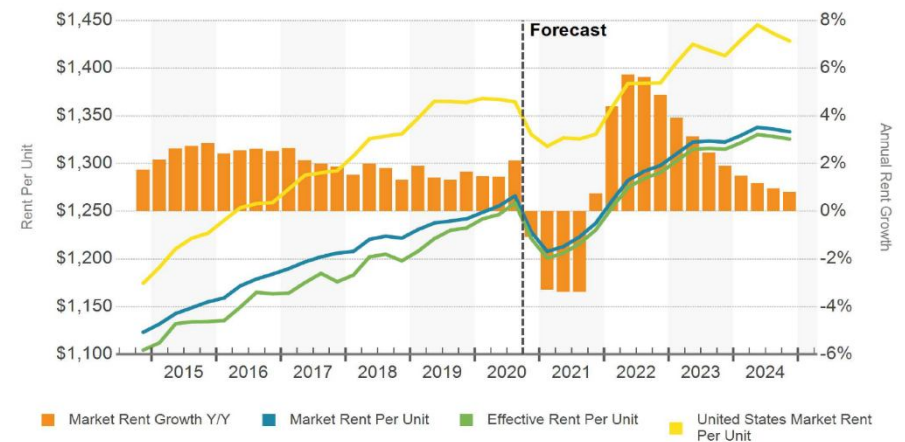
Market rents currently stand at \$1,266 per month per unit for multifamily properties.

### Multi-Family Real Estate Trends: Greater Albany Market

Absorption, Deliveries, and Vacancies



Asking Rent per Unit & Rent Growth



# Appendix C - Blue Green Infrastructure Framework



Drone image of Broadway looking north (Consultant Team Drone Imagry)

Intended for  
**City of Albany**

Document type  
**Report**

Date  
**October 2021**

# **BLUE GREEN INFRASTRUCTURE FRAMEWORK**

## **ALBANY BROWNFIELD OPPORTUNITY AREAS PROGRAM**



## **BLUE GREEN INFRASTRUCTURE FRAMEWORK ALBANY BROWNFIELD OPPORTUNITY AREAS PROGRAM**

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Approved by **Paul D. Romano**

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# CONTENTS

<b>1.</b>	<b>Introduction</b>	<b>4</b>
1.1	Blue-Green Infrastructure for Livable Cities	4
1.2	Potential Obstacles	6
1.3	Opportunities	6
1.4	Site Investigation and Existing Conditions Analysis	7
1.4.1	Existing Conditions	7
1.4.2	Projected Conditions	14
<b>2.</b>	<b>Recommended Practices</b>	<b>16</b>
2.1	Green Streetscapes	17
2.2	Rain Gardens	19
2.3	Constructed Wetlands	19
<b>3.</b>	<b>GreenScenario™</b>	<b>21</b>
<b>4.</b>	<b>Case Studies</b>	<b>27</b>
4.1	Emerald Necklace, Boston, US	27
4.2	Ulu Pandan Park Connector (UPPC), Singapore	28
4.3	Hamburg, Germany	29
4.4	Portland, Oregon, US	30
4.5	Copenhagen, Denmark	31
<b>5.</b>	<b>Conclusion</b>	<b>33</b>
	<b>Appendix 1 - Proposed BGI Mapping for N-BOA</b>	<b>34</b>

# 1. INTRODUCTION

This Framework document summarizes the potential for integration of Blue Green Infrastructure practices into the Albany Brownfield Opportunity Areas Program (BOA) including the North Warehouse District BOA (N-BOA) and the South Waterfront District BOA (S-BOA). The Framework draws upon Ramboll's portfolio of previous BGI implementation to illustrate its benefits for the BOAs and presents sample designs for the N-BOA Nomination Study. A software-augmented analysis and simulation of sample BGI scenarios is performed for the site using the GreenScenario™ tool.

## 1.1 Blue-Green Infrastructure for Livable Cities

The traditional grey approach to urban infrastructure, which is to discharge rainwater into pipes, is not an adequate solution for the hydroclimatic problems induced by urbanization, urban density, and impervious land cover. Nor is it a way to mobilize the many socioeconomic benefits of water as an element in people's living environments. Additionally, stormdrain systems within most Northeastern cities were sized for average rainfall events based upon historic data, which is no longer representative of present-day or future conditions. Blue-Green infrastructure (BGI) offers a feasible and valuable solution for urban areas facing the challenges of climate change. It complements and, in some cases, mitigates the need for grey infrastructure. BGI connects urban hydrological functions (blue infrastructure) with vegetation systems (green infrastructure) in urban landscape design. It provides overall socioeconomic benefits that are greater than the sum of its individual components. Taken together as a comprehensive system, these components of BGI projects strengthen urban ecosystems by employing natural processes in man-made environments. They combine the demand for sustainable water and stormwater management with the demands of adaptive urban life and planning.

The integration of Ramboll's Blue Green Infrastructure approach to urban design and water management is not only the logical method, but the optimal approach to achieving the social, environmental, and economic goals of the Albany 2030 Comprehensive Plan. The Plan 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 city hopes to build on its history and diverse natural, cultural, institutional, and human resources to become a global model for sustainable revitalization and urban livability.

The potential for BGI integration into BOA redevelopment scenarios presents an opportunity to simultaneously make strides toward achieving the Albany 2030 vision and the Albany 2030 Plan.

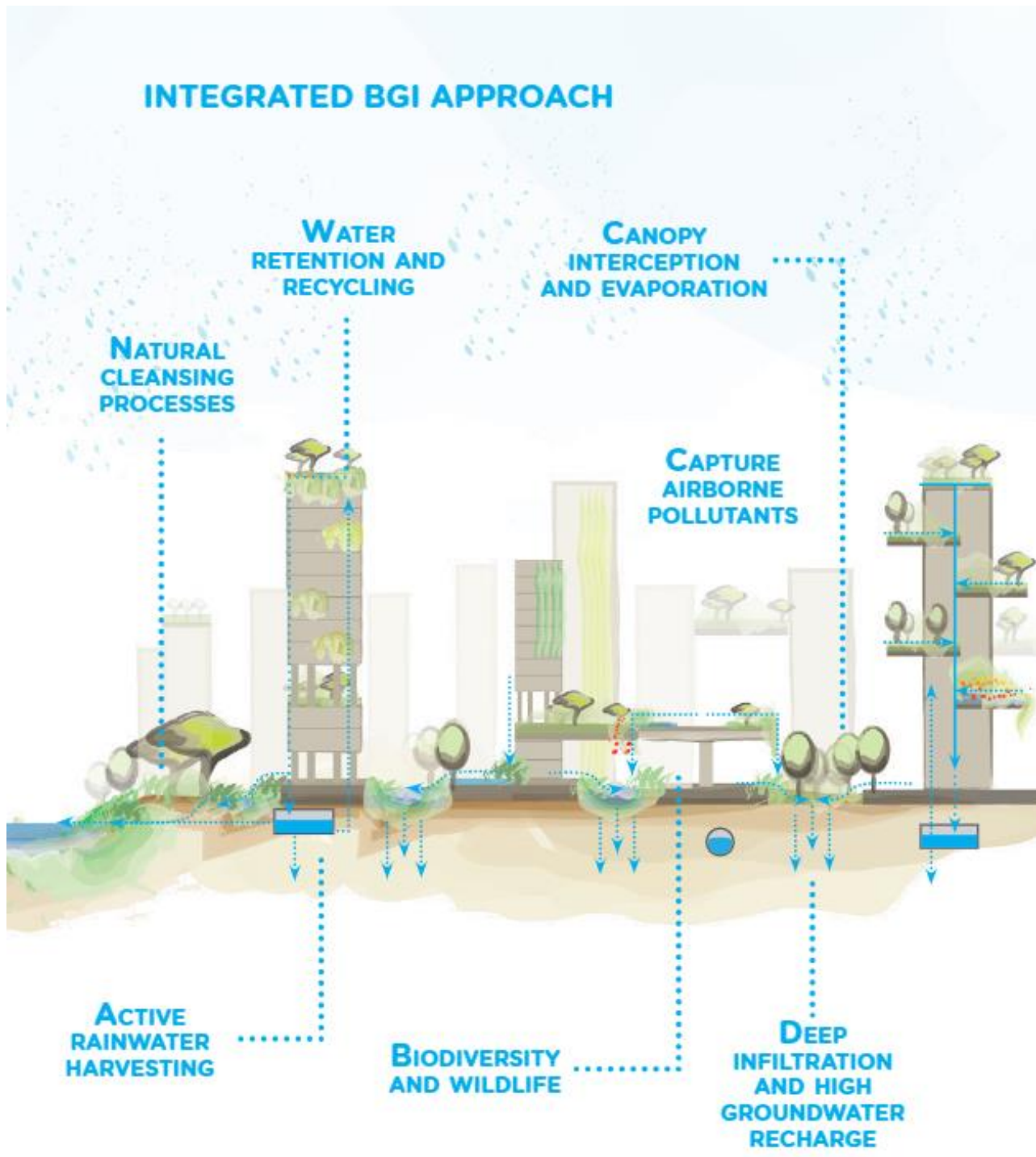


Figure 1. The integrated BGI approach closes the loop between natural climatic processes and urban systems.

## 1.2 Potential Obstacles

BGI is still controversial as a potential infrastructure investment. Occasionally cited criticisms of BGI include high degrees of project complexity, and long-term horizons of project timelines. Additional challenges to implementation include restrictions on land use, or the lack of availability of land. A change in urban planning is frequently confronted with the limitations of traditional land use regulations. BGI represents a paradigm shift in urban water management. Its success requires a cognitive-cultural change in the mindsets of a number of different stakeholders, across a variety of different organizations and a range of different disciplines. However, when the mindsets of policymakers are behind the BGI approach, these types of practical challenges are resolvable, as shown in the Section 4 Case Studies.

Inherent hydrologic elements of stormwater management may challenge the implementation of BGI. There are two specific hydrologic issues of particular importance when designing with water:

- **Gravitational Flows:** Water follows the logic of gravity, regardless of political borders and jurisdiction. One of the primary mandates of the BGI approach is to augment and enhance urban hydrology. Aligning the water management objectives of a BGI project with property rights and cognitive-cultural constraints requires finesse in coordinating the interests and cooperation of different shareholders.
- **Surface Flow Path:** As water flows downhill, it always follows the path of least resistance. A consequence of this is that channels or ditches are formed and join others to form flow paths of increasingly higher order. As the flow path order increases, so does the relative size of the catchment area supplying it. The BGI approach, which follows the natural logic of water, suggests a chain of responsibility and ownership that may be distinct from local water laws. Ensuring sufficient land is set aside for BGI will be an important policy issue for a long-term water-conscious, catchment-oriented urban design.

## 1.3 Opportunities

BGI's integrative and interdisciplinary approach to water management encourages collaboration and cooperation across agencies for instance, among urban designers, landscape architects, and water engineers, but also, among engineers, planners, government agencies, and community stakeholders. The need for cross-agency cooperation sometimes adds complexity to the process of BGI planning and implementation that lead to delays and increase project costs. However, BGI projects are not inherently more complex than more conventional infrastructure projects. Support from an appropriate regulatory framework can go a long way towards simplifying the process for BGI implementation. Once necessary local knowledge and experience is built up through a handful of pilot BGI projects, local decision-makers and experts have the opportunity to create a set of standards to facilitate future BGI implementation.

When implementing BGI on a citywide scale, new construction requires a variety of different types of permits and must meet a variety of zoning requirements. However,

the Albany BOAs are at an advantage, as its sites are predefined and approved by the city. Planners will not have to search for and identify suitable, available land. The selected sites are vacant, underutilized, and were previously developed for industrial uses, and therefore are also not located in the most densely populated areas of the city.

#### 1.4 Site Investigation and Existing Conditions Analysis

The Project Team held a site visit and design charette on June 2nd, 2021. Emphasis was placed on the N-BOA, with a site walkthrough and team discussion of BGI considerations and opportunities at the City of Albany office.

A preliminary analysis of the BOA sites for the feasibility of BGI implementation was conducted using publicly available data from the City of Albany, the County of Albany, the State of New York, Cornell University, the US Department of Agriculture’s National Resources Conservation Service, and the Federal Emergency Management Agency. Land-use, soil surveys, tidal and precipitation data were overlain with local parcel-level data to perform base analyses and identify the potential for Blue Green Infrastructure opportunities. Existing storm and sewer infrastructure conditions were also assessed. However, further investigation into site-specific features (topography, hydrology, geology, hydrogeology, and sociology) is recommended for proper determination of how best to manage stormwater, implement appropriate the solutions, and meet regulatory requirements.

##### 1.4.1 Existing Conditions

###### Land Use

Land use within the BOA Redevelopment Areas is a mix of commercial, vacant, and community or transportation uses, with some public services and parks and recreation uses. Historic land use includes 20<sup>th</sup>-century industrial development - N-BOA was formerly the Albany Lumber District. The Hudson River is the major natural resource for both BOAs, though S-BOA is more immediately on the waterfront.

**Table 1. Percent breakdown of Land Use for each study area.<sup>1</sup>**

N-BOA LAND USE		S-BOA LAND USE	
49%	Commercial & Industrial	22%	Commercial
25%	Transportation	38%	Transportation
13%	Community Service	13%	Recreation and Entertainment
5%	Public Service	8%	Public Service
8%	Vacant	18%	Vacant

<sup>1</sup> Refer to Land Use analysis and maps in the BOA Nomination Studies

The N-BOA site includes 183 acres of primarily commercial properties, zoned for general and light industrial use. This Study Area is north of Downtown Albany, bounded by railroad tracks and highway infrastructure. This area is in close proximity to the west of the Riverfront Preserve and Hudson River. The area has historically been used for commercial and industrial business, including ironworks, lumber manufacturing, auto services, as well as for coal storage and distribution. Currently, business in this area includes, metal working, auto services, stone masonry and building supplies and services, warehouse receiving and distribution, as well as some retail stores and commercial business. Additionally, there is a growing activity node centered on food and drink establishments that is spurring a rethinking of the future of this district. Most properties are privately-owned, active businesses.

Established businesses are anchoring the rejuvenation of the district into a burgeoning activity center focused on food, drink, and entertainment. This new activity center, together with existing specialty businesses, a strong industrial job base, a growing downtown residential market, a residential base in the Arbor Hill neighborhood to the west, and the recreational opportunities associated with the Hudson riverfront make the North Warehouse District a prime brownfield opportunity area. The potential for the deconstruction and redesign of Interstate 787 would not only allow for improved access to the waterfront, but also open additional land for recreational and mixed commercial and residential use.

Some stakeholders include Adam Ross Cut Stone, United Trading Co., Whitney M. Young Jr. Health Center Inc. and CW Development LLC.<sup>2</sup>

The South BOA is a smaller, 24-acre area, north of the Port of Albany and southeast of Downtown Albany. It includes commercial, and vacant land bounded by railroad tracks to the west and the Hudson River to the east. The area is highly visible from the Hudson River and the neighboring I-787 highway. Except for three properties, all are privately owned and include stakeholders such as U-Haul Self-Storage, Adirondack Transit Lines, and CSX Railroad.<sup>3</sup>

The S-BOA offers unparalleled Hudson River waterfront access and views but is substantially disconnected from the rest of the city by Interstate-787 to the west and north and the Port of Albany to the South. This district has historically been a waterfront-based industrial district, as can be seen in terms of its location next to the Port of Albany and an active CSX rail line.

The obvious opportunities for this district revolve around a concentration of underutilized structures and parcels within a prime waterfront location that particularly lends itself to diverse uses such as residential, commercial, and water-related activities. The S-BOA contains valuable land that can connect Albany neighborhoods to its waterfront, inviting high-end investment. Tourism resources like the U.S.S. Slater are also major assets to this district and should play a signature role in its redevelopment. The district is in close proximity to Downtown Albany, the historic South End neighborhood, the Corning Riverfront Park, and the Albany County Rail Trail. Additionally, there is a growing art and culture presence nearby that, together existing commercial uses provides a strong basis for visionary redevelopment. However, the

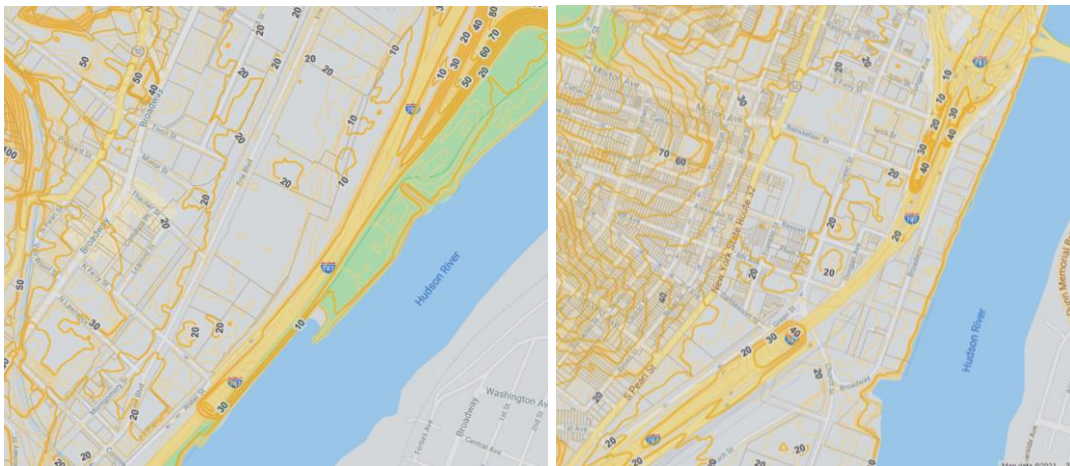
<sup>2</sup> ALBANY 2030. The City of Albany Comprehensive Plan Appendix A. Brownfield Opportunity Areas

<sup>3</sup> ALBANY 2030. The City of Albany Comprehensive Plan Appendix A. Brownfield Opportunity Areas

isolation noted above creates key barriers that need to be addressed. Overall, this Study Area, with its underutilized lots and vacant buildings, undermines its accessibility and proximity to historic culture and public parks.

### Topography

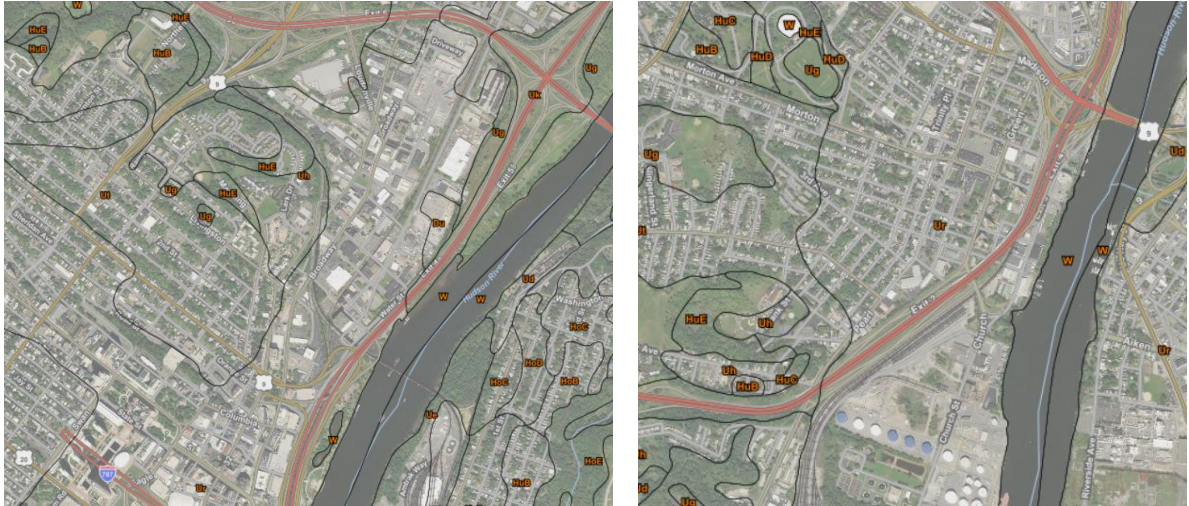
The topographical regime in the North Warehouse and South Waterfront Districts is characterized largely by grades sloping down to the Hudson River. 2008 Lidar mapping performed by Albany County is shown in Figures 2 and 3. In general, low-lying regions of cities are more vulnerable to flood risk. As such topography is an essential component of a flood risk assessment.



**Figure 2. (left) N-BOA 2ft Contours. Figure 3. (right) S-BOA 2ft Contours. Vector 2-ft contours are derived from 2008 Capital District LiDAR data, provided by Albany County.**

### Geotechnical Conditions

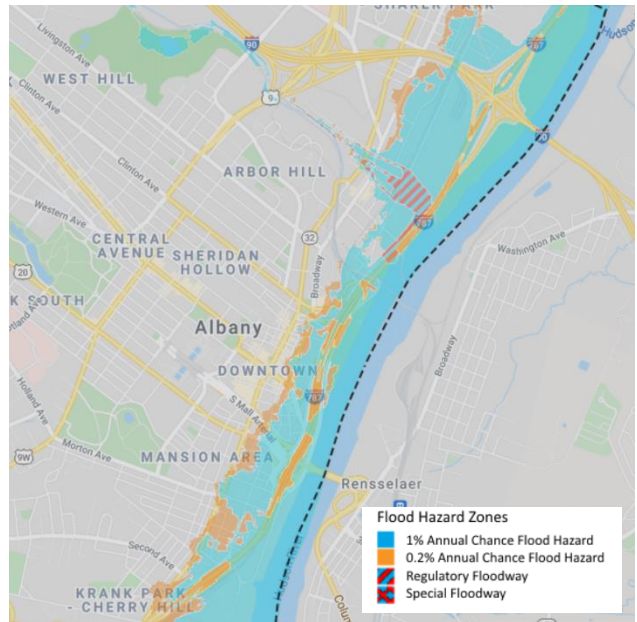
Soil survey data for Albany County was collected from the National Resources Conservation Service (NRCS) Web Soil Survey. The NRCS Soil Classification Map of Albany is shown in Figures 4 and 5 for N-BOA and S-BOA respectively. With the exception of a few acres of "Dumps" (Du) in the N-BOA territory between I-787 and Erie Boulevard, the N-BOA and S-BOA site areas are characterized as "Urban Land" (Ur). The HSG Soil Group cannot be classified for fully developed land types. The depth to the water table is greater than 200 cm and lies within a soil restrictive layer (lithic bedrock). The areas surrounding the BOAs are characterized by Udorthents, loamy (Ug) soil classified lands which average 137 cm depth to water table, HSG hydrologic soil group A, and a Loam surface texture.



**Figure 4. (left) The NRCS Soil Classification Map of N-BOA site area. Figure 5. (right) The NRCS Soil Classification Map for S-BOA.**

### Floodplain

The Federal Emergency Management Agency (FEMA) has identified the eastern portion of the BOA to be within the current “AE” Flood Zone with a 1% annual chance of flooding (shown in Figure 11 below in blue)-also known as the “100-year flood”-having a 1 in 100 probability of occurrence in any given year. The “100-year flood” refers to a statistical recurrence interval; a simple calculation based on past flooding events, specifically, how long an accurate record is available for a particular river and the number of times floodwater has reached a specific level. The AE Zone is designated as a “special flood hazard area” in which a Base Flood Elevation (BFE) has been identified for regulatory purposes, which is the elevation that flood water is expected to reach. It is important to note that the use of the term “100-year flood” can be misleading since floods of this magnitude can occur, and have been occurring, more frequently than once every 100 hundred years. The area within and surrounding the Patroon Creek from Tivioli Lake to North Pearl Street is also a Regulatory Floodway (shown in Figure 6 in red hatching), which is defined as a river or other watercourse, and the adjacent land area, that is reserved from encroachment in order to discharge the base flood without cumulatively increasing the water-surface elevation by more than a designated height.



**Figure 6. FEMA Flood Mapping for 100-yr flood extents for the City of Albany. N-BOA and S-BOA fall in this 1% Flood Hazard Zone.**



## Stormwater and Sewer System

About two-thirds of the Albany's sewer system is "combined", meaning the City's sanitary sewage and stormwater flow within the same pipes (a "combined sewer system"). In 2011, the City completed a Long-Term Control Plan (LTCP) which identified a series of projects that would reduce the amount of combined sewage that would overflow out of the system during wet weather. These overflows contain parthenogenic bacteria, heavy metals, and other sources of contamination including sediment and debris.

Approximately 60% the sewer system in the N-BOA is combined. Combined areas are mostly located south of Tivoli Street. Overflows in this area are directed to Outfalls No. 30 or 32, which discharge to the Hudson River. Outfall No. 30 is a number of blocks south of the N-BOA boundary and Outfall No. 32 is just north of the boundary and more likely to impact the Hudson River in the vicinity of this BOA. Outfall 32 is associated with Regulators 19 and 22 at Thatcher and Tivoli Streets, respectively. No projects are planned within the Outfall No. 32 sewer shed area as part of the LTCP. There are currently no sewer capacity issues anticipated in the N-BOA area though future conditions may challenge existing infrastructure. The average age of the combined and sanitary sewer infrastructure is very old and replacement in-kind of sewer infrastructure in and around any new development should be evaluated.

According to the 2002 Living History feasibility study conducted for potential waterfront redevelopment, five combined sewer overflows (CSOs) enter the Hudson River in the S-BOA. Discharges from the CSOs contain significant waste components, grease, oil and suspended solids. Though discharges from the CSOs into the Hudson River are allowed by the City's NYS State Pollution Discharge Elimination System (SPDES) permit, they have a negative aesthetic impact on the area, and at certain times produce a noticeable sewer odor. The 2002 feasibility study also indicated that any dredging involved during redeveloping the waterfront in this area will likely include disturbing or removing sediments potentially contaminated with polychlorinated biphenyls (PCBs) and other chemical residuals from neighboring CSO discharges.

BGI for stormwater management serves to benefit the City's goals for CSO reduction. BGI can help to mitigate the impacts of new development and redevelopment on the City's combined sewer system and to help the City remain in compliance with applicable consent orders regarding management of combined sewer flows. BGI techniques that retain, divert, delay, or infiltrate runoff during wet weather events reduce combined sewer overflow discharges. Extreme precipitation events are projected to increase in coming years as referenced in Section 2.1.2 of this Framework and as is depicted in Ramboll's "blue spot" modeling, as shown in Figures 7 and 8. This modeling simulates stormwater runoff based upon topography, flow paths, and ultimately where it is likely to collect within lower elevations (i.e., "blue spots"). Due to the fact that the BOAs are nearly 100% impervious, an assumption is made that these blue spots will have an extremely low rate of infiltration - where water will collect for some time - making these areas good candidates for BGI interventions.

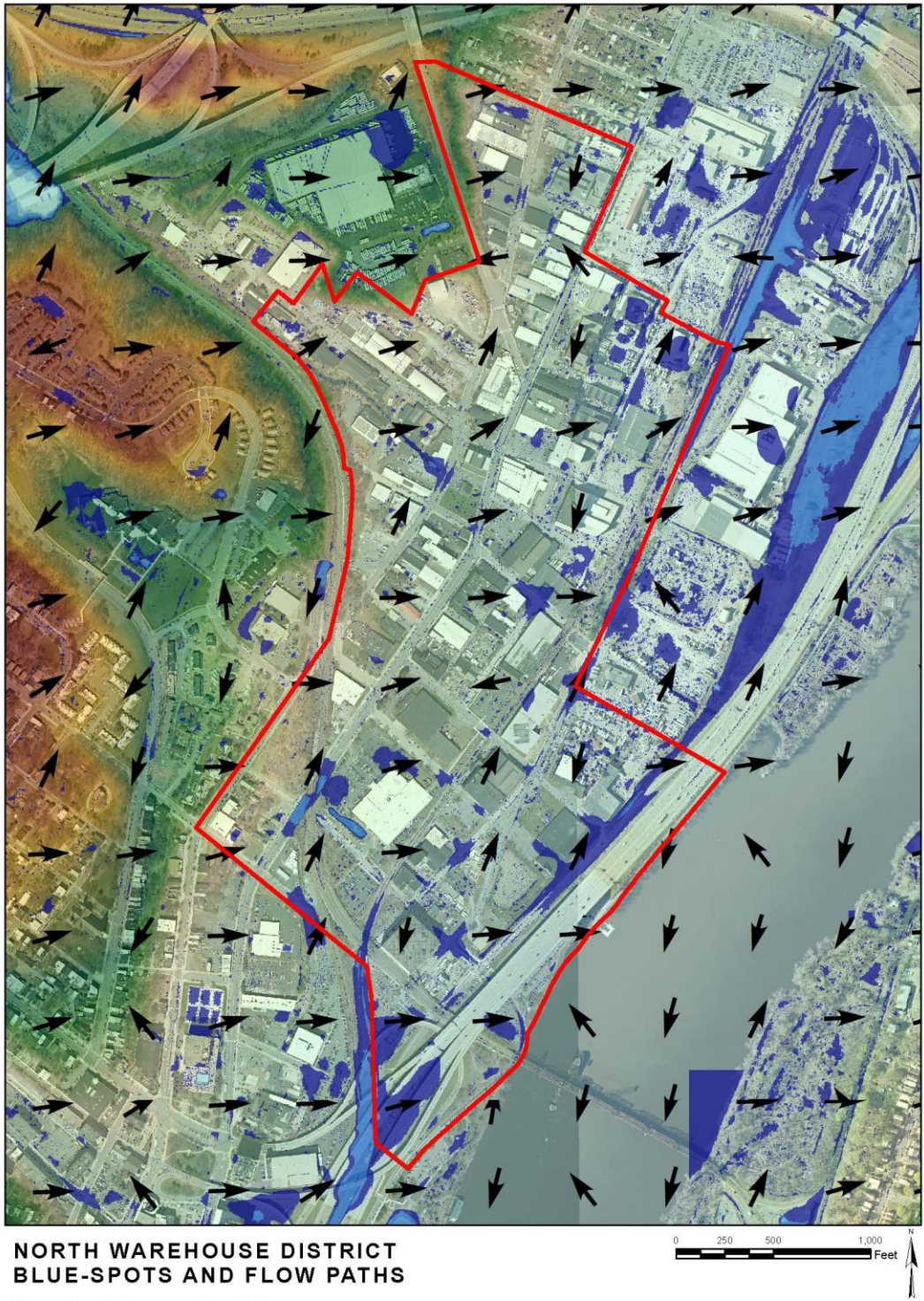
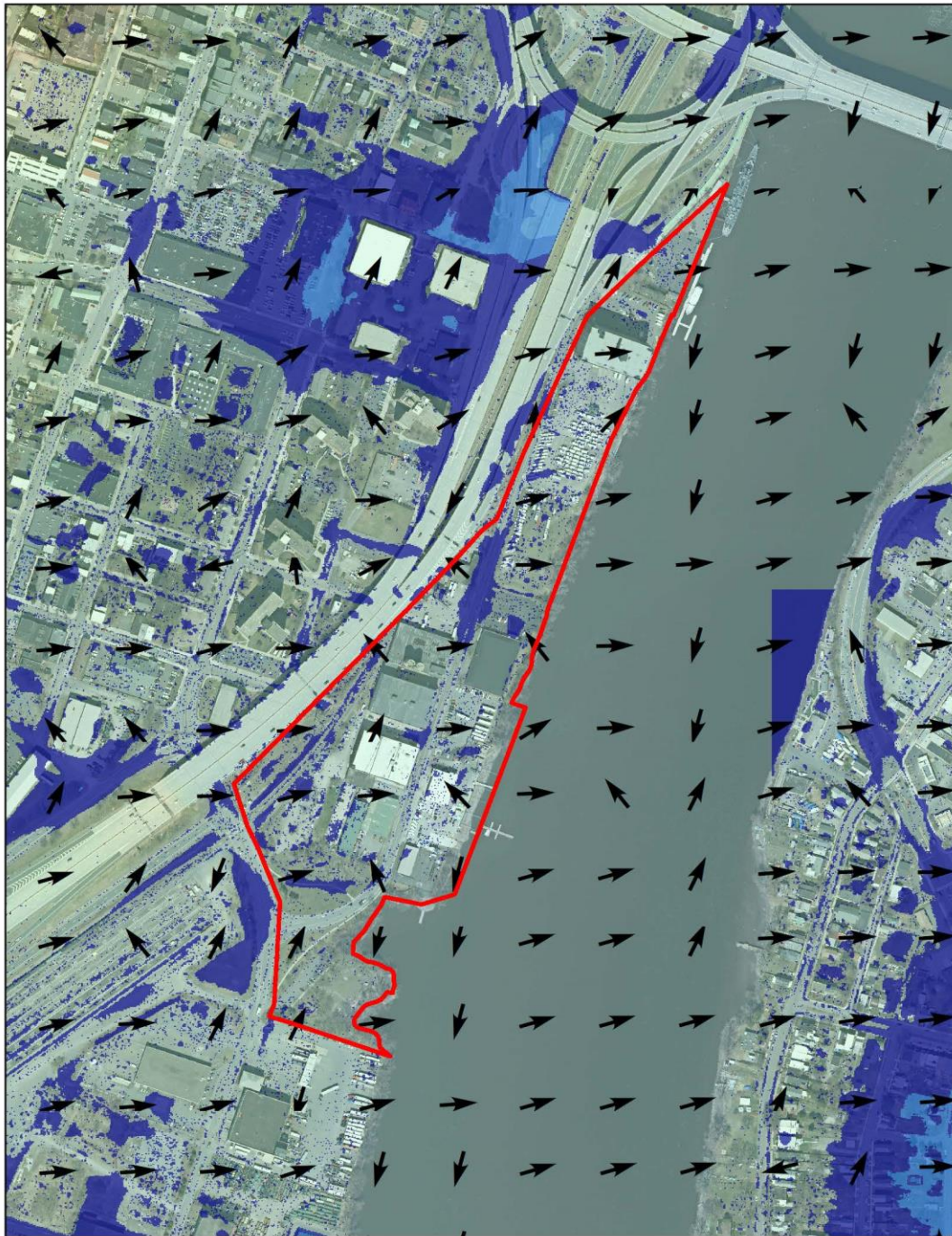
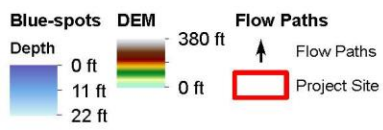


Figure 7. North Warehouse BOA Blue Spot Model Results



**SOUTH WATERFRONT DISTRICT  
BLUE-SPOTS AND FLOW PATHS**



**Figure 8. South Waterfront BOA Blue Spot Model Results**

## 1.4.2 Projected Conditions

### Precipitation

Historically, it has been assumed that older rainfall series analyses reflect current conditions based on the notion that the series does not change through time. According to the Northeast Regional Climate Center (NRCC), recent analyses show that this is not the case, particularly in New York and New England where the frequency of 2-inch rainfall events has increased since the 1950s and storms once considered a “1 in 100-year event” have become more frequent. Such storms are now likely to occur almost twice as often, and even more so under climate change conditions (see Figure 9).

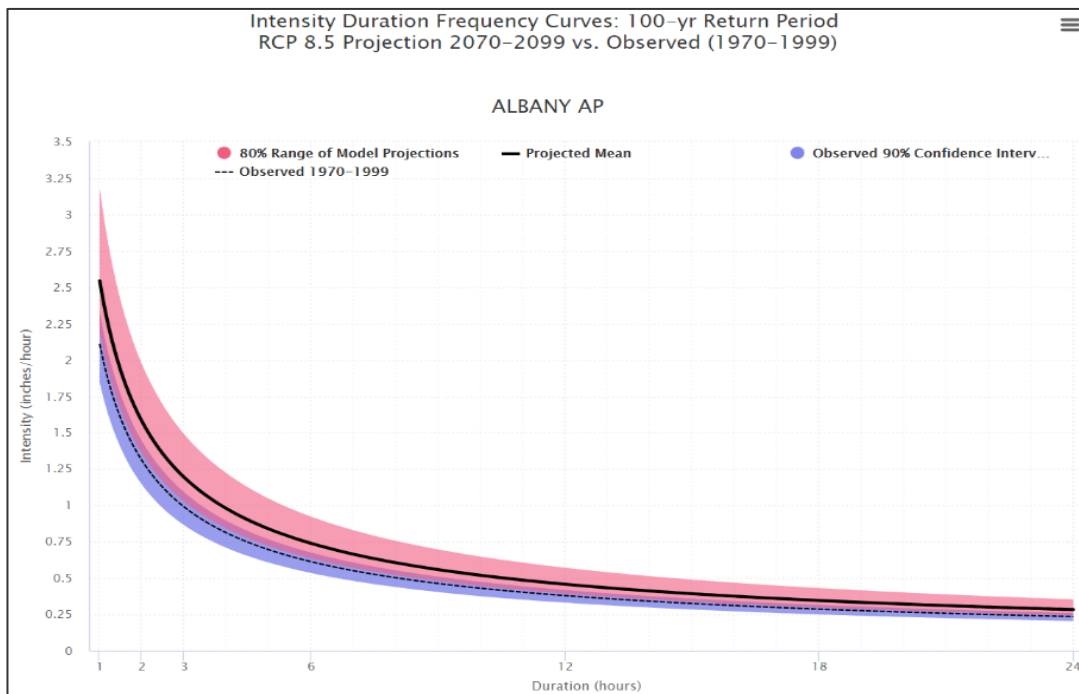
	5min	10min	15min	30min	60min	120min		1hr	2hr	3hr	6hr	12hr	24hr	48hr		1day	2day	4day	7day	10day	
<b>1yr</b>	0.28	0.44	0.54	0.71	0.89	1.10	<b>1yr</b>	0.77	0.95	1.26	1.53	1.85	2.24	2.51	<b>1yr</b>	1.98	2.41	2.83	3.39	3.89	<b>1yr</b>
<b>2yr</b>	0.34	0.53	0.66	0.87	1.09	1.35	<b>2yr</b>	0.94	1.21	1.54	1.85	2.21	2.62	2.95	<b>2yr</b>	2.32	2.84	3.30	3.91	4.45	<b>2yr</b>
<b>5yr</b>	0.41	0.63	0.79	1.06	1.36	1.69	<b>5yr</b>	1.17	1.47	1.93	2.32	2.75	3.24	3.66	<b>5yr</b>	2.87	3.52	4.08	4.71	5.36	<b>5yr</b>
<b>10yr</b>	0.45	0.71	0.90	1.23	1.60	2.00	<b>10yr</b>	1.38	1.71	2.29	2.75	3.25	3.80	4.31	<b>10yr</b>	3.37	4.15	4.78	5.43	6.17	<b>10yr</b>
<b>25yr</b>	0.54	0.85	1.09	1.50	1.99	2.50	<b>25yr</b>	1.71	2.09	2.86	3.44	4.05	4.70	5.35	<b>25yr</b>	4.16	5.15	5.92	6.56	7.43	<b>25yr</b>
<b>50yr</b>	0.60	0.96	1.24	1.74	2.34	2.98	<b>50yr</b>	2.02	2.43	3.41	4.08	4.79	5.53	6.32	<b>50yr</b>	4.89	6.07	6.95	7.58	8.56	<b>50yr</b>
<b>100yr</b>	0.69	1.11	1.43	2.03	2.76	3.52	<b>100yr</b>	2.39	2.82	4.04	4.83	5.65	6.50	7.45	<b>100yr</b>	5.75	7.17	8.18	8.75	9.87	<b>100yr</b>
<b>200yr</b>	0.78	1.27	1.65	2.36	3.27	4.18	<b>200yr</b>	2.82	3.29	4.80	5.74	6.68	7.65	8.80	<b>200yr</b>	6.77	8.46	9.62	10.12	11.38	<b>200yr</b>
<b>500yr</b>	0.93	1.53	2.00	2.90	4.07	5.24	<b>500yr</b>	3.52	4.03	6.02	7.18	8.33	9.49	10.98	<b>500yr</b>	8.40	10.55	11.94	12.26	13.75	<b>500yr</b>

**Figure 9. Northeast Regional Climate Center Extreme Precipitation Estimates**

As shown in the precipitation estimates table developed by the NRCC above, the “1 in 100-year event” – the standard 24-hour design storm of choice for practitioners – is estimated to regularly drop 6.5 inches of rain in 24 hours. The most recent assessment from the Intergovernmental Panel on Climate Change (IPCC) suggests that the frequency and magnitude of extreme precipitation in this region will likely continue to increase throughout the 21st century. Precipitation estimates under climate change conditions indicate an overall increase in the intensity of storms, with an average increase of approximately 1” per hour during the earlier portion of storms (Figure 10).

### Riverine Flooding

The Hudson River is experiencing water level changes related to rising sea levels as far north as the dam in Troy (north of Albany). The city is vulnerable to additional flooding as a result of sea level rise, which is a flood level above the current FEMA-determined base flood elevation. According to the “Responding to Climate Change in New York State” study, referred to as ClimAID, the Capital Region can expect a 5–9-inch rise based upon a moderate carbon emissions scenario (middle 67% of values from model-based probabilities), and a 17-26-inch rise based upon the “rapid ice-melt” scenario (acceleration of recent rates of ice melt in the Greenland and West Antarctic ice sheets). While there appear to be minimal impacts due to sea level rise, approximately half of the N-BOA is within the current flood zone and therefore existing businesses and land uses are already at high risk of flooding. Heavily industrialized land uses within the N-BOA are not ideal for promoting infiltration and present concerns related to contaminated floodwaters. BGI presents many opportunities within N-BOA to control flooding.



**Figure 10. Precipitation Intensity Estimates under IPCC projected Climate Change Conditions**

### Urban Heat

Extreme heat has public health implications due to a decrease in air quality and increased risk of heat-related illnesses such as heat stroke. Urban areas 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. Implications include increased energy costs, air pollution levels, heat-related illness and mortality, and poor livability ratings. BGI contributes to the modulation of urban climates by reducing urban heat island effects, balancing diurnal temperature fluctuation, and supporting natural air ventilation. It also reduces the bioclimatic impacts of land cover changes (e.g., desiccation of urban soils and associated wind-borne air pollution and dust hazards). BGI fights the urban heat island effect by providing green and blue elements that cool the city through evapotranspiration.

## 2. RECOMMENDED PRACTICES

Based on the analysis performed and the findings outlined in Section 1 of this Framework, the following BGI practices are suggested as viable for the N-BOA redevelopment program in support of the Albany 2030 vision. Recommendations for the S-BOA region are still in ideation phases and are not detailed in this Framework.

Herein proposed BGI features for N-BOA redevelopment include: Green Streetscapes, Raingardens (small-scale stormwater retention and treatment areas) and Constructed Wetlands (large-scale urban retention areas).

Conceptual mapping of these proposed BGI features were depicted using AutoCAD 2018® with 2021 Maxar Aerial Imagery in Appendix 1. Existing Sanitary Gravity Main and Stormwater Gravity Main locations were shared by The City of Albany and are overlaid on the drawing set to illustrate the potential for improved Stormwater Management and CSO Reduction. For visual purposes, the N-BOA Nomination Study (shown at large on Sheet G-0) has been divided up and depicted on the Street View level (Sheets G-1 through G-9). Sample design details for the proposed BGI techniques can be found on Detail Sheets G-10 through G-12.



**Figure 11. Ramboll BGI Implementation in Hannemanns Park, Denmark.**

## 2.1 Green Streetscapes

The Green Streetscapes proposed for the N-BOA site support reductions in urban heat indexes and improvement in stormwater management, air quality, and livability. Permeable pavers and stormwater tree pits provide a wide range of benefits at a low cost and are proposed for many of the main business areas in N-BOA as shown in Appendix 1.

The permeable pavers for N-BOA streetscaping are proposed in keeping with the New York State Stormwater Management Design Manual standards. Permeable paving is a broadly defined group of pervious types of pavements used for roads, parking, sidewalks, and plaza surfaces. They provide the structural support of conventional pavement, while reducing stormwater runoff by draining directly into the underlying base and soils. Permeable pavers can be used to treat low traffic roads (i.e., a few houses or a small cul-de-sac), single-family residential driveways, overflow parking areas, sidewalks, plazas, tennis or basketball courts, and courtyard areas. Good opportunities can be found in larger parking lots, spillover parking areas, schools, municipal facilities, and urban hardscapes. Permeable paving is intended to capture, infiltrate and/or manage small frequent rainfall events (i.e. channel protection). The practice can be applied in both redevelopment and new development scenarios.



Figure 12. Walkway with permeable pavers in Hudson Park, Cold Spring NY. Courtesy of NYSDEC.

Permeable pavers include reinforced turf, interlocking concrete modules, and brick pavers, and can feature aesthetic designs for outdoor spaces as shown in Figure 12. Often, these designs do not have an underground stone reservoir, but can provide some infiltration and surface detention of stormwater to reduce runoff velocities. The pavers provide an alternative to conventional asphalt and concrete surfaces and are designed to convey rainfall through the surface into an underlying reservoir where it can infiltrate, thereby reducing stormwater runoff from a site. In addition, permeable paving reduces impacts of impervious cover by augmenting the recharge of groundwater through infiltration and providing some pollutant uptake in the underlying soils.<sup>4</sup>

Soil suitability and maintenance are limitations of permeable paver implementation and should be considered if designs are pursued.

<sup>4</sup> New York State Stormwater Management Design Manual. NYSDEC.



**Figure 13. Stormwater tree pits in the renderings shown above collect runoff from surrounding impermeable areas, diverting runoff from sewers instead offering water quality treatment through infiltration.**

Stormwater tree pits and planters are also proposed for the Green Streetscapes of the N-BOA. Stormwater planters are small, landscaped stormwater treatment devices that can be placed above ground, below ground, or at grade and can be designed as infiltrating or filtering practices. Stormwater planters use soil infiltration and biogeochemical processes to decrease stormwater quantity and improve water quality, similar to rain gardens and green roofs. Three versions of stormwater planters include contained planters, infiltration planters, and flow-through planters. The versatility of stormwater planters makes them uniquely suited for urban redevelopment sites. Depending on the type, they can be placed adjacent to buildings, on terraces or rooftops. Building downspouts can be placed directly into infiltration or flow-through planters; whereas contained planters are designed to capture rainwater, essentially decreasing the site impervious area. The infiltration and adsorption properties of stormwater planters make them well suited to treat common pollutants found in rooftop runoff, such as nutrients, sediment and dust, and bacteria found in bird feces.

When designed in unison with pavers, tree pits and planters can collect additional runoff during high rain events, or runoff from impermeable street areas and retain the water, diverting it from combined sewer mains.



## 2.2 Rain Gardens

The rain garden is a stormwater management practice intended to manage and treat small volumes of stormwater runoff from impervious surfaces using a conditioned planting soil bed and planting materials to filter runoff stored within a shallow depression. The method is a variation on bioretention and combines physical filtering and adsorption with bio-geochemical processes to remove pollutants. Rain gardens are a simplified version of bioretention and are designed as a passive filter system without an underdrain connected to the storm drain system. A gravel drainage layer is typically used for dispersed infiltration. Rainwater is directed into the garden from residential roof drains, driveways and other hard surfaces. The runoff temporarily ponds in the garden and seeps into the soil over one to two days. The system consists of an inflow component, a shallow



Figure 14. Rain garden application with planted soil

bed. Courtesy of NYSDEC.

ponding area over a planted soil bed, mulch layer, gravel filter chamber, attractive shrubs, grasses and flowers, and an overflow mechanism to convey larger rain events to the storm drain system or receiving waters.<sup>5</sup>

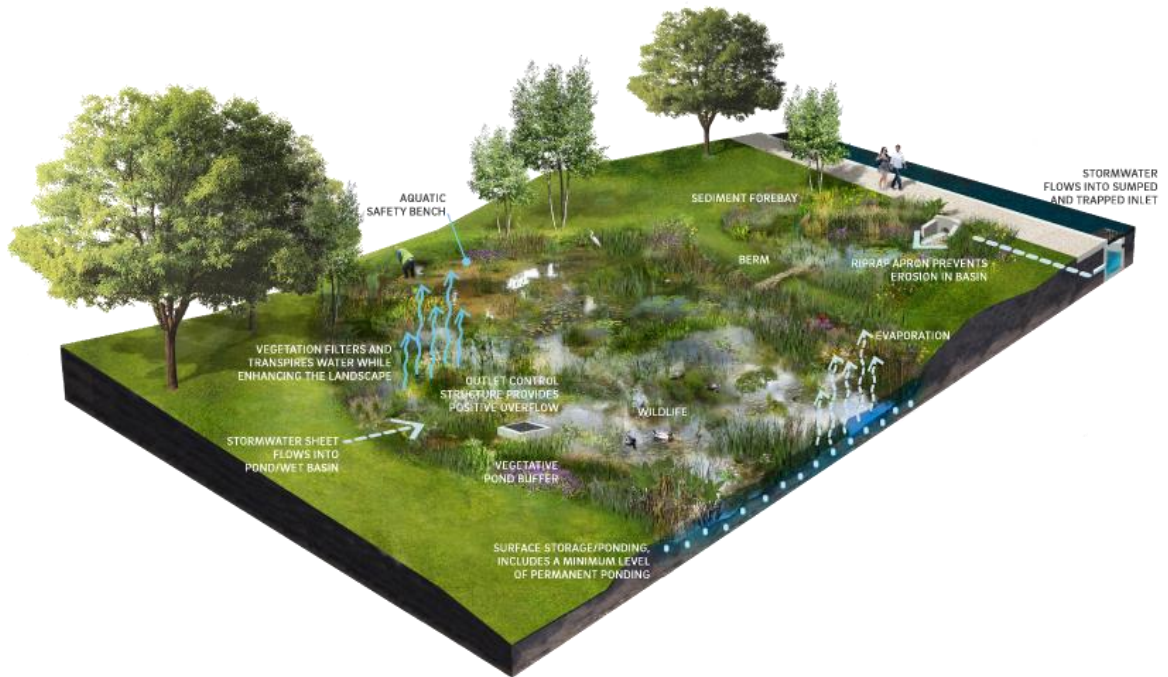
Rain gardens may also be referred to as vegetated infiltration areas. See Detail Sheet G-10 in Appendix 1 for sample designs of rain garden planting schemes and small vegetated infiltration areas. Potential identified locations for rain gardens in N-BOA are primarily right of ways on main public avenues. They are intended for stormwater management as well as improved vibrancy and livability for the region.

## 2.3 Constructed Wetlands

Similar to rain gardens, constructed wetlands optimize open spaces with soils, gravels and plantings that promote retention, treatment and infiltration of runoff. The constructed wetlands include large scale earthen depressions for a permanent water pool and additional storage capacity for peak flow attenuation. Additional volume reduction of runoff can be achieved through evapotranspiration.

Two sites in the N-BOA study area were recommended for preliminary feasibility of constructed wetlands. The primary location for a proposed constructed wetland in N-BOA is the lot neighboring the NYSDEC Receiving Center to the south. The concept includes redevelopment of the two vacant lots on either side of Erie Blvd. to serve as a recreational community space and a stormwater management area during wet weather events.

<sup>5</sup> New York State Stormwater Management Design Manual. NYSDEC.



**Figure 15. Stormwater features of the constructed wetland concept include vegetation, outlet control structures, and a wet basin for surface storage. Courtesy of Philadelphia Water Department.**

In addition to storage benefits, the vegetation, soils, and associated microbial assemblages of constructed wetlands act as treatment systems to improve runoff water quality. Wet basins are relatively effective at removing many common stormwater pollutants including suspended solids, heavy metals, total phosphorus, total nitrogen, and pathogens.<sup>6</sup> Strategic placement of this constructed wetland intercepts polluted runoff from surrounding industrial sites before it drains into the Hudson. The proposed constructed wetland is in a low-lying area where ponding is currently occurring during storm events.

<sup>6</sup> Chapter 4: Stormwater Management Practice Guidance. Philadelphia Water Department.

## 3. GREENSCENARIO

Given the numerous opportunities available for implementing recommended BGI practices across N-BOA, the team looked to GreenScenario™ to evaluate and optimize design and siting. GreenScenario™ is a parametric design tool for rapid, iterative, evidence-based design offered as a unique form of guided tech-enabled consultancy. Intended to support transparent decision-making, the software-based collaboration platform assesses the socio-ecological and economic impact of blue-green infrastructure and nature-based solutions via a quantitative, data-driven system.

### 3.1 Process

GreenScenario™ as both a tool and associated planning methodology is the result of a multi-year process of testing and practice-based application of research and development led by Ramboll Studio Dreiseitl (Germany). It combines a software-based parametric decision-support tool and a cross-sectional evaluation framework based on an assessment matrix of four key thematic areas: water, open space and green, heat and microclimate, and is underpinned by an economic evaluation module. The modules are assessed based on a standardized set of key performance indicators that enable an objective comparison of the effects of climate adaptation tools and how solutions perform by focusing on rapid feedback during design development rather than the evaluation of solutions post-facto, which tends to be the focus of the majority of expert tools available on the market today. Integrated as part of the parametric 3D modelling software package of Rhinoceros combined with the programming scripting of Grasshopper, GreenScenario™ combines data-driven, evidence-based design tools for climate adaptation onto a digital collaboration platform. Linking process and tool together is depicted visually in the three-step methodology shown below.



**Figure 16. 3 Steps Towards Climate Adapted Development.**

As described in Section 1.4.1 Existing Conditions, the N-BOA is predominantly impervious. Per City of Albany goals, BGI enhancements to the site aim to reduce runoff to Combined Sewers, provide stormwater quality treatment, address flood hotspots, maximize green space potential, and limit the effects of the urban heat island effect. The four scenarios of BGI solutions for N-BOA, especially those described in Section 2 Recommended Practices, represent transformations of the site with varying scales of interventions and investment. Scenarios include:

**Table 2. BGI Scenario Models for the N-BOA**

### Scenario 1: Existing Conditions



- The site is modeled to represent current day conditions as a baseline for measuring KPIs.
- Model is characterized by a high degree of impervious concrete roads, asphalt sidewalks, and vacant lots.

### Scenario 2: Light Touch



- Addition of trees, shrubs, and grass cover across the site.
- Green Streetscape practice is realized with the introduction of streetside tree pits, permeable paver block sidewalks, and permeable bike paths on Broadway, N Ferry St, N Lawrence St, and Thatcher St.
- The Lock 1 Park concept transforms vacant lots at Erie Blvd and Lansing St into a lively, community greenspace. Park design includes increased tree cover, permeable walking path, infiltration swales for conveyance, and a floodable retention basin.

### Scenario 3: Moderate



- Moderate interventions in Scenario 3 depict the same Green Streetscape described above in Scenario 2 expanded to include roadside infiltration swales to convey water away from hotspot incidences.
- Right-of-way raingardens are added throughout the study area.
- The Lock 1 park concept is maintained.

### Scenario 4: Revisioning



- Scenario 4 represents a progressive BGI revisioning of N-BOA including all Green Streetscape, Infiltration Swale, Right-of-Way Raingarden, and Lock 1 concepts.
- Protected bike lane is introduced with Permeable Pavers in parking lanes
- 50% of buildings in the district are shown with Green Roofs for stormwater service and green space benefits
- Open space between I-787 and Huck Finn Warehouse on Erie Blvd is converted to a constructed wetland

The Green Streetscapes described in Section 2.1 of Recommended Practices are shown below for each scenario. Varying tools are employed in each representing a range of options for decision makers.

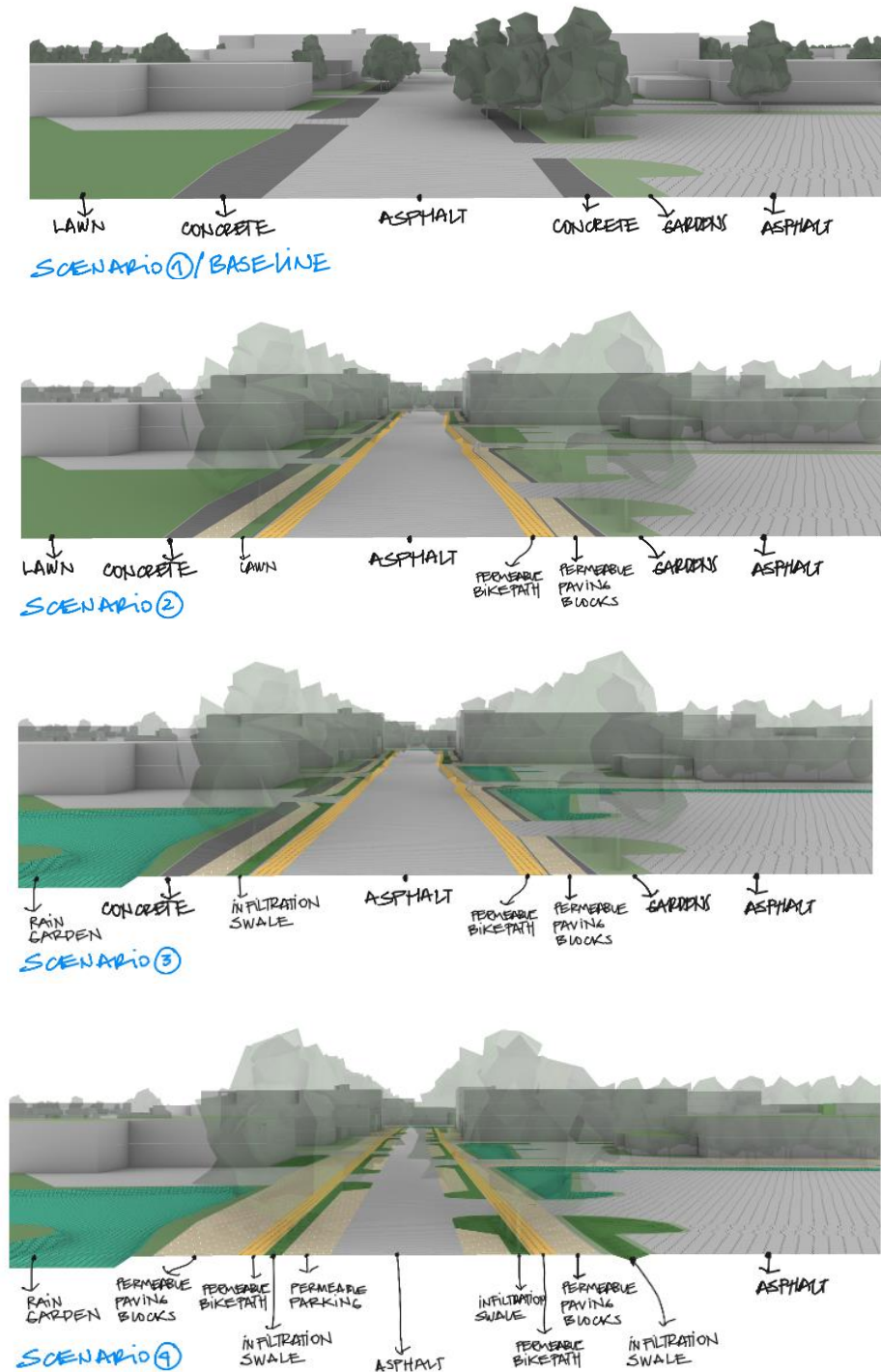


Figure 17. Green Streetscape Scenario examples for the N-BOA.

### 3.2 Results

As expected, Planning Scenarios 2-4 performed significantly better than baseline Scenario 1 across all KPIs. KPI performance for all four scenarios are tabulated below and described in the following sections.

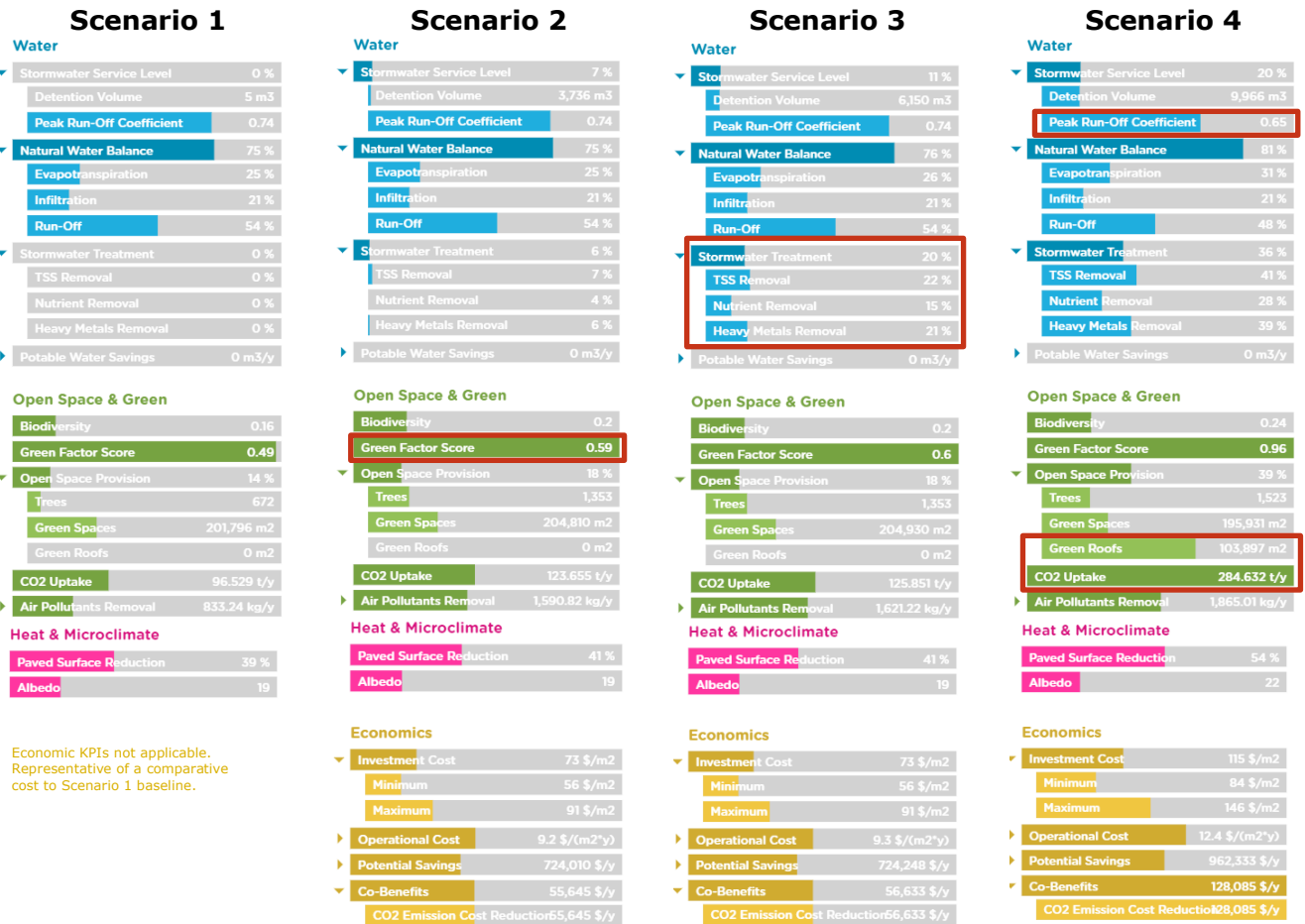


Figure 18. BGI Scenario KPIs for the N-BOA.

#### Water KPIs

Stormwater Service Levels increased by a total of 20% from Scenario 1 (all stormwater conducted to municipal sewer system) to Scenario 4. Detention Volume, or the amount of water stored on site in BGI practices like Raingardens, Swales, and Constructed Wetlands, increased with each scenario. Peak Runoff Coefficient expresses the average percentage of rainwater that flows in the form of runoff and discharges from the site. Runoff Coefficient is significantly reduced when roof water is captured and redirected from the sewers, as is the case with the Green Roof implementation in Scenario 4. The natural water balance subsequently also improves as the run-off potential is decreased, infiltration increased, and evaporation as well enhanced. The potential for stormwater quality improvement, or treatment of TSS, nutrients and heavy metals, increases as well with the addition primarily of ground-level stormwater BMPs (best management practices) that passively filter runoff during infiltration. This can be seen with the implementation of Raingardens and Infiltration Swales in Scenario 3.

## Open Space & Green KPIs

By reimagining the traditional urban landscape with Green Streetscapes and the Lock 1 park concept, biodiversity (based on a spatial assessment known as the Biodiversity Area Factor utilized by the German building council DGNB) increased 1.5x compared to existing conditions. A 25% increase in Open Space Provision (subdivided into pure green spaces, green roofs as well as trees) as well as an improvement of the Green Factor score from 0.49 for Scenario 1, 0.60 for Scenarios 2 and 3, to 0.96 for Scenario 4 (target range: 0.9, based on the rigorous methodology applied for the Helsinki Green Factor) was also realized. CO<sub>2</sub> uptake and air pollutant removal increased across all scenarios with the introduction of new trees. CO<sub>2</sub> uptake indicators jumped most significantly with the introduction of the Green Roofs and Constructed Wetland in Scenario 4, both of which convert large gray and underutilized areas into ecologically rich environments.

## Microclimate

By reducing the quantity of sealed surfaces and replacing them with permeable surfaces (e.g. porous pavements, paving blocks, gravel, etc.) and a variety of green areas (e.g. lawn, meadows, planted areas for recreation) instead of leaving the parking lot in its given condition, there is an overall improvement to the microclimate parameters analyzed. The albedo indicator describes the average proportion of the incident radiation reflected by the surfaces of the planning area. The Albedo indicator is improved when absorptive landscape materials replace light reflective materials.

## Economics

For this stage of scenario planning, only a preliminary cost analysis was performed. The goal of which was to provide transparency in the planning process and an understanding of the investment and operation costs associated with scaling up BGI solutions. Costs are estimated by unit price per practice or material to arrive at an investment and operation cost per area for the site under each scenario. Light touch and Moderate (Scenarios 2 and 3) maintain relatively similar costs with the only major change of additional Raingardens and Infiltration Swales (relatively inexpensive practices). Green Roofs are a prime contributor to the variability in costs as they account for the greatest percentage of the total costs. As shown in the jump in investment cost from Scenario 3 to 4. Replacing green roofs with a similar but simpler rooftop water capture and disconnect scheme will see similar benefits for Water KPIs at less cost and effort to property owners. In future design stages, further assessment of the Investment Cost, Maintenance Cost, and Potential Savings can be considered to judge cost-benefit.

The three proposed scenarios for transforming N-BOA with Blue-Green Infrastructure present opportunities of varying levels of investment and reward to decision makers. Visuals represent a range of options from the status quo, current day condition all the way to the progressive reimagination of the formerly industrial district. Models are to be used as a decision-support tool to fuel further dialogue and workshopping of the potential for N-BOA.



## 4. CASE STUDIES

Ramboll's extensive background in BGI is rooted in first-hand experience and pilot projects, which are based upon extended literature review and numerous interviews with different stakeholders such as governmental officials, developers, planners, and construction companies. The selection criteria for selected case studies include climate, governance systems, and variations in the history of BGI-development types, as well as the designed functionality. On the city level we gain insight to master planning integration of BGI and how broad agency cooperation to BGI approach can revitalize entire cities. Examples in Hamburg, Germany, Portland, Oregon, and Copenhagen, Denmark are valuable case studies for the practices important for current and future BGI planning and implementation in cities like Albany.

### 4.1 Emerald Necklace, Boston, US

The park system "Emerald Necklace" has been a continuously evolving example of blue-green infrastructure over the past 130+ years.

Designed by landscape architect Frederick Law Olmsted toward the end of his career in the 1880s, the Emerald Necklace was a breakthrough project in urban environmental design. It stands as an early model for addressing functional issues of urban stormwater management on tidal rivers, and it has been emulated in other cities in the U.S. and internationally. Seven major blue-green components comprise the Emerald Necklace, linking sanitary and stormwater sewerage improvements with river corridor parks, urban ponds, an arboretum and subwatershed, and Boston's largest public park. This early design precedent underwent major changes in its underlying assumptions

since the 1910s when its tidal outlet was dammed, at which point it became a freshwater reservoir. The long history of the Emerald Necklace and changes to its program allowed a long-term evaluation of its performance as a BGI both in social and environmental terms and thus offers guidance and important lessons for designing contemporary urban BGI initiatives that



**Figure 19. Aerial imagery of Boston's Emerald Necklace.**



**Figure 20. Urban ponds and stormwater retention features optimize Blue infrastructure in urban areas.**

will withstand the test of time and changing political, financial, and cultural circumstances. Therefore, it is an especially useful precedent for assessing future BGI development opportunities in cities.

## 4.2 Ulu Pandan Park Connector (UPPC), Singapore

The Ulu Pandan Park Connector (UPPC) in Singapore is a green corridor surrounding the Sungei Ulu Pandan River stretching from Commonwealth Ave West through the Holland Grove estates, crossing Clementi Road and continuing across the Sunset estates and towards Ayer-Rajah Expressway. Two sections were examined: (1) The western section, between Clementi Road and Ayer-Rajah Expressway, is semi-integrated with concrete banks covered in greenery providing a rustic and inviting view. There are also other "Active, Beautiful and Clean Waters"<sup>7</sup> design feature, such as vegetated swales and a sedimentations



Figure 21. The banks of the Ulu Pandan River.

basin. Despite the protective fence, there are at times people walking down to the water to fish. (2) The western section of the UPPC, stretching between Commonwealth Ave West and Clementi Road, consists of a concrete drain without any green cover. The green structure is completely separated, and the drain fulfills no other purpose than to transport water during heavy rainfall. No ABC Waters design features have been installed. Both sections of the UPPC are provided with pathways, benches, and exercise stations, enabling social activity and interaction. As Ulu Pandan Park Connector is divided into a semi-integrated part (Ulu Pandan Green) and a part with a pure concrete canal and no green, it (Ulu Pandan Grey) serves as a case to study the effects of blue and green design elements on human use. Areas with no integration and semi-integrated areas were studied separately and compared to Bishan Park (see below in Figure 20), which is an excellent example for full blue-green integration.

<sup>7</sup> "ABC Waters", special program to promote blue-green design features in Singapore: [http:// www.pub.gov.sg/abcwaters/Pages/default.aspx](http://www.pub.gov.sg/abcwaters/Pages/default.aspx)



**Figure 22. Bishan Park seamlessly integrates blue, green, and gray design.**

### **4.3 Hamburg, Germany**

Hamburg is situated on the river Elbe and hosts one of the biggest harbors of Europe. Situated only six meters above sea level and increasingly hit by heavy rainfall, severe flooding and associated damages increasingly threaten central Hamburg (e.g., in course of Xaver storm in 2013). The high built density and surface imperviousness increase the risk of flooding. All these factors increased the pressure to adapt the existing rainwater system. In 2009, Hamburg introduced an initiative to develop a rainwater adaptation plan – RISA – in which all relevant agencies (water, park and urban green, traffic, environment) were required to cooperate and develop comprehensive and holistic guidelines for a satisfactory infrastructure intervention. BGI is expected to have a prominent position in the new design, especially since individual, smaller-scale BGI projects (e.g. Kleine Horst in Hamburg Ohlendorf) have proven to be very successful.<sup>8</sup>



**Figure 23. Wet basins collect and detain runoff after heavy rainfall events.**

<sup>8</sup> For further analysis of the institutional setting of stormwater management in Hamburg see Schröter, E., Röber, J. (2015): Urban Governance for Livable Cities: Institutional Capacity Building for 'Blue-Green Infrastructure' Planning and Development. Final Report of Ramboll's Research Project "Enhancing Blue-Green and Social Performance in High Density Urban Environments". Zeppelin University (previously unpublished).



**Figure 24. Hamburg street side ditch features address urban flooding.**

#### **4.4 Portland, Oregon, US**

Portland is known as one of the most forward-thinking cities in USA in terms of promoting and advocating sustainability. To start, Portland purchased and permanently protected more than 33 km<sup>2</sup> of ecologically valuable natural areas from future development and has continued to show a strong support for environmentally conscious land use, including an approach to land conservation and enhancing green areas (Parks Vision 2020). Portland has also emerged as a pioneer in promoting compact city design through municipal policy. In 1996 a Stormwater Policy Advisory Committee (SPAC), with stakeholders from landscape architecture, architecture, engineering, institutional organizations, and the stormwater treatment industry was created, that gave important recommendations and guidelines for urban stormwater engineering and design. Meanwhile Portland is also a recognized leader in “green” stormwater management including numerous award-winning BGI projects. These projects include the “Portland Ecoroof Program”, the “Green Streets” project and several pervious pavement projects. Portland’s multi-stakeholder governance structure presents an interesting institutional context in which BGI projects have been successful.



**Figure 25. Small scale rain garden design as part of the Portland Green Streets program.**



**Figure 26. Innovative landscape architecture optimizing public right of ways to enhance urban areas and manage stormwater.**

#### **4.5 Copenhagen, Denmark**

Copenhagen is the capital and most populous city in Denmark. Known internationally as an outstanding example for high livability and future-oriented urban design. Surveys have shown a high degree of public awareness and political support for sustainability- and livability-related issues. Climate adaptation in course of global warming is one of the major topics worthy of special attention in this context as Copenhagen is a coastal town that is at increased risk from flooding due to the rising sea level combined with increased frequency of extreme precipitation events. Moving to address the increased flooding risks, the Copenhagen Climate Adaptation Plan of October 2011 promoted the incorporation of BGI, especially retention areas, within the urban landscape.

Copenhagen is rich in social resources (knowledge, institutional capability, financial capital) that are required in the step-by-step restructuring of the densely populated and built-up



**Figure 27. Copenhagen is known internationally as an outstanding example for high livability and future-oriented urban design**

inner-city areas, which are also those that have experienced the most frequent and intense flooding. Copenhagen provides an interesting case for examining aspects of political and institutional framing and negotiations of BGI implementation.



**Figure 28. Large scale retention areas in Copenhagen manage coastal and precipitation based flood risks.**

The results of studying BGI projects and programs of cities informs “Lessons Learned”, builds the substance for the analysis of added values, and finally the recommendations for successful implementation of blue-green infrastructure.

## 5. CONCLUSION

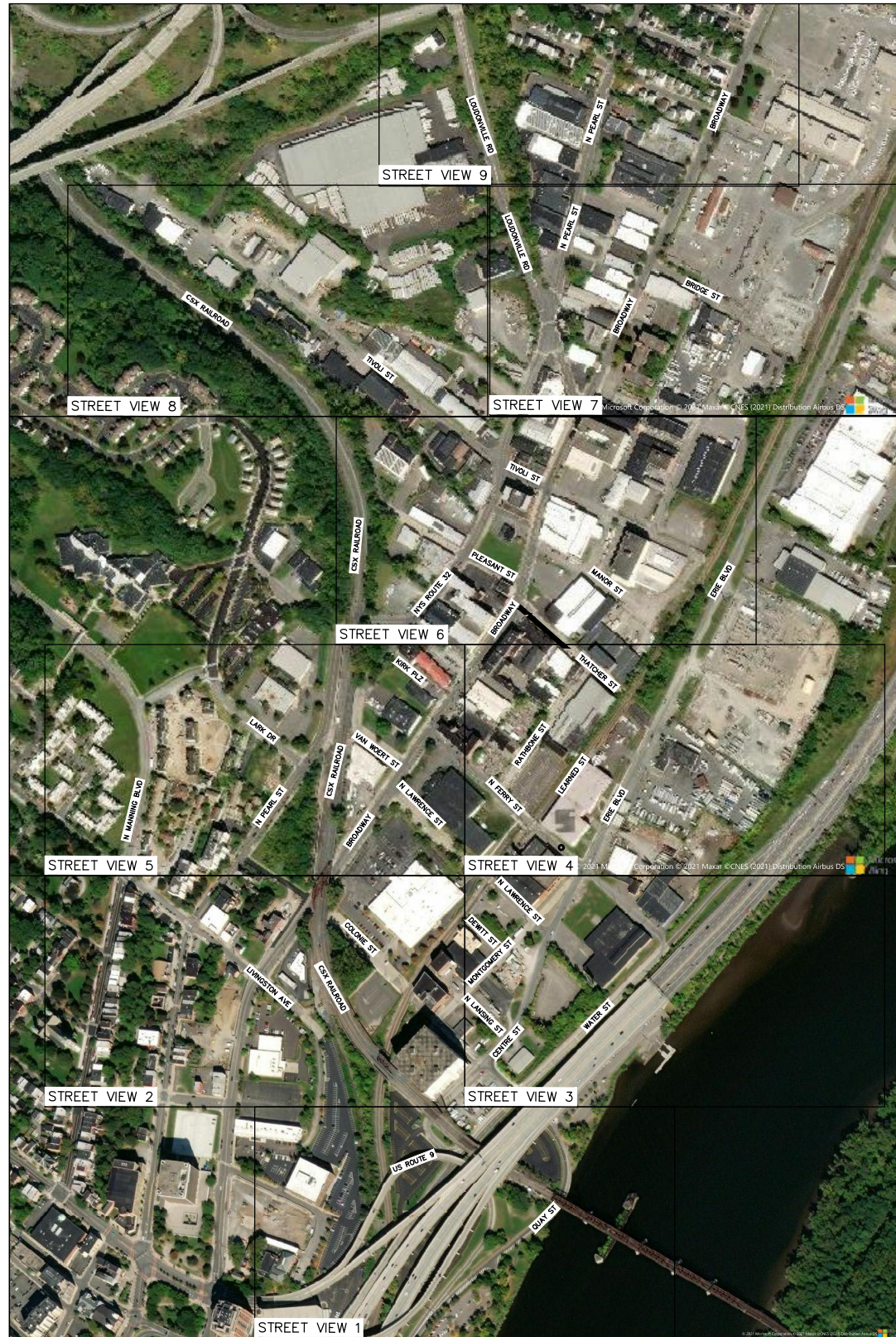
The integration of Blue Green Infrastructure into the redevelopment plan for the Albany Brownfield Opportunity Areas will serve to further the social, environmental, and economic goals of Albany's 2030 and BOA visions.

This Framework affirms the potential benefits of BGI in the redesign and redevelopment of Albany BOAs. GreenScenario™™ visualization and KPI analysis supports informed decision-making on BGI planning investments. To properly assess design feasibility, additional analysis of geotechnical conditions, stormwater models, and extreme precipitation estimates under climate change conditions are needed. Site-specific borings and soil assessments will be required for all BGI practices with runoff infiltration and retention goals. Sizing calculations for BGI features and the associated runoff reduction volumes will need to be performed.

Remediation of the Albany brownfields, the reduction of runoff, and minimization of soil and water table contamination can be better achieved through BGI solutions. In doing so, the project may also restore the vacant, contaminated properties into vibrant and livable spaces and make Albany attractive for business development and remove blighting influences in neighborhood housing. The potential for BGI integration into BOA redevelopment scenarios presents an opportunity to simultaneously make strides toward achieving the Albany 2030 vision and the Albany 2030 Plan.

**APPENDIX 1**  
**PROPOSED BGI MAPPING FOR N-BOA**





IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED ENGINEER, TO ALTER THIS DOCUMENT.



**PRELIMINARY  
NOT FOR  
CONSTRUCTION**

DATE: 09/08/21

IN CHARGE OF _____				
DESIGNED BY _____ CHECKED BY _____				
DRAWN BY _____				
	NO.	DATE	REVISION	INIT.

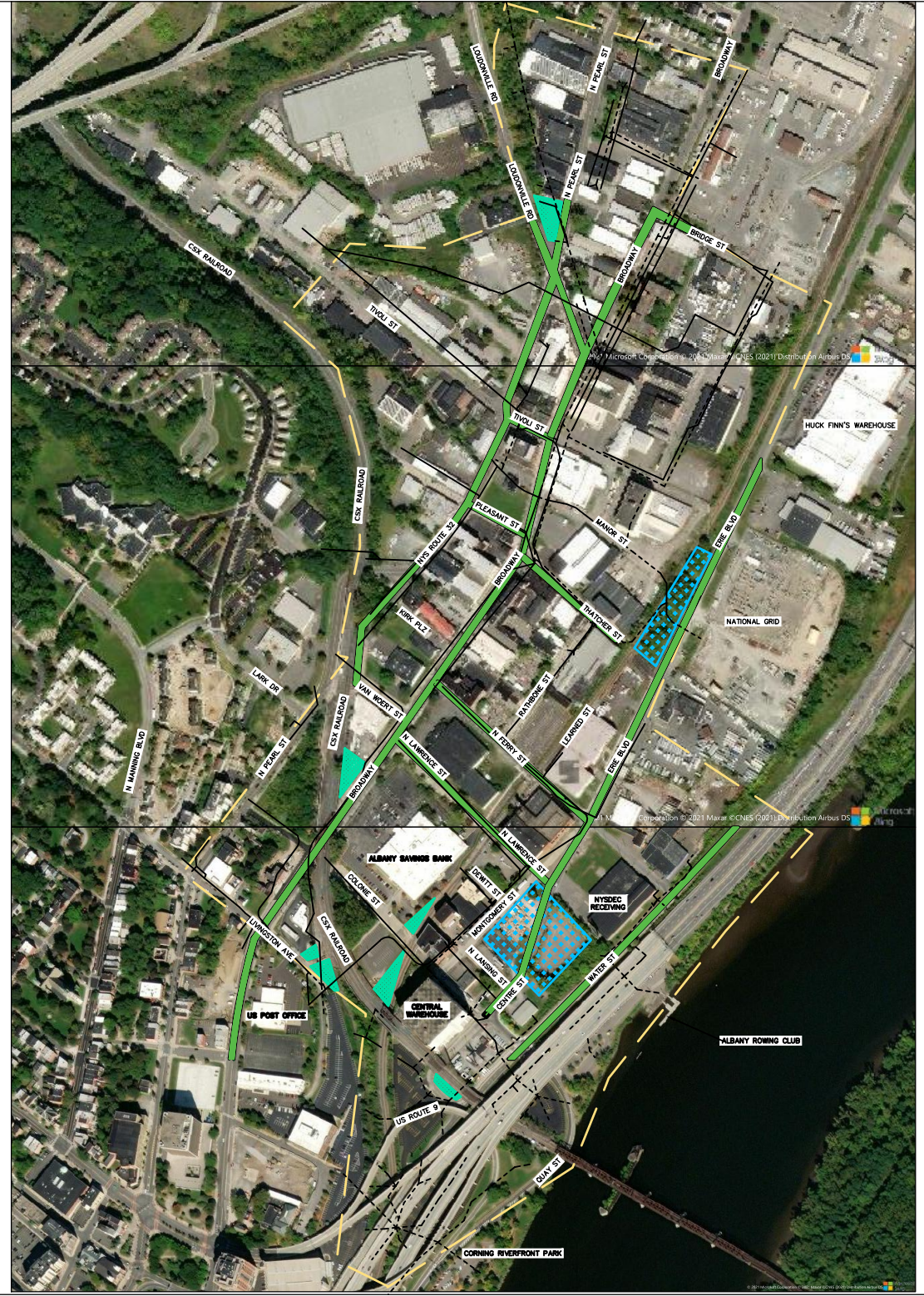
O'BRIEN & GERE ENGINEERS, INC

CITY OF ALBANY  
NBOA LWRP REDEVELOPMENT BGI  
NORTH WAREHOUSE DISTRICT  
SHEET KEY

FILE NO.  
1940100192

DATE  
SEPT 2021

**KEY**



**LEGEND**

- NBOA LWRP EXTENDED NOMINATION STUDY AREA
- EXISTING SANITARY GRAVITY MAINS
- EXISTING STORMWATER GRAVITY MAINS
- PROPOSED BGI STREETSCAPING
- PROPOSED CONSTRUCTED WETLANDS
- PROPOSED RAINGARDEN

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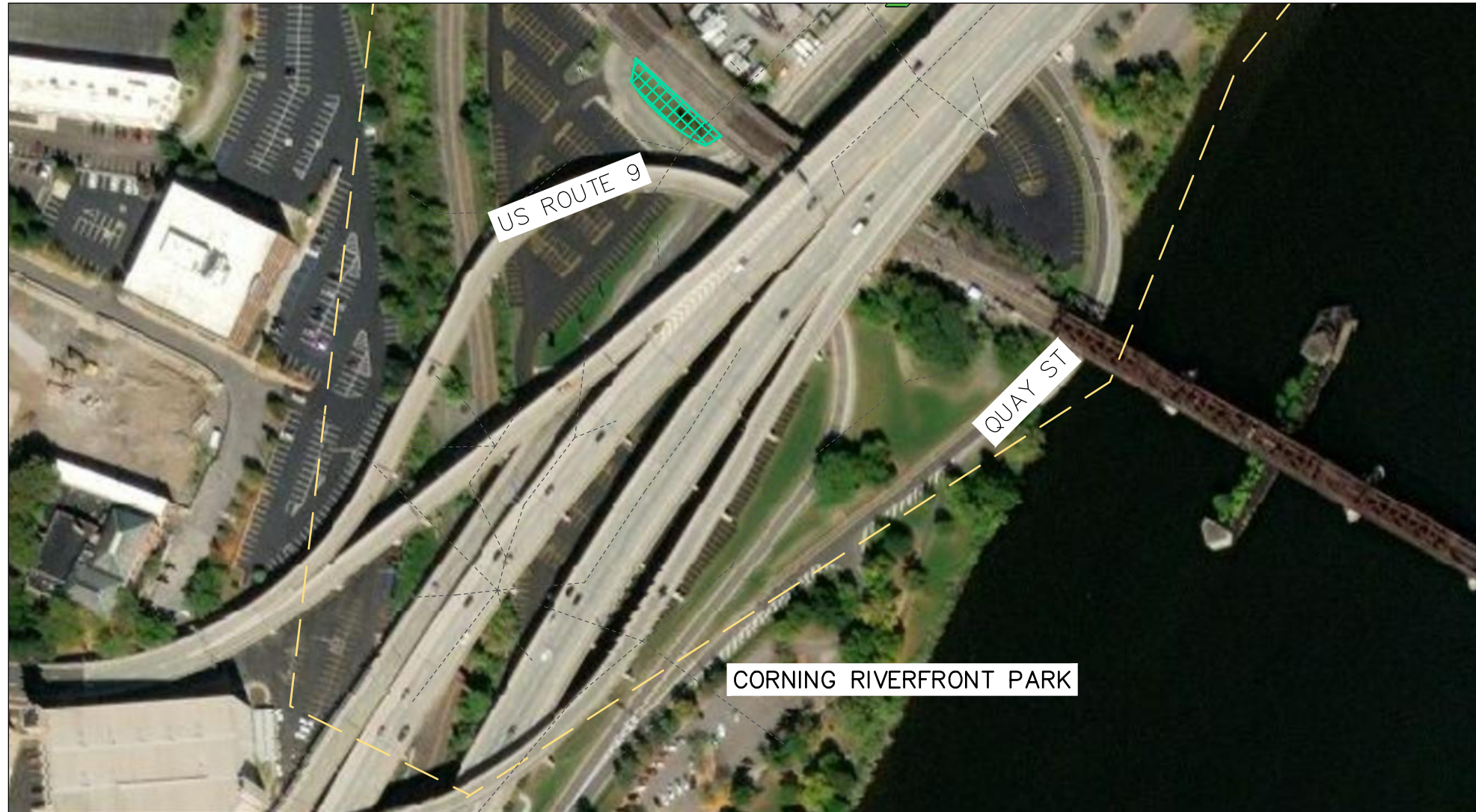
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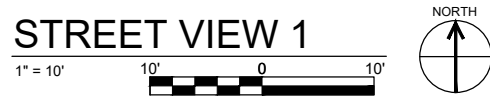
CITY OF ALBANY  
NBOA LWRP REDEVELOPMENT BGI  
NORTH WAREHOUSE DISTRICT  
SITE OVERVIEW

FILE NO.  
1940100192  
DATE  
SEPT 2021

G-0



LEGEND	
	NBOA LWRP EXTENDED NOMINATION STUDY AREA
	EXISTING SANITARY GRAVITY MAINS
	EXISTING STORMWATER GRAVITY MAINS
	PROPOSED BGI STREETSCAPING
	PROPOSED CONSTRUCTED WETLANDS
	PROPOSED RAINGARDEN



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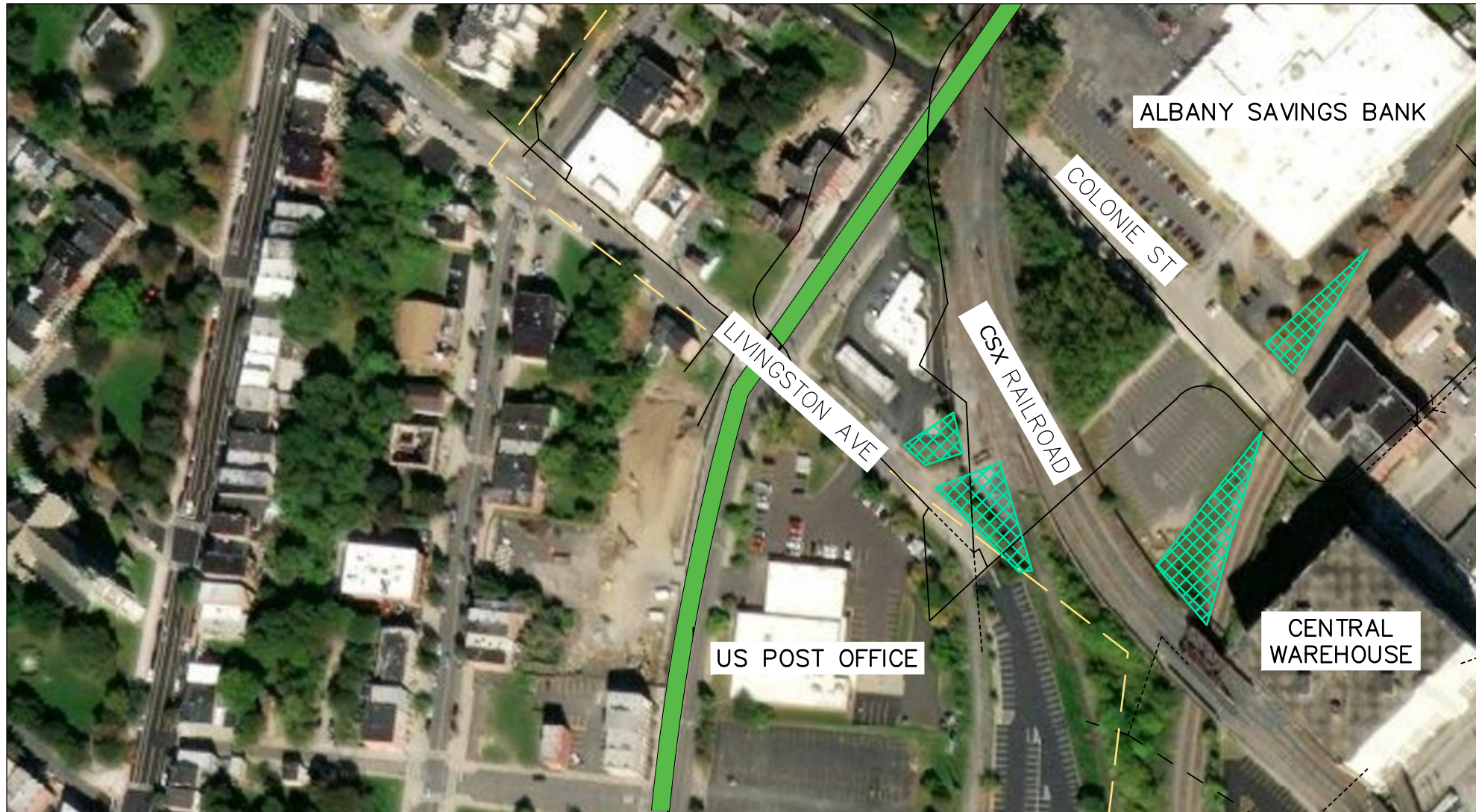
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NBOA LWRP REDEVELOPMENT BGI  
NORTH WAREHOUSE DISTRICT  
STREET VIEW 1

FILE NO.  
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DATE  
AUG 2021

G-1



LEGEND	
	NBOA LWRP EXTENDED NOMINATION STUDY AREA
	EXISTING SANITARY GRAVITY MAINS
	EXISTING STORMWATER GRAVITY MAINS
	PROPOSED BGI STREETSCAPING
	PROPOSED CONSTRUCTED WETLANDS
	PROPOSED RAINGARDEN



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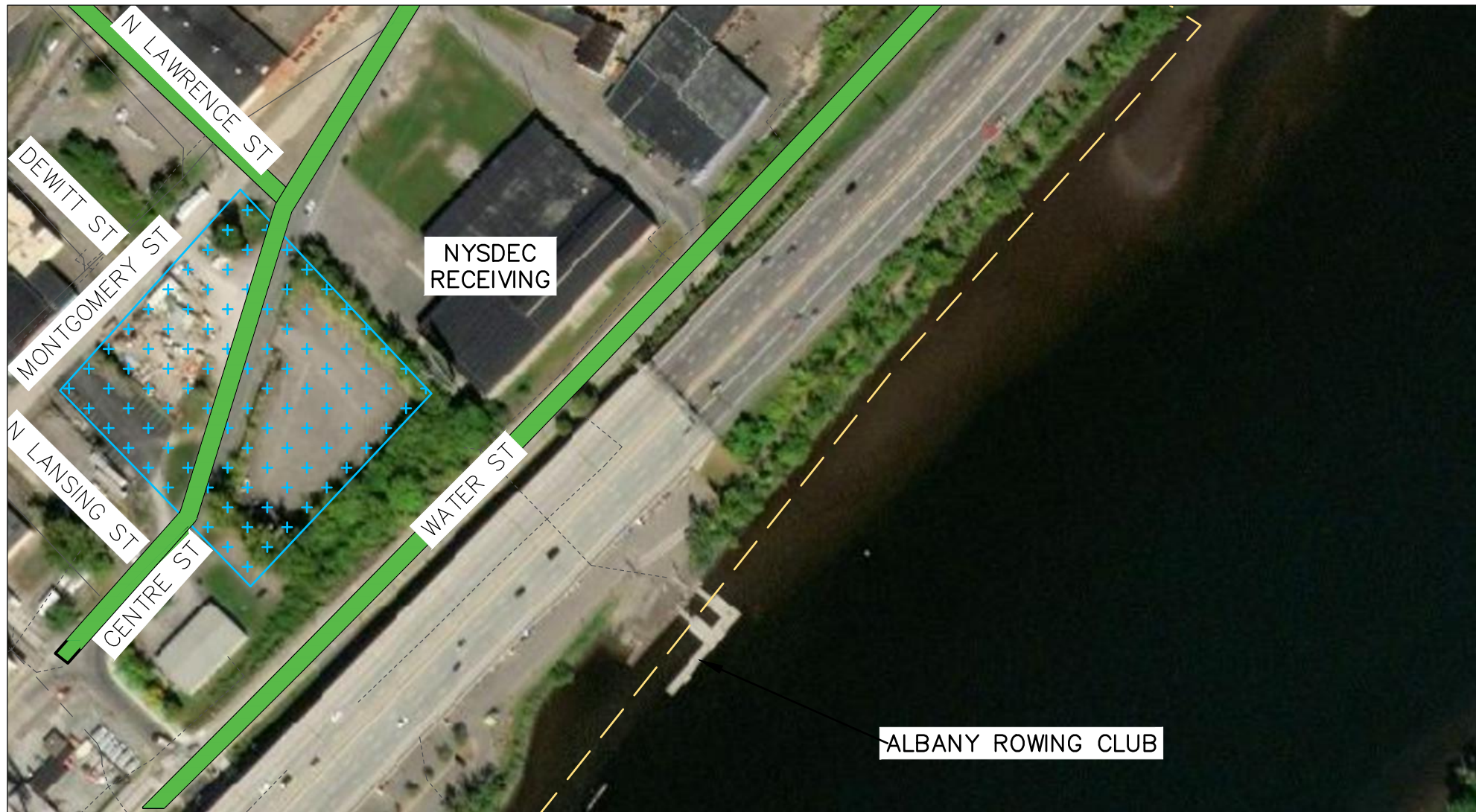


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NBOA LWRP REDEVELOPMENT BGI  
NORTH WAREHOUSE DISTRICT  
STREET VIEW 2







FILE NO.  
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DATE  
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G-2



**LEGEND**

-  NBOA LWRP EXTENDED NOMINATION STUDY AREA
-  EXISTING SANITARY GRAVITY MAINS
-  EXISTING STORMWATER GRAVITY MAINS
-  PROPOSED BGI STREETSCAPING
-  PROPOSED CONSTRUCTED WETLANDS
-  PROPOSED RAINGARDEN

**STREET VIEW 3**  
 1" = 10'  
 10' 0 10'




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 NORTH WAREHOUSE DISTRICT  
 STREET VIEW 3

FILE NO. 1940100192
DATE AUG 2021

**G-3**



LEGEND	
	NBOA LWRP EXTENDED NOMINATION STUDY AREA
	EXISTING SANITARY GRAVITY MAINS
	EXISTING STORMWATER GRAVITY MAINS
	PROPOSED BGI STREETSCAPING
	PROPOSED CONSTRUCTED WETLANDS
	PROPOSED RAINGARDEN



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NBOA LWRP REDEVELOPMENT BGI  
NORTH WAREHOUSE DISTRICT  
STREET VIEW 4

FILE NO.  
1940100192  
DATE  
AUG 2021

G-4



LEGEND	
	NBOA LWRP EXTENDED NOMINATION STUDY AREA
	EXISTING SANITARY GRAVITY MAINS
	EXISTING STORMWATER GRAVITY MAINS
	PROPOSED BGI STREETSCAPING
	PROPOSED CONSTRUCTED WETLANDS
	PROPOSED RAINGARDEN



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NORTH WAREHOUSE DISTRICT  
STREET VIEW 5

FILE NO.  
1940100192

DATE  
AUG 2021

G-5



**LEGEND**

- NBOA LWRP EXTENDED NOMINATION STUDY AREA
- EXISTING SANITARY GRAVITY MAINS
- EXISTING STORMWATER GRAVITY MAINS
- PROPOSED BGI STREETSCAPING
- PROPOSED CONSTRUCTED WETLANDS
- PROPOSED RAINGARDEN

**STREET VIEW 6**  
 1" = 10' 
10'
0
10'

 NORTH

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**RAMBOLL**

CITY OF ALBANY  
NBOA LWRP REDEVELOPMENT BGI  
NORTH WAREHOUSE DISTRICT  
STREET VIEW 6

FILE NO.  
1940100192

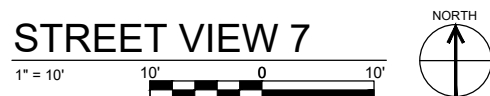
DATE  
SEPT 2021

G-6





LEGEND	
	NBOA LWRP EXTENDED NOMINATION STUDY AREA
	EXISTING SANITARY GRAVITY MAINS
	EXISTING STORMWATER GRAVITY MAINS
	PROPOSED BGI STREETSCAPING
	PROPOSED CONSTRUCTED WETLANDS
	PROPOSED RAINGARDEN



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



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CITY OF ALBANY  
NBOA LWRP REDEVELOPMENT BGI  
NORTH WAREHOUSE DISTRICT  
STREET VIEW 7

FILE NO. 1940100192
DATE SEPT 2021

**G-7**



LEGEND	
	NBOA LWRP EXTENDED NOMINATION STUDY AREA
	EXISTING SANITARY GRAVITY MAINS
	EXISTING STORMWATER GRAVITY MAINS
	PROPOSED BGI STREETSCAPING
	PROPOSED CONSTRUCTED WETLANDS
	PROPOSED RAINGARDEN

**STREET VIEW 8**  
 1" = 10'  
 10' 0 10'  
 NORTH

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



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 NORTH WAREHOUSE DISTRICT  
 STREET VIEW 8

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**G-8**



LEGEND	
	NBOA LWRP EXTENDED NOMINATION STUDY AREA
	EXISTING SANITARY GRAVITY MAINS
	EXISTING STORMWATER GRAVITY MAINS
	PROPOSED BGI STREETSCAPING
	PROPOSED CONSTRUCTED WETLANDS
	PROPOSED RAINGARDEN



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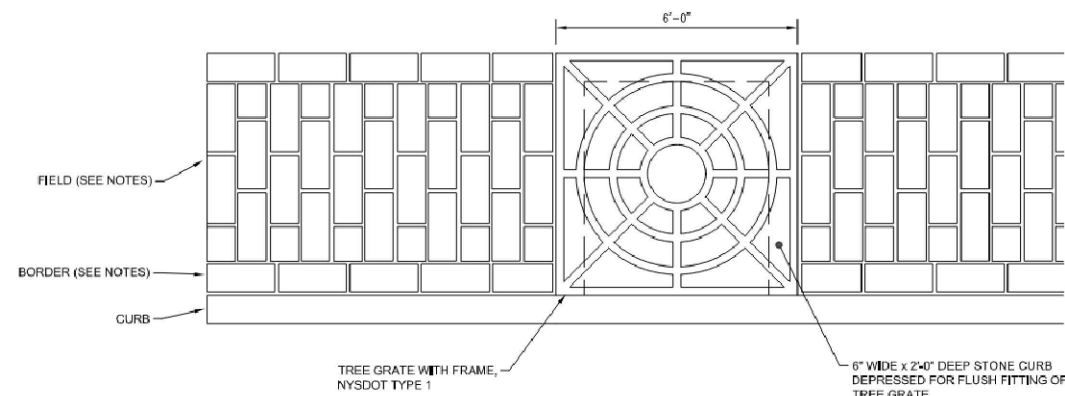
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NBOA LWRP REDEVELOPMENT BGI  
NORTH WAREHOUSE DISTRICT  
STREET VIEW 9

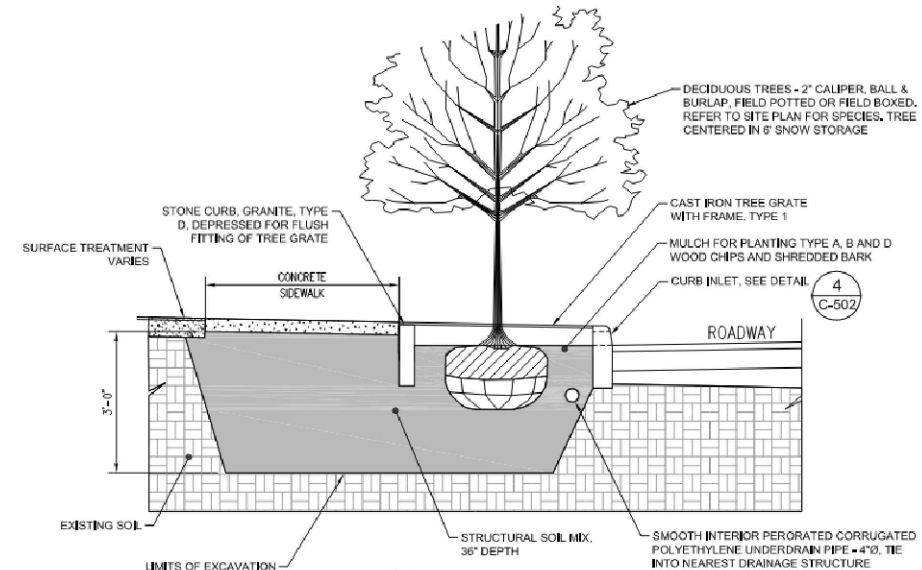
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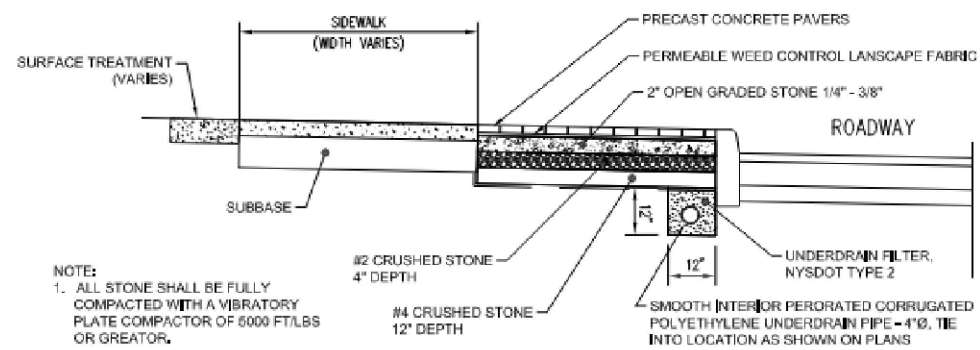
**TYPICAL TREE INSTALLATION IN PERMEABLE PAVERS**

NOT TO SCALE



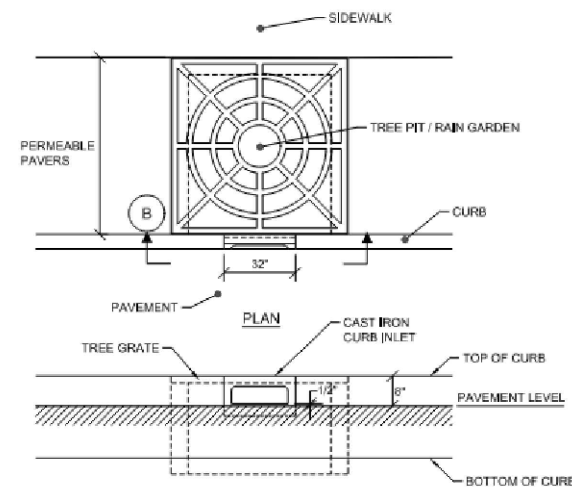
**TREE PIT SECTION**

NOT TO SCALE



**SIDEWALK / PAVERS TYPICAL SECTION**

NOT TO SCALE



**CURB INLET DETAIL**

NOT TO SCALE

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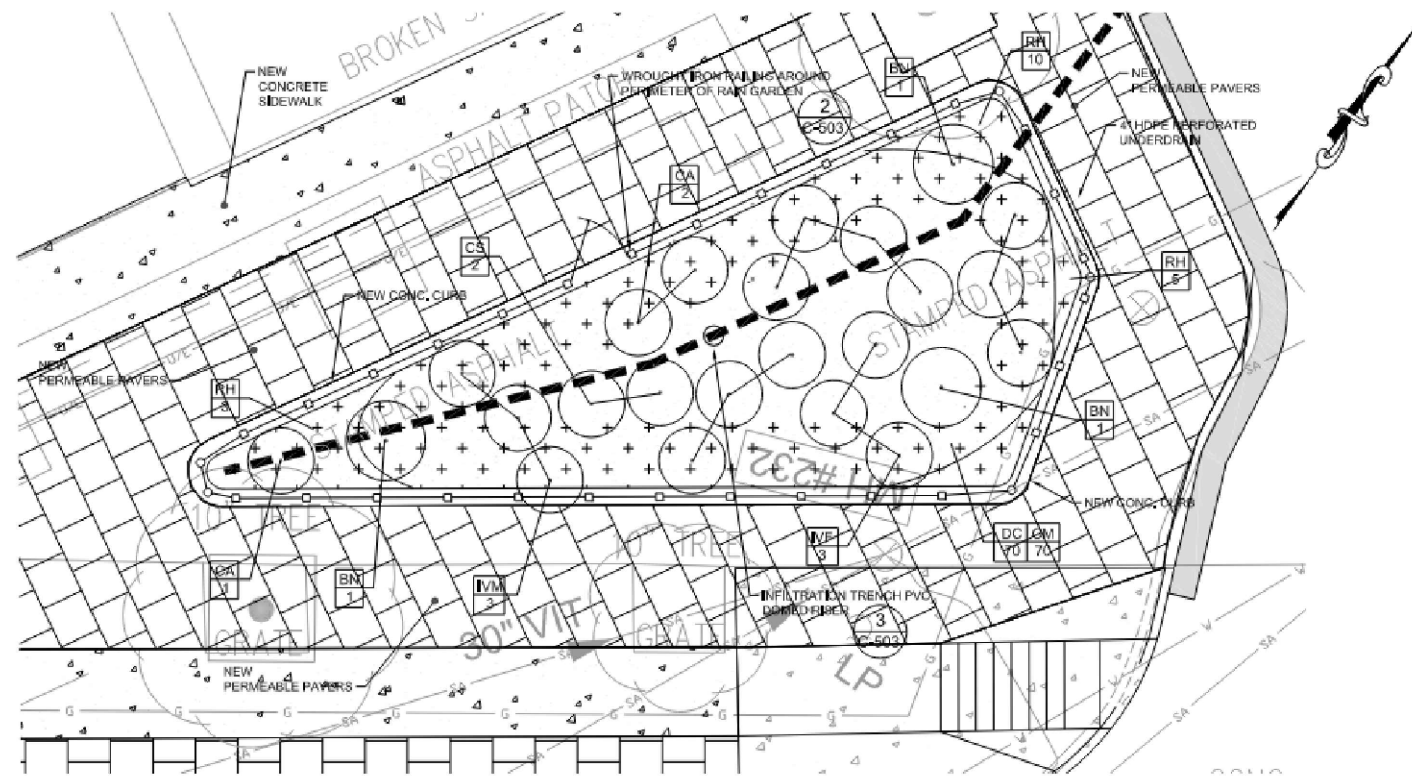
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STREETSIDE BGI DETAILS

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G-10



**RAIN GARDEN/PLANTING PLAN EXAMPLE**

SCALE: 1" = 5'-0"



**PLANTING SCHEDULE:**

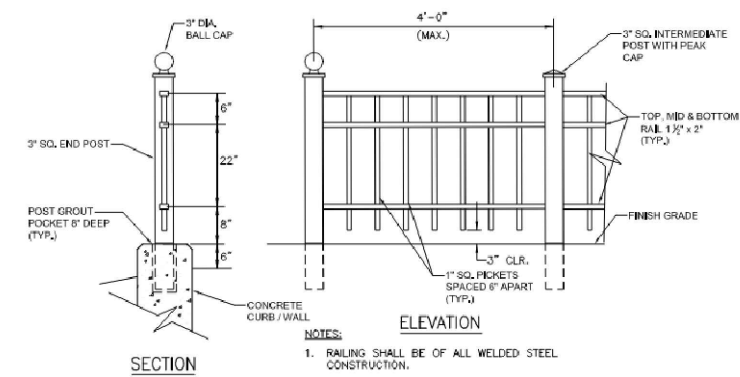
**GRASSES, SEDGES AND PERENNIALS**

KEY	BOTANICAL NAME COMMON NAME	SIZE	ROOT	REMARKS
CM	CAREX USUINGUMENSIS PALM SEDGE	DP 50	PLUS	12" OC
DC	DESCHAMPSIA CAESPITOSA TUFTED HAIR GRASS	DP 50	PLUS	12" OC
RM	RUDEBECKIA HIRTA BLACK-EYED SUSAN	DP 52	PLUS	12" OC

**SHRUBS**

KEY	BOTANICAL NAME COMMON NAME	SIZE	ROOT	REMARKS
BN	BETULA NIGRA 'LITTLE KING' FOX VALLEY RIVER BIRCH	6' HGT	B-B	6" OC
CA	CORNUS AMOMIUM SILKY DOGWOOD	2' HGT	CG	4" OC
CS	CORNUS SERICEA 'SILVER AND GOLD' SILVER AND GOLD REDWISPER DOGWOOD	2' HGT	CG	4" OC
INF	ILEX VERTICILLATA 'WINTER RED' WINTER RED WINTERBERRY	2' HGT	CG	4" OC
INM	ILEX VERTICILLATA 'SOUTHERN GENTLEMAN' SOUTHERN GENTLEMAN WINTERBERRY	2' HGT	CG	4" OC

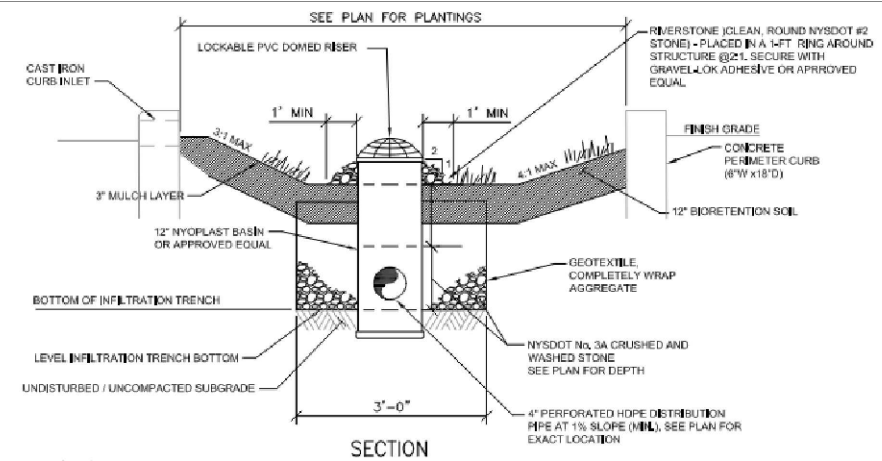
KEY IDENTIFIER OF PLANT SPECIES QUANTITY OF PLANTS REQUIRED      ABBREVIATIONS: HGT (HEIGHT) CG (CONTAINER GROWN)



- NOTES:**
1. RAILING SHALL BE OF ALL WELDED STEEL CONSTRUCTION.
  2. WELDS SHALL BE GROUND SMOOTH.
  3. PRIME AND PAINT WITH 2 COATS MATTE BLACK ENAMEL FINISH.
  4. INSTALL RAILING ALONG BACKSIDE OF RAIN GARDEN PER PLAN.

**WROUGHT IRON RAILING DETAIL**

NOT TO SCALE

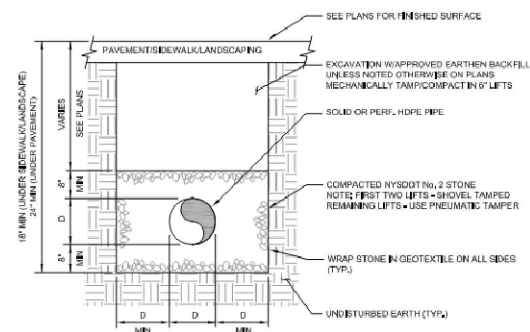


**DETAIL NOTES:**

1. UPON COMPLETION OF SUBGRADE WORK, THE OWNER AND OWNER'S REPRESENTATIVE SHALL BE NOTIFIED AND SHALL INSPECT AT THEIR DISCRETION BEFORE PROCEEDING WITH INFILTRATION BED INSTALLATION.
2. NONWOVEN GEOTEXTILE AND BED AGGREGATE SHALL BE PLACED IMMEDIATELY AFTER APPROVAL OF SUBGRADE PREPARATION. ANY ACCUMULATION OF DEBRIS OR SEDIMENT WHICH HAS TAKEN PLACE AFTER APPROVAL OF SUBGRADE SHALL BE REMOVED PRIOR TO INSTALLATION OF NONWOVEN GEOTEXTILE AT NO EXTRA COST TO THE OWNER.
3. PLACE NONWOVEN GEOTEXTILE IN ACCORDANCE WITH MANUFACTURER'S STANDARDS AND RECOMMENDATIONS. ADJACENT STRIPS OF NONWOVEN GEOTEXTILE SHALL OVERLAP A MINIMUM OF SIXTEEN INCHES (16"). SECURE NONWOVEN GEOTEXTILE AT LEAST FOUR FEET (4') OUTSIDE OF BED AND TAKE STEPS NECESSARY TO PREVENT ANY RUNOFF OR SEDIMENT FROM ENTERING THE BED. THIS GEOTEXTILE EDGE STRIP SHALL REMAIN IN PLACE UNTIL ALL BARE SOILS CONTIGUOUS TO INFILTRATION BED HAVE BEEN STABILIZED. WHEN THE SITE IS FULLY STABILIZED, EXCESS NONWOVEN GEOTEXTILE ALONG BED EDGES CAN BE CUT BACK TO GRAVEL EDGE.
4. SHOULD THE OWNER OR OWNER'S REPRESENTATIVE DETERMINE THAT CONTAMINATION OF THE INFILTRATION BED HAS OCCURRED, THE CONTRACTOR SHALL REPLACE THE INFILTRATION BED STONE AT NO ADDITIONAL COST TO THE OWNER.
5. CONSTRUCTION SHALL BE UNDERTAKEN IN SUCH A WAY AS TO PREVENT CONTAMINATION OF THE STONE AND PLANTING SOIL WITH SEDIMENT AND FINES FROM THE SITE OR EQUIPMENT.
6. PROTECT NEWLY GRADED AREAS FROM TRAFFIC, FREEZING AND EROSION. KEEP FREE OF TRASH, DEBRIS OR CONSTRUCTION MATERIALS.
7. WITHIN THE INSTALLATION WARRANTY PERIOD REPAIR AND RE-ESTABLISH GRADES TO SPECIFIED TOLERANCES WHERE COMPLETED OR PARTIALLY COMPLETED SURFACES BECOME ERODED, RUTTED, SETTLED, OR COMPACTED DUE TO SUBSEQUENT CONSTRUCTION OPERATIONS OR WEATHER CONDITIONS.
8. SCARIFY BOTTOM OF BED A MINIMUM OF 6".

**VEGETATED INFILTRATION AREA**

NOT TO SCALE



**HDPE PIPE BEDDING NOT IN INFILTRATION AREA**

NOT TO SCALE

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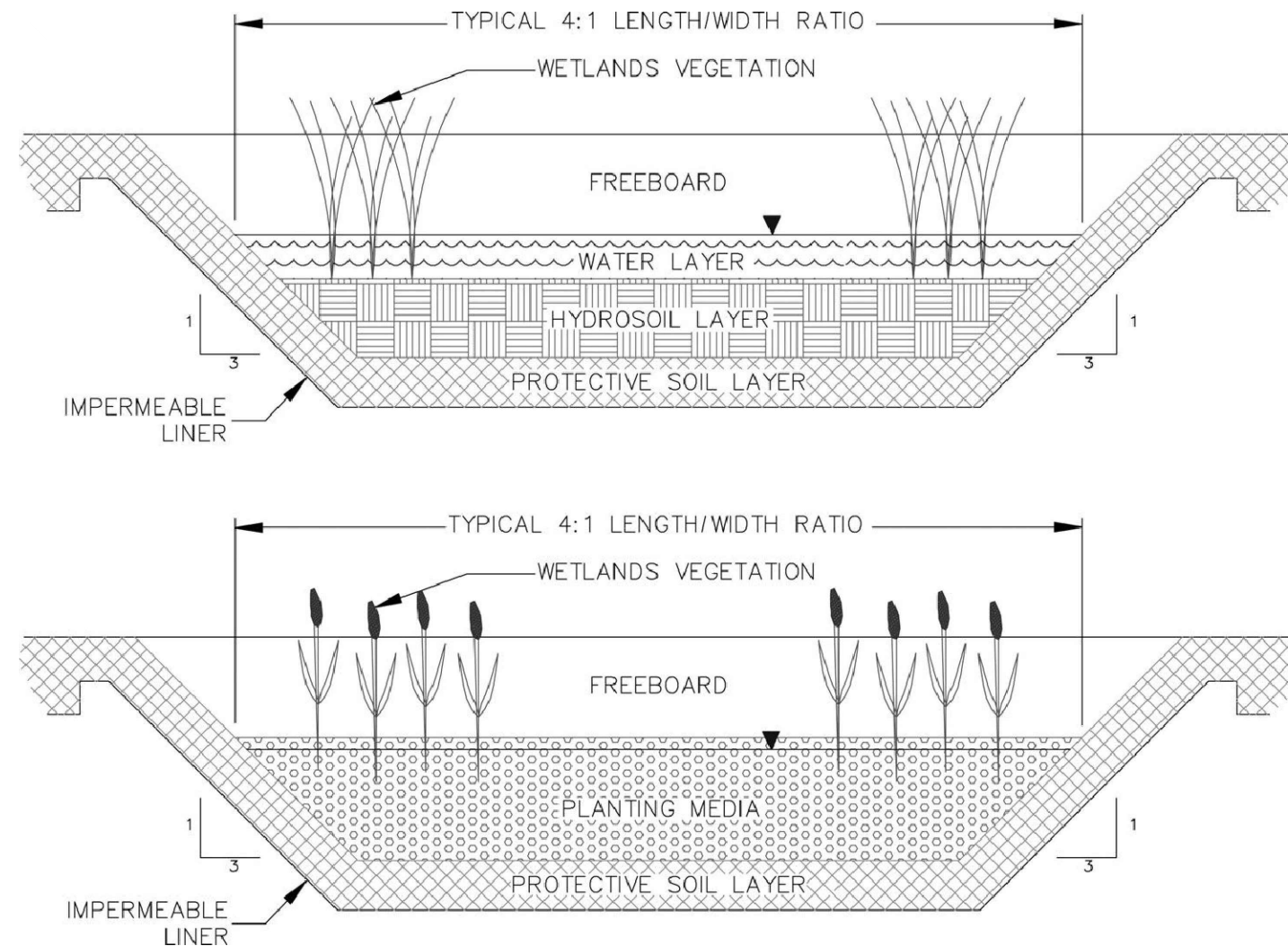
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NORTH WAREHOUSE DISTRICT  
RAINGARDEN DETAILS

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TYPICAL CONSTRUCTED WETLANDS SECTION  
SOURCE: ENVIRONMENTAL GEOTECHNICS (2008) IS (1) 1-8.

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 NORTH WAREHOUSE DISTRICT  
 CONSTRUCTED WETLAND DETAIL

FILE NO.  
 1940100192  
 DATE  
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G-12

# Appendix D - Community Participation Plan



Drone image of Broadway looking north (Consultant Team Drone Imagry)



## City of Albany

# Waterfront Access, Vitality, and Economic Strategy (WAVES)



Photo: Fred Coffey

## Community Participation Plan

**October 2020**

This document was prepared with funding provided by the New York State Department of State through the Brownfield Opportunity Areas Program and under Title 11 of the Environmental Protection Fund.



## Table of Contents

<b>I. Introduction.....</b>	<b>1</b>
Albany WAVES .....	1
Project Team and Roles .....	2
Community Participation Plan .....	2
<b>II. Previous Public Involvement .....</b>	<b>3</b>
<b>III. Steering Committee.....</b>	<b>3</b>
<b>IV. Public Participation .....</b>	<b>6</b>
Walking tours .....	6
Public Open Houses and Meetings .....	6
Interviews, Focus Groups, and Community Meetings .....	8
Interactive online and messaging tools .....	9
<b>V. Outreach Methods .....</b>	<b>9</b>
<b>VI. Interagency Project Group .....</b>	<b>9</b>
<b>VII. Local, State, and Federal Contacts .....</b>	<b>10</b>
<b>VIII. Project Schedule .....</b>	<b>12</b>

## I. Introduction

### Albany WAVES

The City of Albany is undertaking a comprehensive “Waterfront Access, Vitality, and Economic Strategy” (WAVES) to reimagine its approximately 4.6 miles of waterfront along the Hudson River with funding from the New York State Department of State. The project builds on the Albany 2030 Comprehensive Plan, which aims to leverage Albany’s history and diverse natural, cultural, institutional, and human resources to become a global model for sustainable revitalization and urban livability.

The WAVES project consists of three components:

#### 1. **Local Waterfront Revitalization Program (LWRP)**

The City of Albany completed an LWRP in 1991 for its Waterfront Revitalization Area (WRA) which runs along the City’s entire riverfront covering a total area of 1,647 acres for approximately 4.6 miles. The WRA expands westward from the Hudson River to include parts of Albany’s South End, Downtown, North Albany, and Warehouse District; terminating at the City’s southern border with the Town of Bethlehem and northern border with the Village of Menands.

In 2014, an updated LWRP was drafted with funding from the New York State Department of State (NYSDOS.) Under the advisement of NYSDOS, the City delayed finalization and adoption of the updated LWRP due to impending changes to the City’s zoning code that would affect the project area. The WAVES project will revise and update Albany’s 2014 Draft LWRP so that it

- a. is consistent with Albany’s recent planning initiatives and zoning code updates;
- b. incorporates a harbor management plan (HMP) as set forth in the provisions of New York State Executive Law, Article 42, and 19NYCRR Parts 600-603; and
- c. reflects emerging issues and needs in the riverfront area in a manner that will contribute to a vibrant, resilient waterfront while promoting local investment.

#### 2. **North Warehouse District Brownfield Opportunity Area program (N-BOA)**

The City will complete a BOA Nomination Study for an approximately 102-acre area in the North Warehouse District on the Hudson River with 49 potential brownfield sites. The study area is located within the WRA described in item one above, and is bordered by Interstate 787 and the Hudson River to the east, Downtown to the south, and the Arbor Hill and North Albany neighborhoods to the west and north respectively. The Nomination will provide an in-depth and thorough description and analysis of existing conditions, opportunities, and reuse potential for properties located in the proposed BOA study areas with an emphasis on the identification and reuse potential of strategic sites that may be catalysts for revitalization, and culminating in designation by the New York Secretary of State.

**3. South Waterfront District Brownfield Opportunity Area program (S-BOA)**

The City will complete a BOA Nomination Study for an approximately 23-acre area in the South Waterfront District with seven potential brownfield sites. The study area is located within the WRA described in item one above, and is bounded by the Hudson River, Interstate 787 and the Port of Albany. The Nomination will provide an in-depth and thorough description and analysis of existing conditions, opportunities, and reuse potential for properties located in the proposed BOA study areas with an emphasis on the identification and reuse potential of strategic sites that may be catalysts for revitalization, and culminating in designation by the New York Secretary of State.

**Project Team and Roles**

A Steering Committee comprised of local stakeholders and government officials will oversee all aspects of the WAVES project. Nagle, Tatich, Cranston d/b/a Elan.3 Consulting (Elan) has been selected to support the Committee with their work to complete the LWRP and BOA Nomination studies. The Committee will also be supported by the City of Albany Planning & Development office and will receive guidance from NYSDOS.

**Community Participation Plan**

The WAVES project involves a significant public involvement component to gather input from stakeholders and the general public including residents, property owners, business owners, and community organizations. This CPP details the approach that the Project Team will use to fully involve the community in the study process.

The goals of the Community Participation Plan (CPP) are to:

1. Foster dialogue and interaction between the public, stakeholders, the City of Albany, applicable regulatory agencies, and the project team during the course of the study process;
2. Gather information from the community to inform decisions; and
3. Build ownership and support for the process and outcomes.

The CPP outlines an approach to achieve the goals by:

1. Sharing information with the public and stakeholders regarding the WAVES study process;
2. Providing opportunities for the public and stakeholders to voice issues, concerns, and opportunities related to the project; and

3. Providing an opportunity for the public and stakeholders to contribute their vision and ideas for the development of the Albany riverfront including the BOA study areas and the Waterfront Revitalization Area.

The success of the WAVES project will depend on broad community input and support. The sections below summarize the outreach and engagement measures that will be employed throughout the project. These measures will follow public health and safety protocols related to the COVID-19 pandemic. As the process unfolds, it may be appropriate to modify the CPP to best capture public input or to respond to changing public health guidelines.

## II. Previous Public Involvement

Past planning efforts in the City of Albany have engaged the public to better understand the community's vision and priorities for the waterfront area. The WAVES project will consider and build on public input from recent planning efforts related to the study area. These may include the Albany 2030 Comprehensive Plan, 2014 Corning Preserve Master Plan, 2014 draft LWRP, 2019 Albany Downtown Revitalization Initiative Strategic Investment Plan, Unified Sustainable Development Ordinance (2017), and the ongoing South End Strategic Plan update.

## III. Steering Committee

A local Steering Committee will guide the WAVES project including the development of the updated LWRP and the BOA Step Two Nomination studies. The steering committee will fulfill the role of the “**Waterfront Advisory Committee**” for the LWRP and the “**Project Steering Committee**” for the N-BOA and S-BOA. Convening a single Steering Committee with three subcommittees will facilitate a comprehensive vision and revitalization plan for Albany's waterfront while providing the opportunity to analyze each study area individually.

The committee is comprised of a range of interests (see table 1), including private or business interests, property owners, regional planning entities or other regional groups, environmental groups, and members engaged with community groups. The committee also includes representatives of federal, state, county, and local municipal agencies, including agencies with jurisdiction over project activities or the project area.

The responsibilities of the Steering Committee include:

- Provide input and advice on the study process, documentation, waterfront issues, existing conditions, technical studies, conceptual designs, and potential opportunities;

- Collect ideas and input from the public as well as key stakeholders and experts; and
- Keep the public informed and engaged throughout the study process.

Committee members will be divided into three sub-committees, one for each element of the WAVES project:

1. **Local Waterfront Revitalization Program (LWRP) sub-committee** – The LWRP subcommittee will provide detailed input on the update of Albany’s 2014 Draft LWRP including development of the Harbor Management Plan and revisions to the LWRP vision, inventory and analysis of the WRA, LWRP policies, proposed land and water uses and projects in the WRA, and implementation techniques.
2. **North Warehouse District Brownfield Opportunity Area program (N-BOA) sub-committee** – This subcommittee will provide detailed input on the N-BOA Step 2 Nomination Study including the vision and goals for the study area, the inventory and analysis of existing conditions, an assessment of economic and redevelopment opportunities, and key findings and recommendations.
3. **South Waterfront District Brownfield Opportunity Area program (S-BOA) sub-committee** - This subcommittee will provide detailed input on the S-BOA Step 2 Nomination Study including the vision and goals for the study area, the inventory and analysis of existing conditions, an assessment of economic and redevelopment opportunities, and key findings and recommendations.

The Steering Committee will hold regular meetings and public engagement opportunities throughout the study process beginning with a **kick-off meeting October 15<sup>th</sup>**. The kick-off will review the WAVES project’s intent and scope. It will solicit initial input on the study process including public participation and development of project goals, opportunities, and constraints.

Committee meetings will be held approximately once a month with time for members to break into sub-committee groups. Elan will prepare agendas and meeting materials and will work with the City to distribute these to the full Steering Committee in advance via email. Due to COVID-19 restrictions, meetings will be conducted virtually for the foreseeable future.

Table 1. Steering Committee Members

Name	Organization	Sub-Committee
Carolyn McLaughlin	District 1, Albany County Legislature	S-BOA
Anthony (Tony) Gaddy	Co-Founder & President/CEO, Upstate New York Black Chamber of Commerce	S-BOA
Christopher (Chris) Bauer	Senior Transportation Planner, Freight, Capital District Transportation Committee	S-BOA
Sarah Reginelli	Capitalize Albany	S-BOA
Jeffrey (Jeff) Buell	Principal, Redburn Properties	N-BOA
Hon. Kelly Kimbrough	4 <sup>th</sup> Ward, Common Council	N-BOA
Hon. Joyce Love	3 <sup>rd</sup> Ward Common Council	N-BOA
James (Jim) Eaton	Owner, Fort Orange Brewery	N-BOA
Tyler Smith	Surpass Chemical Company Inc.	N-BOA
William (Willie) White	Senior Employment and Training Specialist, City of Albany Workforce Services	LWRP
William (Bill) Simcoe	Deputy Commissioner, City of Albany, Albany Water Department	LWRP
Tara Donadio	Sustainability Planning, Capital District Regional Planning Commission	LWRP
Martin Daley	Director of Water Quality Programs, Capital District Regional Planning Commission / Livingston Avenue Bridge Coalition	LWRP
Tina Lieberman	Chair, Sustainability Advisory Committee	LWRP
Todd Rutecki	President, Friends of Albany Rowing	LWRP
Matthew Peter	Executive Director, Albany Parking Authority/ County Legislature	LWRP
Georgette Steffens	Executive Director, Downtown Business Improvement District	LWRP

## IV. Public Participation

A variety of public engagement techniques will be used throughout the study process. Due to the COVID-19 pandemic, most public events will be held remotely using virtual tools and platforms. Where necessary and if possible, small in-person activities may be held in accordance with health and safety guidelines. Engagement techniques may include:

- Walking tours
- Public Open Houses and Meetings (Virtual and in-person if possible)
- Interviews, Focus Groups, and/or Community Meetings
- Interactive online and messaging tools
- Project website

A focused effort will be made to engage people who typically do not participate in planning programs such as youth, immigrants/new Americans, residents of public housing, persons with limited English proficiency, and persons with disabilities. These efforts may include taking the study process to these groups by collaborating with local community organizations on events and outreach. Care will also be taken to make events and outreach strategies accessible. Considerations will include choosing ADA-compliant venues, providing audio and visual materials, using electronic materials compatible with screen readers, and providing guidance on how to request accommodation for non-English speakers and people with disabilities or special needs to enable them to participate in each event.

### Walking tours

Following the Steering Committee Kick-off meeting, the Project Team will organize a **three-day immersion** that will include (socially distanced) walking tours of the WRA inclusive of the N-BOA and S-BOA areas. The tour may include brief on-site interviews with local residents, property owners, and other stakeholders. Steering Committee members will be invited to participate.

Further virtual or in-person site visits with stakeholders or members of the public may be held during the study process to examine specific elements such as walkability, transportation needs, green and gray infrastructure opportunities, effects of potential sea level rise, redevelopment opportunities, access, etc.

### Public Open Houses and Meetings

Several Public Open Houses and Meetings will be held to share information about the project and invite feedback from the community at key decision points in the process. They will include interactive elements

which may be available over a period of one or several days such as live streamed presentations; public surveys; polls; mapping tools; and/or comments submitted by text, email, website, or mail.

### **Virtual Public Open House #1**

A Virtual Public Open House will be organized in early December 2020 to introduce the WAVES project including the intent, scope, and process for the LWRP update and BOA nomination studies. The event will solicit initial feedback on various project elements including:

For the LWRP:

- Purpose of the LWRP
- WRA vision
- WRA boundary description
- WRA Inventory and Analysis of existing conditions, issues, and opportunities

For the N-BOA and S-BOA:

- Purpose of the BOA
- Vision and goals for each study area
- Explanation of community and regional setting
- Initial current conditions, opportunities, and constraints for each study area
- Initial economic and market trends for each study area

### **Virtual Public Open House #2**

A second Public Open House will be organized in Spring 2021 to introduce potential projects and redevelopment opportunities for the WRA and BOA study areas. Community feedback will be solicited on the ideas and project or redevelopment designs. The following elements will be presented:

For the LWRP:

- Identified issues and opportunities for the WRA
- Proposed land and water uses for the WRA
- Proposed projects for the WRA

For the N-BOA and S-BOA:

- potential reuse and redevelopment opportunities for strategic sites within the study areas

### **Public Presentation and Informational Meeting(s)**

A final public meeting will be hosted in the Fall of 2021 to present the draft outcomes of the WAVES project including the:



- full draft LWRP
- full draft BOA step 2 Nomination Study for the North Warehouse District
- full draft BOA step 2 Nomination Study for the South Waterfront District

The draft documents may be presented together at one meeting, or over a series of two or three. The meeting(s) will describe and invite feedback on the contents of the draft documents including the visions, existing conditions, study area analysis, key findings, and proposed actions. It may also be possible to target specific groups within the study areas to solicit feedback.

### **Interviews, Focus Groups, and Community Meetings**

Elan will work with the Steering Committee and the City to identify and engage key stakeholders through interviews, focus groups, and/or community meetings. These may include government officials, technical experts, community and not-for-profit organizations, private sector interests, and environmental groups, among others. Stakeholders will be invited to share their unique perspectives and expertise on key issues such as complete streets, inclusivity, public infrastructure and utilities, natural resources, business and real estate development.

#### **Stakeholder Interviews**

For the N-BOA and S-BOA, the Project Team will identify key individuals in the community that have been, or will likely be involved with or impacted by the redevelopment of brownfield sites in the study areas. For the LWRP, the Project Team will identify key individuals in the community that have been or will likely be involved with the redevelopment of waterfront. One-on-one interviews will be held to understand issues, concerns, and ideas for redevelopment. This format is preferred for stakeholder meetings as people are more comfortable expressing their ideas and desires.

#### **Focus Groups**

The Project Team may organize Focus Groups to gather information on a particular issue or topic area. Elan and City staff will work to organize focus group with relevant experts and community members/organizations using a roundtable or workshop format.

#### **Community Meetings**

The Project Team will meet with local groups and community organizations throughout the project to discuss the goals and progress of the LWRP and BOAs and to gather feedback. These discussions may be organized as part of a regularly scheduled meeting or as a special standalone event. Community meetings may be useful for reaching groups that are often underrepresented in public planning processes.

## Interactive online and messaging tools

The above activities may be supplemented by additional engagement opportunities (online or in-person) such as design charettes, pop-up presentations, mapping stations, and text or social media campaigns.

## V. Outreach Methods

Project updates and engagement opportunities will be publicized through a variety of channels to ensure broad public participation. Notices of public events will be posted at least two weeks in advance. The coordination of outreach materials and meeting/event logistics will be led by Elan with support from City staff.

**Contact Database** – a community contact list will be updated by Elan and used on a regular basis to keep key stakeholders up to date on the WAVES project.

**Coordination with local media** - all public meetings will be publicized in the community through press releases to local media outlets. Local media will also be invited to attend public events. Media releases will be developed by the City.

**Project website** – Elan will maintain a website with information about the project and how to get involved. Announcements, events, documentation, and engagement opportunities will be posted to the website, with links to and from the City of Albany website. Links will also be provided to established NYSDOS websites for further information on the LWRP and BOA program.

**Outreach materials and Social Media** - Elan will develop outreach materials such as flyers, road signs, business cards, mailers, and/or tweet cards to display and distribute in the community, at public events, and on the City of Albany's social media accounts (facebook, twitter).

## VI. Interagency Project Group

In addition to the public participation methods outlined above, an Interagency Project Group will be established. The group will include representatives from Albany County, the City of Albany, the BOA Steering Committee, and key stakeholders including the Department of State and other state and local agencies as needed/necessary such as NYSDOT, NYSDEC, CDTA, CDTC, and private landowners. The group will meet annually to discuss the progress of the N-BOA and S-BOA along with tourism and economic development initiatives.

## VII. Local, State, and Federal Contacts

The following information provides contact information for local, regional, and state agencies participating in the LWRP as well as the N-BOA and S-BOA studies.

### **City of Albany:**

ATTN: Lauren Alpert and Yasmine Robinson  
City of Albany  
Planning and Development Department  
200 Henry Johnson Blvd  
First Floor, Suite #3  
Albany, NY 12210  
[dpd@albanyny.gov](mailto:dpd@albanyny.gov)

### **New York State Department of State (DOS)**

The DOS is the primary sponsor of the Albany LWRP, the North Warehouse District BOA, and the South Waterfront District BOA and has provided funding for the projects. In addition, the DOS will provide oversight, direction, and technical assistance throughout the duration of the project. Contact information for the DOS representative for this project is provided below:

### BOAs

Tanushri Kumar  
Office of Planning and Development and Community Infrastructure  
New York Department of State  
Suite 1010  
One Commerce Place, 99 Washington Avenue  
Albany, New York 12231-0001  
[Tanushri.Kumar@dos.ny.gov](mailto:Tanushri.Kumar@dos.ny.gov)

### LWRP

Lisa Vasilakos  
Office of Planning and Development and Community Infrastructure  
New York Department of State  
Suite 1010  
One Commerce Place, 99 Washington Avenue  
Albany, New York 12231-0001

[Lisa.Vasilakos@dos.ny.gov](mailto:Lisa.Vasilakos@dos.ny.gov)

**Elan.3 Consulting**

The Project Team will provide technical expertise for the duration of the project. The consultant on the Albany LWRP, N-BOA, and S-BOA will be Elan.3 Consulting (Elan) of Saratoga Springs, New York. The primary contacts for the Project Team are listed with contact information below:

Lisa Nagle

Elan

18 Division Street, Suite 304

Saratoga, New York, 12866

[lnagle@elanpd.com](mailto:lnagle@elanpd.com)

Laura Lourenco

Elan

18 Division Street, Suite 304

Saratoga, New York, 12866

[lnagle@elanpd.com](mailto:lnagle@elanpd.com)

## VIII. Project Schedule

### Albany North Warehouse District and South Waterfront BOAs and LWRP Update – Proposed Project Schedule and Milestones September 2020

Task*	2020				2021										
	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV
<b>Project Initiation</b>															
Project Scoping & Outline															
Project Descriptions incl Boundaries, Visions, Goals (LWRP Section I)		SC 1				BOA									
<b>Public Participation and Stakeholder Engagement</b>															
Community Participation Plan & Enlisting Partners		SC 1													
Stakeholder Interviews															
Community Participation (Focus Groups, Open Houses, etc)		Multi-day Immersion			Open House				LWRP Open House	BOA Interagency engagement		Public meeting			
<b>Inventory and Analysis</b>															
Inventory and Analysis, incl. Maps (LWRP Section II)		SC 1		SC 2	SC 3	SC 4									
BOA Technical Studies Public utilities, CSO, Geotechnical, Green Infrastructure., CSX Railroad impact, Truck rerouting				SC 2		SC 4									
BOA Strategic Brownfield Sites Review				SC 2	SC 3	SC 4	SC 5								

Task*	2020				2021										
	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUNE	JUL	AUG	SEP	OCT	NOV
<b>Draft Policies, Plans, and Implementation Strategies</b>															
LWRP Section II: Waterfront Revitalization Policies					SC 3	SC 4									
LWRP Section IV: Proposed Projects								SC 6							
LWRP Section V: Local Implementation Techniques										SC 7					
BOA Implementation Strategy															
LWRP Section VI: State Actions															
LWRP Section VII: Local Commitment and Consultation															
LWRP Draft											SC 8		SC 9		
BOA Draft Nomination & Executive Summary															
<b>Final Plans</b>															
Preparation of Final BOA Nomination													SC 10		
Final LWRP													60-Day State Review	SC 11	

SC = Steering Committee \*Tasks are for all projects (N-BOA, S-BOA, and LWRP) except where they begin with 'BOA' or 'LWRP'

# Appendix E - Railroad Facility & Crossing Study



Drone image of Broadway looking north (Consultant Team Drone Imagry)

## **1.0 Introduction**

To supplement the redevelopment studies being progressed for the Albany Brownfield Opportunity Areas (BOA's) in the North Warehouse District and South Waterfront District, Greenman-Pedersen, Inc. (GPI) was tasked with preparing a comprehensive study of the railroad facilities and highway-rail crossings within these BOA areas. This study provides an inventory of the existing facilities and crossings, reviews collision and safety data, outlines the rail improvements recommended in the BOA redevelopment studies and provides information concerning the procedures necessary to make alterations to any of the highway-rail crossings discussed.

## **2.0 Study Area**

The study area is broken down into two separate areas as generally defined in the BOA redevelopment studies. These areas include the North Warehouse District and the South Waterfront District.

### *North Warehouse District:*

This district runs along Albany's Hudson River waterfront, starting just south of Livingston Avenue and extending northward to just north of Bridge Street. It includes key north-west running roadways such as I-787, Erie Blvd, Broadway and N. Pearl Street, as well as several east-west connecting roadways such as N. Lawrence Street, North Ferry Street and others.

There are two railroad lines running through this area. The north-south line is operated by Canadian Pacific Railway (CP Rail), although many of the rail documents found still list it as the Delaware & Hudson Railway, which was purchased by CP Rail in 1991. The east-west running line, which leads from Schenectady to Rensselaer, crossing the Hudson River across the Livingston Avenue railroad bridge, is owned by CSX Transportation, but has been leased to Amtrak for passenger rail service, so both rail companies have rights to those tracks.

There are two active highway-rail crossings within this area, at N. Ferry Street and at N. Lawrence Street and there are two spur lines extending from the main tracks at the Central Warehouse and at Surpass Chemical.

### *South Waterfront District*








This district runs along the Hudson River waterfront between S. Port Road to the south and Quay Street to the North. It includes the Port of Albany and key streets such as Church Street and Broadway. There is generally one rail line in this area, which runs north-south for the entire length. It is owned by CSX Transportation south of the port area and CP Rail north of the port area. Within the Port itself is a significant network of sidings and spurs that will be discussed later in this report. There are two active highway-rail crossings within the area, at S. Port Road and at Church Street/Green Street.

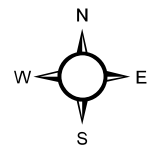
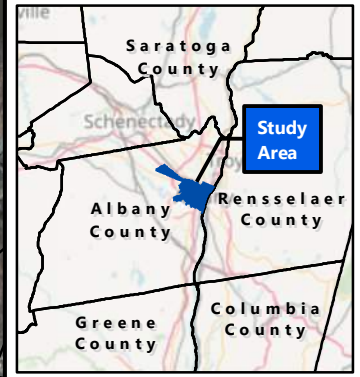
Study Area Figures for the two areas described follow.



**City of Albany B.O.A.  
Rail Study  
Northern Crossings  
City of Albany  
Albany County, NY**

**Legend**

-  Highway-Rail Crossing
-  Railroad Spur Crossing
-  Closed Rail Crossing
-  Railroad Overpass
-  Canadian Pacific Railways Railroad
-  CSX Transportation (Leased by Amtrak)
-  Railroad Spur Line



**GPI**








Produced For Planning Purposes Only.  
Data provided by NYS GIS Clearinghouse & Other Third Parties.

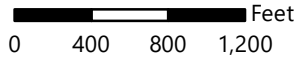
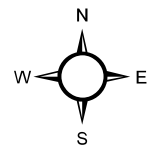
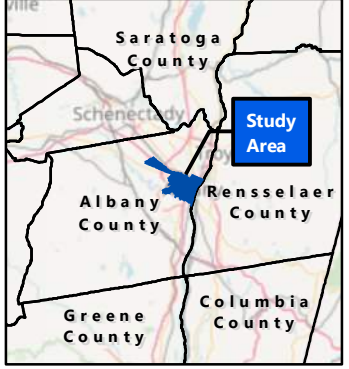
Issuance Date: 3/29/2021



**City of Albany B.O.A.  
Rail Study  
Southern Crossings  
City of Albany  
Albany County, NY**

**Legend**

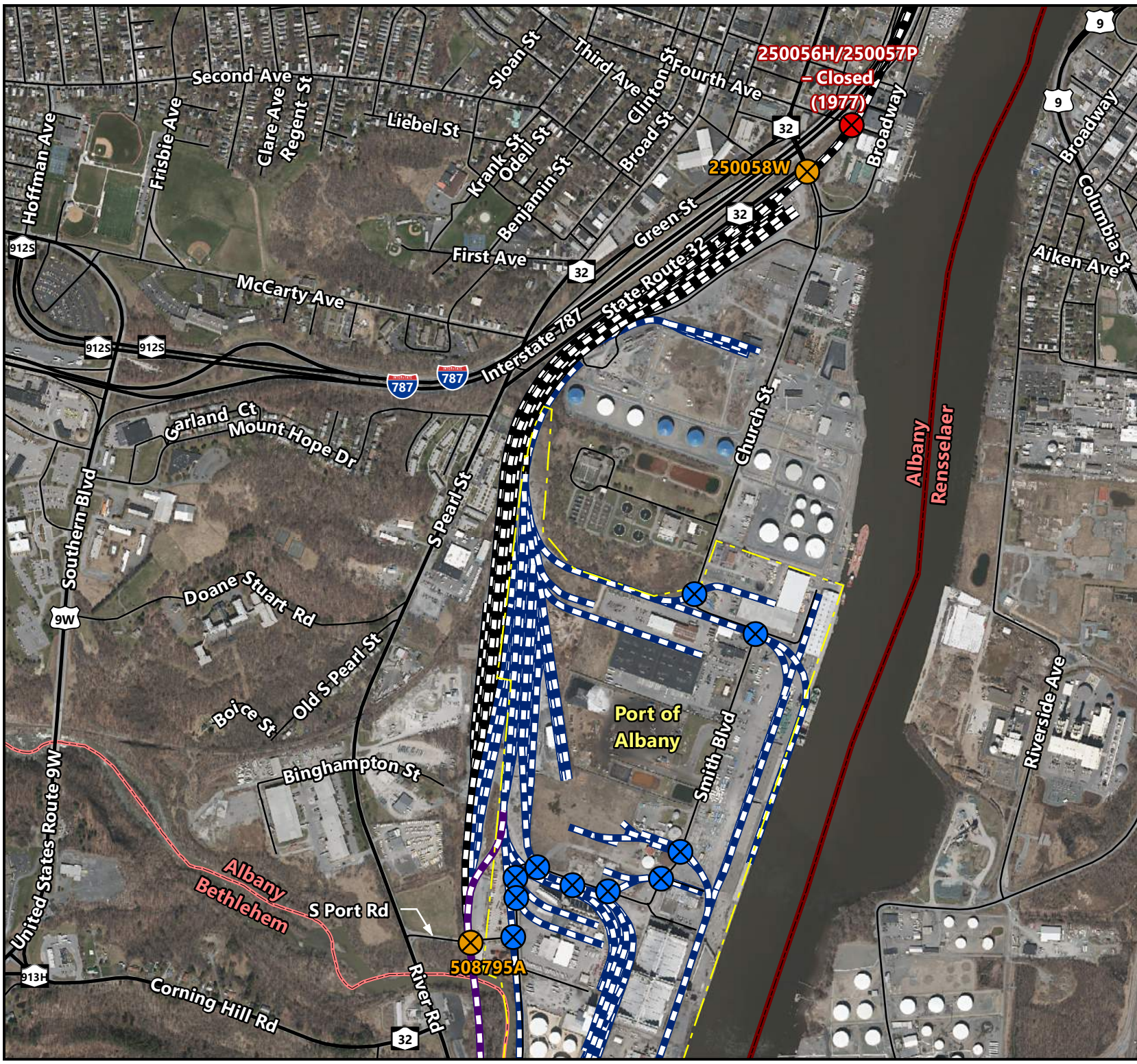
-  Highway-Rail Crossing
-  Railroad Spur Crossing
-  Closed Rail Crossing
-  Canadian Pacific Railways Railroad
-  CSX Transportation Railroad
-  Railroad Spur Line
-  Port of Albany Boundary



**GPI**

*Produced For Planning Purposes Only.  
Data provided by NYS GIS Clearinghouse &  
Other Third Parties.*

**Issuance Date: 3/29/2021**



## 3.0 Railroad Facility Description & Inventory

### 3.1 Railroad Lines and Spurs

#### 3.1.1 North-South Rail Main Line

The north-south rail line through the BOA areas is a single-track line south of the Port, which picks up a second track north of the port, and continues as dual-track until just north of Colonie Street. From there, it continues as single-track through the remainder of the study area. The track is owned by CSX Transportation south of the port, but the remainder of the line is owned by CP Rail. There are active highway-rail crossings at four locations within the Study area; S. Port Rd, Church St/Green St, N. Lawrence St and N. Ferry St, and there are spurs extending off the main line to Surpass Chemical in the northern area and several businesses within the Port of Albany in the southern area. There are also several sidings off the main track at the Port of Albany, for parking and maneuvering of rail cars.

#### 3.1.2 East-West Rail Main Line

The east-west rail line extends across the study area in the northern section, crossing the Livingston Avenue Bridge out of Rensselaer, and extending eastward to Schenectady and beyond. This line is a dual-track configuration throughout the length of the study area and the infrastructure is owned by CSX Transportation, although they have leased this line to Amtrak for passenger rail service and Amtrak has assumed all maintenance responsibilities. This line is elevated throughout the area, so it has no active highway-rail crossings within the study area.

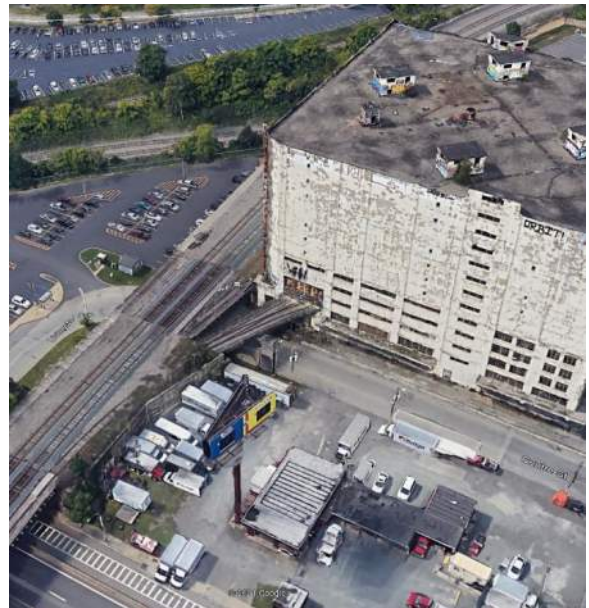
#### 3.1.3 Surpass Chemical Spur

This spur branches off from the CP Rail line at the very northern limit of the study area to serve Surpass Chemical, which transports raw materials in and packaged chemical products out. Surpass produces many chemical products to include industrial cleaning and chlorinating products, which results in the need to transport hazardous material on this spur. Pictured to the right is a view of the spur looking north (top) and south (bottom). As shown, the spur splits into two tracks to serve the facility, and there are gates on either end, which requires human interaction whenever a delivery is made. There are no crossing controls across Bridge Street, in front of the facility, because the tracks are gated and human controls are needed for a train to proceed. See Appendix A-1 for more photographs.



### **3.1.4 Central Warehouse Spur / Centre Street Overpass (#508564S)**

The Central Warehouse is a multi-level warehouse structure that, in the past, utilized direct access to the CSX rail tracks via a rail spur that connected to the building (see photo to the right). However, this building has been abandoned for many years and this spur has not been operational for a while. In fact, the switching capability for this spur was removed during the dual-track mainline track renovation in the mid-2010's, so it would be extremely expensive and difficult to try to reestablish service at this time.



The bridge over Centre Street is designated as rail crossing #508564S, and was constructed in 1902 by the Hudson River Bridge Company. It has a low clearance of just 12'-3". The mainline and spur are two separate bridges with a shared abutment on the east side of the structures. It is unclear who owns the actual spur structure, but it is believed to be included as part of the Central Warehouse deed, although that could not be confirmed. See Appendix A-2 for Inventory data and photo log.

### **3.1.4 Port of Albany Spurs & Sidings**

The Port of Albany area has an extensive rail yard with more than 20 sidings to park and maneuver rail cars and a dozen spurs, crossing Port roadways, leading to various businesses within the Port complex. Many of these spurs are gated, requiring human control to allow trains access.



Because these spurs are privately owned, have an extremely low allowable train speed and require human traffic control when trains are present, there are no crossing controls at these locations and no additional inventory information is available. As these spur crossings are not officially highway-rail crossings and are across roads controlled by the Port, and not the City of Albany, no further discussion will be provided in this report concerning these facilities.

## **3.2 Highway-Railroad Crossings**

### **3.2.1 N. Ferry Street (#250040L)**

This is a public at-grade rail crossing of a single set of tracks owned by CP Rail. This crossing has an active warning system with flashing red warning signals and a quad-gate configuration. There are two roadway gates and three additional pedestrian gates, to ensure both vehicles and pedestrians are controlled during the approach of a train. There is also a warning bell at this location. The warning system appears in good condition and conforms to current crossing standards.



The crossing surface is concrete and rubber and is suitable for multi-modal traffic (vehicles, bicycles and pedestrians).

There are no adjacent traffic signals to this rail crossing, so no interconnect between the rail equipment and roadway traffic control equipment is present. There is however an uncontrolled mid-block pedestrian crosswalk located 75 feet east of the rail crossing, which could be a queuing concern if N. Ferry St were a heavily traveled roadway, but reviewing the traffic numbers, it appears to not be an issue. Those numbers include the following:

- Pedestrian crossing is 35 feet wide, which will generally require 10 seconds for a pedestrian to cross.
- Average Annual Daily Traffic (AADT) along N. Ferry St is 2,400 vehicles, with the peak directional traffic in the peak hour being approximately 125 vehicles, which is approximately 2 vehicles per minute. This volume should not queue more than one vehicle per pedestrian crossing. Distance between pedestrian and rail crossings is enough for three vehicles.

Train traffic volume at this location is reported to be three trains during the day (6 AM to 6 PM) and zero trains at nights. Trains are all freight, there is no passenger service along this rail line, and the train speed limit is 25 mph, with typical train speeds of 10 mph to 25 mph. This crossing is not in a designated quiet zone. See Appendix A-3 for crossing inventory report and photo log.

### **3.2.2 N. Lawrence Street (#250041T)**

This crossing is very similar to the one just described for N. Ferry Street, it is a public at-grade rail crossing of a single set of tracks owned by CP Rail. This crossing has an active warning system with flashing red warning signals and a quad-gate configuration. There are two roadway gates and two additional pedestrian gates, to ensure both vehicles and

pedestrians are controlled during the approach of a train. There is also a warning bell at this location. The warning system appears in good condition and conforms to current crossing standards. The crossing surface is concrete and rubber and is suitable for multi-modal traffic (vehicles, bicycles and pedestrians).

There are no adjacent traffic signals to this rail crossing, so no interconnect between the rail equipment and roadway traffic control equipment is present. There is however an uncontrolled mid-block pedestrian crosswalk located 80 feet east of the rail crossing, which could be a queuing concern if N. Lawrence St were a heavily traveled roadway, but reviewing the traffic numbers, it appears to not be an issue. Those numbers include the following:

- Pedestrian crossing is 40 feet wide, which will generally require 12 seconds for a pedestrian to cross.
- Average Annual Daily Traffic (AADT) along N. Lawrence St is 1,300 vehicles, with the peak directional traffic in the peak hour being no more than 140 vehicles, which is just over 2 vehicles per minute. This volume should not queue more than one vehicle per pedestrian crossing. Distance between pedestrian and rail crossings is enough for three vehicles.

Train traffic volume at this location is reported to be three trains during the day (6 AM to 6 PM) and zero trains at nights. Trains are all freight, there is no passenger service along this rail line, and the train speed limit is 25 mph, with typical train speeds of 10 mph to 25 mph. This crossing is not in a designated quiet zone. See Appendix A-4 for crossing inventory report and photo log.

### **3.2.3 Colonie Street (#250042A - Closed)**

This is the location of a previously open highway-rail crossing, but it was closed sometime before or during 1997. The reasoning for the closure could not be ascertained, but according to the NYS Office of Modal Safety and Security, closures like this are sometimes the result of negotiations with the rail company,



where they would be required to provide improvements to adjacent crossings in exchange for being able to remove another, when crossings are closely spaced as they are here (less than 600 feet from the N. Lawrence St crossing). It is unknown if that is the case here.

The railroad line at this location includes two sets of tracks, which merges down to one track immediately north of this location. The presence of two tracks makes any potential future crossing at this location more than double the width of that at N. Lawrence St (23 feet opposed to 10 feet). Trains present at this location are the same as the adjacent crossings; three during the day and zero at night with a 25 mph train speed limit, and this area is not designated as a train quiet zone. See Appendix A-5 for crossing inventory report and photo log.

### **3.2.4 Church Street / Green Street (#250058W)**

This crossing is a public at-grade rail crossing of a dual set of tracks owned by CP Rail. This crossing has an active warning system with flashing red warning signals and a dual-gate configuration. The two gates control roadway traffic only, as there are no pedestrian crossing facilities at this location. There is also a warning bell at this crossing. The warning system appears in good condition and conforms to current crossing standards.



The crossing surface is concrete and rubber and is suitable for multi-modal traffic (vehicles, bicycles and pedestrians).

An I-787 off-ramp intersection exists adjacent to the rail crossing, less than 50 feet to the northeast and the crosswalk for a newly constructed multi-use path crosses Church St at the intersection within 30 feet of the rail crossing. Up until recently, the I-787 ramp intersection was controlled by a flashing beacon that changed to a red light during rail warning system activation, through an interconnected preemption system, but with the construction of the new crosswalk and its proximity to the tracks, this intersection was converted to an all-way stop which incorporates the rail crossing within the intersection (i.e. the stop sign for the northeastbound approach to the intersection is on the opposite side of the tracks, so all vehicles in that direction must stop before the tracks and cannot legally proceed until the tracks, intersection and crosswalk are all clear of obstruction.) The AADT on Church Street is 2,600 vehicles and speed limit is 30 mph.

It is reported that there are typically 3 trains daily on these tracks (all freight, no passenger service), all during daylight hours, and the train speed limit at this location is 10 mph, with typical train speeds being between 5 mph and 10 mph. This crossing is not in a designated quiet zone. See Appendix A-6 for crossing inventory report and photo log.

**3.2.5 Fourth Avenue (#250056H/#250057P - Closed)**

This is the location of a previously open highway-rail crossing, but it was closed sometime before or during 1977. The reasoning for the closure could not be discovered in our investigation.



The railroad line at this location includes two sets of tracks, similar to the Church Street crossing, which is located 450 feet south of this location. Train traffic would be the same as the Church Street crossing, which sees 3 trains a day, all during daylight hours, and the train speed limit is 10 mph. See Appendix A-7 for crossing inventory report and photo log.

**3.2.6 S. Port Road (#508795A)**

This is a public at-grade rail crossing of a single set of tracks owned by CSX Transportation. This crossing has an active warning system with flashing red warning signals and a dual-gate configuration to control roadway traffic during an active train crossing. There is also a warning bell at this location. There are no pedestrian crossing facilities leading up to or crossing the tracks. The crossing surface is asphalt and timber and appears to be significantly



deteriorated. The surface has likely seen extensive wear due to heavy truck traffic along the roadway and it is not suitable for pedestrian or bicycle traffic. The warning system equipment itself appears in good condition and conforms to current crossing standards.

There is an adjacent traffic signal at the S. Port Rd and S. Pearl Street intersection, located approximately 450 feet west of this location, but it is of sufficient distance away where an interconnect to the rail crossing warning system is not necessary. The AADT on S. Port Rd is approximately 2,300 vehicles and speed limit is 30 mph.

It is reported that there is approximately 2 trains per week that travel these tracks (all freight, no passenger service) and the train speed limit is 15 mph. This crossing is not in a designated quiet zone. See Appendix A-8 for crossing inventory report and photo log.



## 4.0 Railroad Collisions & Safety

Railroad Safety data was obtained from the US Department of Transportation Federal Rail Administration (FRA) via their online database and tools. A discussion of the rail collisions found and a safety assessment follows. A summary of the rail collisions is included in Table 1 found at the end of this Section. Detailed Accident/Incident Reports for these collisions are included in Appendix B.

### 4.1 Main Line Trespass

Using the FRA Trespass and Suicide Dashboard tool, a review of the study area was conducted for the most recent 10 year period (2011-2020). It was found that two trespass collisions occurred within that timeframe. Both on the CP rail line in the Northern BOA area.

The first was located approximately 1,400 feet south of the N. Lawrence St intersection and involved someone sitting on the tracks in 2011, which resulted in an injury. The tracks are fenced off from the general public throughout this area, and no safety issue was noted.

The second collision was located in the Thacher Street area, which is not fenced off, and is more open to trespass, only being blocked off by concrete roadway barrier. However, the collision, which occurred in 2016 and resulted in injury, involved someone laying on the tracks, so it is clear that this was not an inadvertent collision that would warrant a safety concern, and was likely a suicide attempt. However, neither of these collisions resulted in a fatality based on the available data.

### 4.2 Highway-Rail Crossings

Reviewing the FRA database and using their GX Dash! Tool, a review of rail collisions for the last 20 years (2000-2020) was conducted. During that period at the studied crossings there were two incidents, both at the Church St/Green St crossing, and both involving vehicles driving around the warning system gates. One hitting a stopped train, the other being hit by a slow moving train backing up. In both cases, only minor injuries were reports. As the warning system was active in both cases, both appear to be caused by drivers disregarding the warning system and inattention. There was no accident pattern that would indicate a safety concern at any of the high-way rail crossings within the study area.

**TABLE 1  
RAILROAD COLLISION SUMMARY**

Date	Type	Location	Cause	Severity
09/07/2008	Crossing	Church St/Green St	WB vehicle hit stopped train	Injury
09/25/2011	Trespass	1,400' S of N. Lawrence St	Person sitting on track	Injury
06/15/2015	Crossing	Church St/Green St	WB vehicle hit by backing train	Injury
10/29/2016	Trespass	Thacher St	Person laying on track	Injury

## 5.0 Potential Rail Alterations

In support of the anticipated future redevelopment of both the North Warehouse District and the South Waterfront District Brownfield Opportunity Areas (BOA’s) from mostly industrial to more recreational, residential and commercial land uses, several rail crossing alterations would be desirable. These alterations would be to provide improved access to these areas from the surrounding neighborhoods, facilitate better pedestrian and bicycle movements, and aid in the redevelopment process. The rail alterations being considered as part of this study include those shown in Table 2 below. Detailed discussions for each follow.

**TABLE 2  
SUMMARY OF RAIL ALTERATIONS  
TO SUPPORT BOA REDEVELOPMENT**

Area	Improvement	Reason	Priority
N. BOA	Reopen Colonie Street Crossing	Promote easier access to waterfront for all traffic	B
N. BOA	Remove Central Warehouse Spur	Support redevelopment or possible demolition of Central Warehouse Building	C
S. BOA	Reopen Fourth Ave Crossing for Pedestrians/Bicycles	Promote better pedestrian access to waterfront area from multi-use path and adjacent neighborhoods	B
S. BOA	Pedestrian Accommodation Upgrade at Church St/Green St Crossing	Promote better pedestrian access to waterfront area from multi-use path and adjacent neighborhoods	A

### 5.1 Reopening of Colonie Street Crossing

The rich recreational waterfront area of the Corning Preserve is difficult to access from the neighborhoods east of the N. BOA, which include the Ten Broeck Triangle and Arbor Hill areas. This is especially true for pedestrian and bicycle traffic, which are forced to travel a roundabout route north along Broadway to N. Lawrence St then back south on Erie Blvd to access the waterfront (Blue route shown on the map to the right). Far better access to the waterfront could be achieved if the Colonie



Street Rail Crossing were reopened and residents were allowed direct access to the waterfront along Colonie Street (Red Route on the Map). This route would save users over 0.2 miles of travel and for pedestrians that is over 5 minutes of walk time. Allowing this opening would turn a 12 minute walk to the waterfront from Broadway into a 7 minute walk an over 40% time savings.

This crossing could also provide significant benefit to automotive traffic as well, if some additional waterfront access changes were made by the City. Currently, the only vehicle access to the waterfront parking area at the boat ramp in along Quay Street, which is a one-way roadway across from the terminus of Colonie Street (see map to the right), who's nearest access point to the local neighborhoods is located 0.75 miles south of Colonie Street. This makes an automotive trip from these



neighborhood around 1.5 miles, with a 5 minute drive time. If the Colonie Street Crossing were reopened, the travel distance would be 0.2 miles and the drive time would be approximately 30 seconds, that is an up to 90% time savings for these neighborhoods to access the waterfront. Although, as mentioned, the City would need to reconfigure the parking access to allow entry from the Colonie Street side and/or modify the Quay Street approach at Colonie Street to allow two-way traffic to the point of the current boat launch access. These modifications should be feasible and the details for them can be worked out if and when the Colonie Street rail crossing is approved.

To open this rail crossing, the City would have to petition NYS DOT, and the Commissioner of Transportation would have to make a ruling. Even though this crossing previously existed, because it is now fully removed (closed in 1997), the petition would need to be submitted per the requirements of NY Railroad Law Section 90 for establishing a new street crossing of a railroad. The requirements of this law will be discussed in the next section of this report.

## **5.2 Removal of Central Warehouse Spur**

A key piece of redeveloping the N. BOA area is the central warehouse. Whether that means a complete renovation of the existing structure to allow for residential and commercial land uses, or demolition of the building to allow for new development to be constructed. Options for both were considered, and both involve doing something with the rail spur attached to the building and possibly the mainline rail structure adjacent to the building.



Pictures to the right above is the spur connection to the building. As can be seen, there is no abutment on the building side and the structure is supported by steel piles. It does not appear to be supported by the building itself and does not appear to be integrated into the building where it couldn't be removed. An investigation was conducted to determine ownership of the spur, but the only document that could be found was an easement along Centre Street for the bridge, which assigned rights to the bridge contractor, Hudson River Bridge Company. Reviewing tax map records, it appears the CSX Transportation Property ends at the eastern abutment of the structure, so the structure itself is likely owned by the building owner, but that needs to be confirmed with them. If that is the case, removal of this bridge should not require any special State approvals, but CSX has a Public Projects Manual that should be reviewed and utilized as guidance. This work will require coordinated with the property owner, the City, Amtrak and CSX Transportation, as encroachment onto their properties is likely necessary for the removal.

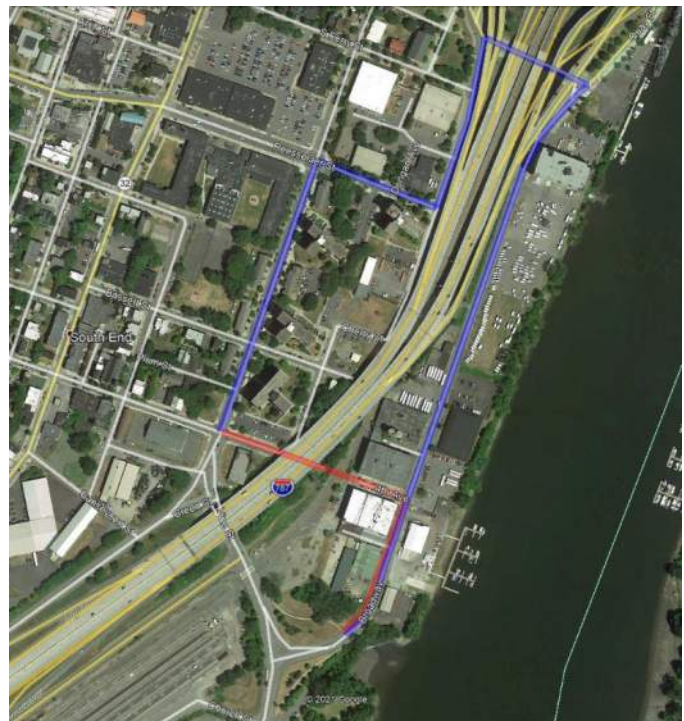
If the Central Warehouse building were to be demolished, the spur would have to be removed as well, and there could be a concern about how it would affect the railroad mainline in this area, as the track runs elevated, adjacent to the building. As the picture to the right shows, the railroad abutments and building foundation are separated, so demolition of the building should not impact the existing railroad infrastructure, though coordination with CSX and Amtrak should be done during construction and all requirements outlined in the CSX Public Project Manual should be satisfied prior to construction.



Finally, consideration was given to reopening the spur for some type of specialized service to the building. However, all rail switching to this spur was removed in the mid-2010's, when the railroad did their dual tracks upgrade. Because of this new switching would need to be installed, which would require significant coordination and expense. It is likely the cost of improvements to get this rail spur operational again would be well over \$1,000,000. Again the CSX Public Project Manual would be the best resource for the required procedures and coordination with both CSX and Amtrak would be required.

### **5.3 Reopening of Fourth Avenue Crossing for Pedestrians & Bicycles**

South End neighborhood access to the S. BOA area for pedestrians is extremely limited because of the rail line. The Church St/Green St rail crossing has no pedestrian accommodations, and the Fourth Ave rail crossing was closed in 1977, which leave the only access via Broadway at the very north end of the S. BOA area. Because of this, South End residents need to walk significantly out of their way (see blue path the right), to circle the tracks and get to the southern facilities of the S. BOA, such as the Island Creek Park. If a Fourth Ave rail crossing were to be put in place, it would reduce that to only a quarter mile walk (see red path to the right); a reduction of 0.75 miles and 15 minute of walking time.



With the Church Street access to Broadway being at the southern end of the study area, the Fourth Ave rail crossing isn't as critical for automotive traffic, but with no pedestrian facilities at the Church Street rail crossings, the South End neighborhood would see a significant benefit to this crossing if it were installed for pedestrian and bicycle only use.

Since this would be a new crossing, the City would have submit a petition per the requirements of NY Railroad Law Section 90, for establishing a new street crossing of a railroad, to NYSDOT and the Commissioner of Transportation would have to make a ruling as to whether it would be allowed, or not.

### **5.4 Pedestrian Accommodation Upgrade at Church St / Green St Crossing**

The Church St/Green St rail crossing does not provide pedestrian facilities, which as mentioned previously limits the South End neighborhoods walkable access to the waterfront and Island Creek Park, which is particularly important at this location with the

new multi-use trail recently being constructed and crossing Church St immediately adjacent to the crossing at the I-787 ramp intersection. As shown in the picture to the right, the multi-use trail is just 30 feet northwest of the crossing and a sidewalk picks up 130 feet southeast of the crossing, so an ADA compliant rail crossing with sidewalk connecting the pedestrian facilities on either side of the tracks, would be a highly desirable to improve pedestrian connectivity.



Since this is an existing rail crossing that would require modification, the City would petition the NYSDOT under NY Railroad Law Section 91 to alter the existing crossing. Similar to the Section 90 procedures, the Commissioner of Transportation would determine if the request is justified and if it will be allowed.

# Appendix F - Truck Routing Study



Drone image of Broadway looking north (Consultant Team Drone Imagry)

### Truck Routing Study for S. Pearl Street and Albany South Waterfront District Brownfield Opportunity Area (BOA) Albany, New York

**PREPARED FOR:** Elan Planning, Design & Land. Arch., PLLC  
18 Division St, Saratoga Springs, New York

**OWNER:** City of Albany



*WARNING: The alteration of this material in any way, unless under the direction of a comparable professional, i.e. a Professional Engineer, is a violation of the New York State Education Law and/or Regulations and is a Class 'A' misdemeanor.*



# Table of Contents

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	<u>page</u>
<b>1.0 Introduction .....</b>	<b>1</b>
<b>2.0 Study Area .....</b>	<b>1</b>
<b>3.0 Background Studies .....</b>	<b>4</b>
3.1 Studies Reviewed.....	4
3.2 Heavy Vehicle Travel Pattern Study Summary .....	4
3.2.1 <i>Origins and Destinations for S. Pearl St Truck</i> .....	4
3.2.2 <i>Evaluated Strategies</i> .....	5
3.2.3 <i>Alternate Truck Routes</i> .....	6
<b>4.0 Alternate Route Feasibility Assessment.....</b>	<b>8</b>
4.1 Corning Hill Road/Southern Blvd Route Geometric Assessment.....	8
4.2 Port Route Geometric Assessment .....	9
4.3 Travel Time & Distance Review.....	10
4.4 Truck Route Recommendations.....	12
<b>5.0 Truck Routing Improvements .....</b>	<b>13</b>
<b>6.0 Findings and Conclusion.....</b>	<b>15</b>

## Appendices

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- A S. Pearl Street Origin-Destination Maps
- B Alternate Route Maps
- C Truck Routing Field Investigation Memo

## **List of Tables**

---

	<u>page</u>
TABLE 1: S. Pearl Street Truck Traffic O-D Distribution.....	5
TABLE 2: Corning Hill Rd/Southern Blvd Route Investigation Summary.....	8
TABLE 3: Port Route Investigation Summary.....	9
TABLE 4: Origin-Destination Route Impacts.....	10
TABLE 5: Travel Time & Distance Summary for Routes impacting Areas of Concern.....	11

## **List of Figures**

---

	<u>page</u>
Figure 1: Study Area Overview Map.....	3
Figure 2: Field Investigation Locations .....	7
Figure 3: Truck Route Concept Sketch .....	14

## **1.0 Introduction**

To supplement the redevelopment studies being progressed for the Albany South Waterfront District Brownfield Opportunity Area (South BOA) and the Local Waterfront Revitalization Program (LWRP) area, Greenman-Pedersen, Inc. (GPI) was tasked with preparing a comprehensive study of the potential Truck Routes near the Port of Albany and along South Pearl Street in the vicinity of the Ezra Prentice Homes residential development. The goal of this study is to assess the viability of truck routing options presented in the *City of Albany: S. Pearl St. Heavy Vehicle Travel Pattern Study* prepared by the Capital District Transportation Committee (CDTC) in August 2018, and provide recommendations to reduce truck traffic in two areas of concern (adjacent to the Ezra Prentice Homes and Along Broadway in the South BOA area).

This study includes a summary of the field investigation performed to investigate the feasibility of various truck routes, discusses the preferred truck routing to reduce truck traffic adjacent to the Ezra Prentice development and to support redevelopment of the South BOA, and provides recommended improvements to facilitate the new truck routing concept.

## **2.0 Study Area**

The study area includes the Port of Albany, the South BOA area, S. Pearl Street near the Ezra Prentice development and the potential truck routing roadways in and near these areas. The project limits are from Corning Hill Road in the south to I-787 in the north, Southern Blvd in the west and the Hudson River in the east. Key roadways within the study area include:

- Corning Hill Rd. (NY-32)
- Southern Blvd. (US-9W)
- River Rd.
- S. Pearl St.
- S. Port Rd.
- Normanskill St.
- Raft St.
- Smith Blvd.
- Boat St.
- Church St.
- Broadway
- I-787

A general description of each of these roadways is included below. An overview map of the Study Area is included at the end of this section as Figure 1.

Corning Hill Rd (NY-32) is an east-west running State Highway with 45 mph speed limit that connects US Route 9W to River Rd/S. Pearl St. Though classified as a Minor Urban Arterial, the roadway has a “rural feel”, being completely wooded to the south and with only with less than a dozen single family homes along the north side. Corning Hill Rd is a 2-lane roadway with 11 ft wide lanes and 4 ft shoulders, and no designated pedestrian or bicycle

facilities. This roadway carries an Average Annual Daily Traffic (AADT) of approximately 3,800 vehicles, with about 16% being heavy vehicles (trucks).

Southern Blvd (US-9W) is a 4-lane principal urban arterial that travels from Corning Hill Rd north to I-787 and Delaware Ave. This roadway has 12 ft wide lanes, 6'-8' shoulders and widens to provide turn lanes at key intersections. The posted speed limit is 45 mph. The AADT on this roadway is approximately 30,000 vehicles, and there are about 10% trucks.

River Rd (NY-144) is a 2-lane roadway leading south out of the City Albany. It is classified as a minor urban arterial, but goes through a heavily wooded area with little development near the Port, which gives it a "rural feel". This roadway has 11 ft wide lanes with 4 ft shoulders, and its posted speed limit is 55 mph. The AADT on the roadway is 7,800 with 12 % being trucks.

S. Pearl St. (NY-32) is a 2-lane minor urban arterial that connects River Rd to the center of the City and many of the downtown residential neighborhoods. The roadway has 11 ft wide lanes with 2'-4' shoulders. There is a large industrial area along the southern segment of this roadway, with the Ezra Prentice Residential development being located between that area and I-787 ramps. This roadway has an AADT of 9,200 vehicles with 11% trucks.

S. Port Rd, Normanskill St., Raft St., Smith Blvd., Boat St., Church St., combine to create a Route through the Port of Albany. These roadways are all Major Urban Collectors with a speed limit of 30 mph. They are all 2-lane roadways with between 24'-30' of pavement and no centerline or edgeline striping. These roadways cross several spur railroad tracks that are spread throughout the port to serve the various industrial tenants. AADT on these roadways is between 600 and 1,650 vehicles (depending on the segment) with 24%-30% trucks, except for S. Port Rd that has an AADT of 2,300 and 7% trucks. Pavement condition is poor throughout much of this route and there are highway-rail crossings on both S. Port Rd and Church St. For Port traffic, 60% tend to enter and exit via S. Port Rd and 40% enter and exit via Church St.

Broadway is a local street that intersects Church St at its southern terminus and head northerly to the center of the City. The area along Broadway between Church St and the Quay St entrance onto I-787, is the primary roadway being considered for redeveloped as part of the South BOA Nomination Study, which is an area where reduced trucks would be desirable. The AADT on this roadway is unknown at this time, but is likely between 1,000-1,500 vehicles with 20% trucks.

I-787 is a multi-lane interstate highway, which is generally elevated above the surface street. It connects to the NYS Thruway at its southern terminus and extends north through Albany to I-90. Within the study areas, I-787 access the surface street network through interchanges at Southern Blvd, S. Pearl St., Church St./Green St. and Quay St (north of Broadway). Other than local deliveries, most trucks within the study area will tend to either originate or be destined for this roadway, and connections to I-787 are critical.



## 3.0 Background Studies

### 3.1 Studies Reviewed

Several reports were reviewed and considered as part of this truck routing study, the primary report being the *City of Albany: S. Pearl St. Heavy Vehicle Travel Pattern Study* prepared by CDTC in 2018. This study looked at the S. Pearl Street corridor adjacent to the Ezra Prentice Homes, reviewed the origins and destinations of heavy vehicles (trucks), and gave recommendations on possible re-routing options to reduce truck traffic near the residential development. Additional studies reviewed included *the I-787/Hudson Waterfront Corridor Study*, prepared for CDTC in 2018 and the *CDTC Regional Freight and Goods Movement Plan* from 2016. These other documents provided little insight concerning truck movements in the specific area being studied in this report, but did provide background information to supplement routing decisions.

### 3.2 Heavy Vehicle Travel Pattern Study Summary

Relevant findings from the *City of Albany: S. Pearl St. Heavy Vehicle Travel Pattern Study* are summarized within this section of the report. The study was quite extensive and conceptualized 22 separate alternative routes, which is much more material than is necessary for the route feasibility investigation in this report, so only the points pertinent to our discussion are being presented here. The full report can be obtained from the CDTC website at: [https://www.cdtcmpo.org/images/freight/S-Pearl-HV-Final-Aug-7-2018\\_Reduced.pdf](https://www.cdtcmpo.org/images/freight/S-Pearl-HV-Final-Aug-7-2018_Reduced.pdf).

#### 3.2.1 Origins and Destinations for S. Pearl St Truck

The Heavy Vehicle Travel Pattern Study examined the general origins and destinations for trucks traveling S. Pearl Street within the study area through license plate survey. This study was conducted during the week of May 1-7, 2018. During that time, 770 northbound and 882 southbound heavy vehicles were observed passing the Ezra Prentice Homes development. Of these 1,652 trucks, 529 (32%) originated or were destined to the Mt. Hope Dr to Binghamton St road segment where the Ezra Prentice Homes development is located.

Based on the observed trucks in the report, trucks passing-by Ezra Prentice (not originating or destined to the Mt. Hope Dr to Binghamton St road segment) are generally destined to the following areas:

- 40% heading to I-787 Northbound Access along S. Pearl St
- 20% heading to S. Pearl St north of 1st Ave (likely for local deliveries)
- 36% heading to the Industrial Area along S. Pearl St (south of Binghamton St) or other areas south of the Study Area.
- 4% to S. Port Rd

A more detailed look of the truck traffic origin-destination distribution based on the license plate survey is included in Table 1 below.

**TABLE 1**  
**S. Pearl Street Truck Traffic O-D Distribution**

Destination Origin	S, Pearl St N. of 1st	1 <sup>st</sup> Ave	I-787 NB Access	Mt Hope Dr to Binghamton St	Binghamton St to S. Port Rd	South of Study Area	S. Port Rd
I-787 SB / Green St	15.5%	0.6%	0.4%	32.7%	42.4% combined		8.5%
Church St	30.0%	8.6%	4.3%	27.1%	28.6% combined		1.4%
S. Pearl St north of 1st		n/a	n/a	36.8%	54.3% combined		8.9%
Mt. Hope Dr to Binghamton St	26.4%	n/a	8.9%		14.2%	36.6%	13.8%
Binghamton St to S. Port Rd	22.4%	n/a	60.4%	2.2%		3.0%	11.9%
S. Port Rd	10.3%	n/a	47.7%	11.6%	12.3%	18.1%	
South of Study Area	6.6%	n/a	48.4%	42.6%	2.5%		n/a

Excerpts from the Heavy Vehicle Study graphically depicting these origin-destination percentages, as well as the general northbound and southbound heavy vehicle pattern for trucks adjacent to the Ezra Prentice Homes development are included in Appendix A.

### **3.2.2 Evaluated Strategies**

The Heavy Vehicle Travel Pattern Study reviewed many different strategies to reduce the number of trucks passing Ezra Prentice Homes in order to reduce noise and emissions within this residential development. The four recommended strategies from that Study include:

- Strategy A: Encourage Local S. Pearl St./NY 32 Heavy Vehicle Operators to Consider Using Alternate Routes
- Strategy B: Supportive Programs (Enforcement, Education, Emissions Reduction)
- Strategy C: Restrict Turning Movement Access at the S. Port Rd. & S. Pearl St./NY 32 Intersection
- Strategy D: Reconstruct S. Port Rd., Normanskill St., Raft St., Smith Blvd. and Boat St. as a Bypass Route for Heavy Vehicles

Of these strategies, Strategy B is outside the scope of this Truck Routing Report and should be progressed by others within the City. Strategies A, C & D are all related to truck rerouting and the feasibility of each will be discussed later in this report.

### **3.2.3 Alternate Truck Routes**

The Heavy Vehicle Travel Pattern Study provided 22 separate alternate route concepts, but each of these routes use one of two main backbones; the Corning Hill Road/Southern Blvd Route and the Port Route. The variants to produce all the many separate route alternates from these two main routes all involve the use of different origins and destinations outside of those main routes. These various origins-destinations include I-787 northbound, I-787 southbound, S. Port Rd, River Rd south of the Study Area, S. Pearl St north of the study area, and the S. Pearl St Industrial Area located between Binghamton St and S. Port Rd. The backbone routes can be described as follows:

Corning Hill Road/Southern Blvd Route – This route connects River Rd/S. Pearl St with I-787 near the NYS Thruway Exit 23 interchange. It includes two main roads Corning Hill Rd and Southern Blvd and is approximately 1.5 miles in length.

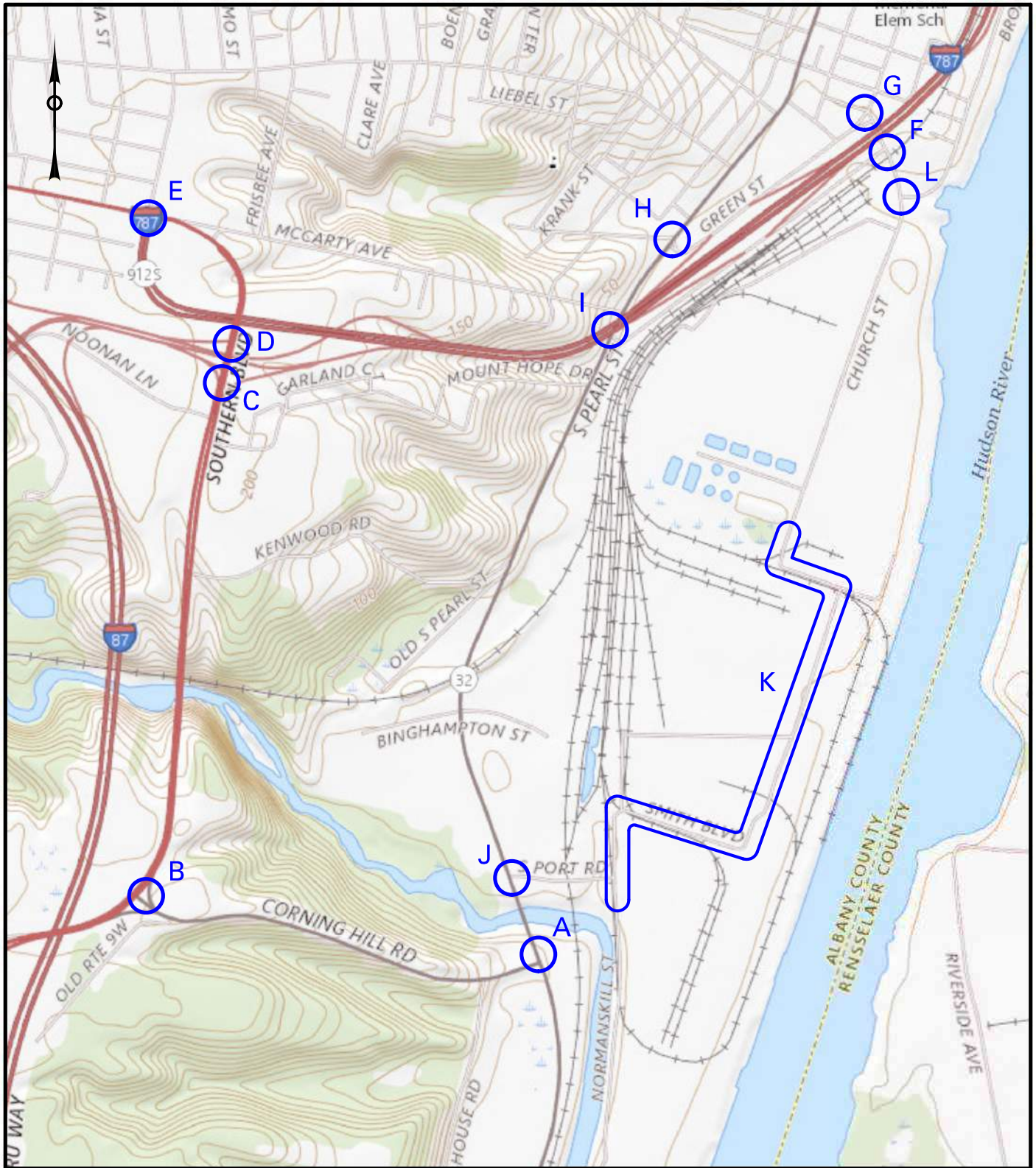
Port Route – This is a winding route through the Port of Albany that connects S. Pearl Street to Church St/Green St and Broadway north of the Port, and reconnects with S. Pearl St approximately 1.4 miles north of S. Port Rd. The Port Route is approximately 1.9 miles in length and includes S. Port Rd, Normanskill St, Raft St, Smith Blvd, Boat St and Church St.

In reviewing the many route alternates in the study, it was determined that all the critical “pinch” points and areas of concern for truck routing along these many routes could be investigated by focusing on just six of the route options:

- Alternate 2 – S. Pearl Industrial Area to I-787/NYS Thruway via the Corning Hill/Southern Blvd Route.
- Alternate 3 – S. Pearl Industrial Area to S. Pearl St north of 1st Ave via the Corning Hill/Southern Blvd Route.
- Alternate 7 – S. Pearl St north of 1st Ave to S. Pearl Industrial Area via the Corning Hill/Southern Blvd Route.
- Alternate 17 – S. Pearl Industrial Area to I-787 northbound Access via the Port Route to Broadway and Quay St
- Alternate 18 – S. Pearl Industrial Area to S. Pearl St north of 1st Ave via the Port Route to Green St.
- Alternate 21 – S. Pearl St north of 1st Ave to S. Pearl Industrial Area via the Port Route from Green St.

Routing Maps from the Heavy Vehicle Travel Pattern Study for these six routes are included in Appendix B of this report for reference. The feasibility assessment for each of these routes, which includes a field review of several key locations as shown in Figure 2, is discussed in the next section of this report.





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| <ul style="list-style-type: none"> <li>A. SOUTH PEARL STREET AT CORNING HILL ROAD</li> <li>B. CORNING HILL ROAD AT SOUTHERN BOULEVARD</li> <li>C. SOUTHERN BLVD AT I-787 NORTHBOUND ON-RAMP</li> <li>D. SOUTHERN BLVD AT I-787 THRUWAY EXIT 23 ON-RAMP</li> <li>E. SOUTHERN BLVD AT I-787 SOUTHBOUND ON-RAMP</li> <li>F. CHURCH STREET AT I-787 SOUTHBOUND ON-RAMP</li> <li>G. GREEN ST/CHURCH ST AT I-787 SOUTHBOUND ON-RAMP</li> </ul> | <ul style="list-style-type: none"> <li>G. GREEN ST/CHURCH ST AT I-787 SOUTHBOUND ON-RAMP</li> <li>H. S. PEARL ST AT GREEN ST/I-787 SB EXIT 2 OFF-RAMP</li> <li>I. SOUTH PEARL STREET AT I-787 NORTHBOUND ON-RAMP</li> <li>J. SOUTH PEARL STREET AT SOUTH PORT ROAD</li> <li>K. PORT ROADWAYS<br/>(NORMANSKILL ST/RAFT ST/SMITH BLVD/BOAT ST)</li> <li>L. CHURCH STREET AT BROADWAY</li> </ul> |
|--|---|

## 4.0 Alternate Route Feasibility Assessment

The alternate routes discussed above were evaluated in the field in December 2020. During this field investigation the roadway and intersections along each route were reviewed for various factors to include vertical and horizontal clearances, corner radii, pavement condition and other impacts. A memo detailing the findings of this investigation is included in Appendix C. The results of this investigation are summarized below:

### 4.1 Corning Hill Road/Southern Blvd Route Geometric Assessment

Evaluating Alternate Routes 2, 3 & 7 from the CDTC Heavy Vehicle Travel Pattern Study (see Appendix B for Route Maps), allows us to review all the intersections that could pose a concern when formalizing this route as a Truck Route. The critical locations reviewed included:

- A. S. Pearl St at Corning Hill Rd
- B. Corning Hill Rd at Southern Blvd
- C. Southern Blvd at I-787 NB On-Ramp
- D. Southern Blvd at Thruway Exit 23 On-Ramp
- E. Southern Blvd at I-787 SB Off-Ramp
- F. Church St at I-787 NB Off-Ramp
- G. Green St/Church St at I-787 SB On-Ramp
- H. S. Pearl St at Green St/I-787 SB Exit 2 Off-Ramp
- I. S. Pearl St at I-787 NB On-Ramp

The field investigation findings are summarized in Table 2.

**TABLE 2**  
**Corning Hill Rd/Southern Blvd Route Investigation Summary**

Intersections (as shown above)	Vertical Clearance	Horizontal Clearance/ Radii	Pavement Conditions	Other Impacts
S. Pearl/Corning Hill	Good	Good	Asphalt Good	None
Corning Hill/Southern	Good	Good	Asphalt Fair (consider mill & overlay)	None
Southern/I-787NB	Good	Good	Asphalt Good	None
Southern/Thruway Exit 23	Good	Good	Concrete Good	Ramp guiderail was hit by truck, reason unclear
Southern/I-787SB	Good	Marginal radius	Asphalt Good	Turning truck encroach on other lanes
Church/I-787NB	Good	Good	Asphalt Fair on Church (consider mill/overlay)	Adjacent highway-rail crossing
Green/Church/I-787SB	Good	Good	Asphalt Fair on Church (consider mill/overlay)	None
S. Pearl/Green/I-787SB Exit 2	Good	Good	Concrete Good	None
S. Pearl/I-787NB	Good	Meets minimum standards	Asphalt over concrete is shoving (consider mill & overlay)	75' turn lane storage may be shorter than desirable.

Based on the field investigation, it appears that the roadway geometry along the Corning Hill Rd/Southern Blvd Route would be feasible for a truck route in the northbound direction. For the southbound direction, the southeast corner of the I-787 southbound off-ramp at Southern Blvd appears to not allow good right turn movements for truck traffic, as they currently have to “turn wide” and encroach into other lanes. This is not ideal, but is marginally acceptable, as the lanes that truck encroach into are traveling in the same direction and are not opposing, but this is still a safety concern. Unless this intersection could be reconfigured to allow right turn trucks turning off the ramp to complete the movement without encroaching into other lanes, this route would not be preferred for southbound truck traffic.

**4.2 Port Route Geometric Assessment**

Evaluating Alternate Routes 17, 18 & 21 from the CDTC Heavy Vehicle Travel Pattern Study (see Appendix B for Route Maps), allows us to review all the intersections that could pose a concern when formalizing this route as a Truck Route. The critical locations reviewed included:

- F. Church St at I-787 NB Off-Ramp
- G. Green St/Church St at I-787 SB On-Ramp
- H. S. Pearl St at Green St/I-787 SB Exit 2 Off-Ramp
- I. S. Pearl St at I-787 NB On-Ramp
- J. S. Pearl St at S. Port Rd
- K. Port Roadways (Normanskill St/Raft St/Smith Blvd/Boat St)
- L. Church St at Broadway

It should be noted that locations F, G, H & I are common with the Corning Hill Rd/Southern Blvd route and are summarized above. The field investigation findings for the other locations along the Port Route are summarized in Table 3.

**TABLE 3  
Port Route Investigation Summary**

Intersections (as shown above)	Vertical Clearance	Horizontal Clearance/ Radii	Pavement Conditions	Other Impacts
S. Pearl/S/ Port Rd	Good	Good	Good	Potential need for SB Left Turn signal Phasing
Port Roadways	Good	Good	Asphalt Fair (consider mill & overlay) and improved striping.	Multiple rail spur crossings within Port
Church/Broadway	Good	Good	Asphalt Fair (consider mill & overlay)	For South BOA redevelopment, reduced trucks along Broadway is desirable

Based on the field investigation, it appears that the roadway geometry along the Port Route would be feasible for a truck route in both the northbound and southbound directions.

### 4.3 Travel Time & Distance Review

Further investigation of the potential alternate truck routes involved a review of the travel times and distances between various origins and destinations. For this investigation, seven prospective origins and destinations were selected for review. These locations included:

- Thruway Exit 23
- I-787 Adjacent to Corning Preserve
- S. Pearl Street north of 1st Ave
- S. Pearl Street Industrial Area
- Port of Albany (central)
- S. Port Road
- River Rd south of Study Area

For each of the origin-destination (O-D) combinations the likely truck route under existing conditions was determined and reviewed to see if it impacted one of the areas of concern (Ezra Prentice Homes area along S. Pearl St and Broadway in the South BOA area). Of the 42 O-D pairs reviewed, 12 different combinations traveled adjacent to the Ezra Prentice Homes and 2 along Broadway in the South BOA area. A matrix detailing which routes impacted what locations is included in Table 4 below.

**TABLE 4**  
**Origin-Destination Route Impacts**

Destination Origin	Thruway Exit 23	I-787 near Corning Preserve	S. Pearl St north of 1st Ave	S. Pearl St Industrial Area	Port of Albany (central)	S. Port Rd	River Rd south of Study Area
Thruway Exit 23		No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
I-787 Adjacent to Corning Preserve	No Impact		No Impact	<b>Ezra Impact</b>	<b>Broadway Impact</b>	<b>Ezra Impact</b>	<b>Ezra Impact</b>
S. Pearl St north of 1st Ave	No Impact	No Impact		<b>Ezra Impact</b>	No Impact	<b>Ezra Impact</b>	<b>Ezra Impact</b>
S. Pearl St Industrial Area	No Impact	<b>Ezra Impact</b>	<b>Ezra Impact</b>		No Impact	No Impact	No Impact
Port of Albany (central)	No Impact	<b>Broadway Impact</b>	No Impact	No Impact		No Impact	No Impact
S. Port Rd	No Impact	<b>Ezra Impact</b>	<b>Ezra Impact</b>	No Impact	No Impact		No Impact
River Rd south of Study Area	No Impact	<b>Ezra Impact</b>	<b>Ezra Impact</b>	No Impact	No Impact	No Impact	

For the O-D pairs that had no impact on the areas of concern, a travel time & distance review was not conducted, as there would be no proposed change to their truck routing. For the 14 combinations that would impact these areas, the travel times and distances between those locations were reviewed using Google Maps and its routing information. A summary of the travel times and distances for each of these O-D pairs using their assumed current route and proposed alternate routes is included in Table 5.

**TABLE 5**  
**Travel Time & Distance Summary for Routes impacting Areas of Concern**

From	To	Existing Route	Alternate Truck Route	
			Corning Hill	Port Route*
I-787 Adjacent to Corning Preserve	S. Pearl St Industrial Area	2.2 mi. / 4 min. (via S. Pearl St)	4.6 mi. / 8 min. (currently n/a)**	<b>4.1 mi. / 10 min.</b>
	Port of Albany (central)	2.0 mi. / 5 min. (via Broadway)	5.1 mi. / 10 min. (currently n/a)**	<b>3.0 mi. / 6 min.</b>
	S. Port Rd	2.5 mi. / 5 min. (via S. Pearl St)	4.3 mi. / 7 min. (currently n/a)**	<b>3.7 mi. / 9 min.</b>
	River Rd south of Study Area	2.6 mi. / 5 min. (via S. Pearl St)	4.2 mi. / 7 min. (currently n/a)**	<b>3.9 mi. / 10 min.</b>
S. Pearl St north of 1st Ave	S. Pearl St Industrial Area	0.8 mi. / 2 min. (via S. Pearl St)	4.3 mi. / 9 min. (currently n/a)**	<b>2.6 mi. / 8 min.</b>
	S. Port Rd	1.1 mi. / 3 min. (via S. Pearl St)	4.0 mi. / 8 min. (currently n/a)**	<b>2.4 mi. / 7 min.</b>
	River Rd south of Study Area	1.2 mi. / 3 min. (via S. Pearl St)	3.9 mi. / 8 min. (currently n/a)**	<b>2.5 mi. / 8 min.</b>
S. Pearl St Industrial Area	I-787 Adjacent to Corning Preserve	2.1 mi. / 3 min. (via S. Pearl St)	<b>4.0 mi. / 7 min.</b>	4.0 mi. / 10 min.
	S. Pearl St north of 1st Ave	0.8 mi. / 3 min. (via S. Pearl St)	4.0 mi. / 8 min.	<b>2.4 mi. / 8 min.</b>
Port of Albany (central)	I-787 Adjacent to Corning Preserve	1.8 mi. / 5 min. (via Broadway)	4.4 mi. / 9 min.	<b>2.9 mi. / 6 min.</b>
S. Port Rd	I-787 Adjacent to Corning Preserve	2.4 mi. / 4 min. (via S. Pearl St)	<b>3.6 mi. / 6 min.</b>	3.7 mi. / 9 min.
	S. Pearl St north of 1st Ave	1.1 mi. / 3 min. (via S. Pearl St)	3.1 mi. / 6 min.	<b>2.1 mi. / 7 min.</b>
River Rd south of Study Area	I-787 Adjacent to Corning Preserve	2.5 mi. / 4 min. (via S. Pearl St)	<b>3.5 mi. / 5 min.</b>	3.9 mi. / 10 min.
	S. Pearl St north of 1st Ave	1.2 mi. / 4 min. (via S. Pearl St)	3.0 mi. / 6 min.	<b>2.3 mi. / 7 min.</b>

\* Port Route from the Heavy Vehicle Travel Pattern Study was modified to avoid Broadway in the South BOA Area for this review.

\*\* Route geometrics not suitable for truck route unless improvements are made at the I-787 Exit Ramp at Southern Blvd. Route times and distances shown for reference purposes, in case those improvements are progressed.

Based on the travel time & distance data and ease of implementing the various alternate routes, the preferred Alternate Truck Route for each of the O-D pairs is show in **Bold Green** in the table above.

#### **4.4 Truck Route Recommendations**

The investigation performed indicated that both the Corning Hill Rd/Southern Blvd Route and the Port Route are viable truck route alternatives for northbound traffic, but only the Port route would be suitable as a truck route southbound, unless geometric improvements are made at the I-787 off-ramp at Southern Blvd (US Route 9W).

In looking at the travel times and distances, these alternate routes will tend to add length and delay for truck trips within the area. On average, the preferred truck route alternates will add approximately 1.5 miles and 3-4 minutes, to the impacted truck trips. However, it should be noted that these delays would only apply to 14 (33%) of the key 42 origin-destination combinations that would travel through the study area.

For the Ezra Prentice Homes area, implementing these alternate routes and establishing truck restrictions along S. Pearl Street between Mt. Hope Drive and Binghamton Street would provide a 68% reduction in truck traffic adjacent to the site by re-routing approximately 160 daily truck trips.

For Broadway in the South BOA area, a similar reduction could be expected for the 200-300 truck trips along that roadway.

These reductions in truck trips will improve the quality of life within the Ezra Prentice Homes residential development and will provide a more residential friendly development environment within the South BOA area and it is felt these benefits outweigh the minor time and distance inconvenience that the alternate routes may pose. As such, the following recommendations concerning truck routing within the study area are made:

1. Establish Truck Restrictions (No Truck Allowed – Except Local Deliveries) along S. Pearl Street between Mt. Hope Drive and Binghamton Street, and along Broadway between Church Street and Quay Street.
2. Establish a northbound truck route on River Road/S. Pearl Street that utilizes the Corning Hill Rd/Southern Blvd Alternate Route to travel to I-787.
3. Establish a northbound truck route on River Road/S. Pearl Street that utilizes the Port Route Alternate Route to travel to S. Pearl Street north of 1<sup>st</sup> Avenue.
4. Establish a northbound truck route out of the Port that bypasses Broadway and utilizes Green Street to S. Pearl Street to the I-787 on-ramp.
5. Establish a southbound truck route on S. Pearl Street that redirects trucks to the Port Route to reach points south of the Ezra Prentice Homes development.
6. Establish a southbound truck route on I-787 that utilizes Exit 2 instead of Exit 3B to access the Port of Albany. This will require changing several overhead guide signs.

It is believed that the above improvements will be an effective way to address strategies A, C & D, as discussed in the CDTC Heavy Vehicle Travel Pattern Study.

## 5.0 Truck Routing Improvements

As discussed in Section 4, both the Corning Hill Rd/Southern Blvd Route and the Port Route are geometrically capable of accommodating the truck routing proposed. Though in many of the locations, a mill and overlay of the pavement should be considered to address poor to fair pavement conditions, and new striping within the port area should be placed to better guide trucks along the proper route. Additionally, there is a highway-rail crossing along S. Port Rd that has an asphalt and timber crossing surface in extremely poor condition (see picture to the right), this should be improved prior to establishing a truck route along this roadway. Outside of these improvements, the proposed truck restrictions and routing can be implemented with a series of roadside and overhead signing changes.

These signing changes will include the replacement of several large (4) guide signs along I-787 southbound to redirect trucks away from Exit 3B and to Exit 2, and the installation of several new ground mounted wayfinding and route signing.

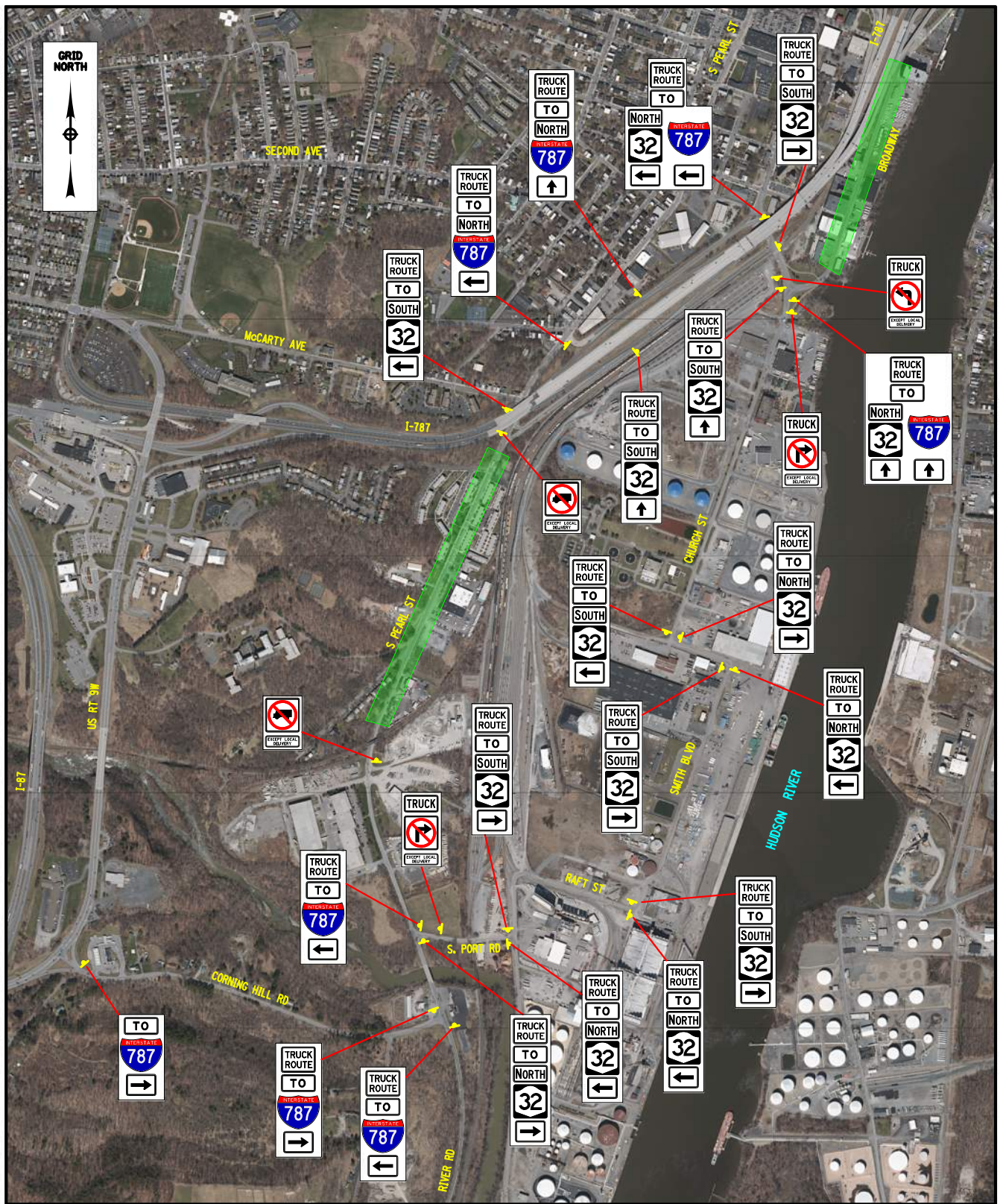
A concept sketch of the proposed signing improvements necessary to implement the recommended truck restrictions along S. Pearl Street and Broadway and establish new truck routes is depicted on Figure 3.




*S. Port Rd Highway-Rail Crossing*



*Example of Exit 3B sign that will need replacement*



LEGEND	
	AREAS WHERE TRUCK REDUCTION IS DESIRED

NOTE:  
 TRUCK ROUTING SIGNS SHOWN ARE IN ADDITION TO THE CURRENT ROUTE SIGNING ALREADY IN PLACE ALONG THE ROADWAYS. ONLY NEW SIGNING IS PRESENTED ON THIS SKETCH.



## **6.0 Findings and Conclusion**

The preceding report reviewed and provided a feasibility assessment for the truck routing alternates presented in the *City of Albany: Heavy Vehicle Travel Pattern Study* prepared by CDTC. Along with this assessment, additional conditions were analyzed such as re-routing trucks away from Broadway within the South BOA redevelopment area, and recommendations were provided to assist in the implementation of new truck routing within the study area to reduce truck traffic adjacent to the Ezra Prentice Homes residential development and to make the South BOA area more attractive for residential, recreational and retail developers. The following are findings from the assessment performed.

1. Origin-Destination data from previous studies suggest that approximately 1,650 weekly truck trips travel S. Pearl St adjacent to the Ezra Prentice Homes development, with 68% of them being pass-through (not originating or destined for the roadway link between Mt. Hope Dr and Binghamton St). Truck restrictions and re-routing in that area could remove approximately 160 trucks per day from that road segment.
2. Two alternate route backbones were reviewed for geometric conditions, the Corning Hill Rd/Southern Blvd Route and the Port Route. The field review concluded that both routes could be acceptable for truck routing, with generally some mill & overlay pavement improvements at the intersections and along the Port Route and striping improvements for better guidance within the port area. However, the I-787 SB off-ramp at Southern Blvd has geometry that doesn't allow a truck to turn southbound onto Southern Blvd without encroaching into the adjacent travel lane. Because of this, the Corning Hill Rd/Southern Blvd route is not recommended as an alternate southbound truck route for S. Pearl St traffic.
3. Travel time and distance information was analyzed and the preferred alternate route for each of the various Origin-Destination combinations was determined, this data was used to develop a truck route signing improvement concept sketch. This concept is consistent with the recommended strategies from the CDTC Heavy Vehicle Travel Pattern Study.
4. On average, the re-routing to reduce truck traffic in the Ezra Prentice Homes area and South BOA area will add approximate 1.5 miles and 3-4 minutes to some of the truck trips within the area. However, these delays would only be applicable for trucks traveling on just 33% of the various origin-destination route combinations.
5. The truck signing concept will require the replacement of up to 5 large overhead guide signs along I-787 to direct Port traffic to Exit 2 instead of Exit 3B.
6. In addition to the proposed truck route signage and pavement improvements, the highway-rail crossing across S. Port Rd is in poor condition and the crossing surface should be improved prior to implementing the truck routes.

Based on the assessment performed, it is feasible to restrict truck traffic along S. Pearl St near Ezra Prentice Homes and along Broadway in the South BOA area. Geometry is sufficient and the additional travel times and distances are not excessive. To implement the new truck routing condition, the City would need to initiate a capital improvement program that does the following:

- Install Truck Restriction and routing signage as shown on the concept sketch included as part of this report.
- Replace I-787 southbound guide signs that refer to “Port of Albany” at Exit 3B and ensure all guide signs listing the Port of Albany direct traffic to Exit 2.
- Improve crossing surface at the S. Port St highway-rail crossing.
- Perform Mill and Overlay to improvement pavement conditions at the following locations:
  - Corning Hill Rd at Southern Blvd
  - Church St at I-787 NB Off-Ramp
  - Green St/Church St at I-787 SB On-Ramp
  - S. Pearl St at I-787 NB On-Ramp
  - Port Roadways (Normanskill St/Raft St/Smith Blvd/Boat St)
  - Church St at Broadway
- Restripe port roadways with centerline and edge stipes to help guide trucks through the Port area.

With these improvements in place, trucks can be re-routed safely to reduce truck traffic along S. Pearl St adjacent to the Ezra Prentice Homes and along Broadway in the South BOA area. This will improve quality of life in these areas and make the South BOA area more desirable for redevelopment.

## **APPENDIX A**

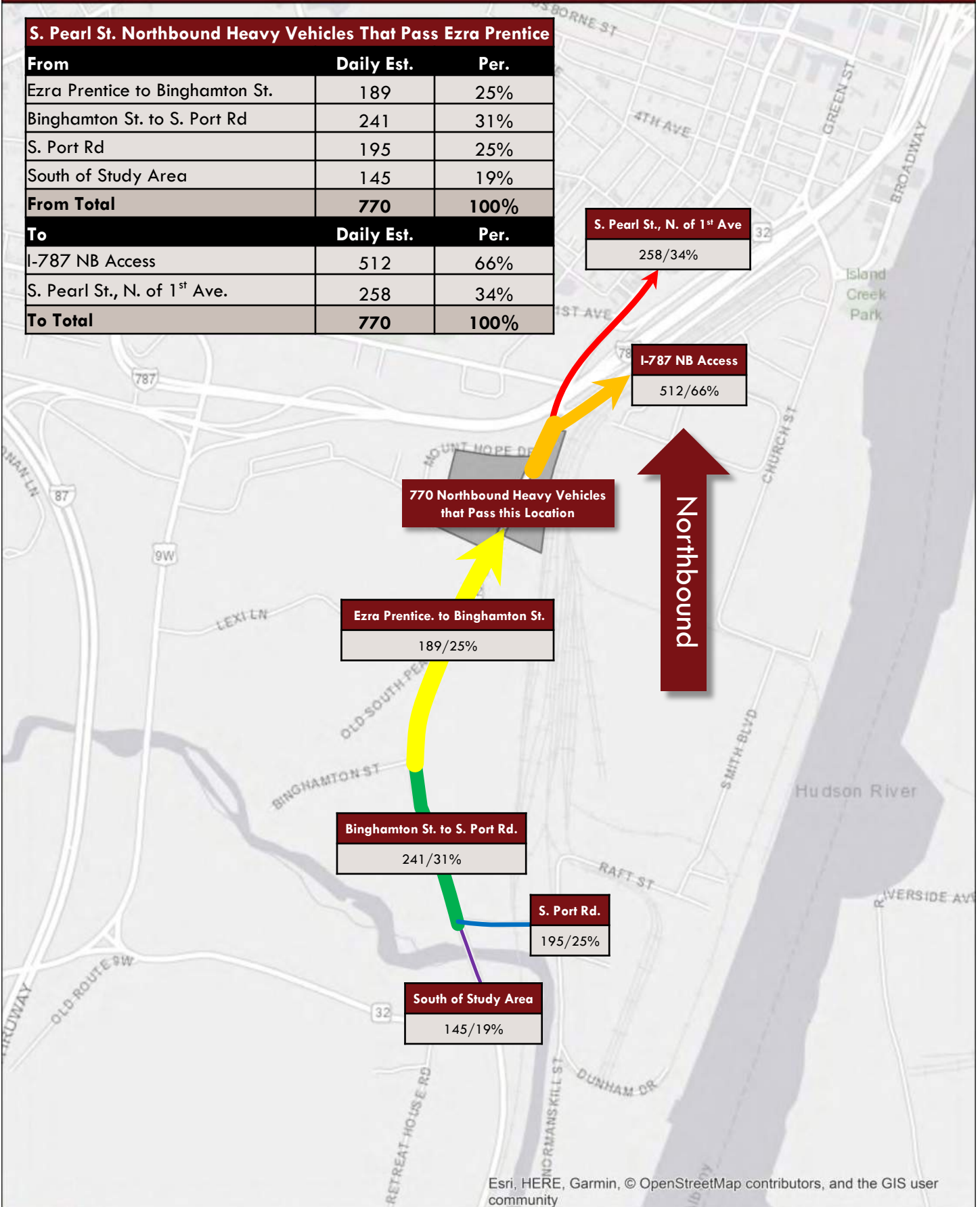
### **S. Pearl Street Origin-Destination Maps**

*(From CDTC's City of Albany: Heavy Vehicle Travel Pattern Study)*

Figure 9A: Pattern of Northbound Heavy Vehicles

**S. Pearl St. Northbound Heavy Vehicles That Pass Ezra Prentice**

From	Daily Est.	Per.
Ezra Prentice to Binghamton St.	189	25%
Binghamton St. to S. Port Rd	241	31%
S. Port Rd	195	25%
South of Study Area	145	19%
<b>From Total</b>	<b>770</b>	<b>100%</b>
To	Daily Est.	Per.
I-787 NB Access	512	66%
S. Pearl St., N. of 1 <sup>st</sup> Ave.	258	34%
<b>To Total</b>	<b>770</b>	<b>100%</b>



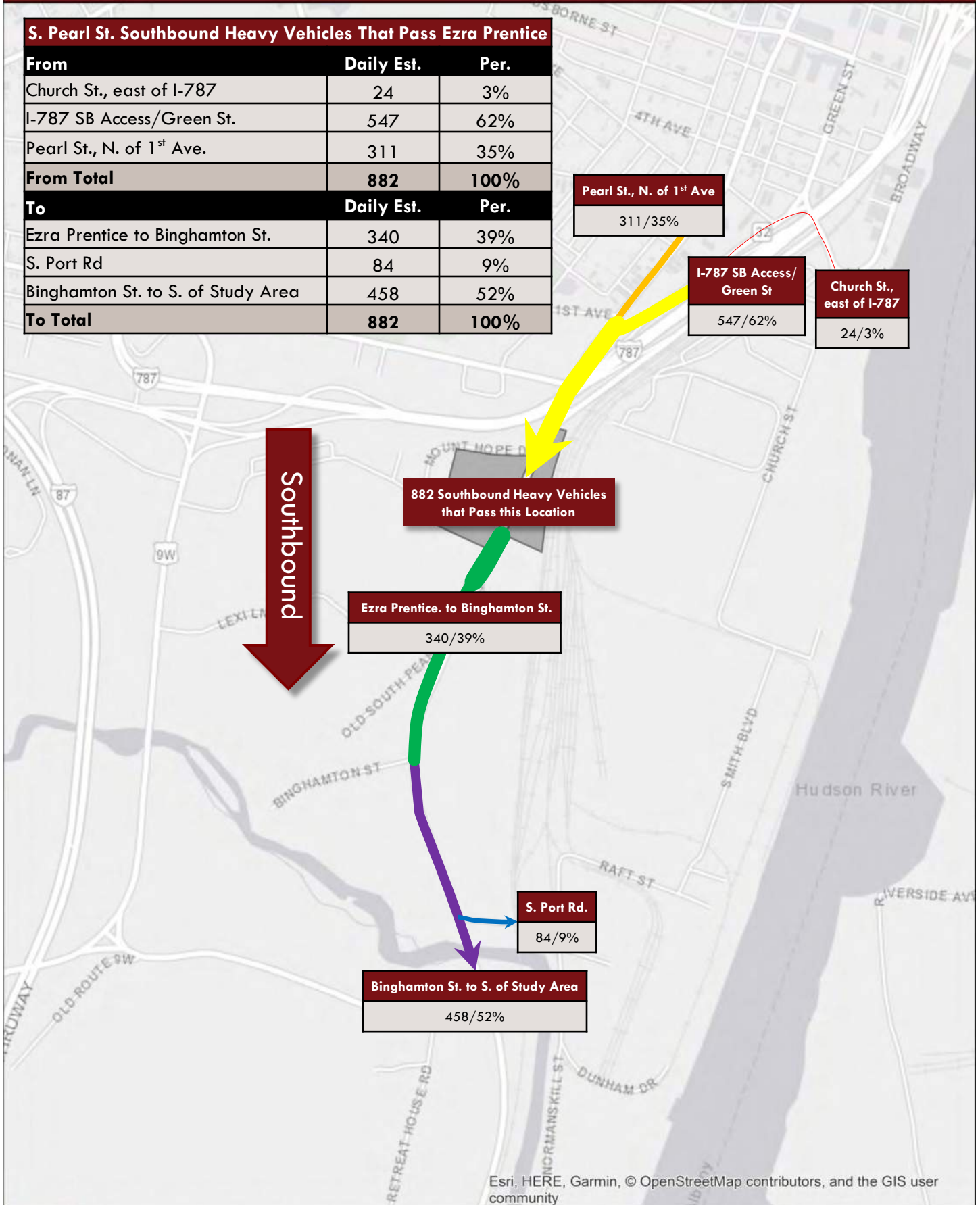
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Figure 9B: Pattern of Southbound Heavy Vehicles

**S. Pearl St. Southbound Heavy Vehicles That Pass Ezra Prentice**

From	Daily Est.	Per.
Church St., east of I-787	24	3%
I-787 SB Access/Green St.	547	62%
Pearl St., N. of 1 <sup>st</sup> Ave.	311	35%
<b>From Total</b>	<b>882</b>	<b>100%</b>
To	Daily Est.	Per.
Ezra Prentice to Binghamton St.	340	39%
S. Port Rd	84	9%
Binghamton St. to S. of Study Area	458	52%
<b>To Total</b>	<b>882</b>	<b>100%</b>

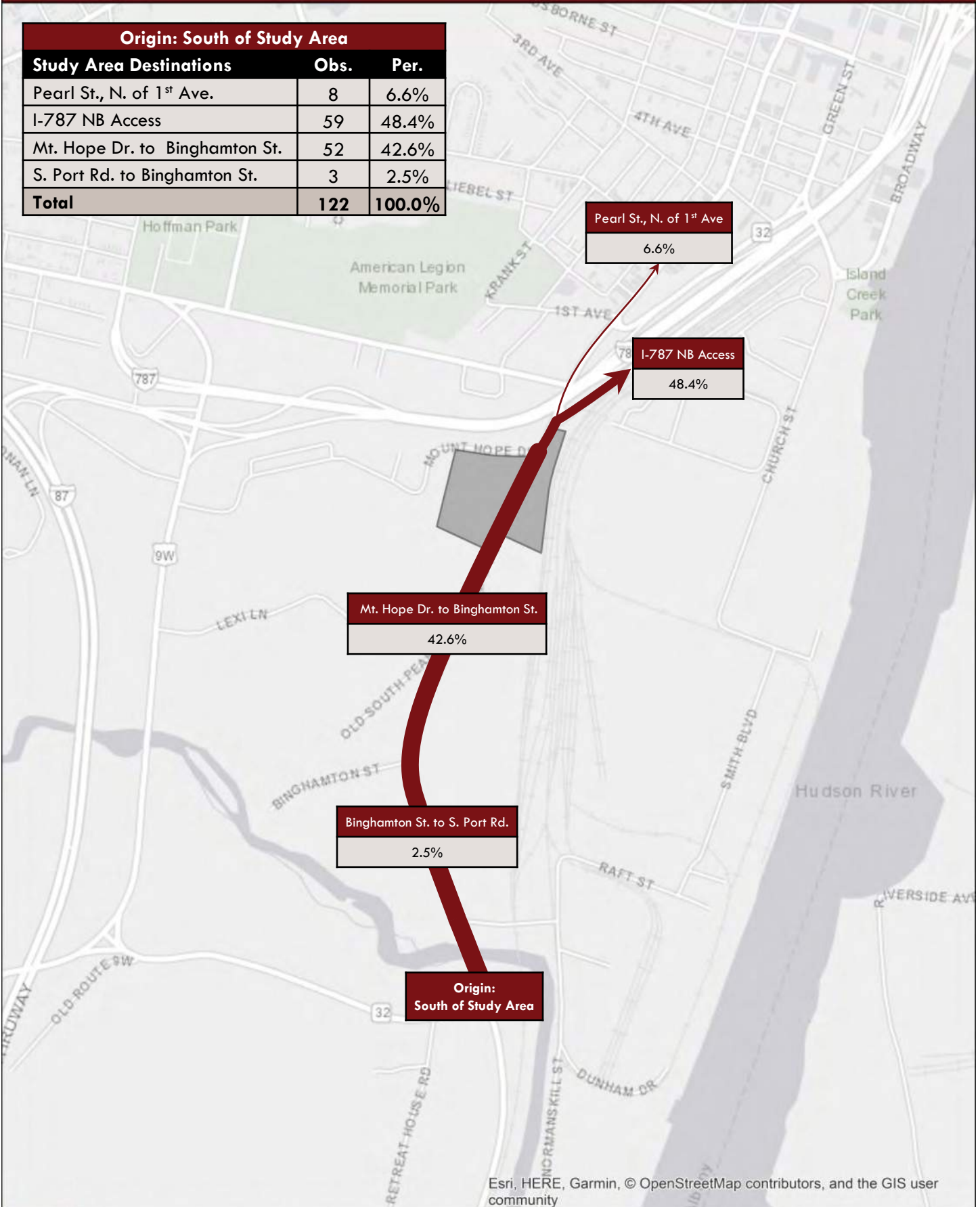


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Figure C-1: Percent (%) Heavy Vehicles from South of the Study Area

Origin: South of Study Area		
Study Area Destinations	Obs.	Per.
Pearl St., N. of 1 <sup>st</sup> Ave.	8	6.6%
I-787 NB Access	59	48.4%
Mt. Hope Dr. to Binghamton St.	52	42.6%
S. Port Rd. to Binghamton St.	3	2.5%
<b>Total</b>	<b>122</b>	<b>100.0%</b>

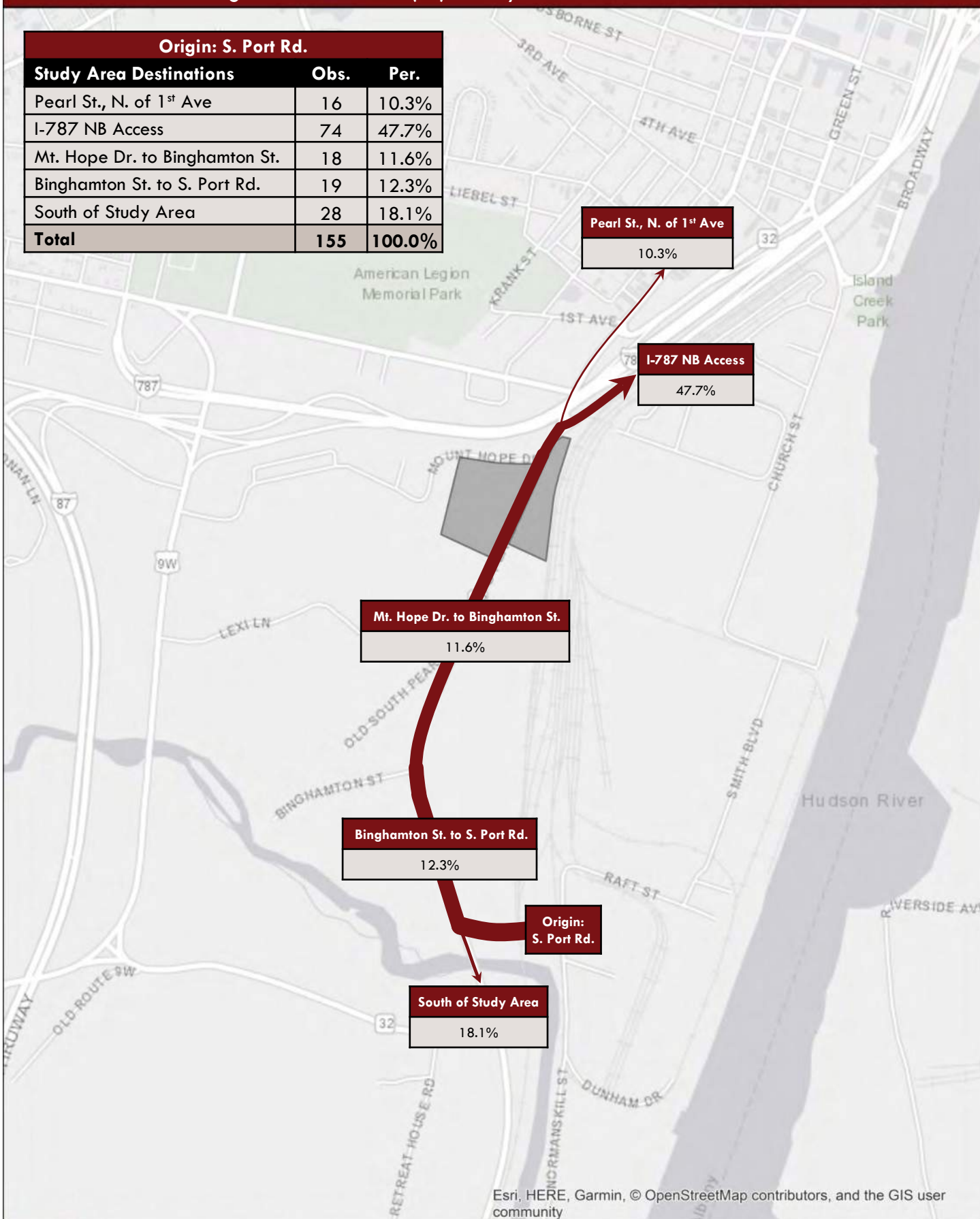


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Figure C-2: Percent (%) Heavy Vehicles from S. Port Rd.

Origin: S. Port Rd.		
Study Area Destinations	Obs.	Per.
Pearl St., N. of 1 <sup>st</sup> Ave	16	10.3%
I-787 NB Access	74	47.7%
Mt. Hope Dr. to Binghamton St.	18	11.6%
Binghamton St. to S. Port Rd.	19	12.3%
South of Study Area	28	18.1%
<b>Total</b>	<b>155</b>	<b>100.0%</b>

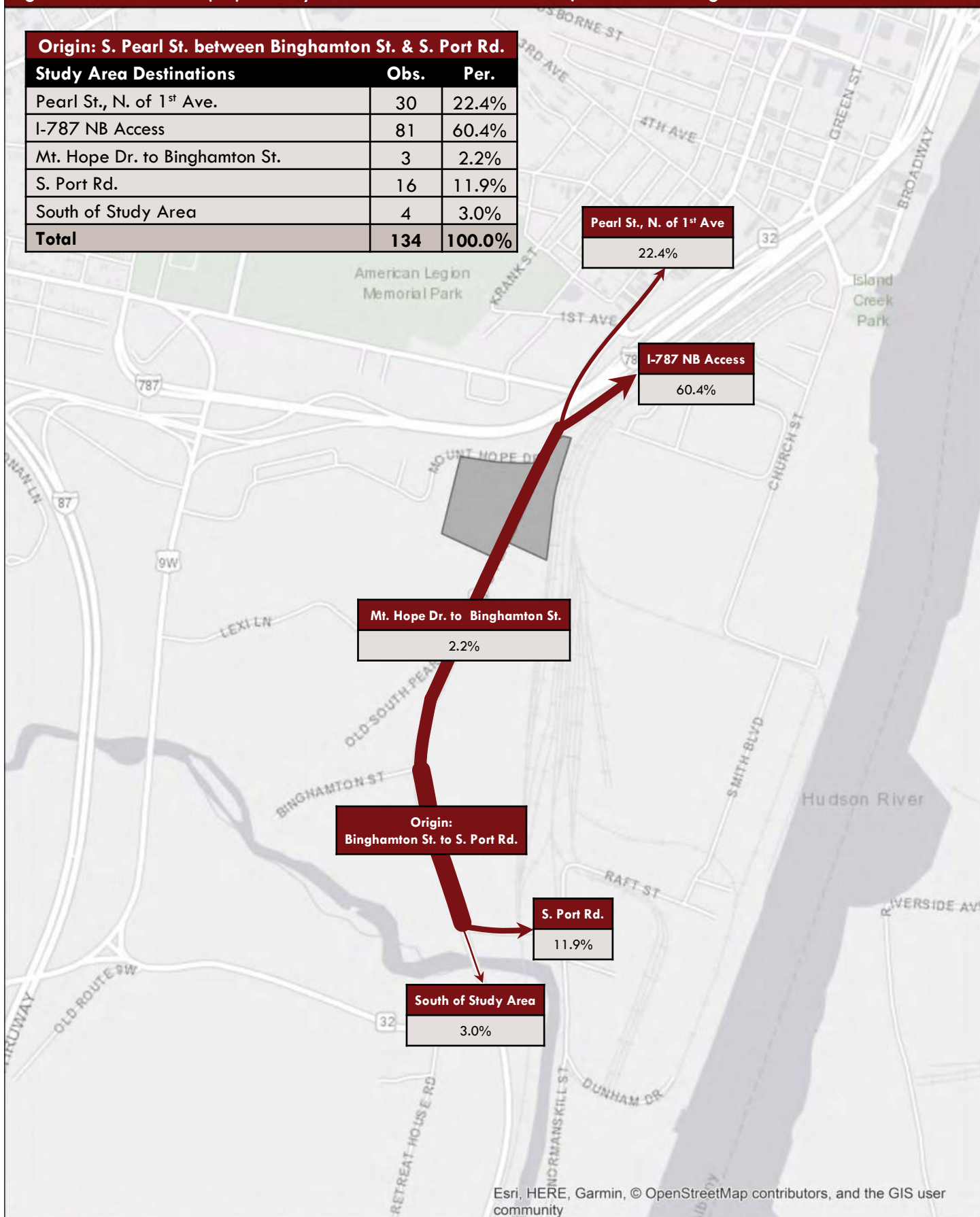


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Figure C-3: Percent (%) Heavy Vehicles from S. Pearl St., between Binghamton St. and S. Port Rd.

Origin: S. Pearl St. between Binghamton St. & S. Port Rd.		
Study Area Destinations	Obs.	Per.
Pearl St., N. of 1 <sup>st</sup> Ave.	30	22.4%
I-787 NB Access	81	60.4%
Mt. Hope Dr. to Binghamton St.	3	2.2%
S. Port Rd.	16	11.9%
South of Study Area	4	3.0%
<b>Total</b>	<b>134</b>	<b>100.0%</b>



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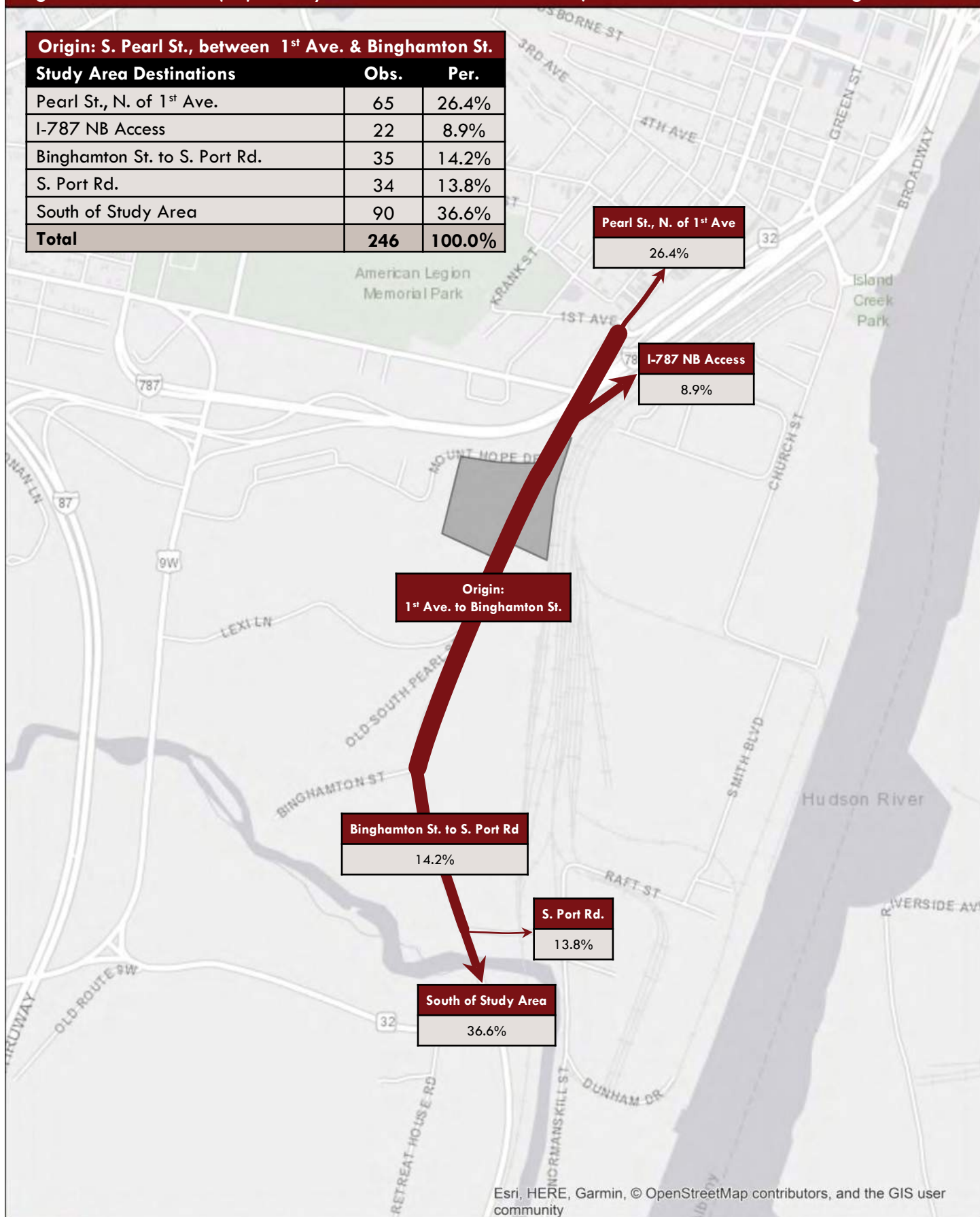




Figure C-4: Percent (%) Heavy Vehicles from S. Pearl St., between 1st Ave. and Binghamton St.

**Origin: S. Pearl St., between 1<sup>st</sup> Ave. & Binghamton St.**

Study Area Destinations	Obs.	Per.
Pearl St., N. of 1 <sup>st</sup> Ave.	65	26.4%
I-787 NB Access	22	8.9%
Binghamton St. to S. Port Rd.	35	14.2%
S. Port Rd.	34	13.8%
South of Study Area	90	36.6%
<b>Total</b>	<b>246</b>	<b>100.0%</b>

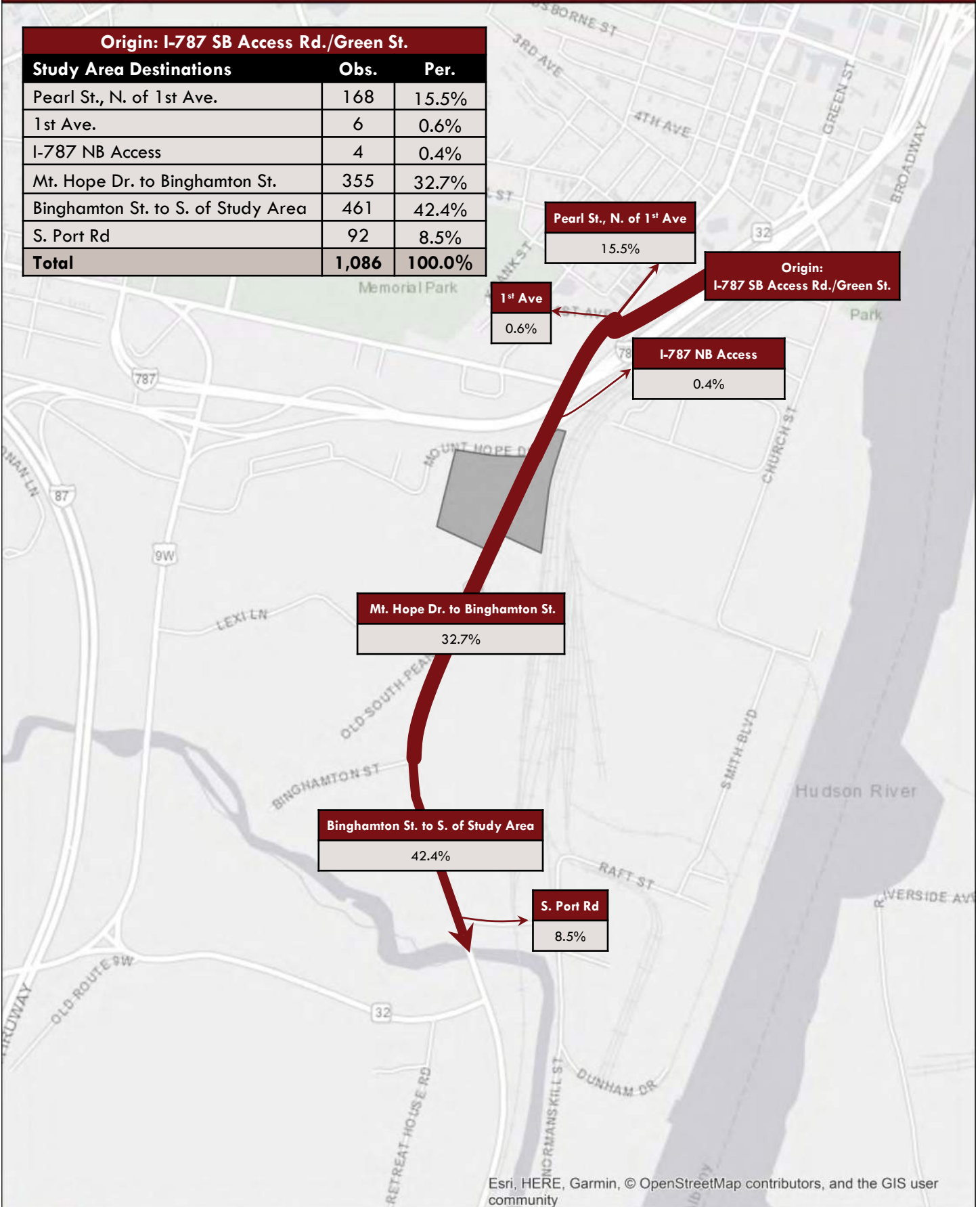


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Figure C-5: Percent (%) Heavy Vehicles from I-787 Southbound Access Rd./Green St.

Origin: I-787 SB Access Rd./Green St.		
Study Area Destinations	Obs.	Per.
Pearl St., N. of 1st Ave.	168	15.5%
1st Ave.	6	0.6%
I-787 NB Access	4	0.4%
Mt. Hope Dr. to Binghamton St.	355	32.7%
Binghamton St. to S. of Study Area	461	42.4%
S. Port Rd	92	8.5%
<b>Total</b>	<b>1,086</b>	<b>100.0%</b>

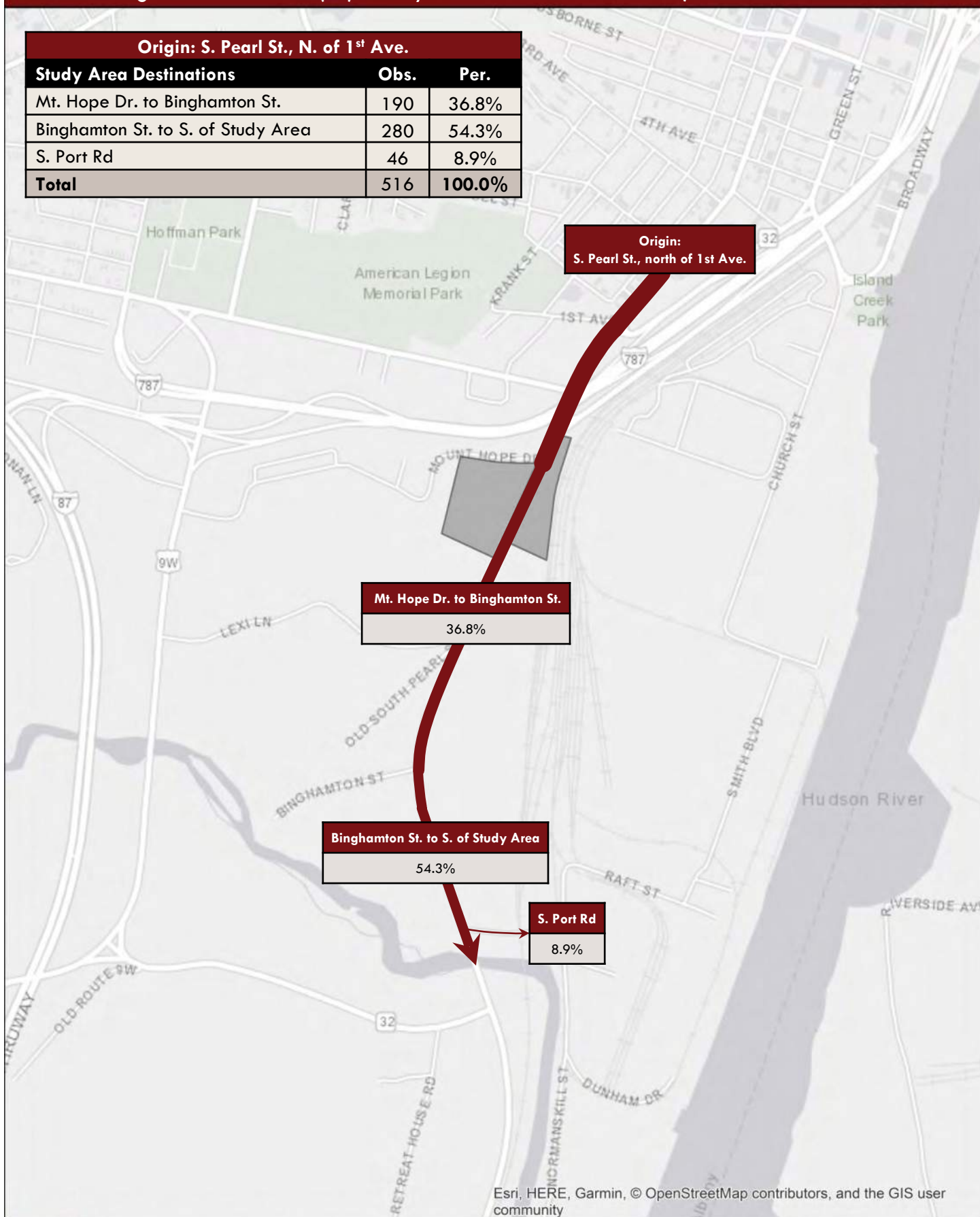


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Figure C-6: Percent (%) Heavy Vehicles from S. Pearl St., north of 1st Ave.

Origin: S. Pearl St., N. of 1 <sup>st</sup> Ave.		
Study Area Destinations	Obs.	Per.
Mt. Hope Dr. to Binghamton St.	190	36.8%
Binghamton St. to S. of Study Area	280	54.3%
S. Port Rd	46	8.9%
<b>Total</b>	<b>516</b>	<b>100.0%</b>

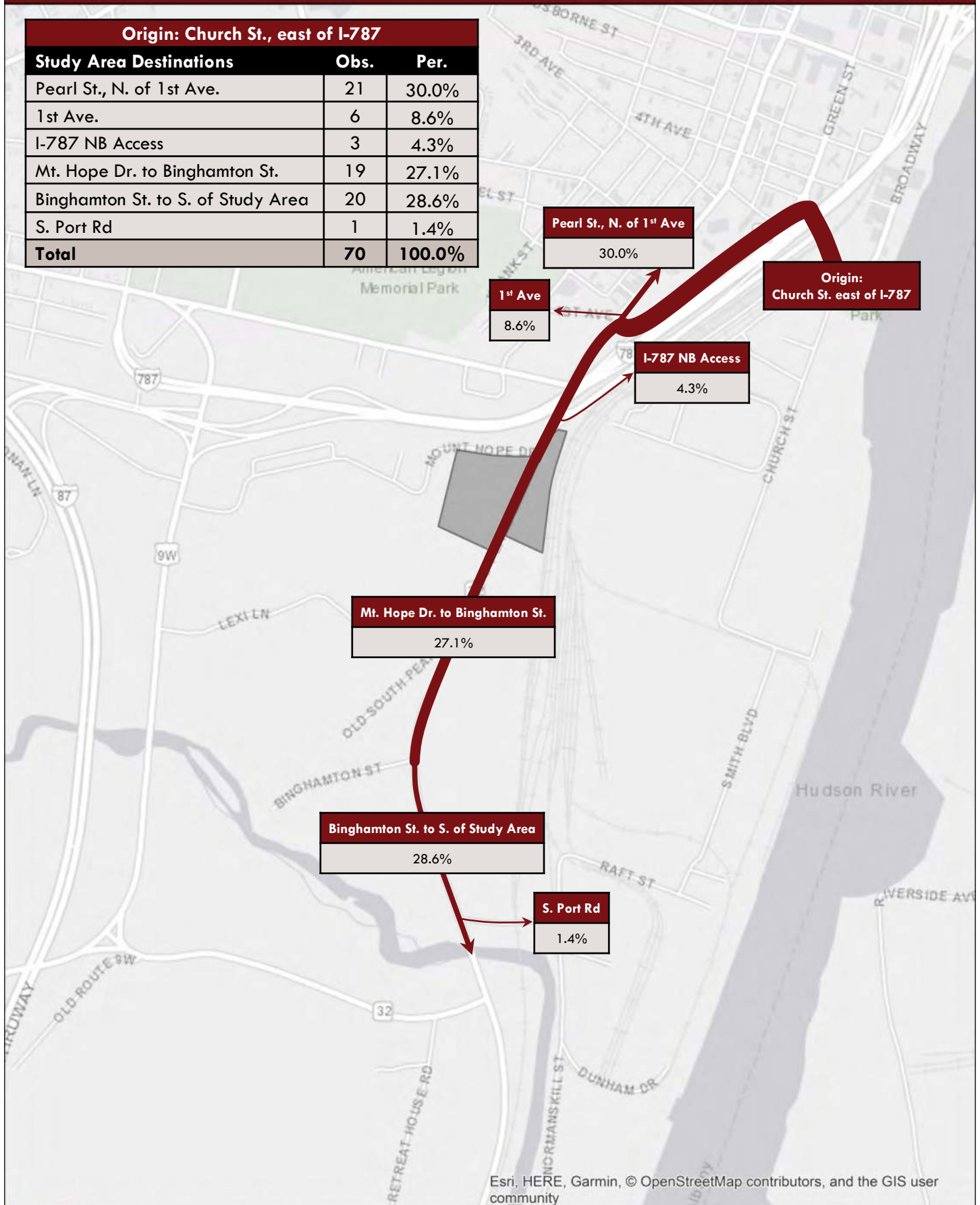


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Figure C-7: Percent (%) Heavy Vehicles from Church St., east of I-787

Origin: Church St., east of I-787		
Study Area Destinations	Obs.	Per.
Pearl St., N. of 1st Ave.	21	30.0%
1st Ave.	6	8.6%
I-787 NB Access	3	4.3%
Mt. Hope Dr. to Binghamton St.	19	27.1%
Binghamton St. to S. of Study Area	20	28.6%
S. Port Rd	1	1.4%
<b>Total</b>	<b>70</b>	<b>100.0%</b>



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## **APPENDIX B**

### **Alternate Route Maps**

*(From CDTC's City of Albany: Heavy Vehicle Travel Pattern Study)*

## Alternate Route 2: From S. Pearl St./NY 32 to I-787 Southbound

Current Route
  Alternate Route

For heavy vehicles traveling from S. Pearl St./NY 32 to I-787 Southbound/NYS Thruway Exit 23, the likeliest alternate route is Corning Hill Rd./NY 32, to Southern Blvd./NY 9W, to I-787 Southbound/NYS Thruway Exit 23.

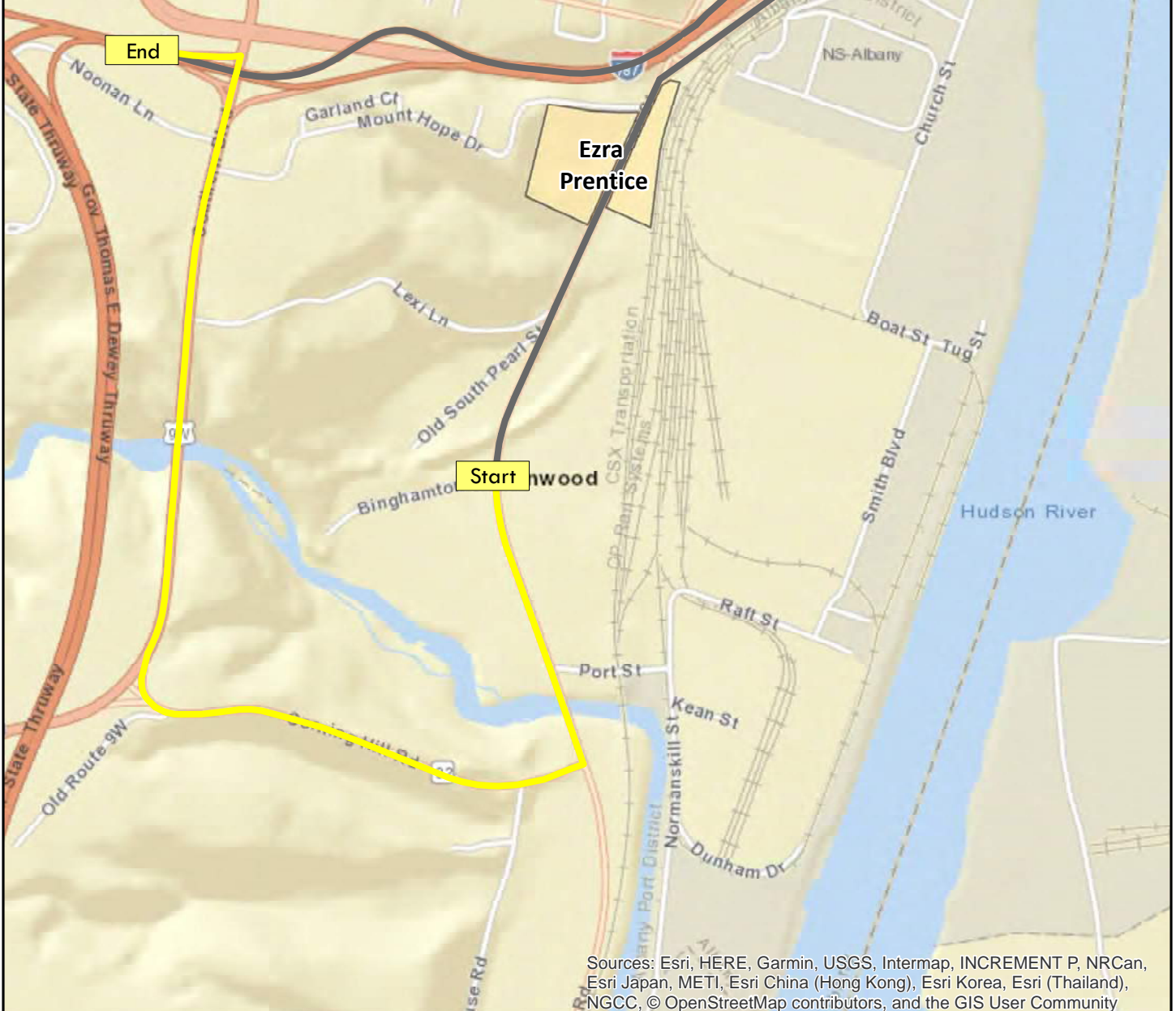
This applies to Strategies A and D.

**Mobility Implications:**

Distance: -0.4 miles

Travel Time: 0 minutes

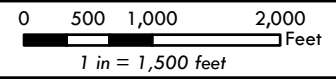
Vertical Ascent/Descent: 0 feet



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community



City of Albany: S. Pearl St. Heavy Vehicle Travel Pattern Study



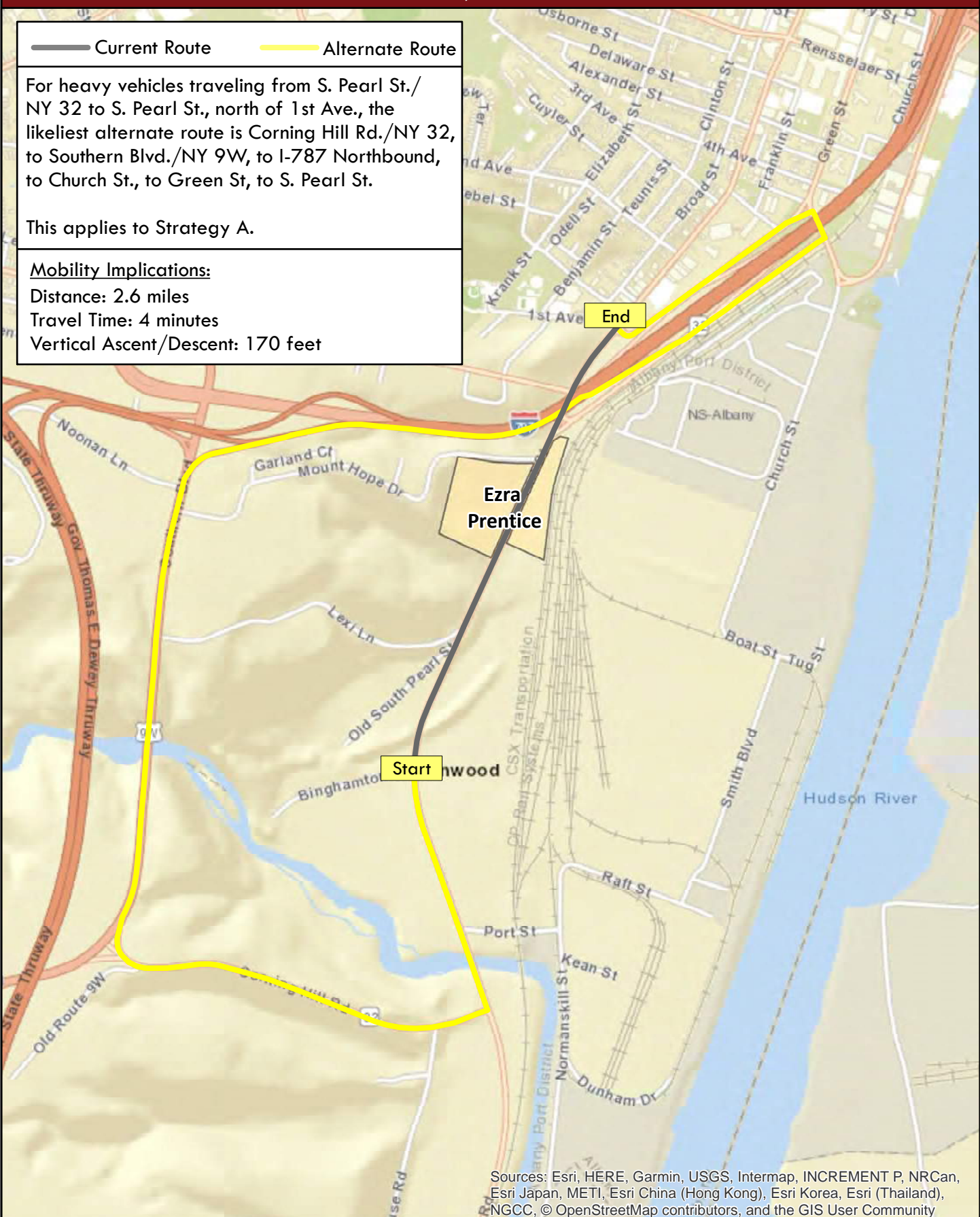
**Alternate Route 3: From S. Pearl St./NY 32 to S. Pearl St., North of 1st Ave.**

Current Route     
  Alternate Route

For heavy vehicles traveling from S. Pearl St./NY 32 to S. Pearl St., north of 1st Ave., the likeliest alternate route is Corning Hill Rd./NY 32, to Southern Blvd./NY 9W, to I-787 Northbound, to Church St., to Green St, to S. Pearl St.

This applies to Strategy A.


**Mobility Implications:**  
 Distance: 2.6 miles  
 Travel Time: 4 minutes  
 Vertical Ascent/Descent: 170 feet

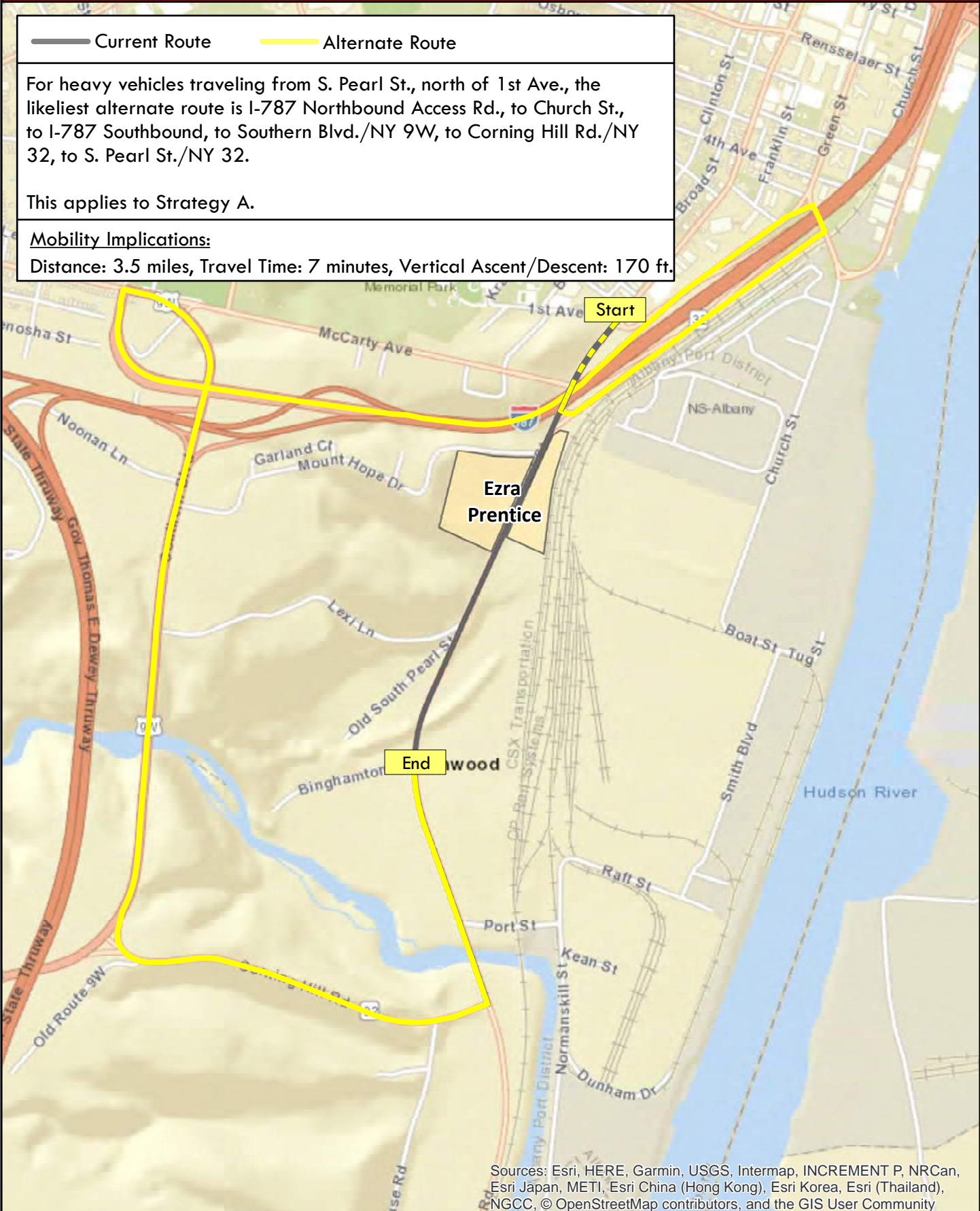


Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community



## Alternate Route 7: From S. Pearl St, North of 1st Ave, to S. Pearl St./NY 32


<p>For heavy vehicles traveling from S. Pearl St., north of 1st Ave., the likeliest alternate route is I-787 Northbound Access Rd., to Church St., to I-787 Southbound, to Southern Blvd./NY 9W, to Corning Hill Rd./NY 32, to S. Pearl St./NY 32.</p>
<p>This applies to Strategy A.</p>
<p><b>Mobility Implications:</b>                  Distance: 3.5 miles, Travel Time: 7 minutes, Vertical Ascent/Descent: 170 ft.</p>



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community





## Alternate Route 17: From S. Pearl St./NY 32 to I-787 Northbound via Port Route

Current Route
  Alternate Route

For heavy vehicles traveling from S. Pearl St./NY 32 to I-787 Northbound, the likeliest alternate is the Port Route, to Church St., to Broadway, to Quay St., to I-787 Northbound.

This applies to Strategy D.

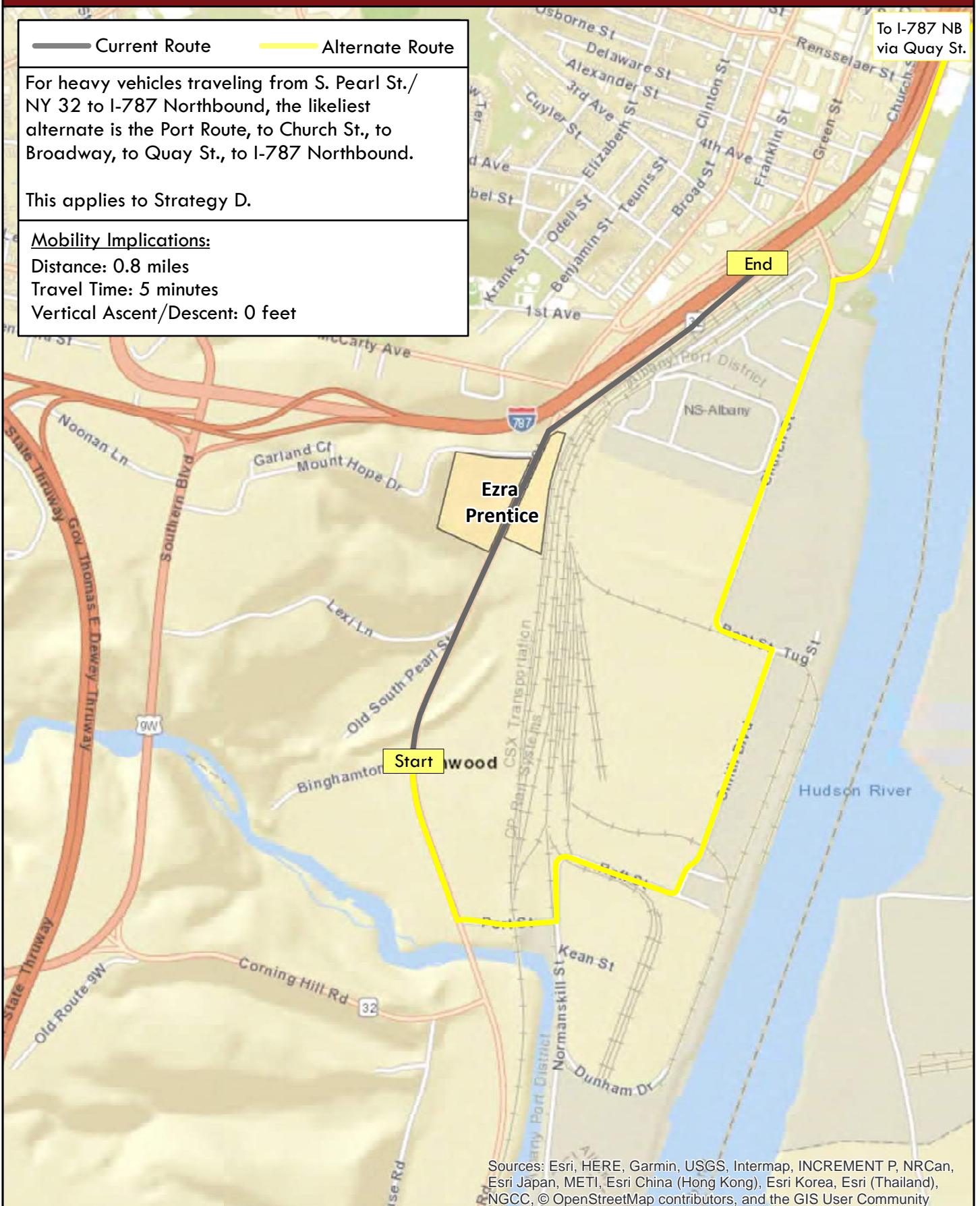
**Mobility Implications:**

Distance: 0.8 miles

Travel Time: 5 minutes

Vertical Ascent/Descent: 0 feet

To I-787 NB  
via Quay St.



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community



City of Albany: S. Pearl St. Heavy Vehicle Travel Pattern Study



0 500 1,000 2,000 Feet  
1 in = 1,500 feet

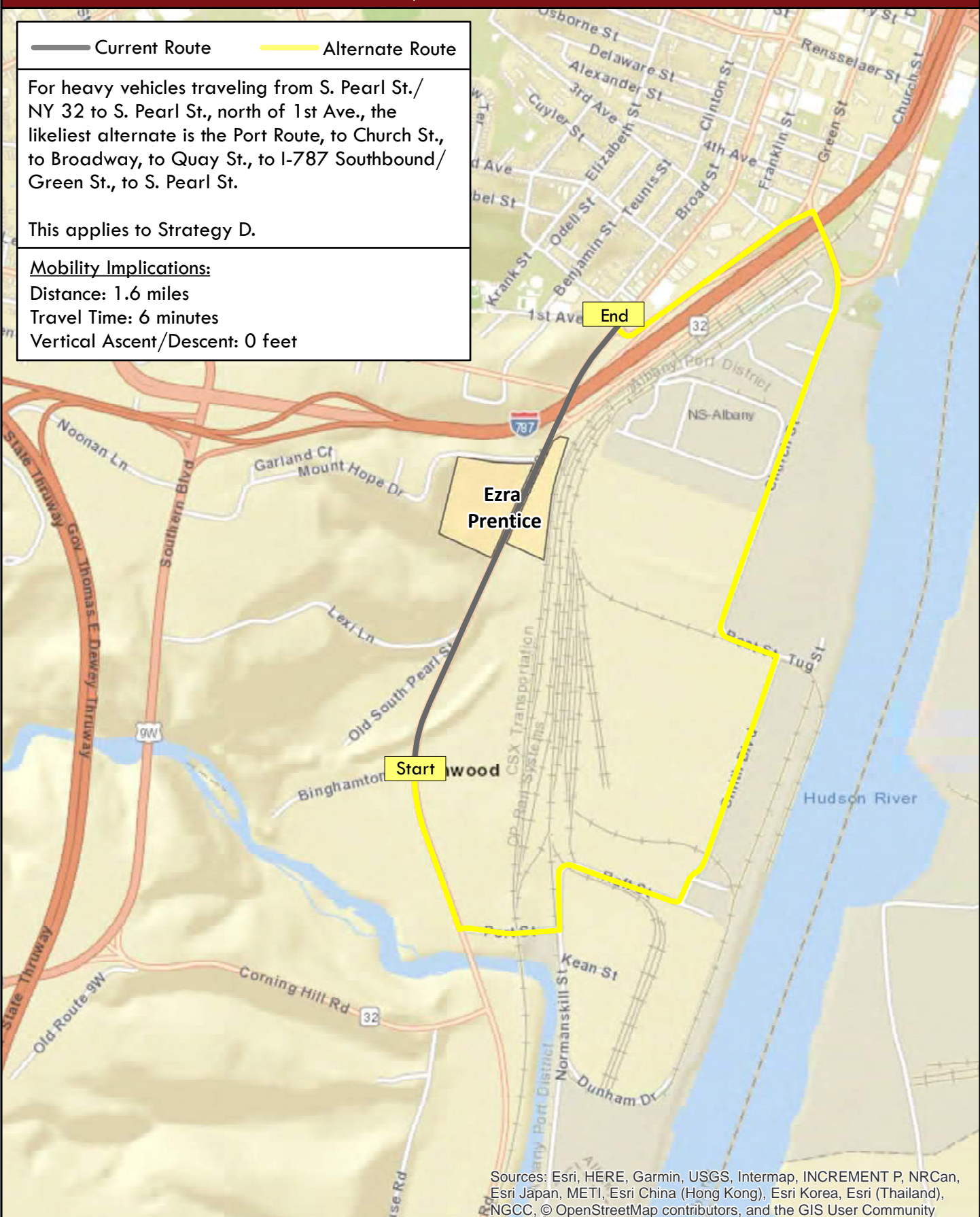
**Alternate Route 18: From S. Pearl St./NY 32 to S. Pearl St., N. of 1st Ave., via Port Route**

Current Route     
  Alternate Route

For heavy vehicles traveling from S. Pearl St./ NY 32 to S. Pearl St., north of 1st Ave., the likeliest alternate is the Port Route, to Church St., to Broadway, to Quay St., to I-787 Southbound/ Green St., to S. Pearl St.

This applies to Strategy D.

**Mobility Implications:**  
 Distance: 1.6 miles  
 Travel Time: 6 minutes  
 Vertical Ascent/Descent: 0 feet



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community



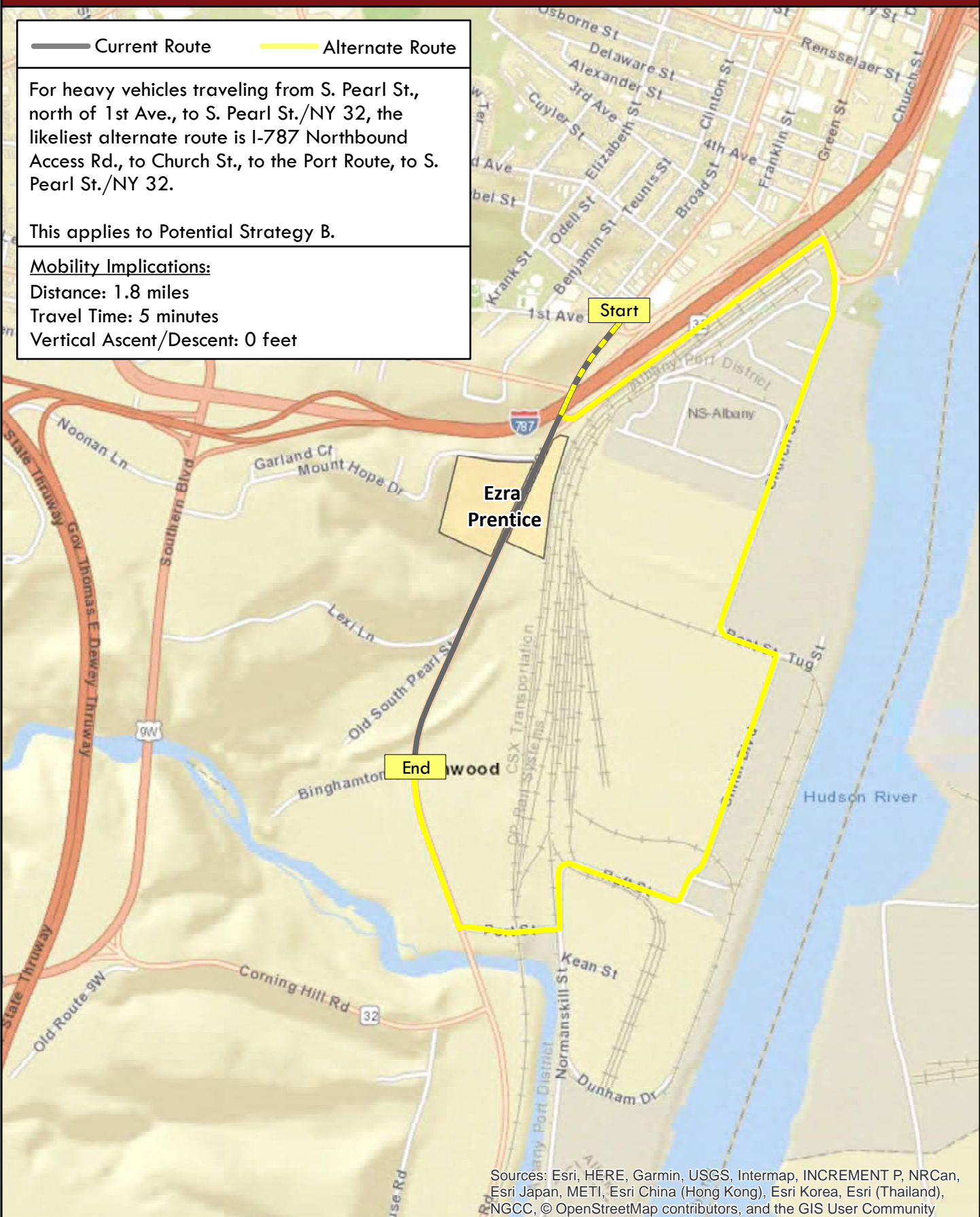
**Alternate Route 21: From S. Pearl St., North of 1st Ave., to S. Pearl St./NY 32, via Port Route**

Current Route     
  Alternate Route

For heavy vehicles traveling from S. Pearl St., north of 1st Ave., to S. Pearl St./NY 32, the likeliest alternate route is I-787 Northbound Access Rd., to Church St., to the Port Route, to S. Pearl St./NY 32.

This applies to Potential Strategy B.

**Mobility Implications:**  
 Distance: 1.8 miles  
 Travel Time: 5 minutes  
 Vertical Ascent/Descent: 0 feet



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, © OpenStreetMap contributors, and the GIS User Community



## **APPENDIX C**

### **Truck Routing Field Investigation Memo**

## MEMO OF RECORD

From: Tyler Vyce

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Date: 12/11/2020

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Subject: Field Investigation of South BOA Truck Routing

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This memo summarized the field analysis performed for six of the key Alternate Truck Routes proposed in the *City of Albany: S Pearl St. Heavy Vehicle Travel Pattern Study* performed by the Capital District Transportation Committee in 2018. Overall, the study discusses 22 different routes, but most overlap with others such that the six key routes selected evaluate all the critical movement points common to most. The purpose of the field analysis was to determine the feasibility of each route by assessing pavement condition, overhead obstruction, truck turning ability, current truck usage, and other characteristics of each of the Alternate Truck Routes. Diagrams of the Alternates reviewed are included as an attachment to this memo for reference.

### **Alternate Route 2**

This route is for heavy vehicles traveling from S Pearl St/NY 32 to I-787 Southbound/NYS Thruway Exit 23, the likeliest alternate route is Corning Hill Rd/NY 32, to Southern Blvd/NY 9W, to I-787 Southbound/NYS Thruway Exit 23.

### **Turning Movements To/From Clemente Latham Plant onto S Pearl St**

This is a heavily used driveway area at the Clemente Latham Plant, seeing frequent traffic from concrete trucks and semi-trucks. The pavement currently shows cracking and previous patchwork, but currently functions as-is with the constant heavy vehicle traffic. A mill and inlay asphalt treatment with driveway aprons would be an appropriate improvement but is not immediately necessary. Overhead wires are no issue.





### S Pearl St/NY 32 Right Turn

This intersection currently sees heavy vehicle traffic with semi-trucks and tri-axle dump trucks travelling to and from the Port of Albany and the Clemente Latham plant. The pavement is in good condition, and there are no overhead obstructions in the area. Trucks have plenty of room on the inside of the curve for rear axle tracking without having to swing out in the opposing lane.



### NY 32 Houses

There are 12 houses on the north side of NY 32 which is a steep grade for loaded trucks heading to and from the port. The current exhaust and exhaust brake noise is likely quite bothersome to the residents of these homes and will increase with a posted truck route through this area. This appears to be the only negative of Alternate Route 2.



## NY 32/NY 9W Slip Ramp Right Turn

This intersection currently sees moderate heavy vehicle traffic with vehicles heading to the NYS Thruway and I-787 using NY 9W. The pavement is in ok condition, and there are no overhead obstructions in the area. The pavement could use patching or mill and inlay in some areas if the truck traffic were to increase. There is an area on the westbound shoulder that appears to have been sawcut and should be backed up with Shoulder Back up Material. The slip ramp travels well for full size semi-trucks and has the room to store three or more semi-trucks waiting to merge with NY 9W at the Yield condition.



## NY 9W/NYS Thruway Exit 23 Left Turn

This intersection currently sees frequent heavy vehicle traffic with vehicles heading to the NYS Thruway. This is a concrete pavement section, with the concrete being in good shape. There are no overhead obstructions in this area. While the radius of the left turn is not ideal for semi-trucks, they are able to travel far enough into the intersection to make the turn. There is an existing protected left turn for this movement in the signal function. There is evidence of semi-trucks and/or snowplows hitting the bridge rail and concrete curb on the inside of the curve.





## **Alternate Route 3**

This route is for heavy vehicles traveling from S Pearl St/NY 32, to S Pearl St, north of 1<sup>st</sup> Ave, the likeliest alternate route is Corning Hill Rd/NY 32, to Southern Blvd/NY 9W, to I-787 Northbound, to Church St, to Green St, to S Pearl St.

### **S Pearl St/NY 32 Right Turn**

This intersection currently sees heavy vehicle traffic with semi-trucks and tri-axle dump trucks travelling to and from the Port of Albany and the Clemente Latham plant. The pavement is in good condition, and there are no overhead obstructions in the area. Trucks have plenty of room on the inside of the curve for rear axle tracking without having to swing out in the opposing lane.



### **NY 32 Houses**

There are 12 houses on the north side of NY 32 which is a steep grade for loaded trucks heading to and from the port. The current exhaust and exhaust brake noise is likely quite bothersome to the residents of these homes and will increase with a posted truck route through this area. This appears to be the only negative of Alternate Route 3.



### **NY 32/NY 9W Slip Ramp Right Turn**

This intersection currently sees moderate heavy vehicle traffic with vehicles heading to the NYS Thruway and I-787 using NY 9W. The pavement is in ok condition, and there are no overhead obstructions in the area. The pavement could use patching or mill and inlay in some areas if the truck traffic were to increase. There is an area on the westbound shoulder that appears to have been sawcut and should be backed up with Shoulder Back up Material. The

slip ramp travels well for full size semi-trucks and has the room to store three or more semi-trucks waiting to merge with NY 9W at the Yield condition.



### **I-787 Northbound On-Ramp**

This ramp currently sees moderate heavy vehicle traffic. The pavement is in good condition, and there are no overhead obstructions in the area. There is adequate storage on NY 9W if there is heavy traffic flow during peak hours.



### I-787 Northbound Exit Ramp/Church St/Green St Left Turns

This ramp and these intersections currently see moderate heavy vehicle traffic with semi-trucks heading in and out of the Port of Albany and semi-trucks using the Plaza 23 Truck Stop. The pavement on the I-787 exit ramp and the pavement on Green St are in good condition. The pavement on Church St and the Church St/Green St intersection would need a mill and inlay treatment to handle the increased truck traffic. The radii of these left turns are more than sufficient to accommodate the turning movements of semi-trucks. There are no overhead obstructions in the area.





### I-787 Southbound Exit 2 Ramp/Green St/S Pearl St Left Turn

This intersection currently sees frequent heavy vehicle traffic with vehicles heading to the Port of Albany. This is a concrete pavement section, with the concrete being in good shape. There are no overhead obstructions in the area. The alignment of the ramp is suitable for trucks, and the radius of the left turn movement is sufficient for semi-trucks to turn without tracking into the opposing lane. The ramp will provide good storage when the signal is in the red phase.



## **Alternate Route 7**

This route is for heavy vehicles traveling from S Pearl St, north of 1<sup>st</sup> Ave, the likeliest alternate route is I-787 Northbound Access Rd, to Church St, to I-787 Southbound/NY 9W, to Corning Hill Rd/NY 32, to S Pearl St/NY 32.

### **S Pearl St/I-787 Northbound Slip Ramp Right Turn**

This turning movement currently sees little heavy vehicle traffic as it is a tough turn to make. The radius of this turn is sufficient but not ideal. With an immediate Yield condition to the existing I-787 Northbound Access Rd, there is only 75' of storage in this ramp. The lack of storage could lead to backup on S Pearl St or a semi-truck sticking out into the northbound lane of S Pearl St. The asphalt pavement is overlaid on concrete pavement and shows signs of shoving from sharp braking and accelerating at the Yield condition. A mill and inlay would be the best treatment for the slip ramp. There are no overhead obstructions in this area.



### **I-787 Northbound Exit Ramp/Church St/Green St Left Turns**

This ramp and these intersections currently see moderate heavy vehicle traffic with semi-trucks heading in and out of the Port of Albany and semi-trucks using the Plaza 23 Truck Stop. The pavement on the I-787 exit ramp and the pavement on Green St are in good condition. The pavement on Church St and the Church St/Green St intersection would need a mill and inlay treatment to handle the increased truck traffic. The radii of these left turns are more than sufficient to accommodate the turning movements of semi-trucks. There are no overhead obstructions in the area.



### **I-787 Southbound/NY 9W Right Turn**

This intersection is not well equipped to handle increased truck traffic but could function as a last resort. The radius for trucks turning right onto NY 9W is tight. Trucks were observed in the field to use the center and right turn lanes to make the right turn. Trucks also need to use both the left and right lanes of NY 9W, which poses a problem with the left turn movement from Hoffman Ave onto NY 9W. It was observed in the field that drivers will make this left turn movement while vehicles are making the right turn movement from I-787 Southbound to NY 9W. This movement works for trucks that travel the route often but would likely cause a problem otherwise. Multiple trucks staged to make this right turn movement would back traffic up into I-787 Southbound. The pavement is in good condition and

there are no overhead obstructions. This becomes a residential area at the end of I-787, but is not as densely populated as the Ezra Prentice area.



### NY 9W/CR 32 Left Turn

This intersection currently sees moderate heavy vehicle traffic with vehicles heading to the Port of Albany from the NYS Thruway. The pavement is in good condition, and there are no overhead obstructions in the area. This is a protected left turn with a left turn lane that provides storage for trucks waiting to make the movement. If more than two trucks are staged to make the left turn, it will affect through traffic heading south on NY 9W. There is plenty of room for trucks to make the left turn movement without tracking into the opposing lane.



### NY 32 Houses

There are 12 houses on the north side of NY 32 which is a steep grade for loaded trucks heading to and from the port. The current exhaust and exhaust brake noise is likely quite bothersome to the residents of these homes and will increase with a posted truck route through this area.



### NY 32/S Pearl St Left Turn

This intersection currently sees heavy vehicle traffic with semi-trucks and tri-axle dump trucks travelling to and from the Port of Albany and the Clemente Latham plant. The pavement is in good condition, and there are no overhead obstructions in the area. Trucks have plenty of room to make the stop-controlled left turn movement but may have difficulty getting a large enough break in traffic on S Pearl St during peak hours.





## **Alternate Route 17**

This route is for heavy vehicles traveling from S Pearl St/NY 32 to I-787 Northbound, the likeliest alternate route is the Port Route, to Church St, to Broadway, to Quay St, to I-787 Northbound.

### **S Pearl St/S Port St Left Turn**

This intersection currently sees consistent heavy vehicle traffic with semi-trucks and tri-axle dump trucks travelling to and from the Port of Albany. The pavement is in good condition and there are no overhead obstructions. Trucks can easily make the left turn movement. A protected left phase in the signal would be a good addition if this route were to become an officially posted truck route as increased truck traffic at this movement would cause backup on S Pearl St.



### **Port Route**

The Port Route for Alternate Route 17 includes a left turn from S Port St to Normanskill St, a right turn from Normanskill St to Raft St, a left turn from Raft St to Smith Blvd, a left turn from Smith Blvd to Boat St, and a right turn from Boat St to Church St. These turns are all uncontrolled intersections that follow a general path through the port. The pavement in these sections is in fair shape but will function for a truck route as that is essentially the purpose it currently serves. Eventual mill and fill along with shoulder backup may be needed in the future if the route sees increased heavy vehicle traffic. The radii work for trucks throughout the Port Route, and the speed is kept generally low as the turns in the route are close together. There are no overhead obstructions throughout the Port Route.



S Port St/Normanskill St



Normanskill St/Raft St



Raft St/Smith Blvd



Smith Blvd/Boat St



Boat St/Church St

### Church St/Broadway Right Turn

This intersection currently sees frequent heavy vehicle traffic with semi-trucks and tri-axle dump trucks travelling from the Port of Albany. The pavement shows cracking and would be a good candidate for a mill and inlay treatment with increased heavy truck traffic. The radius gives trucks sufficient tracking room on the inside of the curve. There are no overhead obstructions at this intersection.



## **Alternate Route 18**

This route is for heavy vehicles traveling from S Pearl St/NY 32 to S Pearl St, north of 1<sup>st</sup> Ave, the likeliest alternate route is the Port Route, to Church St, to Broadway, to Quay St, to I-787 Southbound/Green St, to S Pearl St.

### **S Pearl St/S Port St Left Turn**

This intersection currently sees consistent heavy vehicle traffic with semi-trucks and tri-axle dump trucks travelling to and from the Port of Albany. The pavement is in good condition and there are no overhead obstructions. Trucks can easily make the left turn movement. A protected left phase in the signal would be a good addition if this route were to become an officially posted truck route as increased truck traffic at this movement would cause backup on S Pearl St.



### **Port Route**

The Port Route for Alternate Route 18 includes a left turn from S Port St to Normanskill St, a right turn from Normanskill St to Raft St, a left turn from Raft St to Smith Blvd, a left turn from Smith Blvd to Boat St, and a right turn from Boat St to Church St. These turns are all uncontrolled intersections that follow a general path through the port. The pavement in these sections is in fair shape but will function for a truck route as that is essentially the purpose it currently serves. Eventual mill and fill along with shoulder backup may be needed in the future if the route sees increased heavy vehicle traffic. The radii work for trucks throughout the Port Route, and the speed is kept generally low as the turns in the route are close together. There are no overhead obstructions throughout the Port Route.



S Port St/Normanskill St



Normanskill St/Raft St



Raft St/Smith Blvd



Smith Blvd/Boat St



Boat St/Church St

### Church St/Green St Left Turn

This intersection currently sees moderate heavy vehicle traffic with semi-trucks heading in and out of the Port of Albany and semi-trucks using the Plaza 23 Truck Stop. The pavement on Green St is in good condition. The pavement on Church St and the Church St/Green St intersection would need a mill and inlay treatment to handle the increased truck traffic. The radii of the left turn is more than sufficient to accommodate the turning movements of semi-trucks. There are no overhead obstructions in the area.



## I-787 Southbound Exit 2 Ramp/Green St/S Pearl St Left Turn

This intersection currently sees frequent heavy vehicle traffic with vehicles heading to the Port of Albany. This is a concrete pavement section, with the concrete being in good shape. There are no overhead obstructions in the area. The alignment of the ramp is suitable for trucks, and the radius of the left turn movement is sufficient for semi-trucks to turn without tracking into the opposing lane. The ramp will provide good storage when the signal is in the red phase.



## **Alternate Route 21**

This route is for heavy vehicles traveling from S Pearl St, north of 1<sup>st</sup> Ave, to S Pearl St/NY 32, the likeliest alternate route is I-787 Northbound Access Rd, to Church St, to the Port Route, to S Pearl St/NY 32.

### **S Pearl St/I-787 Northbound Slip Ramp Right Turn**

This turning movement currently sees little heavy vehicle traffic as it is a tough turn to make. The radius of this turn is sufficient but not ideal. With an immediate Yield condition to the existing I-787 Northbound Access Rd, there is only 75' of storage in this ramp. The lack of storage could lead to backup on S Pearl St or a semi-truck sticking out into the northbound lane of S Pearl St. The asphalt pavement is overlaid on concrete pavement and shows signs of shoving from sharp braking and accelerating at the Yield condition. A mill and inlay would be the best treatment for the slip ramp. There are no overhead obstructions in this area.



### **I-787 Northbound Exit Ramp/Church St Right Turn**

This ramp and these intersections currently see moderate heavy vehicle traffic with semi-trucks heading in and out of the Port of Albany and semi-trucks using the Plaza 23 Truck Stop. The pavement on the I-787 exit ramp is in good condition. The pavement on Church St would need a mill and inlay treatment to handle the increased truck traffic. The radius of this right turn is more than sufficient to accommodate the turning movements of semi-trucks. There are no overhead obstructions in the area.





### Port Route

The Port Route for Alternate Route 21 includes a right turn from Church St to Boat St, a left turn from Boat St to Smith Blvd, a right turn from Smith Blvd to Raft St, a left turn from Raft St to Normanskill St, and a right turn from Normanskill St to S Port St. These turns are all uncontrolled intersections that follow a general path through the port. The pavement in these sections is in fair shape but will function for a truck route as that is essentially the purpose it currently serves. Eventual mill and fill along with shoulder backup may be needed in the future if the route sees increased heavy vehicle traffic. The radii work for trucks throughout the Port Route, and the speed is kept generally low as the turns in the route are close together. There are no overhead obstructions throughout the Port Route.



Church St/Boat St



Boat St/Smith Blvd



Smith Blvd/Raft St



Raft St/Normanskill St



Normanskill St/S Port St

### S Port St/S Pearl St Right Turn

This intersection currently sees consistent heavy vehicle traffic with semi-trucks and tri-axle dump trucks travelling to and from the Port of Albany. The pavement is in good condition and there are no overhead obstructions. Trucks can easily make the right turn movement.



# GPI

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# Appendix G - Summer 2021 South Waterfront District Brownfield Opportunity Area (S BOA) Public Survey Outcomes



Drone image of Broadway looking north (Consultant Team Drone Imagry)



## Summer 2021 South Waterfront District Brownfield Opportunity Area (S-BOA) Public Survey Outcomes

# Contents

Summary Outcomes of the S-BOA survey are enclosed including:

- Survey Introduction
- Respondent Profile
- Comments on the Vision
- Future Uses and Priorities responses, including by location
- Closing page

# S-BOA Public Survey



## South Waterfront District Redevelopment Survey (S-BOA)

Part of Albany WAVES

### **SURVEY INTRODUCTION**

#### **Purpose of the Survey**

This survey gathers public input on the vision for Albany's South Waterfront district to inform the South Waterfront Brownfield Opportunity Area program nomination study (S-BOA). The S-BOA is part of the broader City of Albany Waterfront Access, Vitality, and Economic Strategy (WAVES). This will be the first of several opportunities for public input on the S-BOA planning process over the next year.

**The survey has ten questions, please respond to as many as you would like.**



### What is the S-BOA?

The Brownfield Opportunity Area program provides communities with financial and technical expertise to **revitalize areas that are vacant or underutilized**, including **brownfield properties** for which development may be complicated by the presence - or perceived presence - of contamination. As part of the S-BOA, the City will complete an in-depth analysis of existing conditions and potential redevelopment scenarios for an approximately 23-acre area of the South Waterfront District on the Hudson River.

Next

### S-BOA Area



# Respondents = 74 Total

- General public, majority Albany residents. Half are Albany employees and/or property owners. Mix of interests, ages.

(66 Respondents )	Total #
Albany resident	54
Work in Albany	36
Property owner in City	36
Business owner in City	5

**b) Do you have any connection to the South Waterfront area at present? (e.g. local employer, occasional visitor, through-commuter etc) 50 respondents**

Respondents	Comment theme
18	No
10	Use bike trails
7	Occasional visitor
5	frequent visitor
4	Local/Nearby employee.
3	Nearby resident
2	Community work / volunteer nearby
1	Formerly worked at the port
1	I worship at one of the nearby churches.
1	fish at Island Creek Park
1	Port Board Member
1	Through commuter

How else would you describe yourself? (Write-in responses, so numbers probably higher for many)	Total #
<b>*32 respondents answered this question</b>	
Retired	12
Professional (e.g. teacher, historian, local govt, artist/musician, other, non-profit)	8
<u>Long-time resident</u>	5
Parent	4
Active Citizen	4
<u>Other:</u>	
• African American	1
• Veteran	1
• South End Resident	1
• Law Student	1
<u>Interested in:</u>	
• Athletics/outdoor/waterfront recreation (boating, cycling, canoe, kayak, running...) -	4
• Business/entrepreneur	2
• Environment	1
• Livability	1
• Evening & weekend activities	1
• Activities/experiences	1
• Family venues	1
• Make Albany an attractive place to stay/visit	1

# 1. Comments on the Vision (51 respondents)

## 1.1 Please review and share your thoughts on the draft vision for the South Waterfront project area.

The format is designed to complement the overall vision for the city in Albany's comprehensive plan.

### South Waterfront Brownfield Opportunity Area Draft Vision:

"The South Waterfront has built on its riverfront location, and diverse natural, cultural, institutional, and human resources including its Native and African American 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, encourages citizen involvement and investment, and benefits all members of the community."

### Vision Sub-components

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

**What do you think about the vision? How does it compare with your vision for this area?**

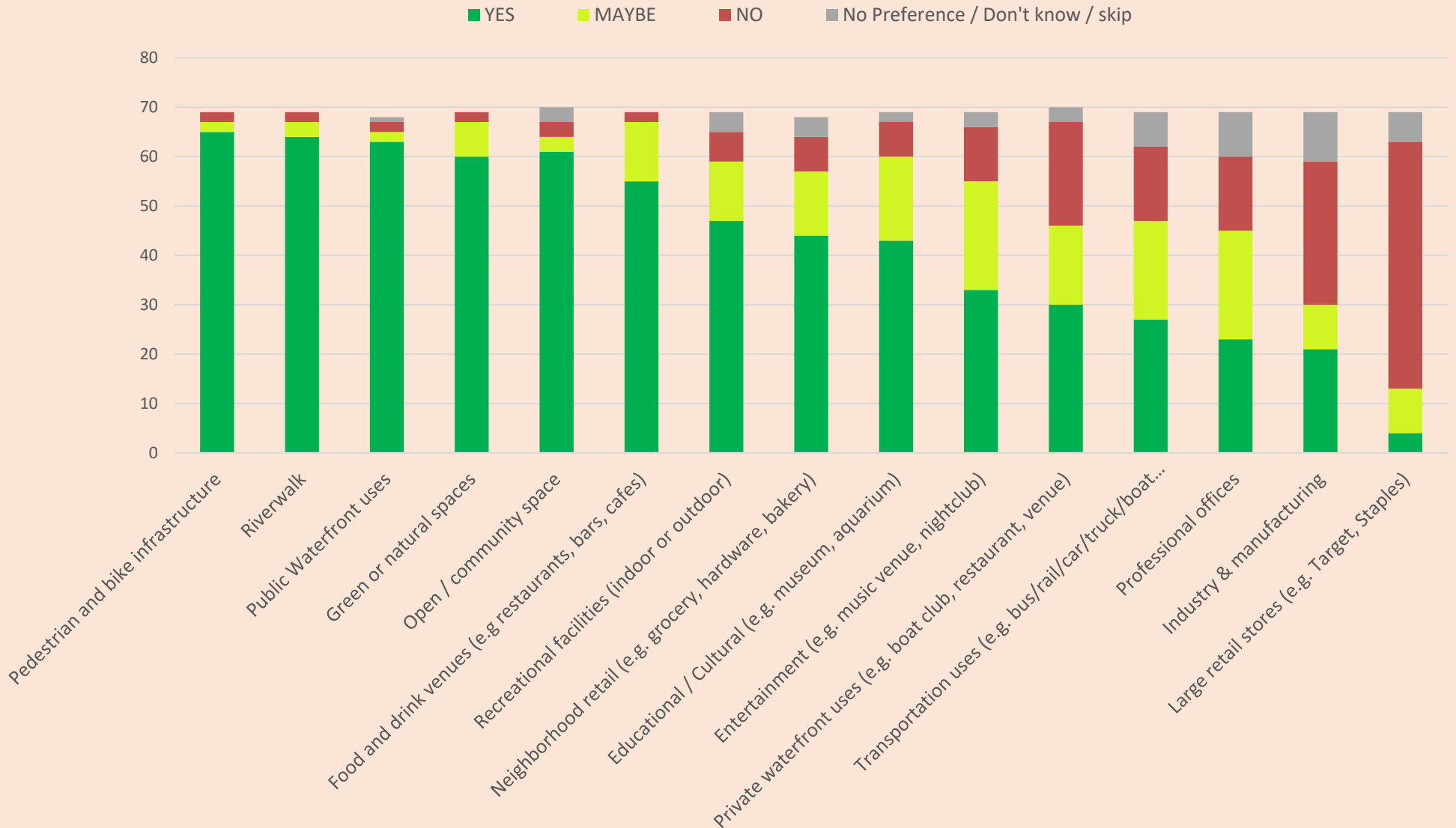
Vision	Frequency
Agree	22
Great	3
Too general / vague	8
Like but skeptical of success	4
does not match the area	2
room for improvement	1
Comments what to change or take out	
missing Dutch connection / "early history" recognition	2
why 'single out' Native and Black heritage, many people settled here / will there be a focus on this?	2
prefer emphasis on sustainable revitalization & economic opportunity over equity	1
will need investment in comm, groups to achieve	1

Comments what to keep or add	Frequency
like engaging community	4
Lots of potential for this area	2
add intersectional component that incorporates BIPOC heritage into design, planning, & function.	1
need homeless housing	1
interconnected and equitable Albany most important	1
proximity to the water the environment should be number 2	1
deindustrialize waterfront, at least aesthetically	1
like recognition of POC historic contributions	1
should be active waterfront (restaurants, shopping and entertainment, etc)	1
more green space, environment	1
unsure actual application/impact on low-income tenants	1
existing businesses uses good for community	1

## 2. Future Uses - A

**2. Future Uses:** At present, the South Waterfront district is predominantly commercial and vacant land with a few parcels of transportation, and community/public land uses. There are several businesses, some green space, and a public park. Broadway, the central road through the district, is a truck route connecting the Port area to I-787..

a) Looking ahead, which types of uses do you think could belong in a revitalized South Waterfront District? 69 Respondents



## 2. Future Uses A continued

### Chart Breakdown:

	YES	NO	MAYBE	NO PREFERENCE / NOT SURE	TOTAL
Industry & manufacturing	32.81% 21	45.31% 29	14.06% 9	7.81% 5	64
Professional offices	35.38% 23	23.08% 15	33.85% 22	7.69% 5	65
Large retail stores (e.g. Target, Staples)	6.25% 4	78.13% 50	14.06% 9	1.56% 1	64
Neighborhood retail (e.g. grocery, hardware, bakery)	68.18% 45	10.61% 7	19.70% 13	1.52% 1	66
Open / community space	89.55% 60	4.48% 3	4.48% 3	1.49% 1	67
Public Waterfront uses	94.12% 64	2.94% 2	2.94% 2	0.00% 0	68
Recreational facilities (indoor or outdoor)	69.12% 47	8.82% 6	17.65% 12	4.41% 3	68
Food and drink venues (e.g. restaurants, bars, cafes)	79.71% 55	2.90% 2	17.39% 12	0.00% 0	69
Private waterfront uses (e.g. boat club, restaurant, venue)	43.28% 29	31.34% 21	23.88% 16	1.49% 1	67
Educational / Cultural (e.g. museum, aquarium)	63.24% 43	10.29% 7	25.00% 17	1.47% 1	68
Pedestrian and bike infrastructure	94.20% 65	2.90% 2	2.90% 2	0.00% 0	69
Entertainment (e.g. music venue, nightclub)	49.25% 33	16.42% 11	32.84% 22	1.49% 1	67
Riverwalk	92.75% 64	2.90% 2	4.35% 3	0.00% 0	69
Green or natural spaces	86.96% 60	2.90% 2	10.14% 7	0.00% 0	69
Transportation uses (e.g. bus/rail/car/truck/boat transport, repair, storage)	40.30% 27	22.39% 15	29.85% 20	7.46% 5	67

Other /comments on what desired for area (26 respondents):	Frequency
waterfront access / views / river walk/bike/ family-friendly	9
recreational uses and facilities, parks, dog park, playground/ facilities for children (2) , gathering spaces, esp. on waterfront	7
road, bike, ped investment, incl. on waterfront	6
ops / jobs for locals; local small businesses, activate waterfront - e.g. food & drink, small shops	4
health/pollution concern (air and water, proximity to Port)	4
green space and riverside habitat, eco-friendly	4
focus on creating community; keep/add uses that serve existing community	3
marina; better boat access; kayak launch	3
public transit to and from	2
n\ot only a transport corridor for cars trucks (787)	2
no big box stores	2
educational/cultural elements on waterfront; e.g. environmental education center/aquarium	2
residential near river; affordable mixed use housing	2
(continue to) invest in trails, parks nearby	2
some public investment	1
support for albanywaterway.com vision	1
less focus on private investment	1
no homeless encampments	1
support diversifying uses from industrial	1
Grocery store (food desert)	1
commercial ok more inland	1
offshore wind support companies	1
Mixed-use community with retail, housing, transport hub	1
RR limits use/access of area by local neighborhood	1

## 2. Future Uses – B) Priorities

b) What should be prioritized in the revitalization of the South Waterfront district? Hint: not everything can be high :) \*\*please select "high" for a maximum of three items

What should be prioritized in S-BOA? (69 respondents)



## 2. Future Uses – B) Priorities continued

# people	Comment theme
3	other cities that prioritized green and public and waterfront spaces thriving now
2	Opportunities for children in the area
1	make waterfront development resilient to climate change and flooding
1	recreational and entertainment opportunities that create jobs.
1	Accessibility a major part of this
1	Additional community services would be nice, but given 787 bisecting the area, they may be better suit to Southend proper
1	on waterfront (here or elsewhere) lessons/opportunities for swimming, sailing, boating, etc, esp. for underserved communities
1	relocate 787 from waterfront
1	access to the river should be open to the public, pedestrian friendly and preferably a car free zone. With features/amenities that serve local community. ecosystems

### Chart Breakdown:

	HIGH PRIORITY	MEDIUM-HIGH PRIORITY	MEDIUM PRIORITY	MEDIUM-LOW PRIORITY	LOW PRIORITY	NO PREFERENCE / NOT SURE	TOTAL
Environmental protections	53.73% 36	22.39% 15	17.91% 12	2.99% 2	2.99% 2	0.00% 0	67
Economic development	25.76% 17	33.33% 22	27.27% 18	4.55% 3	9.09% 6	0.00% 0	66
Community / neighborhood services	34.85% 23	30.30% 20	18.18% 12	9.09% 6	7.58% 5	0.00% 0	66
Waterfront uses	59.42% 41	24.64% 17	7.25% 5	0.00% 0	7.25% 5	1.45% 1	69
Established businesses	13.85% 9	36.92% 24	29.23% 19	12.31% 8	6.15% 4	1.54% 1	65
Connections to neighboring areas	30.88% 21	35.29% 24	23.53% 16	4.41% 3	5.88% 4	0.00% 0	68
Attracting new investment / businesses	21.54% 14	44.62% 29	21.54% 14	4.62% 3	7.69% 5	0.00% 0	65
Public spaces	47.06% 32	33.82% 23	10.29% 7	4.41% 3	4.41% 3	0.00% 0	68
Jobs / Job development	14.93% 10	41.79% 28	26.87% 18	8.96% 6	5.97% 4	1.49% 1	67
Sustainability goals	23.08% 15	38.46% 25	27.69% 18	6.15% 4	1.54% 1	3.08% 2	65
Historic Preservation	20.00% 13	38.46% 25	23.08% 15	6.15% 4	10.77% 7	1.54% 1	65
Access to the waterfront	59.42% 41	24.64% 17	13.04% 9	0.00% 0	2.90% 2	0.00% 0	69

## 2. Future Uses – C) By location

c) Considering your answers to the previous questions, do you have a preference for where specific types of uses or development should be located within the South Waterfront district? If so, please describe below. For example "I think more manufacturing could be added on the west side of Broadway. I would like to see a riverwalk on the waterfront"

Respondents = 37





## 2. Future Uses – C) By Sub-Area continued

c) Considering your answers to the previous questions, do you have a preference for where specific types of uses or development should be located within the South Waterfront district? If so, please describe.

Respondents = 38

Respondents	Comment themes related to water-enhanced public access uses on the waterfront:
8	Riverwalk multi-use trail on water, connected with area trails (bike/ped)
7	waterfront boardwalk with shops/restaurants/cafes (partial)
5	restaurants on river
5	boat docks/ rides / rentals on water
3	bolster waterfront recreation
2	Make Slater and Dutch Apple a destination, anchor spot
2	public areas and entertainment to attract professional urban nightlife scene
1	riverwalk connections to corning preserve and north
1	Island Creek Park improvements, connections
1	add plazas/patios to new buildings for outside dining
1	relocate truck and bus-based business, replace with green space, water-enhanced uses
1	public fishing pier / docks / kayak by Slater
1	small community businesses

Respondents	Comment Theme: Commercial /manufacturing off the water
6	commercial development /manufacturing only inland/ west of Broadway
2	Manufacturing facilities/jobs
1	rehab buildings for sustainable businesses and/or mixed-use
1	offices
1	Preserve historic industrial buildings on western side of Broadway. Blend new development w/ existing architecture.

Respondents	Comment theme: Community uses and spaces (general)
3	enhance/expand open space
2	environmental cleanup
2	habitat restoration, pollinator, birds
1	Port museum near RR tracks
1	more community based public spaces and services
1	See Albanywaterway.com
1	Could a man-made "tunnel" cover the railroad between this parcel and the apartment complex? For sound, safety, and aesthetics? Could cover it with sod and plant grass. Or flat top and make a raised garden space.

### 3. Revitalizing Albany's South Warehouse District – A

a). What would you say are the three most important things to consider for any future redevelopment in this area?

Respondents = 48

# of Respondents	Comment theme
15	Waterfront access/connections/viewshed, incl. from nearby recreation
12	improve environment, e.g. greenery, air quality, bird/animal habitat, CSO, riparian buffer zone, sustainability
9	Access to the area, e.g. from south end, downtown, walkable, inclusive
6	Community input / equitable development / serve neighborhood /neighborhood feel
6	economic development/ tax base: e.g. keep current businesses, working port, & complementary development, add jobs for underserved residents
6	Public uses/open spaces; park improvements
5	more attractive - e.g. building façades, landscaping
4	safer (for visitors, children)
3	Riverfront recreation, e.g. boat docks, boardwalk north-south,
3	Businesses/activities to attract visitors
3	balanced live work play uses
3	mitigate domination of highway and rail / remove 787
2	Grocery store
2	Riverview restaurant, retail (e.g. at repurposed U-Haul site (1))
2	sustainable/maintainable development
2	support to make existing businesses cleaner, more sustainable
2	historic preservation / celebration
1	Community Center
1	Homeownership for current residents
1	Reduce traffic noise
1	year round uses
1	replace bus & truck storage with green space
1	Parking
1	Activate space under highway (not state storage)
1	consider truck traffic (turns)

### 3. Revitalizing Albany's South Warehouse District – B

b). What should this area's relationship to the rest of the City be?

Respondents = 46

Respondents	Comment theme
18	Needs to be connected to have one first
7	Outdoor recreation; with public gathering spaces; markets/food
6	vibrant neighborhood destination
5	commercial driver AND recreational opportunities
3	tourism, river epicenter, showcase for City
3	revenue generator /economic center / tax base / jobs
2	Tell Albany's history
2	Buffer / transition zone between neighborhood & port
1	quiet respite
1	waterfront area
1	access to waterfront for South End neighborhood
1	connect to downtown biz district with eating/drinking establishments

### 3. Revitalizing Albany's South Warehouse District - C

c.) What role could this area play in the broader revitalization of the City of Albany??

Respondents = 44

Respondents	Comment Theme
11	be a destination, bring people in, tourism
10	a pilot/demonstration for an activated, accessible riverfront
8	economic driver & job center (supporting port (1))
6	public amenity (space) for residents, liveability, downtown area. E.g. events & recreation
6	connection to nature (4), history (3)
6	distinct, complementary neighborhood. Adds to/showcases diversity
3	inspiration
3	example of development that supports existing community (doesn't displace)
2	better gateway, better trails
	multi-use zone that incorporates existing businesses, improved green space, and is connected and complementary to the surrounding areas

## Other Comments

Comment Theme
Engage the community
Listen, involve individuals who are creating ideas and push politically for federal dollars while building community support
Create more pedestrian/bike friendly connections to the city
We need reasons to get down there. Right now there are few attractions.
Prioritize livability of the community
does this include modifying the 787 tangle?
Tear down 787
787 provides important high-speed corridor
This is a tough area to improve, but worth making the effort.
keep it open and simple
I would like a family friendly venue. A linear park for cycling, running.
Less empty gravel/dirt/paved lots, more trees.

## South Waterfront District Redevelopment Survey (S-BOA)

Thank you!

Thank you for participating in our survey!



This will be the first of several opportunities for the public to provide feedback on the South Waterfront District Brownfield Opportunity Area program nomination study (S-BOA).

The S-BOA program is part of the broader Albany Waterfront Access, Vitality, and Economic Strategy (WAVES) and build on [Albany's 2030 Comprehensive Plan](#). For more information on the S-BOA program and Albany WAVES, including ways to get involved, please visit our website at <https://www.albanynywaves.com/>

[The WAVES surveys were prepared with funding provided by the New York State Department of State through the Brownfield Opportunity Areas Program and under Title 11 of the Environmental Protection Fund.](#)

Prev

Done

# Appendix H - South Waterfront District Brownfield Opportunity Area (S BOA) Virtual Open House #2



Drone image of Broadway looking north (Consultant Team Drone Imagery)



# South Waterfront District Brownfield Opportunity Area (S-BOA) Virtual Open House #2

Open October 27 – November 30, 2022

## 149

Total Responses

Outcomes of the second S-BOA public survey are enclosed. For each question, the report includes:

- Copy of the survey question (pages with orange borders)
- Summary analysis of responses (pages with blue borders)
- Copy of full written comments

Comments received at in-person pop-up events are included at the end





## South Waterfront District Brownfield Opportunity Area (S-BOA) Virtual Open House #2

### Welcome!

The City of Albany is preparing a Brownfield Opportunity Area (BOA) Nomination Study to evaluate the redevelopment potential of brownfield, vacant, and underutilized sites in the South Waterfront District. BOA studies help to market strategic areas and attract investment, which can lead to more jobs, tax revenue, and increased property values. To learn more about the S-BOA, visit the project website at <https://www.albanynywaves.com/>

**This virtual open house builds on input collected at the 1st open house and will inform the recommendations in the S-BOA study.** There are two sections:

- Section 1 - **Introduction** to the NYS BOA program and South Waterfront District Study Area
- Section 2 - **Comment on potential redevelopment ideas (6 questions)**

All questions are optional and responses are anonymous.

**Before exiting the survey, please be sure to click "Done" so your answers are recorded. Thank you!**



Survey prepared with funding provided by the New York State Department of State through the Brownfield Opportunity Areas Program and under Title 11 of the Environmental Protection Fund.

### Section 1 - Introduction

# Brownfield Redevelopment/NYS BOA Program

#### What is a Brownfield?

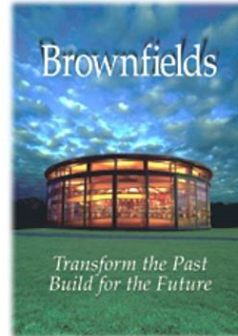
- Brownfield is a term used to describe land that is abandoned, vacant or underutilized because redevelopment of the property is complicated by real or perceived environmental contamination.

#### Brownfield 'Planning' relatively new to brownfield redevelopment

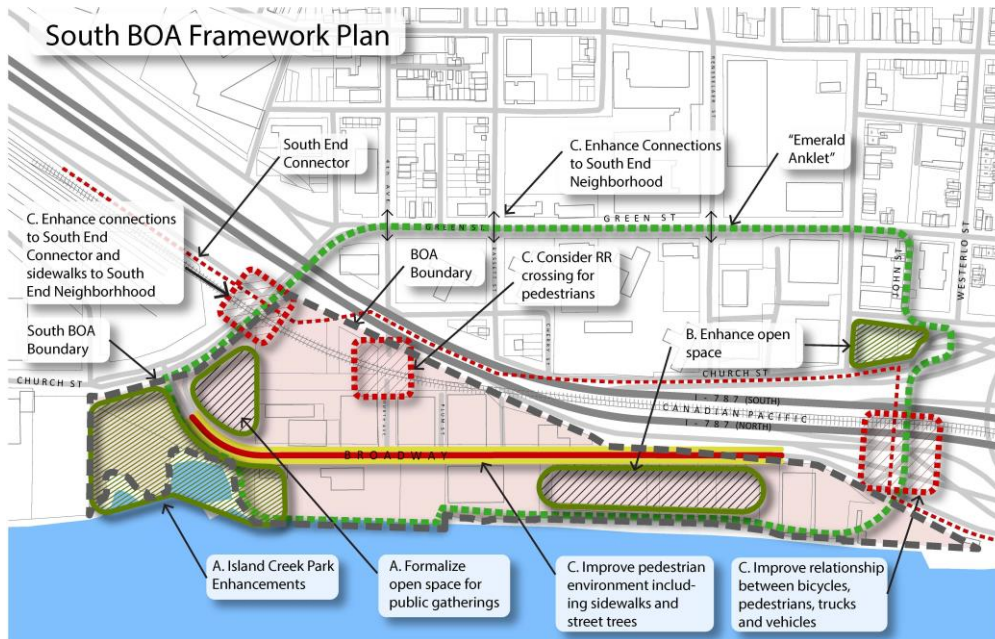
- Prior focus solely on clean-up without determining end use

#### NYSBOA Program

- Focus is on redeveloping brownfields on an area-wide basis
- Strategic sites are intended to be catalytic to redevelopment of the 'area'
- Establishes a clear vision and plan for action



Click map to view larger image



The study area for the South Waterfront District Brownfield Opportunity Area (S-BOA) is shown above in orange shading surrounded by a gray dashed line. Various redevelopment ideas in and near the S-BOA are clustered into three groups:

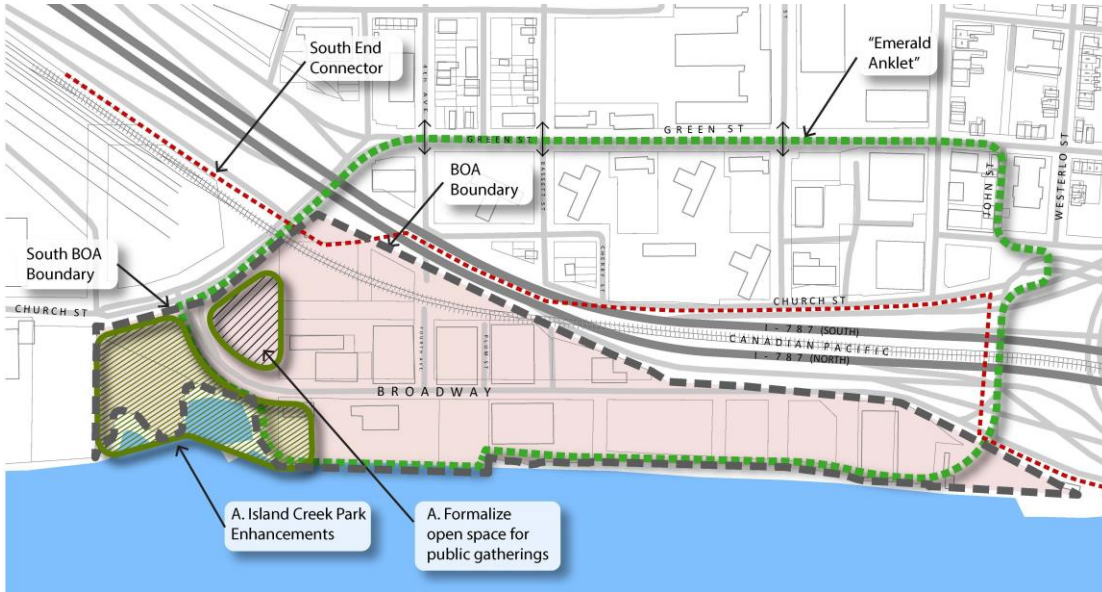
- A. Island Creek Park enhancements**
- B. Open Space enhancements**
- C. Enhancements for Pedestrians and bicyclists**

Taken together, these improvements would form an "Emerald Anklet" of green and public spaces along the waterfront. The next section will invite comments on each of these groups A-C.

## South Waterfront District Brownfield Opportunity Area (S-BOA) Virtual Open House #2

### Section 2: S-BOA Redevelopment Ideas

#### A - ISLAND CREEK PARK ENHANCEMENTS



Proposed improvements to this much-loved park include shoreline stabilization, public access to the water, reduced road noise, improved traffic flow, and additional amenities such as seating, walkways, and restrooms.

Improvements would also be made to the green space across Broadway to formalize its use as a public gathering space.

**1. On a scale of 1-5, how do you like the proposed enhancements to Island Creek Park?**

★ ★ ★ ★ ★

**2. Please share any thoughts here:**

\_\_\_\_\_

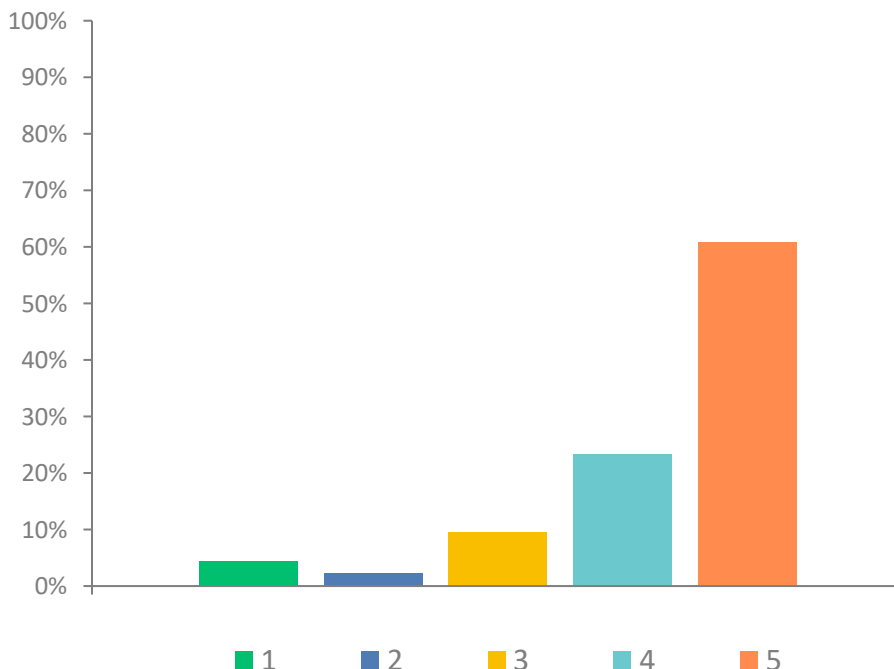
## Q1: Island Creek Park Enhancements – ALL RESPONDENTS (138)

Proposed improvements to this much-loved park include shoreline stabilization, public access to the water, reduced road noise, improved traffic flow, and additional amenities such as seating, walkways, and restrooms. Improvements would also be made to the green space across Broadway to formalize its use as a public gathering space.

**On a scale of 1-5, how do you like the proposed enhancements to Island Creek Park?**

Answered: 138 Skipped: 11

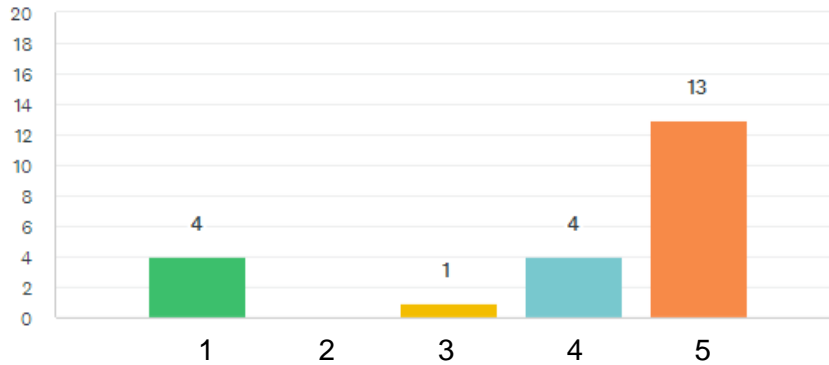
Data Note: Since a minority of respondents left comments, the star rating is a better gauge of how respondents viewed a project overall.



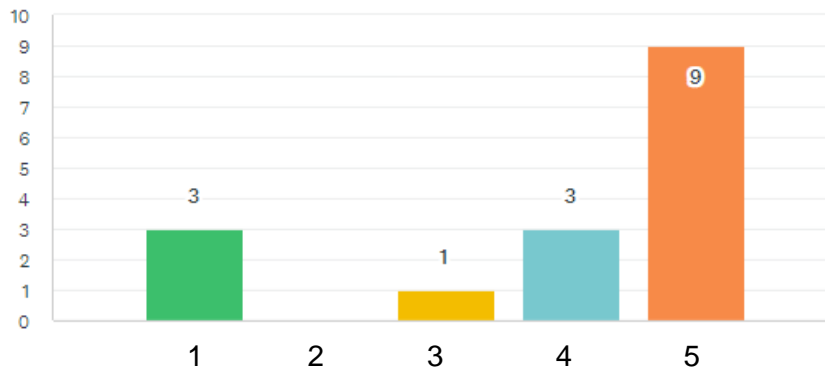
	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
★	4.35%	2.17%	9.42%	23.19%	60.87%	138	4.34
	6	3	13	32	84		

## Q1: Island Creek Park Enhancements – RESPONDENT SUB-SETS\*

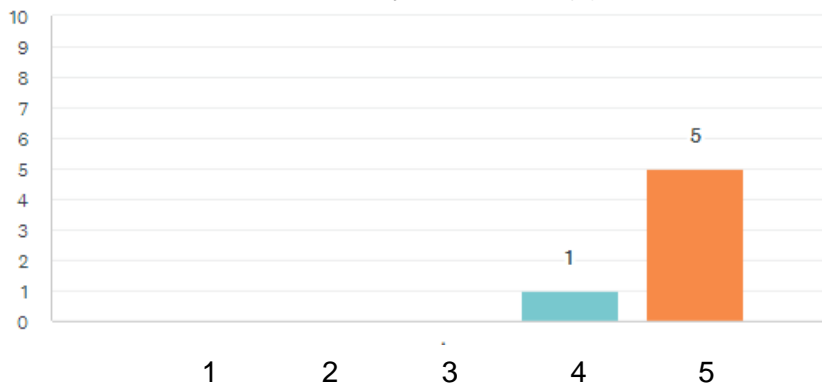
Direct Connection to South End – resident, employee, business owner, and/or property owner\* (25)



South End Residents\* (16)



Other - Nearby Residents\* (6)



\*Includes respondents who self-identified. Many survey takers did not provide this information

## Q2: Island Creek Park Enhancements – Comments Summary

Commented: 55 **Skipped: 96**

Comment Themes and Frequency (number of respondents)		
23	Voiced support for improvements	
2	don't support	
<hr/>		
<b>Especially Like</b>	<b>Add to the Park Area</b>	
5	use as community space	
4	better pedestrian connections/access	
2	picnic tables, benches, seating	
2	access to water	
2	public restroom	
2	natural spaces / native plants & habitats	
2	mitigating noise and traffic	
1	diversity of amenities	
1	green space	
1	CSO improvements	
1	keep public grills	
5	specialized kayak/canoe launch (to dock area, low grade concrete ramp over mud flats [where some currently put in])	
3	more bike/ped infrastructure incl. bike parking and (CDPHP) rentals	
2	playground (see Henry Hudson park example)	
2	emergency phones	
1	shade	
1	food truck pop-ups	
1	more lighting	
1	more vegetation	
1	children's educational attraction (mini aquarium? Science center?)	
1	ensure it's easy to maintain (e.g. resilient plantings, engage 'Friends of Park' group)	
1	housing developments	
1	restaurants	
<hr/>		
<b>Remove/change in park area:</b>	<b>Generally concerned about:</b>	
3	less parking	
2	skip suspended walkway (hard to maintain and keep ice free, better alternative?)	
3	safety of park	
	2	gentrification / tax burden (esp on seniors, low income)
	1	less attractive at low tide (better if small harbor dredged?)
<hr/>		
<b>Improvements should go together with:</b>	<b>General comments about park:</b>	
7	improving bike/ped connections to (including over rail and 787 barriers)	
4	787 decommissioning addressing homelessness and addiction/	
2	drug use	
1	transit oriented development so accessible	
5	was not familiar with this park	
3	great local community resource (incl. low income families) raise awareness and support for Park (with graphics heavy	
1	publicity campaign)	

### SAMPLING OF COMMENTS (see next page for all)

*"It would be great to see this park turned into a more usable place for the community."*

*"Island Creek Park provides the only public access to the Hudson in the South End. Reaching it by foot is currently treacherous, involving crossing busy roads and train tracks with virtually no tree cover along the way. The park itself has multiple sewage pipes that discharge into its near vicinity. Anything would be welcome that makes it a more inviting and accessible space."*

*"For the past 20 years or so my wife and I have been asking for a non-motorized boat launch. Currently we launch our boats on the mud flats at Island Creek (the area on the map that is labelled "shoreline stabilization.") .... A concrete ramp with a gentle slope would be perfect ...with carry-in of course, ... an alternate plan [if Friends of Albany Rowing ramp is public access] would be to build a dock onto the mud flats ...[with] a ramp launch for non-motorized boats with handicapped access ..."*

*"Should have less parking to encourage bike traffic and local use."*

*"Improvements here are great - but really only shine if connections TO the park can be established."*

*"Taking down 787 must be priority number 1"*

*"I would begin going to a park I barely knew existed before."*

## Q2: Island Creek Park Enhancements – Full Comments 53 total (pg 1/3)

	South End Resident
	Nearby Resident
	Non-resident employee, business or property owner
	Other

Respondent #      Comment

1	Why not add a <b>playground</b> ?
4	Despite improvements, I question <b>accessibility</b> from the rest of the city with <b>787 and rail lines</b> separating the park from residents.
11	I would begin going to a park I <b>barely knew existed</b> before.
14	I'm <b>not very familiar</b> with this park, but it looks like a nice improvement for people who do use it.
16	Hey you, don't leave it bad. Take this sad zone and make it better. Remember you do not need our permission. So just begin <b>to make it better</b> .
17	This is lovely. Two big <b>threats to success</b> here and in the other proposals are 1) homelessness and addiction and 2) 787 needs to not be so close to this park. I would support any park improvements that are <b>presented alongside plans to house the homeless and addicted people</b> who currently call this Brownfield home. And 787 will continue to be a liability to any plans to improve or redevelop the South End. <b>Taking down 787</b> must be priority number 1, no matter how expensive it is.
19	This is a great park for the South End considering how cut off the area is from the <b>water</b> . The improvements and stabilization of the park will <b>be great to see</b> .
24	Should <b>add development housing mid to high rise and restaurants</b> . Urban parks need urban activities
25	<b>Shade and seating</b> are important. Also <b>emergency phones</b> .
28	i <b>didn't know</b> this was an Albany park, and have never used it- driven by multiple times when go to the Port, <b>seemed not too friendly</b> . <b>make connections</b> to this park with other existing well known parks, make it <b>bikeable</b> (ie biking connections to bike trails in the area, maybe <b>less parking</b> , seems a lot for such a small area... restroom might be best in another space...
33	Improvements here are great - but really <b>only shine if connections TO the pack can be established</b> .
34	I have been there - it is not as pretty at <b>low tide</b> . Could the small harbor be <b>dredged</b> ?
35	Great use of the area without disturbing nature, rather it <b>enhances and expands natural spaces</b> for gardens & trees.
38	Good for the <b>community</b> to make it easier for <b>low income families</b>
41	This park is used <b>for selling &amp; doing drugs</b> . What enhancements will be used to combat that?
44	This is <b>good, everything is in one area</b>
45	You should make a <b>space for pop up food events/trucks</b> . And I see nothing <b>specifically for children like a mini science center or aquarium</b> . If you don't have lots of different reasons for people to visit it will be underutilized. I come from Boston - the waterfront has a Childrens Museum, restaurants, aquarium, sailing and lessons, etc.
48	I <b>don't see much improvement</b> in this one
50	Regardless of improvement, <b>without the elimination of the highway</b> , I would likely not use the park. I find the area to noisy and I am unable to enjoy the park. Even though the improvement look promising.
51	Have <b>piers out onto the river</b> been considered. Similar to Boston a system of piers would create restaurant and commercial space. This seems be missing from the plans beca use of <b>787</b> but is really needed.
52	These potential changes are a <b>much needed improvement</b> .

## Q2: Island Creek Park Enhancements – Full Comments (pg 2/3)

Respondent #

Comment

57	maybe a <b>specialize kayak launch</b> added to the dock area?
70	sounds great if transit oriented development can be encouraged nearby to <b>make it accessible</b>
74	Should have <b>less parking</b> to encourage bike traffic and local use.
75	this seems like it would be a <b>great way</b> to improve the green space in that area of the Albany riverfront
76	<b>Too much car infrastructure</b> , not enough pedestrian infrastructure
82	I didn't even know that this <b>park existed!</b>
85	They look wonderful, but in isolation I can't say whether they will contribute to enrichment of community or access to the riverfront. I would <b>value the opinions of South End residents over my own.</b>
88	It would be great to see this park turned into a <b>more usable place for the community.</b> As someone who runs in the area sometimes, I also appreciate the public restroom.
94	<b>More lighting, and vegetation maintenance</b> is needed. Also City should look into what can be done to remove things like the UHAUL center from this area it's too industrial and unwalkable to be nice.
95	<b>I love this!</b> I truly believe it would be great for the community and the city as a whole! One suggestion I'd like to throw out there is having <b>emergency phones</b> in the park(like what they have on college campuses)
97	Island Creek Park provides the <b>only public access to the Hudson in the South End.</b> Reaching it by foot is currently <b>treacherous</b> , involving crossing busy roads and train tracks with virtually no tree cover along the way. The park itself has <b>multiple sewage pipes</b> that discharge into its near vicinity. Anything would be welcome that makes it a more inviting and accessible space.
102	<b>Add bike parking</b> and <b>traffic calming</b> features. Possibly a <b>kayak launch</b>
104	<b>looks great</b>
106	Run a <b>graphics-heavy publicity campaign</b> to show this to the public. Island Creek Park is an unknown. You need support and buzz.
108	Should be as <b>pedestrian friendly</b> as possible with easy access and <b>limited traffic</b> through park.
109	I think it would be really nice if we could do something for <b>wildlife populations</b> in Albany by using <b>native plants and wildflowers</b> on green spaces instead of grass which is water intensive, unsustainable, and unnatural.
110	I like the access to the river via the docks
111	Please put in a <b>kayak/canoe launch.</b> A launch for motorized boats is not needed, but, a kayak/canoe launch would be wonderful.
113	Dock access is great, but long term having <b>kayak/canoe rentals</b> would be great. Additionally, work to expand <b>CDPHP Cycle docking bay</b> at this location for bike renting
114	<b>Enhanced park area would be great.</b> More <b>access to water</b> a plus. Maybe the addition of <b>playground</b> as well. Something like Henry Hudson Park.
116	Important project <b>for the community</b>
117	Any design of open space should take into consideration <b>future maintenance by the City of Albany.</b> <b>Resilient plantings,</b> encourage <b>local Friends group engagement.</b>
135	<b>No no no no</b> need to dig out anything there
138	The city should <b>embrace spaces that draw people,</b> in all neighborhoods. This area is neglected.



## Q2: Island Creek Park Enhancements – Full Comments (pg 3/3)

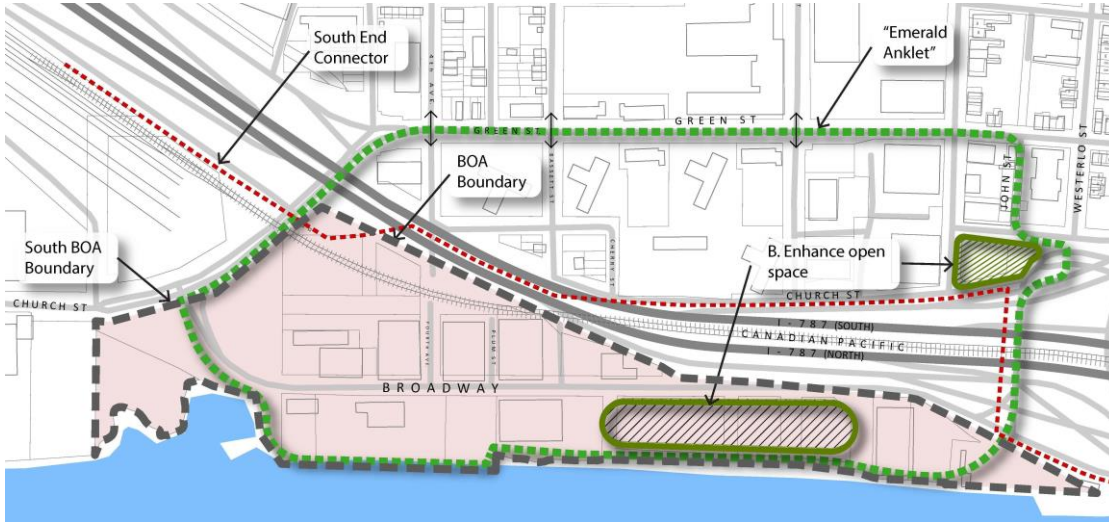
Respondent #

Comment

139	<b>Love it.</b> I just hope these are somehow <b>integrated to rest of the city and surrounding</b> corridor to minimize isolation inherent in the neighborhood. Also wonder how <b>truck and rail noise</b> would be mitigated, if at all. What a welcome improvement.
140	Some changes might be for good, but what would be the <b>impact on seniors, low income home owners</b> and mant with limited funds, trying to stay in their homes, the impact MAY NOT BE FAVORIABLE WHEN OUR taxes continue to go higher/ or force families/people out of their homes.
142	This would be <b>great to enhance this park.</b> I would <b>skip the suspended walkway though, hard to maintain and keep safe with the winter river ice.</b> And better to invest in great path along road and across the street.
143	Like the proposal, would like to see enhancements to <b>the west of the south end connector bike trail</b>
144	First and foremost: For the past 20 years or so my wife and I have been <b>asking for a non-motorized boat launch.</b> Currently we launch our boats on the mud flats at Island Creek (the area on the map that is labelled "shoreline stabilization.") This is, as far as I know, the <b>only public place to launch non-motorized boats in the City other than the North Albany motorized launch, where on summer days competition for access is intense.</b> Also, that North Albany launch is quite a distance from the South End, which precludes short trips along the Port, Island Creek itself, and other points south or across the river. The <b>problem with the mud flats is the mud.</b> At low tide much of the flats is exposed and a person's feet sink into the muck. A <b>concrete ramp with a gentle slope would be perfect for non-motorized boats, with carry-in of course, but at a shorter distance to carry than we have now.</b> Seems to me that encouraging non-motorized boats to launch at Island Creek would be not only beneficial to non-motorized boaters, but also diminishes some of the competition for access at the North Albany launch. The <b>restroom</b> is very commendable, keeping <b>picnic tables and benches</b> is essential. Hopefully we will see the <b>public grills retained.</b> Must admit to being <b>puzzled about the suspended walkway,</b> which appears to be an extension of the current fishing deck. Perhaps it will be a cool enhancement, but is it <b>really worth the trouble to build?</b> Also, I <b>know nothing about "Friends of Albany," will their dock be public?</b> If not, then it shouldn't be part of the park. (Not sure if the land the dock is anchored to is actually parkland, but it ought to be.) <b>If this dock is not private, then an alternate plan would be to build a dock onto the mud flats ("shoreline stabilization" area.) As part of this dock there could be added a ramp launch for non-motorized boats with handicapped access just like the one at Henry Hudson Park just to the south of here in Bethlehem (the dock at the far southern end.)</b>
145	<b>assuming the neighbors in this neighborhood have been carefully surveyed.</b> Honestly, I don't know these spaces. Isn't that a shame? I do venture out of my neighborhood on foot and haven't been here. Make car-free recreational options for the local residents.
147	It looks cute. It's hard to imagine it getting that much use, but green is better than concrete. If you are putting in a dock, please make it low enough for <b>kayak/canoe/paddleboard</b> launching. Most docks are too high for that, and I would totally put in my kayak there if I could.
148	Roads are too wide. <b>No multi used path access from the south end connector.</b>

South Waterfront District Brownfield Opportunity Area (S-BOA) Virtual Open House #2

B - OPEN SPACE ENHANCEMENTS



## Survey Question 2 cont.

Proposed improvements include

**(1) Dongan Ave Green** - add park amenities such as seating and lighting to the green space at Dongan Ave and Broadway for residents and waterfront visitors including cyclists on the South End Connector.

**(2) Riverview plaza** (long term). There may an opportunity to add an urban plaza on Broadway with a view of the Hudson River. Features might include a picnic area, plantings, public art, and/or historic/cultural information.

**3. On a scale of 1-5, how do you like the proposed enhancements to open space?**



**4. Please share any thoughts here:**

### Q3: Open Space Enhancements – ALL RESPONDENTS (134)

Proposed improvements include

(1) Dongan Ave Green - add park amenities such as seating and lighting to the green space at Dongan Ave and Broadway for residents and waterfront visitors including cyclists on the South End Connector.

(2) Riverview plaza (long term). There may an opportunity to add an urban plaza on Broadway with a view of the Hudson River. Features might include a picnic area, plantings, public art, and/or historic/cultural information.

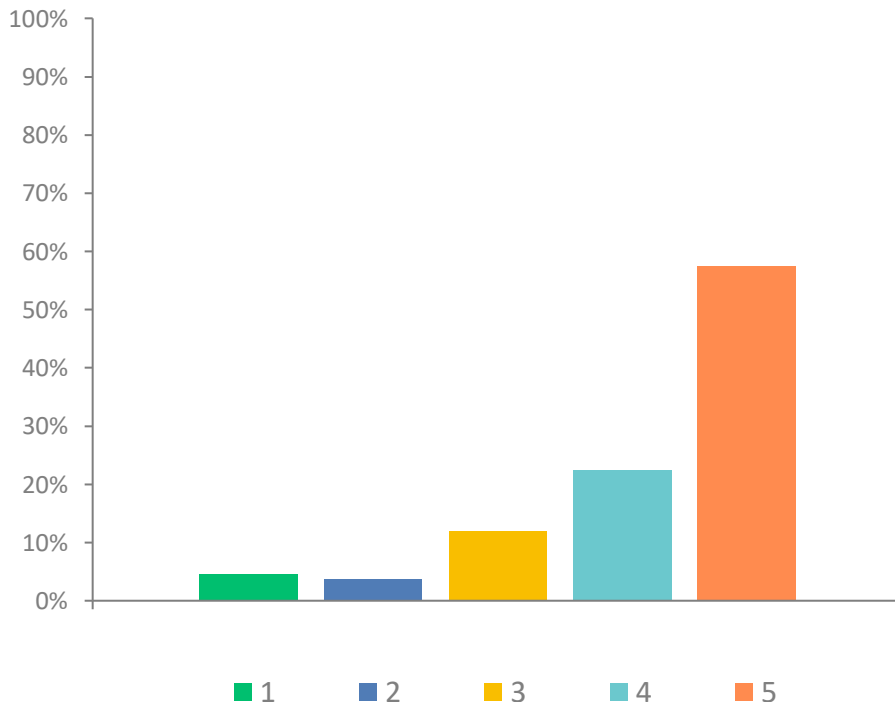
On a scale of 1-5, how do you like the proposed enhancements to open space?

Answered: 134 Skipped: 15

4.3



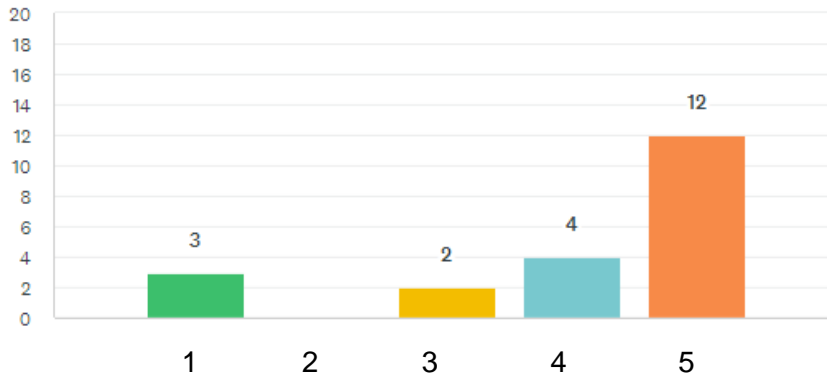
Average rating



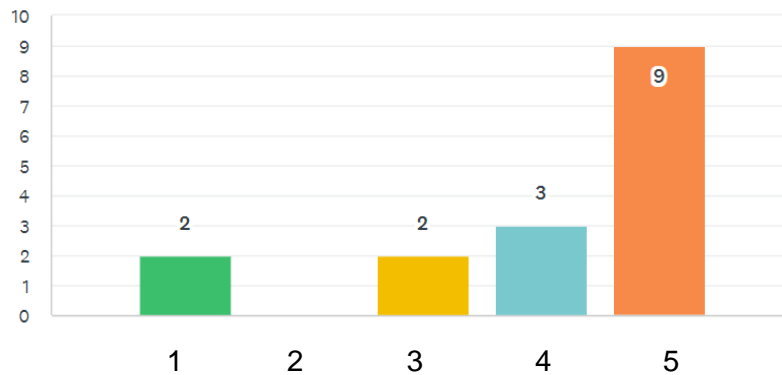
	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
★	4.48%	3.73%	11.94%	22.39%	57.46%	134	4.25
	6	5	16	30	77		

### Q3: Open Space Enhancements – RESPONDENT SUB-SETS (134)

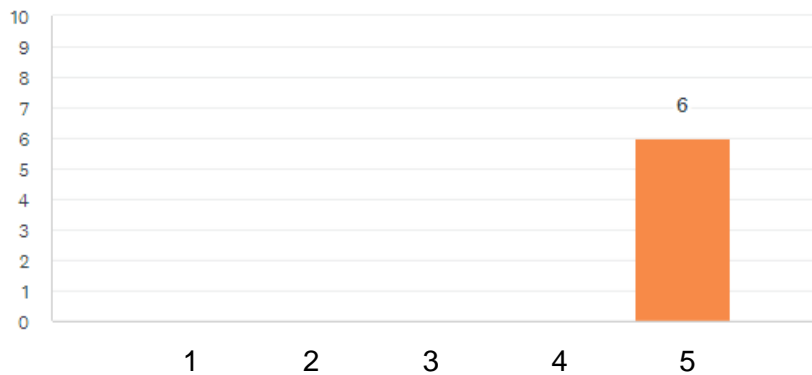
Direct Connection to South End – resident, employee, business owner, and/or property owner\* (21)



South End Residents\* (16)



Nearby Residents\* (6)



\*Includes respondents who self-identified. Many survey takers did not provide this information

## Q4: Open Space Enhancements – Comments Summary

Commented: 48 **Skipped: 101**

	Comment about Riverview Plaza area
	Comment about Dongan Ave. Green
	Comments about either / both spaces

### Frequency and Themes

15 Voiced support for improvements      1 don't support

#### Especially Like

#### Add to the Park Area

4	public art (let kids do / feature Albany stories of indigenous people, urban renewal displacement / (if instagram worthy, visitors will come	4	connect to existing/planned recreational areas, including public spaces on waterfront
3	walkable, bikeable waterfront	2	play areas
2	space for gatherings / community use	2	restaurants and other activities nearby
2	synergy for visitors to the Dutch Apple, USS Slater, and the bike path. (plaza)	1	Spray showers or fountain for kids play
2	more attractions on waterfront to draw visitors, active use	1	bathroom
1	seating	1	safe pedestrian crossing over Broadway
1	lighting	1	community garden?
1	picnic area	1	concert area?
1	historic and cultural element	1	easily maintained design
1	density / walkability / low carbon footprint (both)		
1	water access for South End		
1	adds more greenspace		

#### Concern:

#### General comments:

8	too close to highway / remove 787	1	aesthetics are important - appoint committee to guide
4	plaza in this (industrial) location may be underused	1	ensure easy public access
2	introducing conflict if along a truck route?	1	Create a public-access ecological preserve that celebrates the history of the river and water justice struggles.
1	historic plazas not well received lately		
1	isolated/unsafe if not well-connected to corridor		
1	like, but is that parking needed?		
1	has U-Haul been consulted?		
1	consider location over outflow		

#### **SAMPLING OF COMMENTS (see next page for all)**

*“would like to see something done with the Dongan Ave green. It's rather run down and appears neglected.”*

*“More public waterfront space is always welcome”.*

*“Anything to produce better connectivity and community “*

*“The public art should include the forgotten history of Albany,”*

*“more opportunities for the community to make use of available infrastructure (picnic spaces, seating, lighting) is great”*

*“I believe this will enhance the visitation experience for our more than 15,000 visitors annually to Slater, “*

*“without the elimination of the highway, I would likely not use the park. I find the area too noisy and I am unable to enjoy the park. Even though the improvement look promising”.*

*“Nice, but how do you deal with the act that Broadway will surely become the primary truck route for the Port of Albany?”*

## Q4: Open Space Enhancements – Full Comments 48 total (pg 1/3)

	South End Resident
	Nearby Resident
	Non-resident employee, business or property owner
	Other

1	can we add some <b>spray showers</b> or <b>fountain</b> in the public plaza for kids to play?
11	<b>As a runner, this would be wonderful.</b>
14	More <b>public waterfront</b> space is <b>always welcome.</b>
15	<b>Do we need another historic plaza when our last one is steeped in so much bad blood?</b> I love historic and cultural information, but we can do that without another urban plaza
16	Dear Casey: my long-distance dedication to Albany is the Drifters, "Under the Boardwalk."
17	Who wants to sit on a picnic bench <b>next to a highway?</b> Not me! Pretty-ing up the space around a massive elevated highway can only do so much. Absent other investments, I think this would be a waste of money.
19	<b>Add play areas</b> to these plans.
24	Urban plaza should <b>include restaurants</b> think Riverwalks that exist in many cities like San Antonio
28	how does this <b>conenct to existing and propsoed rec. areas?</b> make sure those are in place
33	This is Albany's only developable waterfront from <b>commercial and residential development.</b> The remainder of Albany's waterfront is dominated by open space. <b>We should capitalize on this space for development.</b> <b>Understood there are challenges with the CSO at that location,</b> but with upstream disinfection at Lincoln park perhaps it may be less malodorous. Perhaps there are methods of odor controls that could be deployed here. At the very least, <b>if no development is possible over the trunk sewer, that's the portion that should be deeded open space, but not the entire parcel as drawn above.</b>
34	Please I never have understood <b>why U-Hall gets to use the City's land for free</b> and for parking its vehicles - <b>this should end.</b>
41	The corning preserve is a beautiful trailway that is already utilized. I feel like it <b>would be under used</b> due to the location
44	I love the way thi gs are <b>do not change nothing</b>
45	Again, <b>not enough activities to draw residents-</b> certainly not exciting for visitors from other cities.
48	Adding <b>more seating and lighting</b> is definitely a good idea. A picnic area is also a really great idea. I love the <b>public art idea</b> but I think the children that live in Albany County should be able to make the art that is put there since they are the next generation. I definitely like <b>the historic and cultural</b> idea as well
50	Regardless of improvement, <b>without the elimination of the highway, I would likely not use the park.</b> I find the area to noisy and I am unable to enjoy the park. Even though the improvement look promising.
52	<b>I would like to see something done with the Dongan Ave green.</b> It's rather run down and appears neglected.
57	please consider <b>adding a bathroom</b> area to this spot as well
74	The <b>highway noise</b> is going to make these areas almost unusable.
75	more opportunities for the community to make use of available infrastructure ( <b>picnic spaces, seating, lighting</b> ) is great. It makes it all the <b>easier for community groups to organize events</b> without having to figure it all out themselves.
76	I can't tell at all what is being planned from these diagrams, but it looks like <b>there's too much car infrastructure</b> here





## Q4: Open Space Enhancements – Full Comments 48 total (pg 2/3)


	South End Resident
	Nearby Resident
	Non-resident employee, business or property owner
	Other

85	This look wonderful, but in isolation I can't say whether it will contribute to enrichment of community or access to the riverfront. I would value the opinions of South End residents over my own.
89	An excellent location for a <b>monumental sculpture</b> .
94	<b>Eminent domain</b> everything on the waterfront - give it back to the city and the public. <b>A public marina, a public park, a public ferry, a public center.</b>
95	Love it!
96	<b>More open spaces for parks, pedestrian safety, and potential for new business</b> is what I would suggest the city of Albany focus on. <b>Density</b> is always good when it comes to improved pedestrian and biker safety. As well as it helps improve neighborhoods that might not have all essential stores within walking distance. To <b>decrease carbon footprint</b> of the city we must make it <b>more walkable</b> .
97	This is some of the only city-owned greenspace with frontage on the Hudson. Using it for parking u-haul trucks is a criminal misuse of the property. It should be developed into a <b>public-access ecological preserve that celebrates the history of the river and water justice struggles</b> .
98	<b>Public access</b> to Riverview Park would be a great addition to <b>connecting visitors to the Dutch Apple, USS Slater, and the bike path</b> .
102	These are great ideas - they would be <b>even more successful without 787</b> making this area extremely unpleasant to be in. Efforts to improve these specific areas should be part of larger efforts to make the area more comfortable and inviting to walk around (e.g. part C). <b>Look to Burlington VT and Buffalo</b> as examples of smaller cities that are starting to <b>prioritize walking and biking at their waterfronts</b> .
104	<b>LOVE this</b> , the parking lot has to go
105	Anything to <b>produce better connectivity and community</b> in this city that has been ravaged by <b>787</b> and the arterial highway.
106	Nice, but how do you deal with the act that Broadway will surely become the <b>primary truck route</b> for the Port of Albany?
109	The <b>public art should include the forgotten history of Albany</b> , such as <b>neighborhoods decimated</b> to build the expansive and unnecessary highways in our beautiful city. People who were displaced <b>including indigenous</b> people, people in neighborhoods taken through eminent domain, etc should be brought into community discussion through public art highlighting the stories of Albany and how it came to be.
111	Who owns the parking lot and where are the cars going to go? <b>Is the lot needed for businesses?</b> Of course, I prefer a park to a parking lot, but, some consideration for parking needs to be taken into consideration.
113	<b>More access to waterfront</b> (a clean path that follows the waterfront and continues north towards Corning Preserve would be great) would enhance <b>southern Albany's access to the river</b> . Any modifications to make <b>pedestrian access across Broadway safer and more efficient</b> would be welcomed.
114	It is a light industrial area and a <b>weird place for green space</b> . Green space on the other side of U-Haul would be better for the attractions that are on that side.
116	As Chair of Slater I believe <b>this will enhance the visitation experience</b> for our more than 15,000 visitors annually <b>to Slater</b> , Albany's most visited site!



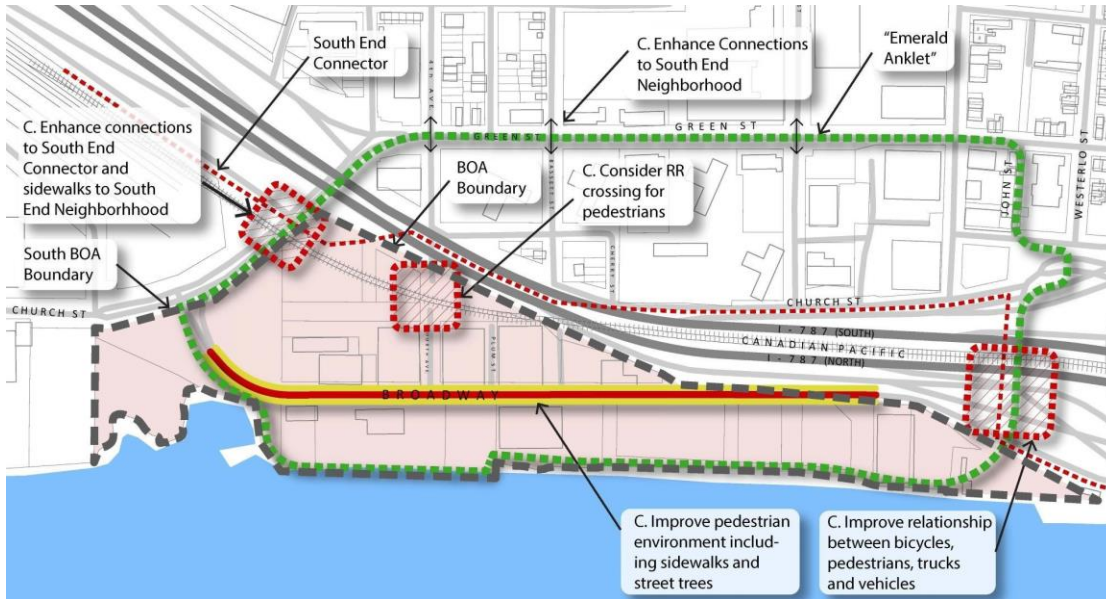
## Q4: Open Space Enhancements – Full Comments 48 total (pg 3/3)

	South End Resident
	Nearby Resident
	Non-resident employee, business or property owner
	Other

117	Not familiar with this area, no opinion
122	<b>Take down 787</b> and turn it into a broad avenue. That will give more access to the river
125	<b>Adding artwork</b> which can provide <b>opportunities for the public to take pictures (instagram worthy)</b> or play areas will attract more crowd to the park.
130	An urban plaza would be great. Places must be created to draw people downtown to the waterfront
135	
138	I hope these areas would <b>somehow be connected to the rest of the corridor</b> to prevent them from being isolated and dangerous. Wish the darn U Haul building could be demolished. Welcome the attention to this area of the riverfront.
139	I think <b>anything that ties these to the rest of the region is important since this area is so largely isolated</b> . I love the idea of a <b>community garden, playground, art</b> or anything else that could invite healthy active use. Could <b>food trucks come or concerts held?</b> Not sure how this fits with <b>the port of Albany or rail traffic</b> .
142	<b>More greenspace</b> along river is <b>what public has asked for so this is great</b> and is important connector to park and bikeway to north. <b>Keep it design to make it easy maintenance</b> .
144	Not sure I understand this. Does this mean the U-Haul parking lot would be turned into a park? <b>What does U-Haul have to say about this?</b> You can be sure that they are still chafing from over 20 years ago when the then Jennings administration proposed turning the U-Haul building into a museum, making a public announcement without first asking U-Haul. (I spoke to the manager of the business at the time, he was quite angry.) Fortunately, the proposal turned out to be not serious. <b>But another consideration is that the Big C pipe, which is visible in the above photo, will become part of the park. Thanks to drainage infrastructure improvements by this current administration, the stink coming out of the pipe is much reduced, and presumably also the fecal coliform and enterococcus.</b> I've not heard that any of this has been totally eliminated. The Big C no longer carries 70% of the street water in the City, but it still carries quite a bit (50%?) Of course, it goes almost without saying that this area is cut off from the rest of the City <b>by 787, which needs to be boulevarded</b> . What <b>sort of easy access will it have to citizens of the City?</b>
145	Please go all the way with aesthetics. <b>Get an aesthetics committee to choose materials</b> , etc. Elevate Albany.
147	I'm not sure. when we bike to the corning preserve through this part, it is <b>so empty and full of parked cars</b> , it makes me feel really uncomfortable. <b>I don't think I would use green space here</b> .

South Waterfront District Brownfield Opportunity Area (S-BOA) Virtual Open House #2

C - ENHANCEMENTS FOR PEDESTRIANS AND CYCLISTS



The South Waterfront district is dominated by vehicular traffic and cut off from neighboring districts by rail infrastructure. Improvements to pedestrian and bicycle infrastructure are proposed for all users including workers, residents, and visitors. This would **increase walkability and bikeability** in the area and **better connect the South End to its waterfront**.

5. On a scale of 1-5, how do you like the proposed pedestrian improvements?

★ ★ ★ ★ ★

6. Please share any thoughts here:

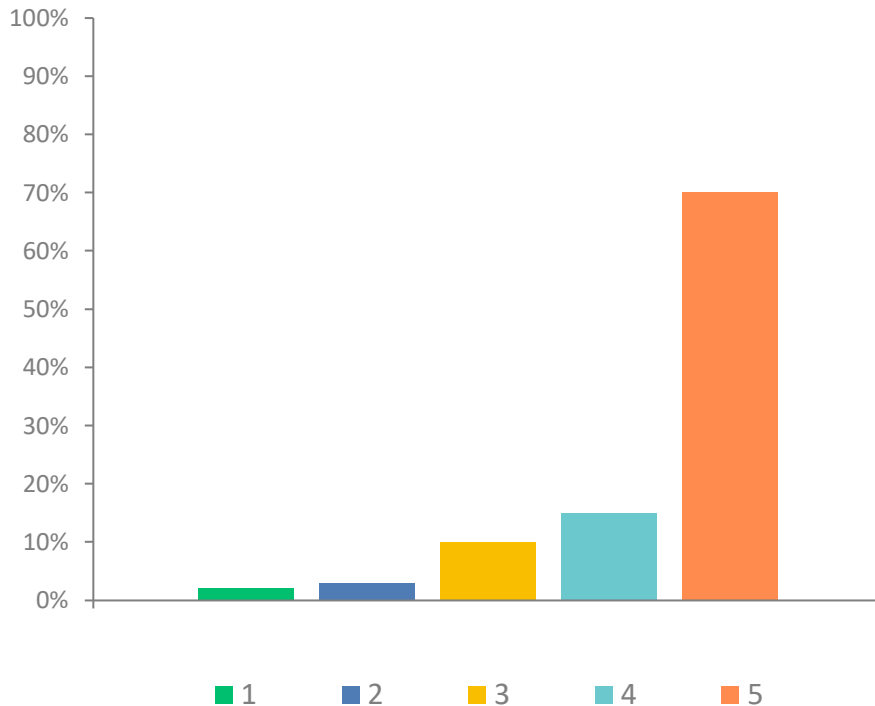
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**Q5: Enhancements for pedestrians and cyclists – ALL RESPONDENTS (140)**

The South Waterfront district is dominated by vehicular traffic and cut off from neighboring districts by rail infrastructure. Improvements to pedestrian and bicycle infrastructure are proposed for all users including workers, residents, and visitors. This would increase walkability and bikeability in the area and better connect the South End to its waterfront.

**On a scale of 1-5, how do you like the proposed pedestrian improvements ?**

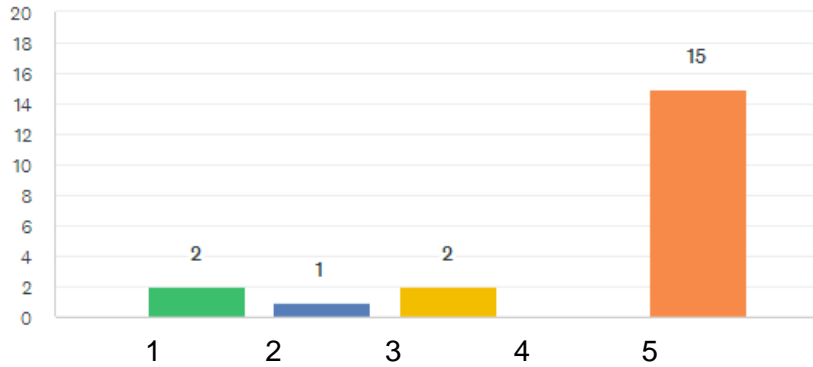
Answered: 140 Skipped: 9



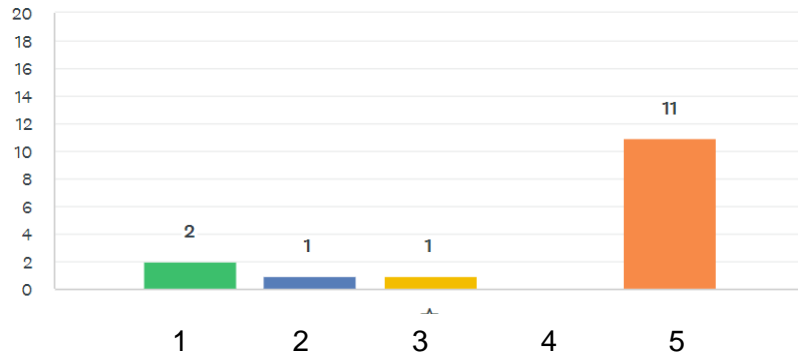
	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
★	2.14%	2.86%	10.0%	15.00%	70.0%	140	4.48
	3	4	14	21	98		

## Q5: Enhancements for pedestrians and cyclists – RESPONDENT SUB-SETS

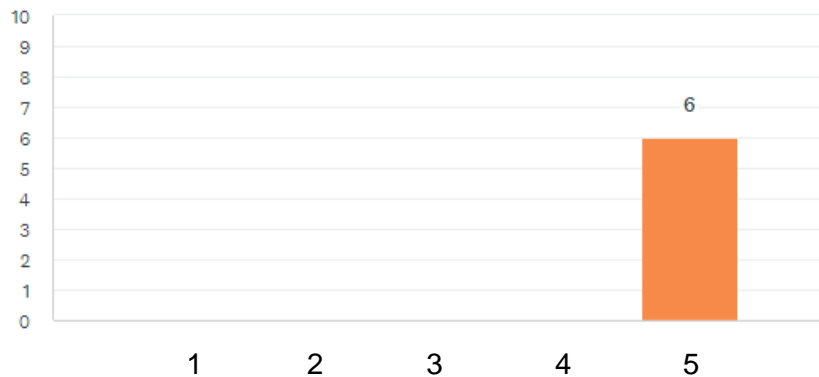
Direct Connection to South End – resident, employee, business owner, and/or property owner\* (20)



South End Residents\* (15)



Nearby Residents\* (6)



*\*Includes respondents who self-identified. Many survey takers did not provide this information*

## Q6: Enhancements for pedestrians and cyclists – Comments Summary

Commented: 46 **Skipped: 103**

Frequency and Themes					
21	Expressed they liked the idea	1	Disliked idea	9	Not sure / see barriers to success
<b>Especially Like:</b>		<b>Add :</b>			
11	continued walkability / bikeability improvements, and connections	3	bike lanes / walking paths as protected or separated lanes, also that cars cannot park in		
5	connection to waterfront	3	lower speed limits / traffic calming		
4	pedestrian RR crossing	3	other community amenities & activities e.g. community garden, performance space, art exhibits / amenities		
2	ADA improvements (incl. wheelchair friendly sidewalks)		along south end connector to encourage its use: e.g. basketball court skate park, roller hockey rink, and/or pickleball courts under 787		
1	these bike/ped together with green space enhancements (plaza, dongan ave green)	2	Trolley / street car system (start with 787 path)		
1	trees	1	connect ankle to rail trail and corning preserve		
1	safety improvement of snow dock intersection	1	wayfinding 'you are here' signage		
		1	art and sculpture park		
		1	cdphp bike hubs		
		1	food trucks		
		1	lighting		
<b>Improvements should go together with:</b>		<b>Generally concerned about:</b>			
8	removing barrier, noise of 787	8	safety: from traffic / intersections, incl. for kids, elderly		
4	reason to visit S-BOA waterfront /	2	vehicles will be prioritized in practice		
1	address smell of petroleum trains	2	safety: crime (more investment in neighboring blocks)		
1	design that is able to flood safely, with minimal cleanup afterward	2	unpleasant place to be with trains and 787 traffic		
		1	paved areas hard to maintain		
		1	gentrification		

### SAMPLING OF COMMENTS (see next page for all)

*"I have lived here for nearly 40 years, and I have never walked to the river from my house. The Hudson is so close, but, the infrastructure makes it impossible to access on foot. I would very much like to be able to stroll from my house to the Hudson."*

*"Pedestrian railroad crossings are a must!"*

*"I really appreciate the work that has already been completed to improve the walkability and bike-ability of this part of town. To me, the giant looming problem here continues to be 787. For new investments in bike and walk paths to make a meaningful difference we have to move the giant elevated highway that is cutting off our city from our river."*

*"a PROTECTED or separated bike lane / multi use path would be better so people can feel safe. ..."*

*"Wonderful. I hope there's a feeling that these are connected to the rest of the city, instead of feeling isolated. Could here be a community garden, concert space or other things that could draw people for active use? "*

*"because of circumstances that the City cannot control, this area will be flooded occasionally by high river water. It is essential that any improvements would allow quick cleanup of mud deposits and allow for as a little damage as possible by the water and mud, something to keep in mind."*

*"...consider a potential street car system ...Many cities roughly the same metro size of Albany have implemented street cars with success. ...a small system to start in place of 787, with possible lines running to the capitol ... train station ... UAlbany campus and crossgates mall... "*

## Q6: Enhancements for pedestrians and cyclists – Full Comments 46 total (pg 1/3)

	South End Resident
	Nearby Resident
	Non-resident employee, business or property owner
	Other

4	There need to be <b>further investments in neighboring blocks</b> to improve perceptions of <b>safety</b> if most residents are going to visit.
14	More <b>walking paths</b> should enhance connection here. Love the idea.
15	I think <b>connection to the waterfront</b> is key here and should be emphasized above all else
16	Are you afraid you might get caught if you <b>mention compliance with the ADA and the accessibility</b> provisions of the New York State Uniform Fire Prevention and Building Code? It's OK – we don't bite!
17	I've walked from my home in the South End out to Voorheesville. I <b>really appreciate the work that has already been completed to improve the walkability and bike-ability of this part of town</b> . To me, the giant <b>looming problem here continues to be 787</b> . For new investments in bike and walk paths to make a meaningful difference we have to move the giant elevated highway that is cutting off our city from our river.
19	<b>Enhance the connections to further connect Corning Preserve to the rail trail</b> and the communities along the way.
24	Need to give <b>reason to go use riverfront</b> as well
25	Overall, <b>frequent "You are here" maps</b> are important. Directional signage necessary leading to this area.
28	<b>any enhancements</b> would be great
33	This area needs a <b>lot of improvement to encourage use of the corning trail connector</b> as a part of the larger trail, as a lot pf people terminate their trips at the preserve or the end of the county trail. this <b>under expressway space would be ideal for a basketball court skate park, roller hockey rink, and/or pickleball courts</b> - facilities that would benefit from the cover of the expressway.
35	<b>Great transition area</b> for bike trail compared to how it is now.
41	It sounds nice, but like <b>anything paved in Albany ... it won't last long</b>
45	<b>Art and sculpture park</b> should be incorporated. Its not enough to just improve infrastructure.
48	<b>Safety</b> should be our number one concern seeming that there are a whole lot of children and elderly living and visiting Albany County. I <b>believe combining B and C would be the best</b> way to reconstruct the waterfront
50	Regardless of improvement, without the <b>elimination of the highway</b> , I would likely not use the park. I find the area to noisy and I am unable to enjoy the park. Even though the improvement look promising.
52	I think a <b>rr crossing for pedestrians</b> is definitely a good idea.

## Q6: Enhancements for pedestrians and cyclists – Full Comments 46 total (pg 2/3)

	South End Resident
	Nearby Resident
	Non-resident employee, business or property owner
	Other

57	<b>consider adding CDPHP bike access</b> at a few spots around the loop
70	a <b>PROTECTED or separated bike lane / multi use path</b> would be better so people can feel safe. Also speed humps and narrower lanes. If the road is straight and wide, people will drive fast regardless of signs or speed limits. if transportation is handled correctly then it will be easier to encourage mixed use development to run this area more into a neighborhood rather than empty buildings and vehicles
74	It's a good goal, but so long as there are <b>trains and traffic constantly</b> running down 787 it is going to be an <b>unpleasant</b> place to be.
75	Albany in general needs <b>more pedestrian and bicycle infrastructure!</b>
76	Biking and walking in this area is pretty uncomfortable as-is. I am <b>worried</b> that the "improve relationship between bicycles, pedestrians, trucks, and vehicles" non-plan is code <b>for prioritizing vehicular traffic</b>
85	I would give this a 5 inasmuch as it <b>prioritizes access for bicycles and pedestrians</b> , but would defer to South End residents as to what has most value. On the face of it, the <b>4th Ave railroad crossing looks most promising.</b>
94	Make this place <b>more walkable please. Guarded sidewalks and bike lanes. Trees. Lower speed limits. Destroy 787.</b>
95	<b>Pedestrian railroad crossings are must!</b> I would love for there to be a <b>trolley</b> that utilizes the existing tracks, It would be a great way for people to navigate the waterfront from the south end to the north end.
96	This might be slightly ambitious. However, I believe with the existing rail lines already in place in the midst of 787. Would it be such a horrible idea to <b>consider a potential street car system likes days off the past? Many cities roughly the same metro size of Albany have implemented street cars with success.</b> This will also help decrease our carbon foot print and help make a trip to Albany from the outside that much easier and accessible. <b>A small system to start in place of 787,</b> with possible lines <b>running to the capitol</b> and maybe (this is a little extreme) a line <b>running to the train station</b> across the river. If by some miracle this gets seen and purposed. In future works we can <b>consider stretching those lines out to Troy and Schenectady.</b> As well as expanding on Albany lines possible up Washington to <b>UAlbany campus and crossgates mall.</b>
97	<b>Tear down 787 and build over the tracks.</b> Reconnect the people of Albany to the river and right this historical injustice.
98	By adding pedestrian infrastructure and enhancements to the park, you could build upon this by <b>allowing food trucks</b> in the summer to set up shop. With a busy bike path just up the road, it would allow people a place to rest, grab a bite to eat, and view the Hudson.
100	Please make flyers with qr codes and hang them up in the streets <b>more people need to hear about this!</b>
102	"Improve relationship between bicycles, pedestrians, trucks, and vehicles" <b>is too vague.</b> The other improvements look good.
105	Walking in Albany can be scary to say the least. I'm not one of those crime idiots, I mean that <b>people drive incredibly recklessly.</b> All for these proposed pedestrian improvements, but they need to be coupled with <b>traffic calming devices.</b>
106	Trucks. <b>Lighting.</b>

**Q6: Enhancements for pedestrians and cyclists – Full Comments 46 total (pg 3/3)**

	South End Resident
	Nearby Resident
	Non-resident employee, business or property owner
	Other

109	I had a <b>horrible injury as a child on an Albany sidewalk</b> that was uneven and missing a huge chunk of concrete. I am still physically limited by that injury 15 years later. I like this idea and understand it might not be in the design phase yet but I think specifics are important- <b>will there be protected bike lanes that cars cannot physically access? (Drivers love parking their cars in the bike lane if there's no median)</b> . Walkability is also important and many people in Albany use <b>wheelchairs</b> , so <b>level and even, wide sidewalks are very very important</b> . Please, no more injuries like mine or worse. We need protection from reckless and distracted drivers as well as protection from public works disinvestment.
111	Once I biked the connector. <b>I am glad the bicycle connector was built, but, I will admit, it is not a great experience</b> . What bothered me the most was the <b>traffic noise</b> . I can deal with the urban environment, but, the noise from the highway is overwhelming. The South End is completely cut off from from the waterfront. I am <b>so glad to see bike and pedestrian accommodations</b> . <b>A railroad crossing would be wonderful</b> . I live less than one mile from the Hudson. <b>I have lived here for nearly 40 years, and I have never walked to the river from my house. The Hudson is so close, but, the infrastructure makes it impossible to access on foot</b> . I would very much like to be able to stroll from my house to the Hudson.
116	As a biker I <b>appreciate the City's efforts to connect the Corning Preserve with the new bike trail to Voorheesville</b> . All efforts to enhance the experience should be encouraged!
117	Is there only one point of connection to the waterfront here? The <b>smell of the petroleum trains</b> from the Port is very problematic for this neighborhood, how can this be addressed? <b>Safe railroad crossing</b> for pedestrians is a possibility that should be considered at 4th Avenue.
122	Again I suggest <b>taking down 787</b> to provide <b>access to the river</b>
130	<b>Better pedestrian access and bike access/lanes/racks are essential</b> and vital. Albany has the ability to be an amazing walkable/bike friendly city if it fully commits
135	Maybe I'm thinking it may be <b>better to have a fewer access points from the south end to the waterpark</b> keeps the water park separate from the <b>Crime</b> and dirtiness that has taken over the south end
138	<b>Wonderful</b> . I hope there's a feeling that these are <b>connected to the rest of the city</b> , instead of feeling isolated. Could here be a <b>community garden, concert space</b> or other things that could draw people for active use? Unclear if enough space.
139	Same comments as above. I think <b>active use - short term, art exhibits, tours, performances or gardening</b> - would make the space more lively and appreciated by neighbors.
142	<b>Not sure</b> what this would look like or how it would work.
143	What are the proposed enhancements to improve connections into the South End Neighborhood
144	In general, these <b>pedestrian access improvements look good</b> . One still has to remember that because of circumstances that the City cannot control, this area <b>will be flooded occasionally by high river water</b> . It is <b>essential that any improvements would allow quick cleanup of mud deposits</b> and allow for as a little damage as possible by the water and mud, something to keep in mind.
145	Again, 5 based on neighbor approval. I know there's <b>concern about gentrification</b> . Be sure this is improvement without gentrification.
147	<b>I don't now</b> . This area <b>has a nice path through it as it is, but it doesn't feel comfortable. I don't see these changes altering this as long as all that empty industrial/commercial real estate is there</b> . But that <b>intersection right by the storage facility by the boat docks is a bit scary as it is, so that would DEFINITELY be a welcome improvement</b> .





**South Waterfront District Brownfield Opportunity Area (S-BOA)  
Virtual Open House #2**

**7. Do you have a connection to the South Waterfront District project area? (check all that apply)**

- South End Resident
- South End Employee
- South End Business owner
- South End Property owner
- Other user** (please describe e.g. Cherry Hill resident, port employee, Friends of Albany rower...)

**8. If you have any final thoughts, please share them below:**

**THANK YOU for sharing your feedback on the proposed S-BOA projects!!**

For more information, please visit <https://www.albanynywaves.com/>

## Q7. Do you have a connection to the South Waterfront District project area? (check all that apply)

Skipped question (no identifying info provided)	52
Answered question (complete or partial identifying info provided)	97
<i>*since many skipped or partially answered this question, consider numbers a minimum (not a total)</i>	
<b>South Ender - 38 noted a direct connection to the South End*</b>	
South End Resident	16
South End Employee	8
South End Business owner	4
South End Property owner	10
<b>Resident of Nearby District (11)</b>	
Center Square	4
Downtown	3
Delaware Ave	1
Park South	1
Eagle Hill	1
Hudson-Park	1
<b>Other type of South End user:</b>	
Bike / Pedestrian trails user (inc. South End Connector, Rail Trail, waterfront trails, area sidewalks)	24
Recreational user incl. parks	11
Kayaker / Rower	7
Port user (pass through area regularly)	3
Road user / through commuter	1
USS Slater BoD	1
River Educator (in South End)	1
Fisher (in South End)	1
Mohawk Hudson Land Conservancy	1
Giffen Parent	1
Public Historian (south end researcher)	1
<b>Other</b>	
Resident of other City of Albany district	24
Work in Albany	7

## Q8. If you have any final thoughts, please share them below

Commented: 34 **Skipped: 115**

General comments from earlier questions (not project specific) also included in this summary

### New comments are listed here (ideas the respondent expressed for the first time in the survey)

- Thanks! (7 respondents)
- I walk to work in this area - ped improvements / safety needed!
- Add security cameras
- a South End grocery store is a priority
- add a playground somewhere
- I wholly approve these ideas!
- such amenities would draw me to visit
- how can rail trail ambassadors engage with the South End connector?
- End the studies and act / please follow through (2 respondents)
- Encourage South End outreach beyond surveys. E.g. At implementation stage, hit streets with pamphlets and info to engage community directly (2 respondents)
- go above and beyond ADA
- one connected walkable waterfront from South End to Menands is a great vision!
- Enhancing access to USS Slater and more signage and enhanced entrance would be priority
- prioritize preferences of South End residents
- would like to see more direct South End enhancements
- improve parking lots in the underpasses near the Friends of Albany boathouse
- mobilize your allies and be inspired by other river cities
- This looks like it would be much easier to get to the river by bike!
- Remake a public waterfront: A public marina, a public park, a public ferry, a public center.
- More open spaces for parks, pedestrian safety, and potential for new business is what I would suggest the city of Albany focus on
- add piers onto river, with restaurant/commercial space (like Boston)
- remove U-Haul / industrial on waterfront
- enhancements to the west of the south end connector bike trail

## Q8. Final Thoughts– Full Comments 34 total (pg 1/2)

	South End Resident
	Nearby Resident
	Non-resident employee, business or property owner
	Other

17	<b>787</b> is the elephant in the room. Deal with that and everything else will be better.
25	Security is a major issue for those who want to bring families for a walk, therefore <b>security cameras</b> would help.
41	I feel like this is an area that already has <b>such little foot traffic</b> , investing a lot of money into it wouldn't be a great idea. The <b>Southend needs a grocery store</b> . That would be highly utilized and benefit everyone.
44	<b>Thank you</b>
45	Please go back to the drawing board. A lot of what you did was very nice but <b>not enough to significantly change the relationship to the city</b> .
48	As I stated earlier <b>combining B and C</b> would be the best way to reconstruct the waterfront. <b>Safety</b> should always be the number one concern before anything else.
52	I <b>work at 40 Broadway, and walk to work</b> . I would definitely love to see an improvement in the area. The proposal of <b>better/safer access for pedestrian traffic, is much needed in the area</b> .
57	maybe also consider including a <b>children's playground</b> in these plans
61	I <b>wholly approve</b> of these renderings to better the area for pedestrian and bicyclical connections, greenery, and improvements to the park and Dongan Ave greenspace.
70	TOD [ <b>transit-oriented development</b> ]
75	I don't live in the South End, but <b>increased amenities</b> like these would probably encourage me to cross over to that part of Albany to make use of them
85	<b>Albany County Rail Trail volunteer ambassadors</b> would love to extend their <b>operations more formally into the South End Connector</b> . How might South End community residents become involved?
94	End the studies and <b>act</b> .
95	I love these ideas presented and <b>would love to see them come to fruition! For that to happen you have to hit the streets with your message/plan</b> . Townhalls and public workshops are great platforms to share the information but they aren't exactly accessible. What I mean by that is (as an Albany resident who also works in Albany) Is that most people in the area have never heard about this, and honestly if it weren't for linkedin I wouldn't have either. I <b>truly think the best way to spread the word is to make brochures/pamphlets and engage with people on the street. get a crew of volunteers to go hit the streets in these neighborhoods and get the dialogue going!</b> It's something I've mentioned to S Townsend but I feel like it fell on deaf ears. If the community isn't engaged on their level it's just going to be a circle of urban planners and engineers discussing ideas that will never come to fruition.
96	<b>Density</b> is key in my opinion. While we will never be nor do we want to be like NYC. We can certainly take parts of their system and use them to maximize our streets and save our air. <b>More density to make it much easier to walk and get groceries, prescription, and other necessities. As well as much more accessible public transit. CDTA is making strides</b> in their BRT lines but if we want to continue to grow as a city and an area, we must <b>consider taking a step up from buses</b> . Without bus exclusive infrastructure they become a cog in the traffic machine just as any other single person vehicle would.
97	All of these improvements are <b>greatly needed. Thank you!</b>

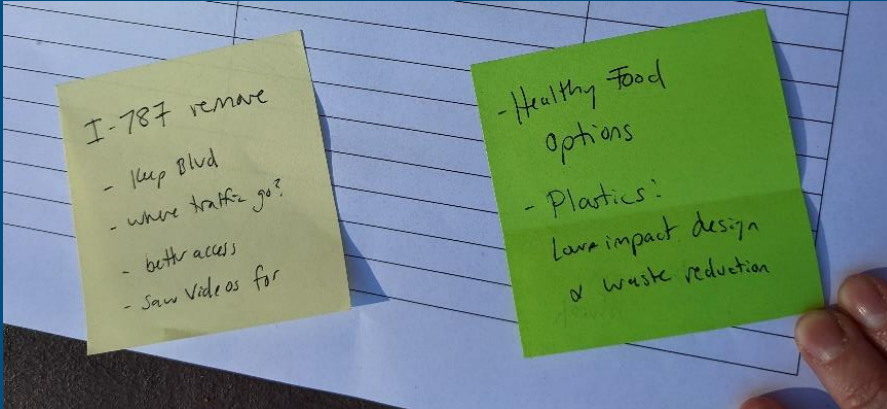
## Q8. Final Thoughts– Full Comments 34 total (pg 2/2)

	South End Resident
	Nearby Resident
	Non-resident employee, business or property owner
	Other

102	I would like to see <b>improvements to the parking lots in the underpasses near the friends of Albany boathouse</b> . It feels unsafe to be there, and the space is very intimidating <b>because of 787 overhead</b> . I'm concerned that these proposed improvements, while great, will amount to <b>"lipstick on a pig"</b> while 787 is still the main feature of Albany's waterfront.
106	<b>Mobilize your allies</b> . Opponents of change are powerful and well funded. <b>Look to other river cities</b> ; models and ideas abound.
109	<b>Go above and beyond what is ADA accessible</b> and actually follow through on this please. Albany is the best place on earth.
111	<b>Thank you</b> so much for making these improvements.
113	Any way to cleanly tie together the complete boundary of our waterfront would be excellent. It would be a great <b>vision to be able to walk along the waterfront from the south end all the way up to where our trails merge with Menands</b> .
114	<b>Enhancing access to USS Slater and more signage and enhanced entrance would be priority. Upgrading the park for family friendly activities would be great - playground and grills.</b>
116	<b>Appreciate</b> your conducting this survey!
117	<b>Thanks</b> for doing this work! Please engage local South End neighbors with <b>more robust outreach than just an online survey</b> .
122	<b>Removal of 787</b> would be the wisest move Albany could make to provide access to the river for Albany residents and workers here
124	I've ridden my bike to the south end connector and then felt confused about where I'm supposed to go from there. This <b>looks like it would be much easier to get to the river by bike!</b>
130	A <b>heavy emphasis on walkability</b> is important
135	<b>Who's paying</b> for this project
139	<b>So glad</b> the city is paying attention to this neglected corridor. I think the <b>more events, activities held there the better</b> these spaces will be treated and appreciated.
142	<b>Preference should be given to desires of people who live in the south end</b> . This is their neighborhood.
143	<b>Would like to see more direct enhancements in the South End Neighborhood</b>
144	<b>Although I quibble about details, I'm delighted that this current administration is actually serious about waterfront improvements</b> and just as importantly, <b>creating access to the waterfront from the South End</b> .
145	Have a <b>sense of abundance and great taste</b> .
147	Aside from the one scary intersection, I'm not sure that these spaces would be substantially more user friendly with these changes. <b>It doesn't seem like much bang for your buck</b> .

## Tricentennial Park Pop-up event – 11.3.22

A pop-up open house was held to promote the survey(s) in this downtown park during lunch hours on a unseasonably warm and sunny day. Over 40 people were engaged and invited to complete the survey online. A few shared their ideas and left handwritten notes on the maps as shown below. Fliers were also posted at N-BOA businesses on Broadway.



### Comments:

- Remove I-787, keep as a blvd

- If remove 787, where will the traffic go? On local streets? What is the impact?

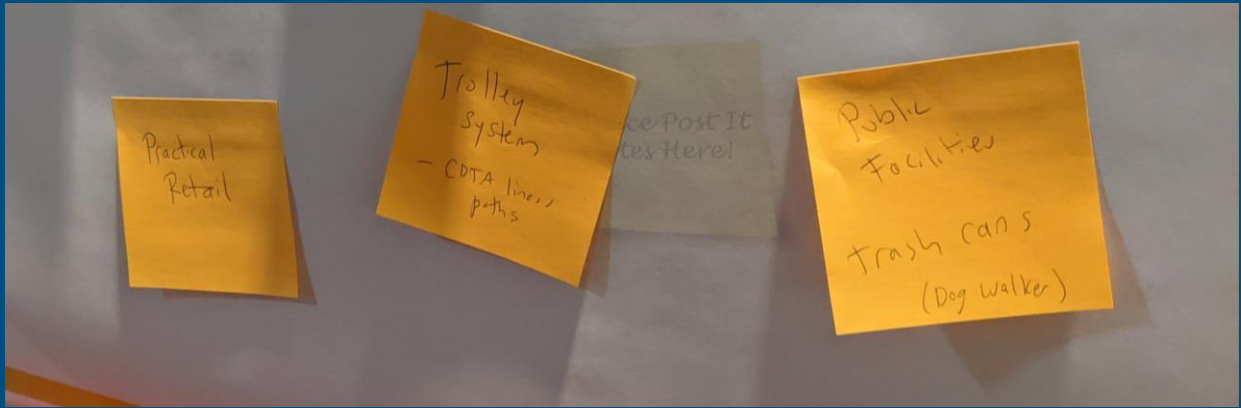
- Interested in 787 removal ideas, saw videos for, could improve access to river

- Would like to see more healthy food options in waterfront neighborhoods and (as a streetsweeper) – better waste reduction practices, e.g low-impact design and less plastic



## South End Night Market Pop-up event – 11.17.22

A pop-up open house was held to promote the survey(s) at the final South End Night market of the season in the Albany Housing Authority building on Broadway. Participants were invited to complete the survey online. A few shared their ideas and left handwritten notes on the boards as shown below.



### Comments:

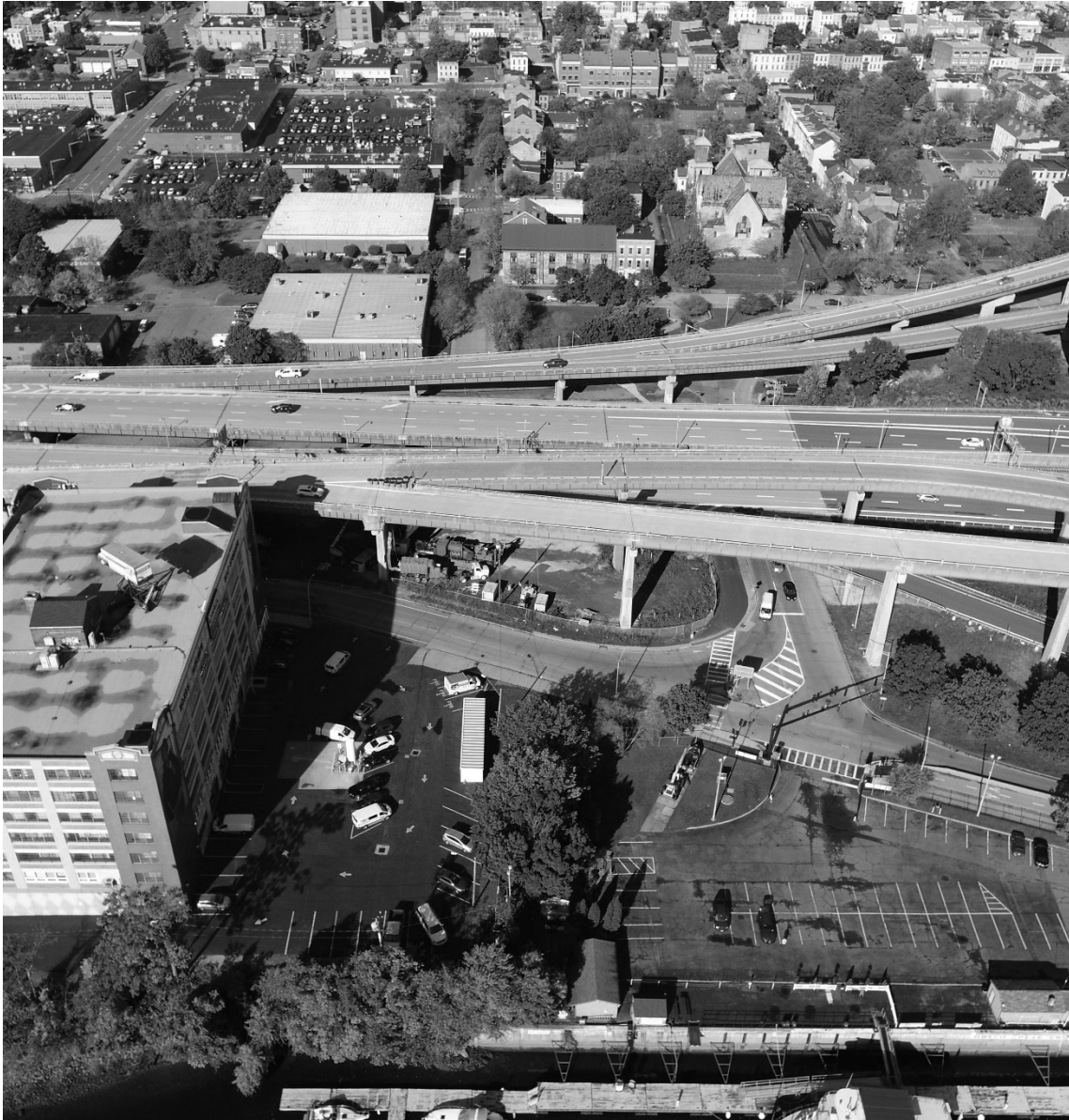
- Practical Retail (in waterfront areas, South End neighborhood)

- More/ improve public facilities, including trash cans (for dog walkers)

- (re)Install a Trolley system in Albany. Could follow established CDTA lines



# Appendix I – Combined Sewer Overflow (CSO) Technical Note



Drone image of Broadway looking north (Consultant Team Drone Imagry)



# TECHNICAL NOTE

Project name **South Albany Brownfield Opportunity Area Nomination Study**  
 Project no. **1940100192**  
 Client **City of Albany**  
 Technical Note no. **1**  
 Version **2**  
 To **City of Albany Department of Planning & Development**  
 From **James A. Cammer**  
 Copy to **Lisa Nagle – Elan Planning & Design**

Prepared by **James A. Cammer**  
 Checked by **[Name]**  
 Approved by **Paul D. Romano**

This memo was prepared as part of the above referenced study regarding the Combined Sewer Overflow (CSO) Environmental Impact Analysis and Plan for Potential Separation. A review of the NYSDEC Long Term Control Plan and analysis of the impact on water quality resulting from the six combined sewer overflow discharge points located in the S and N Brownfield Opportunity Area Districts are described. The analysis leads to a plan for potential solutions, that could potentially include sewer separation and/or the construction of Green Infrastructure improvements.

Date October 07, 2022

## 1 ALBANY’S COMBINED SEWER OVERFLOW SYSTEM

### BACKGROUND

In 2011, the City completed a plan known as the Long-Term Control Plan (LTCP) which identified a series of projects that would reduce the amount of combined sewage that would overflow out of the combined sewer system during wet weather. Certain manholes in the combined sewer system include “regulators” or “control devices,” such as weir or gates and during some rain events, sewage levels will rise high enough to trigger these devices. At that point, a portion of the combined sewage enters ‘overflow’ pipes that direct the wastewater to a satellite screening or treatment facility and/or the nearest stream or river where it discharges.

CSOs are known have serious impacts on the region’s water quality. These overflows contain parthenogenic bacteria, heavy metals, and other sources of contamination including sediment and debris.

To address the CSO issue in the North and South Brownfield Opportunity Areas (BOAs), selected areas were analyzed to determine if ‘Floatable Control Facilities’ could screen the stormwater before flowing into the Hudson River.

## 2 POTENTIAL CSO PROJECTS

### SOUTH WATERFRONT BOA DISTRICT

There are two CSO locations identified by the 2011 LTCP that could benefit from installation of a Floatable Control Facility that are adjacent to the South

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Waterfront District. CSO Regulator #1 is located near the intersection of Bouck Street and South Pearl Street, and discharge to SPDES Permitted Outfall 013. Regulator #2 is close by at the intersection of Gansevoort Street and Franklin Street, and discharge to Outfall 014. Both outfalls are along the shore of the Hudson River at Island Creek Park. See Figure A – South BOA Outfall Locations.

A Floatable Control Facility, also known as a Remote Treatment Unit (RTU), uses hydraulic vortex flow principals to separate floating debris such as paper, plastic, grease etc. materials picked up by stormwater flow entering the Combined Sewer System (CSS) and prevents it from being released to the environment through waterways such as the Hudson River. Suspended solids, sludge, sand and grit are also concentrated at the bottom of the unit. These materials are then routinely drawn off and transferred by gravity flow or pumped into a dedicated sanitary sewer for treatment/disposal. The floatables are screened and backwashed into a chamber for disposal. These units are typically designed for the larger overflows on a CSS and are sized to handle peak storm events coming from the upstream sewer shed area. The RTU facility can be located to intercept the sewer overflow and be constructed with structures either partially above or totally below ground level.

An approximate sewer shed for each CSO is presented as attached Figure B – South BOA Sewer Shed Areas. Detailed hydraulic computer modeling will be used to determine the design flow for each RTU. An overflow bypass is also provided for extreme weather events. An RTU can be configured with multiple separation structures that allow them to split the flow and be reasonably sized. Multiple structures also provides redundancy for performing routine maintenance and screen cleaning. Depending on the location, disinfection of the clarified water before it is discharged may be required. The chemical contact is improved by the mixing action created by the RTU vortex flow.

#### NORTH WAREHOUSE BOA DISTRICT

Approximately 60% of the sewer system in the North BOA is combined storm and sanitary piping. Outfall 032 is just north of the N-BOA boundary and discharges overflows from areas south of Tivoli Street into the Hudson River. CSO Regulator #19 is located at the intersection of Thatcher Street and Broadway. A second CSO Regulator #22 at Tivoli and North Pearl Street also discharges to Outfall 032 by way of the Patroon Creek Conduit. See Figure C – North BOA Outfall Locations.

The recommended improvement for this area is to convert the very old CSS into separate storm water and sanitary sewage collection systems. Typically, the condition and capacity of the existing pipe network is evaluated to determine which continued application is best, either as storm or sanitary. New sanitary sewers may be of smaller diameter than the existing CSS due to not being oversized for wet weather flow and to maintain adequate velocity of the solids carrying wastewater. Replacement of sanitary lines with new materials also reduces the exfiltration of potentially harmful untreated wastes into the environment. The upstream tributary collection system for Regulators #19 and 22 is outlined on Figure D - North BOA Sewer Shed Areas. Installation of flow meters at key locations and hydraulic modeling are used in designing new sewer improvements to potentially close these overflows permanently.

### **3 GREEN INFRASTRUCTURE SOLUTIONS**

#### STORMWATER INFLOW REDUCTION

The traditional “grey water” approach to urban infrastructure, which is to discharge rainwater into sewer pipes, is not always a feasible solution for urban areas. Nor does it provide socio-economic benefits that

water and landscaping provide (i.e., reduce urban heat island effect, CO2 absorption, visually appealing urban spaces, etc.) Blue Green Infrastructure (BGI) solutions offer a feasible and valuable solution for urban areas facing the challenges of climate change and resulting increased water volume from storm events. It complements and, in some cases, mitigates the need for grey infrastructure. BGI connects urban hydrological functions (blue infrastructure) with vegetation systems (green infrastructure) in urban landscape design. It provides overall socio-economic benefits that are greater than the sum of its individual components. Taken together as a comprehensive system, these components of BGI projects strengthen urban ecosystems by employing natural processes in man-made environments. They combine the demand for sustainable water and stormwater management with the demands of adaptive urban life and planning.

BGI for stormwater management can serve to benefit the City's goals for CSO reduction. BGI can help to mitigate the impacts of new development and redevelopment on the City's combined sewer system and to help the City remain in compliance with applicable consent orders regarding management of combined sewer flows. BGI techniques that retain, divert, delay, or infiltrate runoff during wet weather events from reduce combined sewer overflow discharges. These infrastructure practices include constructing tree pits receiving street runoff, rain gardens, permeable pavement and sidewalk pavers that allow stormwater to infiltrate back into the ground instead of entering the sewer collection system.

As part of the BOA process, a Blue Green Infrastructure report was prepared that outlines potential solutions (both in form and in location). See [Blue Green Infrastructure Framework: Albany Brownfield Opportunity Areas Program](#).



--- SBOA BOUNDARY

**BROWNFIELD OPPORTUNITY NOMINATION STUDY  
AND LOCAL WATERFRONT REVITALIZATION PROGRAM**  
SOUTH BOA OUTFALL LOCATIONS

**FIGURE A**

RAMBOLL AMERICAS ENGINEERING SOLUTIONS, INC.



- SBOA BOUNDARY
- SEWER SHED BOUNDARY

### BROWNFIELD OPPORTUNITY AREA NOMINATION STUDY AND LOCAL WATERFRONT REVITALIZATION PROGRAM

SOUTH BOA SEWER SHED AREAS

FIGURE B





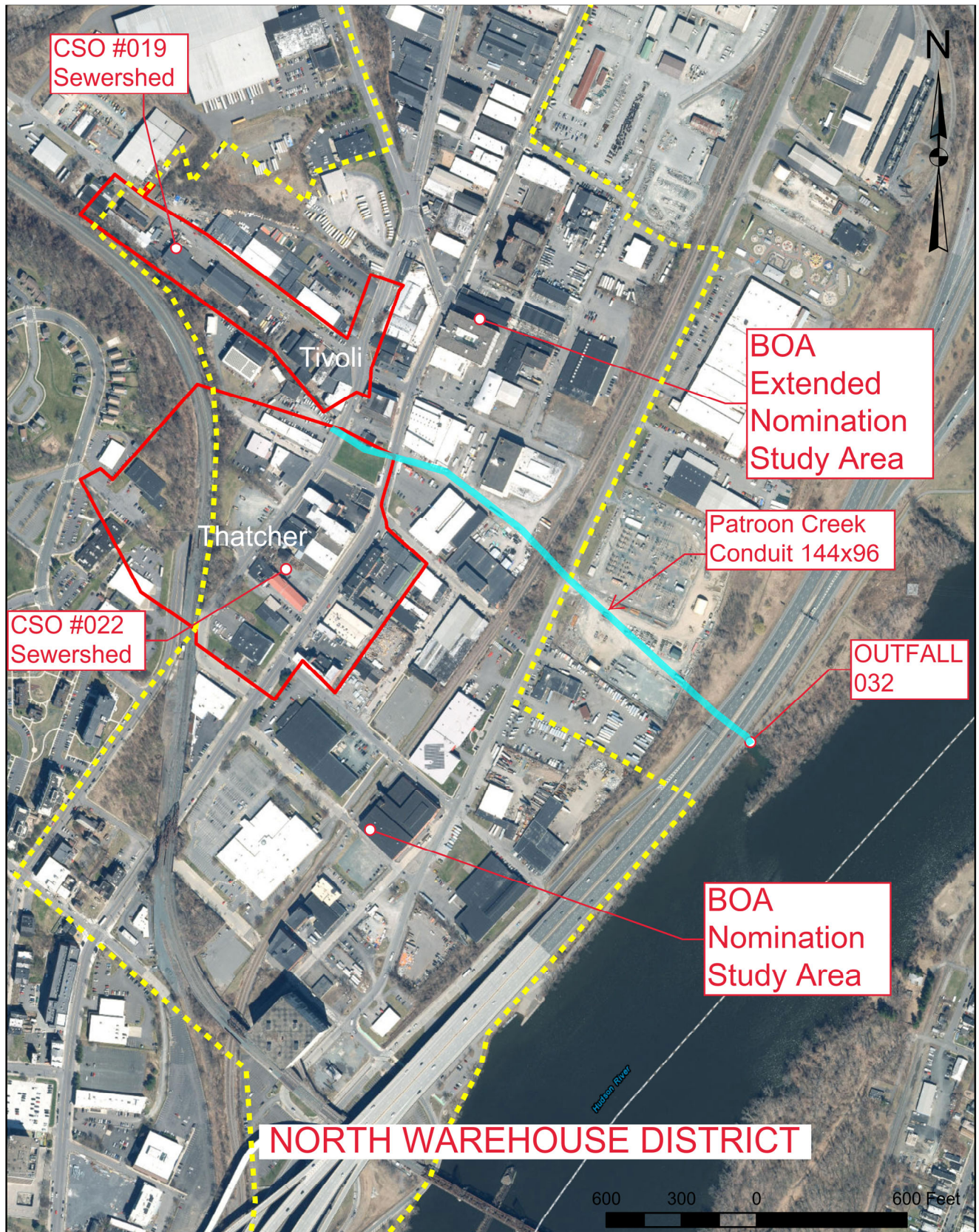
--- NBOA BOUNDARY

**BROWNFIELD OPPORTUNITY NOMINATION STUDY  
AND LOCAL WATERFRONT REVITALIZATION PROGRAM**  
NORTH BOA OUTFALL LOCATIONS

**FIGURE C**

RAMBOLL AMERICAS ENGINEERING SOLUTIONS, INC.





- - - - NBOA BOUNDARY
- - - - SEWER SHED BOUNDARY

**BROWNFIELD OPPORTUNITY AREA  
NOMINATION STUDY AND LOCAL  
WATERFRONT REVITALIZATION PROGRAM**

NORTH BOA SEWER SHED AREAS

**FIGURE D**

