



WAVES

Waterfront Access • Vitality • Economic Strategy

Albany South Waterfront District Brownfield Opportunity Area Nomination Study



**Department
of State**

April 2024



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



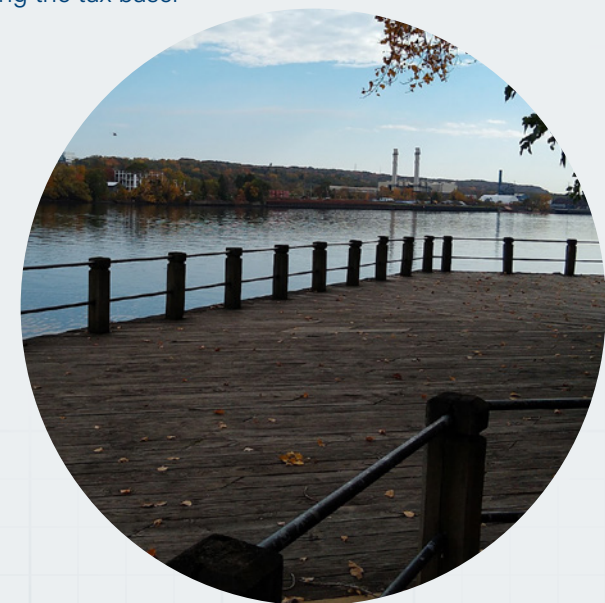
II. Community Vision and Goals

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.



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, NYSDOS, consultant team, and steering committee conducted an immersive walking tour of the SBOA in October 2020.

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

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

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

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

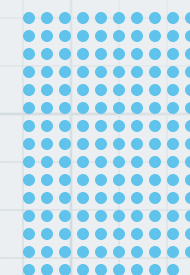
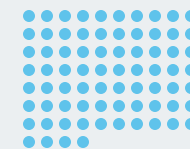
Albany Tulip Festival - May 8, 2022. The city tabled at this annual event to share information about the SBOA project with the Albany community.

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

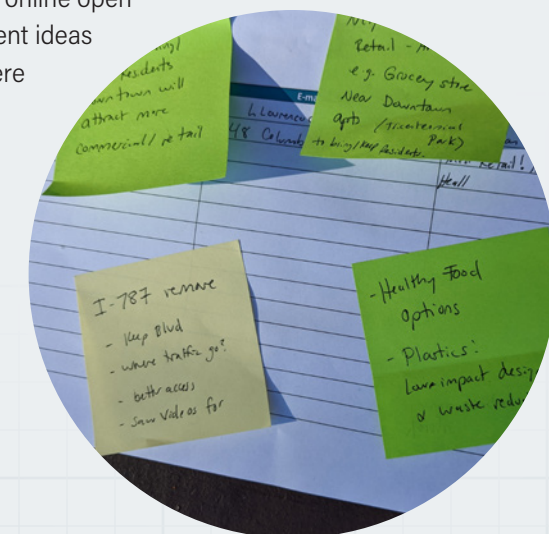
South End Night Market - November 17, 2022. The city tabled at the South End community market organized by A Village to share information about the SBOA project, promote the second Open House, and collect feedback on proposed improvements.

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

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



● = 1 Person



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.



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 space¹ 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 Fourteen SAC Self-Storage	107 Broadway	0.51	1
3	75 Broadway	1.17	1
4 Adirondack Transit 1	60 Broadway	0.55	2
5 Adirondack Transit 2	48 Broadway	0.73	2
6 Adirondack Transit 3	33 Broadway	0.75	1
7 Greco Construction	10 Broadway	0.70	2

Area-wide Considerations

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

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



Figure E-2 South Waterfront District BOA Strategic Sites

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

Strategic Sites 1, 2, 3 • Fourteen SAC Self-Storage

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

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

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

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

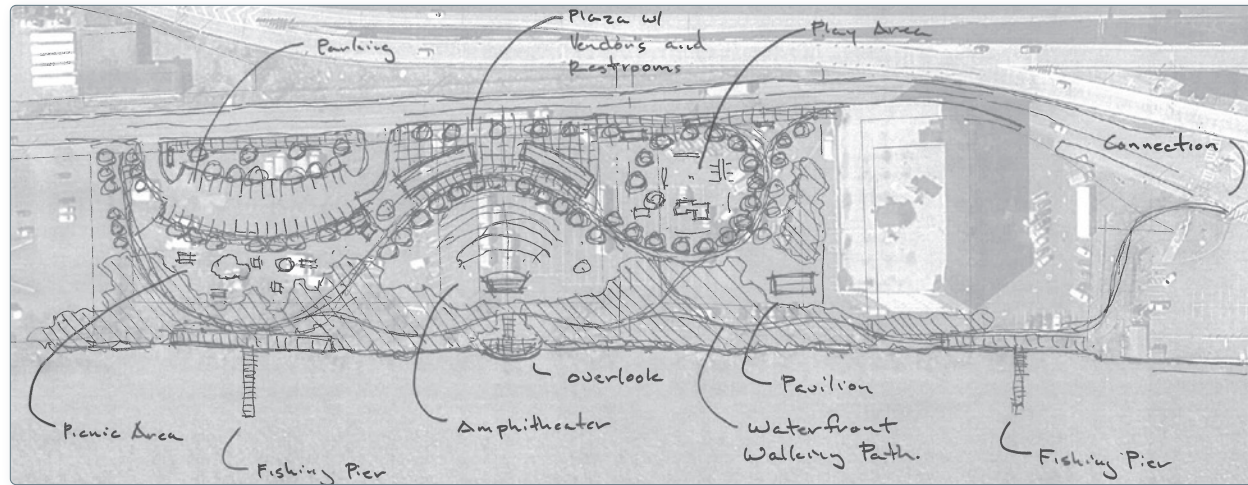


Figure E-3 Preliminary Concept of Riverview Park

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

C. Strategic Site 4 - Adirondack Transit 1

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

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

D. Strategic Site 5 - Adirondack Transit 2

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

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

Environmental Zone BCP tax credits.

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

E. Strategic Site 6 - Adirondack Transit 3

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

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

F. Strategic Site 7 - Greco Construction

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

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

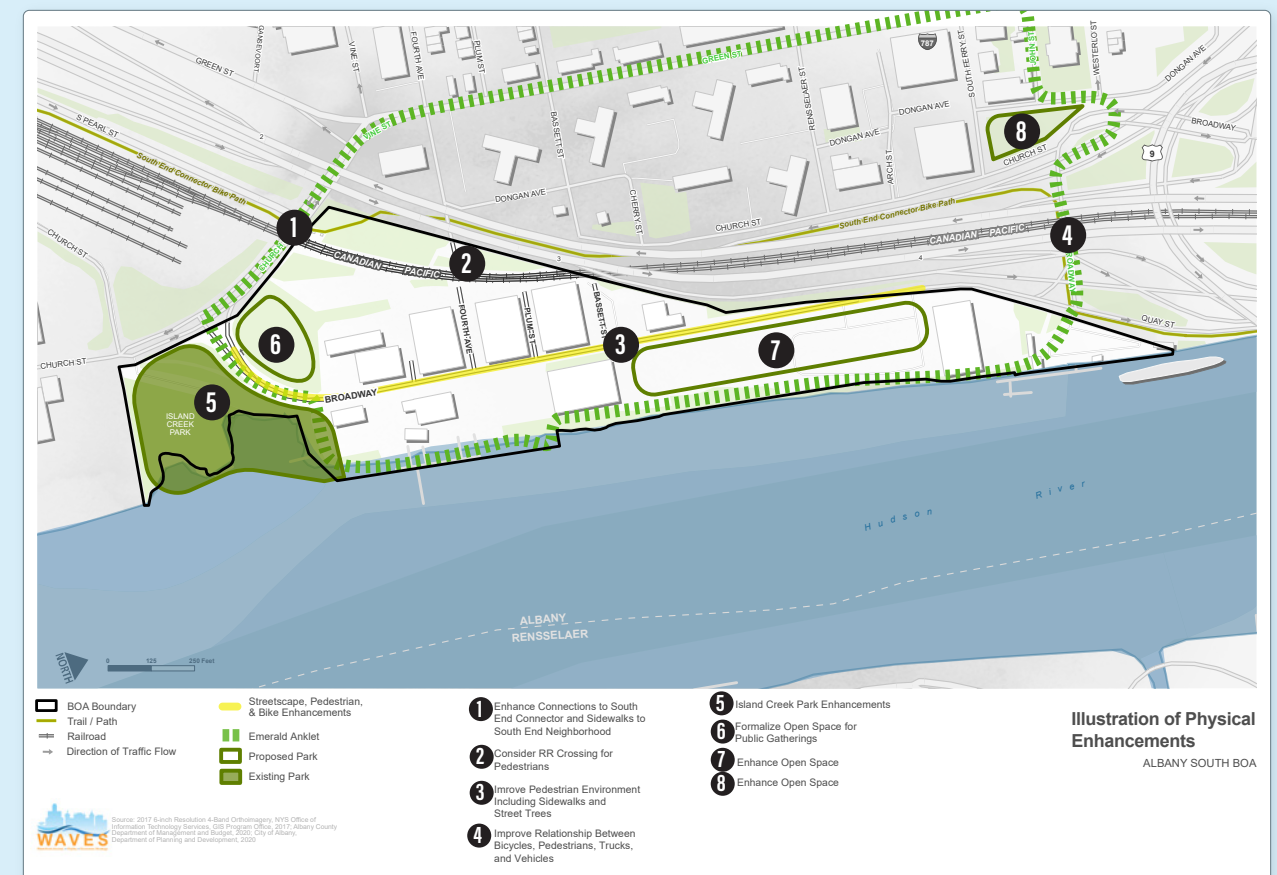
VII. Physical Enhancement Plan and Recommendations

A. Physical Enhancements Plan

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

The recommendations and Physical Enhancements Plan are detailed in **Section 4** of the report.

Figure E-4 South Waterfront District BOA Physical Enhancements Plan



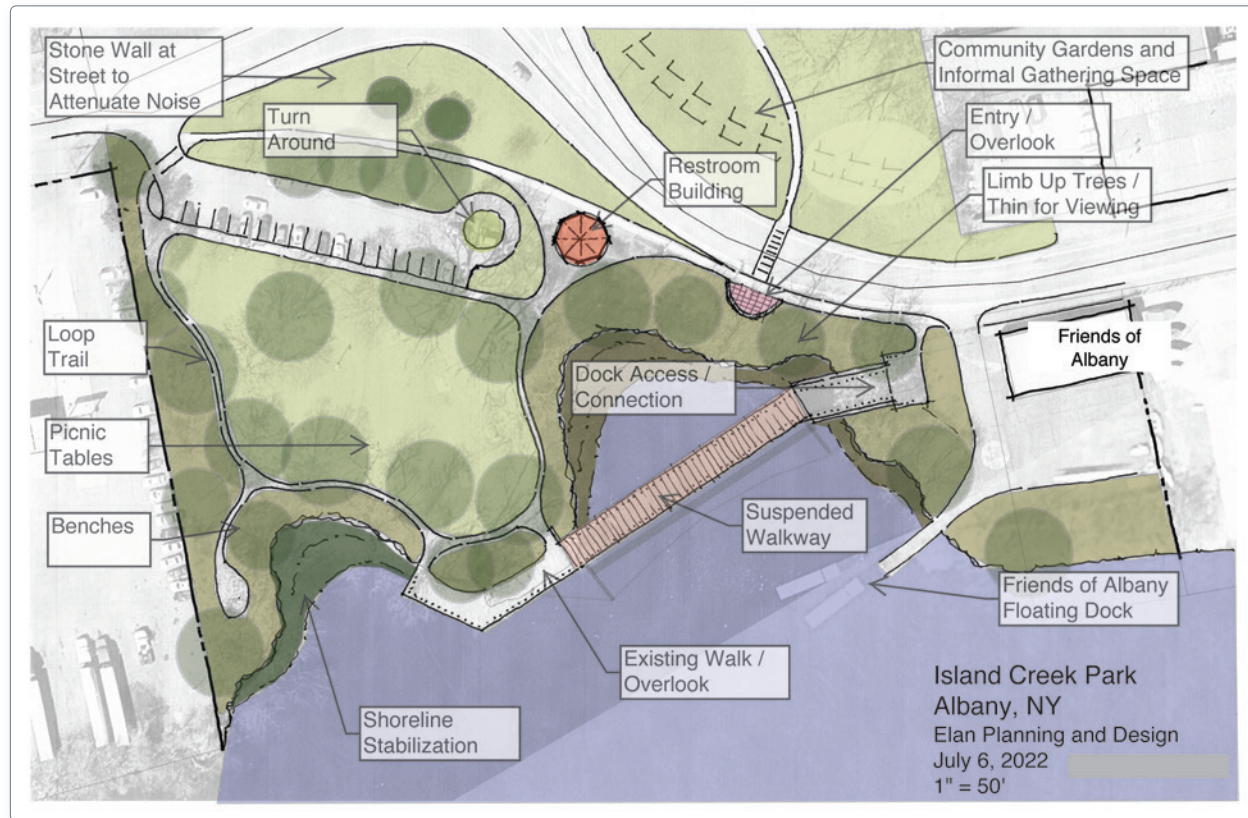


Figure E-5 Concept Design of Proposed Enhancements to Island Creek Park

B. Island Creek Park Enhancements

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

C. Other Recommendations

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

Land Use & Real Estate Recommendations

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

Multimodal Connectivity Recommendations

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

Infrastructure & Environment Recommendations

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

