



# WAVES

Waterfront Access • Vitality • Economic Strategy

## Albany North Warehouse District Brownfield Opportunity Area Nomination Study

April 2024



Department  
of State



# 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

### 2.0 COMMUNITY PARTICIPATION AND ENGAGING PARTNERS

- 2.1 Community Participation Plan.....2-1
- 2.2 Steering Committee.....2-2
- 2.3 Stakeholder Engagement.....2-3
- 2.4 Community Outreach.....2-4

### 3.0 ANALYSIS OF THE PROPOSED NBOA

- 3.1 Community and Regional Setting.....3-1
- 3.2 Economic and Market Trend Analysis.....3-7
- 3.3 Existing Land Use.....3-9
- 3.4 Zoning.....3-14
- 3.5 Land Ownership.....3-21
- 3.6 Parks and Open Space.....3-25
- 3.7 Historic or Archaeologically Significant Sites.....3-26
- 3.8 Transportation Systems.....3-33
- 3.9 Infrastructure.....3-42
- 3.10 Natural Resources & Environmental Features.....3-46
- 3.11 NBOA Redevelopment Opportunities.....3-50

### 4.0 KEY FINDINGS, RECOMMENDATIONS, AND IMPLEMENTATION STRATEGY

- 4.1 Redevelopment Opportunities.....4-2
- 4.2 Site Assessments.....4-24
- 4.3 Summary Findings and Recommendations.....4-26
- 4.4 NBOA Key Findings and Policy and Project Recommendations.....4-29
- 4.5 Selected Redevelopment Concepts.....4-43
- 4.6 Implementation Strategy.....4-45

# FIGURES

## EXECUTIVE SUMMARY

- Figure E-1 North Warehouse District BOA Study Area.....vi
- Figure E-2 Physical Enhancement Plan.....xviii

### 1.0 PROJECT DESCRIPTION AND BOUNDARY

- Figure 1-1 Community Context Map and Study Area Context Map.....1-5

### 2.0 COMMUNITY PARTICIPATION AND ENGAGING PARTNERS

### 3.0 ANALYSIS OF THE PROPOSED NBOA

- Figure 3-1 Population and Income Comparison, City of Albany and the Capital Region.....3-5
- Figure 3-2 Employment Sectors.....3-6
- Figure 3-3 Industrial Sector Growth, 2010-2020, Albany County.....3-6
- Figure 3-4 Projected Industrial Sector Growth 2020-2030, Albany County.....3-6
- Figure 3-5 NBOA Land Use.....3-11
- Figure 3-6 NBOA Zoning.....3-15
- Figure 3-7 NBOA Land Ownership.....3-23
- Figure 3-8 NBOA Parks and Open Space.....3-27
- Figure 3-9 NBOA Historic or Archaeologically Significant Areas.....3-29
- Figure 3-10 Map of Little Basin, and Locks 1 and 53. 1895 Schillner Map.....3-32
- Figure 3-11 Original Erie Canal Basin and Channels.....3-32
- Figure 3-12 NBOA Transportation and Infrastructure.....3-35
- Figure 3-13 NBOA Natural Resources and Environmental Features.....3-47
- Figure 3-14 NBOA Water Flow and Low Spots.....3-49
- Figure 3-15 NBOA Floodplain at Tivoli Creek.....3-50
- Figure 3-16 Brownfield, Abandoned, and Vacant Sites.....3-53
- Figure 3-17 NBOA Strategic Sites and Clusters.....3-59

### 4.0 KEY FINDINGS, RECOMMENDATIONS, AND IMPLEMENTATION STRATEGY

- Figure 4-1 Physical Enhancement Plan.....4-27
- Figure 4-2 NBOA Pleasant Street Park Concept.....4-44
- Figure 4-3 Little Basin Park Concept.....4-45





# TABLES

## EXECUTIVE SUMMARY

Table E-1	Summary of Environmental Conditions at Brownfield Sites in the NBOA.....	xii
Table E-2	Strategic Sites and Clusters of Opportunity.....	xiv

## 1.0 PROJECT DESCRIPTION AND BOUNDARY

Table 1-1	Priority Ranking of BOA Redevelopment Areas identified in the Albany 2030 Plan.....	1-8
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## 2.0 COMMUNITY PARTICIPATION AND ENGAGING PARTNERS

Table 2-1	NBOA Steering Committee Meetings.....	2-2
Table 2-2	Stakeholder Interviewees.....	2-3
Table 2-3	Public Engagement Activities.....	2-4

## 3.0 ANALYSIS OF THE PROPOSED NBOA

Table 3-1	Population and Income Comparison, City of Albany and the Capital Region.....	3-4
Table 3-2	Existing Land Use, NBOA.....	3-10
Table 3-3	Zoning Districts.....	3-17
Table 3-4	Land Ownership Parcels.....	3-21
Table 3-5	NBOA Traffic Data.....	3-38
Table 3-6	NBOA Transit Routes (2020).....	3-41
Table 3-7	Environmental Ranking of Brownfield Properties.....	3-51
Table 3-8	NBOA Site Ranking Categorization.....	3-52
Table 3-9	Strategic Sites and Clusters of Opportunity.....	3-57
Table 3-10	NBOA Qualitative and Quantitative Model Inputs.....	3-61

## 4.0 KEY FINDINGS, RECOMMENDATIONS, AND IMPLEMENTATION STRATEGY

Table 4-1	Central Warehouse Redevelopment Potential Scorecard.....	4-3
Table 4-2	Erie Boulevard Vacant Lot Redevelopment Potential Scorecard.....	4-4
Table 4-3	Central Warehouse Cluster Potentially Complementary Sites.....	4-6
Table 4-4	Nipper Building Redevelopment Potential Scorecard.....	4-10
Table 4-5	Nipper Cluster Potentially Complementary Site.....	4-10
Table 4-6	Former Argus Press Building Redevelopment Potential Scorecard.....	4-12
Table 4-7	North Broadway/Argus Cluster Potentially Complementary Sites.....	4-15
Table 4-8	443 North Pearl Street Redevelopment Potential Scorecard.....	4-16
Table 4-9	275 North Pearl Street Historic Church Redevelopment Potential Scorecard.....	4-20
Table 4-10	North Pearl Street Historic Cluster Potentially Complementary Sites.....	4-21
Table 4-11	North Pearl Street Vacant Lot Redevelopment Potential Scorecard.....	4-22
Table 4-12	Strategic Sites Recommended for Site Assessment.....	4-24
Table 4-13	Land Use and Real Estate Recommendations.....	4-31
Table 4-14	Multimodal Connectivity Recommendations.....	4-34
Table 4-15	Infrastructure and Environment Recommendations.....	4-38
Table 4-16	Blue-Green Infrastructure Recommendations.....	4-40
Table 4-17	Waterfront Gateway Recommendations.....	4-42
Table 4-18	Implementation Matrix Timeline.....	4-46







## EXECUTIVE SUMMARY

The Albany North Warehouse District Brownfield Opportunity Area (NBOA) Nomination Study evaluates the study area and presents a plan for reinvestment and revitalization, which includes detailed project recommendations. The study focuses on identifying key sites that can act as catalysts for redevelopment and providing recommendations for their reuse. A Physical Enhancement Plan illustrates a strategy for incorporating mixed use infill development along Broadway while maintaining commercial and light industrial uses, reconnecting the district to the waterfront, and improving public spaces and multimodal infrastructure.

The Nomination Study was completed with funding from the New York State Department of State (NYS DOS). 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

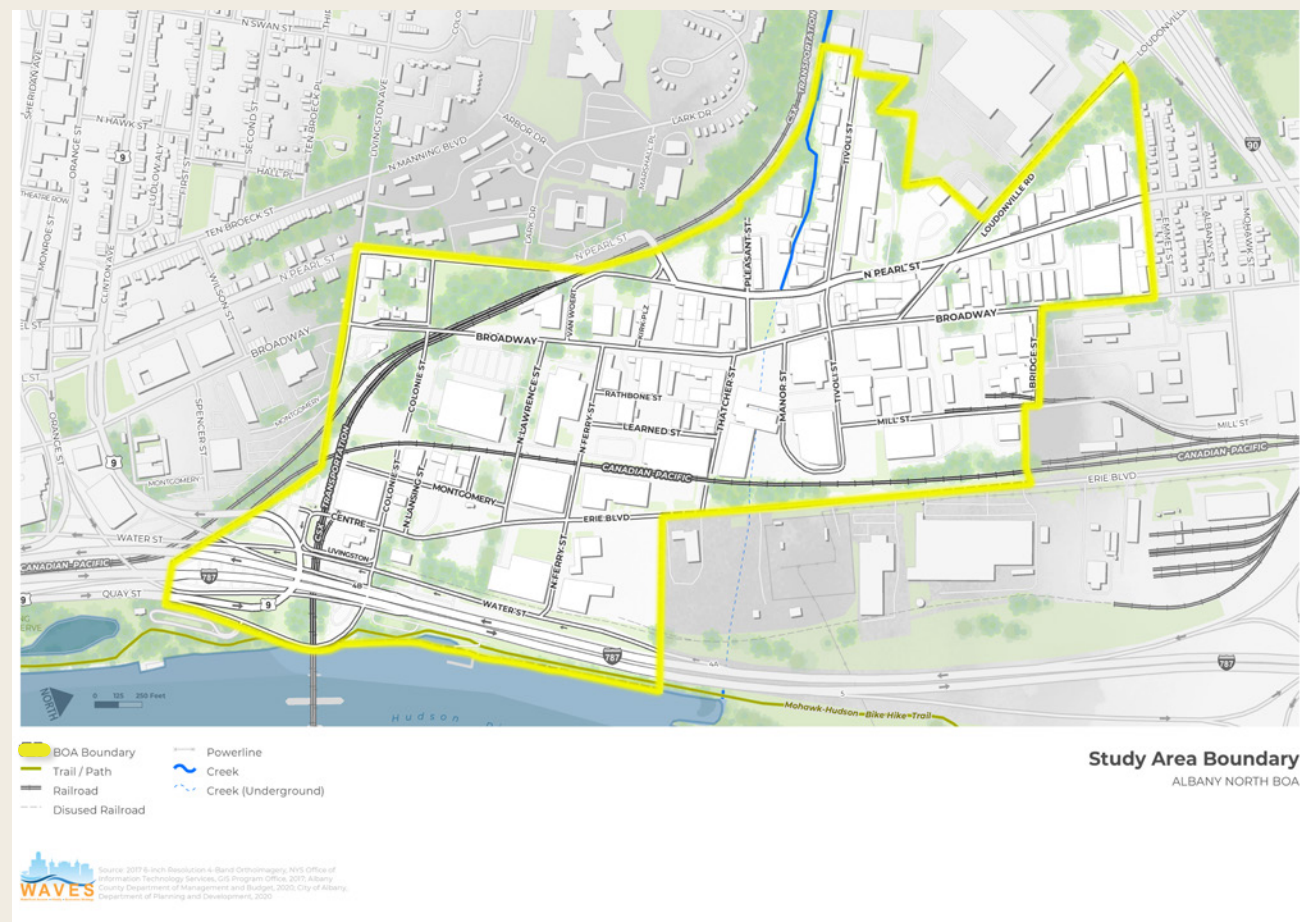
The City of Albany in Albany County covers roughly 22 square miles, with 4.6 miles of riverfront. It is situated in New York's Capital Region in the Hudson River Valley. According to the 2019 U.S. Census, Albany has a population of approximately 96,460. The city has a rich history as a multi-cultural center of commerce and transport, driven by its strategic location on the Hudson River. Today, Albany boasts substantial commercial enterprise, prominent educational institutions, and a diverse populace within various neighborhoods.

The 183-acre study area is located in the North Warehouse District in the northwest corner of Albany. The study area is situated north of downtown on the Hudson River with the neighborhoods of Arbor Hill and

Ten Broeck Triangle to the west and North Albany to the north. The NBOA includes a portion of the Patroon Creek tributary, the Hudson River shoreline, and the former entrance of the Erie Canal. The area also includes major transportation infrastructure including the Canadian Pacific and CSX railroads, and I-787 and I-90, which separate the district from its waterfront and adjacent neighborhoods.

The NBOA is a historically significant commercial and industrial area in the City of Albany, notable for its longstanding role as a working waterfront that served both the local Albany community and the wider Capital Region. The ebb and flow of industrial businesses over time has left a concentration of over 50 brownfields in this area.

Figure E-1 North Warehouse District BOA Study Area



## II. Community Vision and Goals

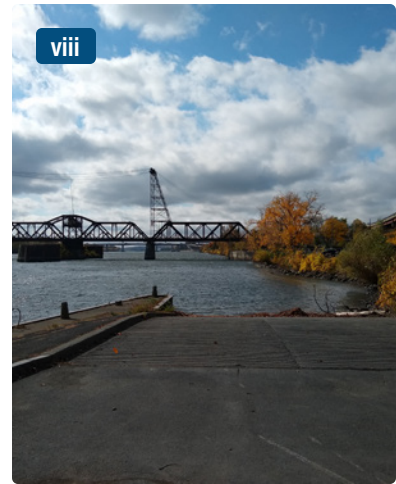
### VISION STATEMENT

**The North Warehouse District Brownfield Opportunity Area (NBOA)** has built on its history as a working waterfront and its natural and human resources including its Native American, African American, and immigrant heritage to become a model for sustainable urban revitalization, local production, and placemaking. The mixed-use commercial district reflects a balanced approach to economic opportunity, social equity, and environmental quality that is locally driven and benefits all members of the community.

### GOALS

- 1 Distinct and Authentic Character.** The NBOA remains a working waterfront with a mix of modern commercial, industrial, and manufacturing businesses. Distinctive Albany landmarks and businesses anchor the rejuvenation of the area, which has retained its character and historic architecture through adaptive reuse while incorporating new, context-sensitive architectural and urban design features on previously vacant or blighted properties. The NBOA has reclaimed its long-buried relationship with the Hudson through commercial and recreational uses that connect people with the riverfront.
- 2 Vibrant Urban Activity Center.** The NBOA is cool; a center of creative energy with local, "Made in Albany" manufacturers, crafters, artists, and nightlife. Long-established businesses thrive alongside new ventures and an urban food, drink, and entertainment scene. The District hosts a mix of industrial, commercial, residential, cultural, recreational, and entertainment uses at various scales.
- 3 Safe, Livable Communities.** The NBOA is a desirable place to be, with walkable streets, historic architecture, local jobs, parks and recreational spaces, and easy access to downtown. The district is anchored by the established residential neighborhoods of Arbor Hill and North Albany Shaker Park. In addition, high- and medium-density infill development has expanded housing options and neighborhood amenities for families, workers, and young people.
- 4 Prosperous Economy.** The NBOA is a commercial and industrial center for the region bringing prosperity through sustainable business practices, green jobs and technologies, and good employment opportunities for area residents with varied education and skill levels. Blighted and underutilized properties have been restored to productive use. The benefits of increased public and private investment have been captured to raise local incomes, grow local jobs and businesses, and increase the tax base.
- 5 Multimodal Transportation.** The NBOA is connected to downtown, adjacent neighborhoods, the Hudson River, and the broader region by an extensive, efficient, and safe network of complete streets, mass transit, bikeways, railways, waterways, trails, and sidewalks. Infrastructure updates have improved vehicular circulation and pedestrian linkages while reducing greenhouse gas emissions and automobile dependency.
- 6 Green City Albany.** The NBOA is a model of community health and sustainability in its planning, restorative development, and use of energy and natural resources. Former brownfields have been remediated and redeveloped using green building and infrastructure techniques. An interconnected network of green spaces including parks, trees, buffer zones, and natural habitat areas create a livable, healthy environment by providing recreational opportunities, cleaner air and water, temperature moderation, and increased resilience to climate change.





### III. Public Participation Process

The planning process placed a significant emphasis on gathering input from stakeholders and the local community to foster a sense of ownership among residents, property owners, business owners, and community organizations. This was achieved through robust public involvement. Throughout the planning process, the public was able to review and provide feedback on the vision and goals for the NBOA, current and future uses, and the key findings and recommendations. Activities included an immersion tour, stakeholder interviews, steering committee

meetings, two virtual open houses, a pop-up open house, and tabling at local events. Information about the project was disseminated through an interactive project website, fliers posted at local businesses, press releases, a project e-mail list, online contact form, and social media posts. Care was taken to choose accessible venues and meeting formats and to adapt to changing public health and safety protocols related to the ongoing COVID-19 pandemic.

### IV. Analysis of the Study Area

An existing conditions analysis was conducted to inform the Nomination Study's recommendations. The outcomes of this analysis are summarized below and explained in detail in the body of this document.

#### 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, which house over 100,000 Albany employees. These **commuters present a significant market opportunity** for future growth. There are very few people living in the NBOA.
- Albany has a **diverse mix of people and neighborhoods**. Half of the population is white, a quarter 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 recently.

- Based on the retail sales leakage analysis, there appear to be **a few new retail establishments** that could realistically be supported by current (and future) residents of the trade area.
- Overall **employment is expected to grow modestly** in the region, including employment in industrial sectors specifically, between 2020 and 2030. Jobs in Health Care and Social Assistance, Finance and Insurance, and Educational Services are expected to grow the most. Other Fabricated Metal Product Manufacturing and Other Electrical Equipment and Component Manufacturing are projected to add 300 jobs.

#### 2 Land Use

- The NBOA is **dominated by commercial uses** (85.9 acres), which includes small, light manufacturing businesses that characterize the NBOA, and transportation uses (41.5 acres).

Sources: Albany County Department of Management and Budget, 2020; City of Albany, Department of Planning; the U.S. Census Bureau, 2019; 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 and steering committee to guide inclusive community engagement at the outset of the project.

**Immersion Tour - October 2020, June 2021.** Representatives from the NYSDOS, consultant team, and steering committee conducted an immersive walking tour of the NBOA in October 2020, with follow-up site visits in June 2021.

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

**Stakeholder Interviews - November 2020 - February 2021.** One-on-one interviews were conducted with **23 community leaders** and technical experts to better understand redevelopment challenges and opportunities in the NBOA.

**Virtual Open House 1 - July 2021.** An online open house gathered public input on the vision for a revitalized NBOA including potential future land uses and redevelopment priorities. A mix of **35 NBOA residents, employees, and frequent users** left 135 comments.

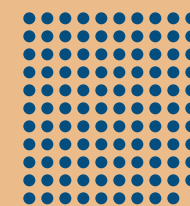
Respondents were most interested in expanding food and drink venues, neighborhood retail, pedestrian and bike infrastructure, entertainment uses, and green space. Top priorities were attracting new investments/businesses, protecting the environment, and creating an entertainment district. Respondents recognized the importance of housing, public spaces, supporting existing businesses, and historic preservation. There was also a desire to incorporate more accessible, multimodal connections and parking to/from the waterfront and neighboring districts.

**Albany Tulip Festival - May 8, 2022.** The City tabled at this annual event to share information about the NBOA 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 NBOA project and the second virtual open house. The event engaged over **40 participants**.

**Virtual Open House 2 - November 2022.** The second online open house gathered public input on potential redevelopment ideas for the NBOA. The **109 respondents** included local residents, employees, cyclists, rowers, and patrons of local businesses. Respondents were supportive of proposed enhancements to pedestrian and bicycle infrastructure, the Albany Rowing Center, public spaces on Broadway, and the waterfront gateway near the Hudson River. Comments encouraged bold, creative, and intersectional approaches to sustainable urban development in the NBOA.

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



● = 1 Person







- There are **over 14 acres of vacant land** in the NBOA.
- Residential land use only accounts for 0.2%; however, new mixed-use developments are bringing **more residential uses** into the NBOA.
- Much of the land along the waterfront is dedicated to major roadways, parking lots, and paved trails.

### 3 Zoning

- Albany's hybrid Unified Sustainable Development Ordinance (USDO) **allows for a mix of commercial, residential, manufacturing, and storage and wholesale distribution** in the NBOA. Most of the NBOA is covered by the Mixed-Use Form-Based Warehouse District Regulating Plan. The regulating plan defines five sub-districts: Mixed-Use Core, Walkable Center, Industrial Warehouse, Open Space (civic/natural), and Street Connection.
- While the USDO and Regulating Plan encourage a mix of uses in the NBOA, some areas have **slightly incompatible land uses next to each other**. For example, mixed-use residential uses are being developed along North Broadway next to a light manufacturing facility that has been in business for many years. Stakeholders expressed concern that the addition of residential and entertainment uses **could put pressure on long-standing businesses to relocate** out of the NBOA.
- The waterfront area of the NBOA is zoned as a Land Conservation district in the USDO, which allows natural areas as well as community services, recreation areas, and some low buildings with limited impervious surfaces. At present, the **waterfront has mostly paved surfaces** due to its role as a transportation gateway.

### 4 Land Ownership and Parks and Open Space

- **Most of the NBOA is in private ownership** (64%), meaning most land use decisions will be made by private sector interests. However, the eight **publicly owned parcels** (13%) and roadway corridors (23%) **are strategically located** and can have a meaningful influence on private sector investment and the revitalization of the NBOA.

- The many roadways in the NBOA present a **barrier to bicycle and pedestrian movement**. However, the land within the street **right-of-way offers an opportunity** to incorporate more green space including trees and green infrastructure (i.e., rain gardens, bio-swales, etc.) that could reduce the urban heat island effect and attract people and investment to the NBOA.

### 5 Historic or Archaeologically Significant Sites

- The rich history of the NBOA provides the backdrop for the reuse of historic buildings that, when redeveloped, can provide **opportunities for tourism, recreational activities, experiential retail, and place-making**.
- At present, the NBOA contains a small portion of the **Broadway/Livingston Avenue Historic District** and two properties on the U.S. National Register of Historic Places: the vacant **Church of the Holy Innocents**, and the 1940s-era **Lil's Diner** on Broadway. The shoreline that was once the entrance to the **Erie Canal** is designated as a NYS Heritage Area.
- The City of Albany is working to designate the entire study area as a historic district with several additional buildings recommended for listing in the National Register of Historic Places or as Local

Landmarks including the Nipper Statue, Rodgers Liquors building, and the Nabisco building. A nomination has been submitted to the New York State Historic Preservation Office (SHPO).

- **Historic Districts provide tax benefits** to support the redevelopment of historic properties and properties located within these districts realize faster increases in value.

### 6 Transportation Systems

- Roadways in the NBOA have sufficient capacity to accommodate vehicular traffic that may result from future development. However, additional parking arrangements may be needed.
- **Maintaining truck access is a consideration** for existing NBOA businesses. This includes several long-established businesses along the northern end of Erie Boulevard and areas west of North Pearl Street where light manufacturing/industrial uses are likely to continue due to the zoning.
- **Active rail lines operated by Amtrak, CSX, and Canadian Pacific are a distinctive asset** of the NBOA. Both Amtrak and CSX traverse the NBOA without any stops or sidings. Canadian Pacific has two sidings for businesses towards Mill Street. The Canadian Pacific line cuts the NBOA off from the waterfront, especially at Colonie Street, where it is **recommended to re-open a crossing**.
- The NBOA currently has public transportation with multiple bus routes including one BusPlus (i.e., bus rapid transit) route. The bicycle and pedestrian infrastructure is inadequate, particularly in the east-to-west direction. Users of the area have expressed a **desire for expanded multimodal transportation** options (i.e., bicycle, pedestrian, transit), which may become even more important as residential development progresses.

### Interstate 787

- The entire Albany waterfront is dominated by I-787 including the elevated portion in the NBOA. The **interstate creates a barrier to the waterfront** and local grassroots organizations are spearheading its removal. The NYS Department of Transportation is sponsoring a feasibility study of the highway to determine its future.
- **Reducing the presence of I-787** and related commercial traffic along the waterfront could **shift redevelopment opportunities** in the NBOA **toward mixed-use development and water-dependent uses**. Such a development pattern would align with Albany's long-term vision and goals. This can be further supported if I-787 is brought to street level and integrated into the urban fabric, thereby providing safe pedestrian crossings and bicycle infrastructure.

### Livingston Avenue Bridge

- The Livingston Avenue Bridge is used for rail traffic crossing the Hudson River. The bridge enters the NBOA at Quay Street and is used by both Amtrak and CSX. A current study by the NYS Department of Transportation is evaluating the replacement of the bridge. During public outreach and with input from the steering committee there is a **desire for pedestrian facilities on the bridge to connect both sides of the river**.

### 7 Infrastructure

- Using input from the City of Albany Office of General Services it was noted that infrastructure systems in the NBOA 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 free wireless services.

- While there are no sewer capacity issues anticipated in the NBOA, much of the sewer infrastructure was installed in the mid-19th Century. **Approximately 60% of the NBOA relies on a combined sewer system** that discharges the combined effluent of wastewater and stormwater into the Hudson River during storm events.
- Combined sewer outflows (CSOs) are known to have serious impacts on the region's water quality, making it unsafe to eat fish or swim. **Replacement of sewer infrastructure** as part of any development should be considered. This can also include the **installation of green infrastructure**, such as rain gardens and bio-swales, and/or gray infrastructure, such as traditional subterranean stormwater detention systems, to help **reduce runoff that leads to CSOs.**

### 8 Natural Resources and Environmental Features

- The NBOA is located along the **tidal Hudson River, an important habitat complex** and natural community that provides numerous ecosystem services.
- The NBOA **contains the Patroon Creek tributary**, but few plant or animal communities. All the land is urban fill that is covered by a high percentage of impermeable surfaces.
- Future development projects should consider

impacts related to environmental quality (e.g., urban heat island effect, water quality runoff, air quality/emissions, etc.) which can be mitigated by **integrating climate-smart development principles** into their design. This could help balance the growth of the area with the desire to protect natural resources.

- A significant portion of the NBOA is **within the NYS Coastal Area Boundary, a flood zone, and/or the City's floodplain overlay zoning district.** A swath along the Patroon Creek is also within a regulatory floodway. Future development in any of these areas is subject to additional regulations to protect coastal areas and minimize public and private losses.

### 9 Brownfield Sites

- The analysis identified **52 brownfield properties totaling 22.6 acres** (12.4% of the NBOA). "Brownfields" are defined as sites where real or perceived contamination complicates the redevelopment of the property.
- **Almost half of the sites have no evidence of environmental conditions.** The remainder have a history that indicates possible contamination. Only two sites were ranked as having a higher level of concern. These are either listed in a NYS environmental database or have an environmental lien.

### 10 Key Buildings

The NBOA includes a wide array of buildings that vary in age, size, use classification, and condition. Many appear to be appropriately utilized. Eight buildings were identified that could be further evaluated for their reuse potential:





- **1043 Broadway:** Vacant auto body shop.
- **1031 Broadway:** Former Argus Press building.
- **13 Manor Street:** Vacant warehouse .

- **150 Montgomery Street:** Warehouse.
- **403-409 North Pearl Street:** Vacant warehouse/distribution facility.
- **991 Broadway "Nipper Building:"** Vacant warehouse.
- **275 North Pearl Street.:** Vacant church of the Holy Innocents.
- **102 Colonie Street:** Vacant single-family residence.

## V. Economic Opportunities

The NBOA occupies a prime location on the Hudson River, which holds historical significance and offers convenient access to the surrounding area. The area's infrastructure and established businesses make it a promising location for future commercial success. Additionally, the Albany area is experiencing a growing demand for housing, as well as a desire for an "entertainment district" in the NBOA, which presents opportunities for mixed-use development.

### An Economic and Market Analysis conducted in 2020 identified the following real estate trends:

-  The **multi-family 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.
-  The **industrial space market** is also relatively strong, with low vacancy rates, good absorption of new spaces, and growing rents.
-  **Retail** property in the Greater Albany area has had low vacancies and good absorption rates in recent years, but slower rental growth. The Local Trade Area (10-minute drive radius from the NBOA) could support as many as 15 new businesses including those selling jewelry, luggage, & leather goods; sporting & hobby/musical goods; office supplies, stationery, & gifts; shoes; and motor vehicles.
-  The **regional office space** market has weaker vacancies and absorption rates and relatively low rental rates.

- Successful **adaptive reuse** has added momentum to the real estate market, particularly in the NBOA. That momentum has largely been built upon market – and affordable-rate residential units with some minor, supporting ground-floor commercial amenities.

### Economic Opportunities Include

- **Current and future employees** interested in living and shopping closer to where they work represent a significant market opportunity for residential spaces and new retail establishments.
- The young professional demographic is attracted to the NBOA and its potential to be an **"entertainment district"** with a textured, walkable neighborhood fabric.
- The **historic character** of the NBOA increases redevelopment opportunities including the potential for historic tax credits to support redevelopment. A planned designation as a Historic District would expand these opportunities.
- The entire NBOA is designated as an **Environmental Zone**, which could lead to additional tax credits for properties accepted into the Brownfield Cleanup Program.

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.	24	5.92
1 Prior industrial use was conducted at the site and/or site is listed as bulk storage facility.	16	7.03
2 Property is associated with open or closed spills or leaking underground storage tanks.	10	7.62
3 Property is associated with environmental lien or spill involving chlorinated solvent(s).	2	1.69

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

Sources: 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.





## VI. Strategic Sites

The NBOA study identified seven strategic sites for redevelopment, all of which are brownfield sites. These sites were chosen based on a suitability model that used both quantitative and qualitative drivers. The model was developed after considering stakeholder feedback, development considerations, and local research. Each strategic site was also analyzed for its immediate area of influence, and five "clusters of opportunity" were identified. These clusters represent areas where the redevelopment of a strategic site or sites would have a significant positive impact on the revitalization of nearby properties.

Based on their environmental histories and rankings, four strategic sites were identified as potential candidates for additional environmental site assessment. These are marked with an asterisk in [Table E-2](#).

### Central Warehouse Opportunity Cluster & Waterfront Gateway

The intersection of Water Street, Colonie Street, and Erie Boulevard serves as a **prominent entry point** to the downtown area and waterfront, frequently used by both locals and visitors. Once the entrance to the Erie Canal, the gateway is now a **crossroads for cyclists, pedestrians, rail and truck traffic, and motorists**. The cluster is adjacent to the newly constructed Albany Skyway, Riverfront Preserve, and the Livingston Avenue Bridge. Currently, the I-787 road pilings obstruct the



▲ Central Warehouse Opportunity Cluster and Strategic Sites at 143 Montgomery Street (#50) and 1 Erie Boulevard (#43), Map 3-13 excerpt

views of the river and create difficulties in accessing it. Furthermore, the skyline is blemished by properties that are either underutilized or abandoned and appear in bad condition. Two strategic sites were identified in this area:

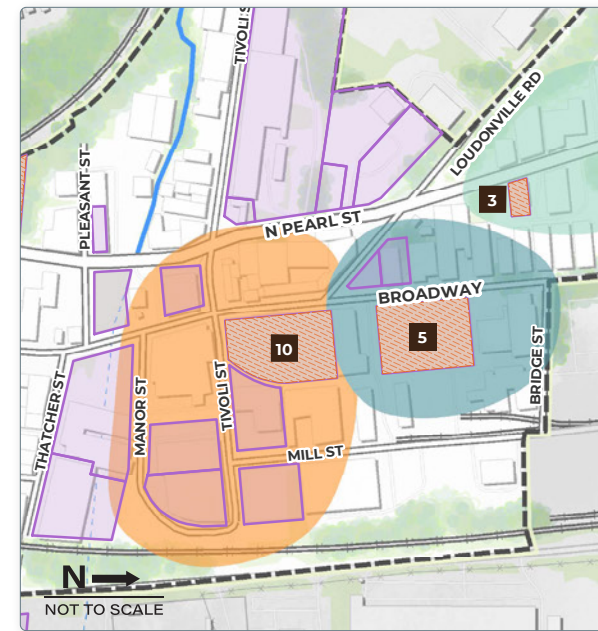
- Former Central Warehouse Building site at 143 Montgomery Street (#50)
- Vacant lot at 1 Erie Boulevard (#43).

In addition, there are **nine vacant or underutilized sites** within the cluster that are poised for revitalization.

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

STRATEGIC SITES	CLUSTER OF OPPORTUNITY
50 Former Central Warehouse Building, 143 Montgomery Street <sup>1</sup>	Central Warehouse Cluster
43 Vacant Lot, 1 Erie Boulevard	
10 Nipper Building, 991 Broadway <sup>1</sup>	Nipper Cluster
5 Former Argus Press Building, 1031 Broadway <sup>1</sup>	North Broadway/Argus Cluster
28 Historic Church, 275 North Pearl Street	North Colonie Historic Cluster
3 Vacant Building, 443 North Pearl Street	North Pearl Street Cluster
21 Vacant Lot, 380 North Pearl Street <sup>1</sup>	Single Parcel Strategic Site

<sup>1</sup> Recommended for additional environmental site assessment.



▲ Nipper Opportunity Cluster (Orange) and 991 Broadway Strategic Site (#10), Map 3-13 Excerpt

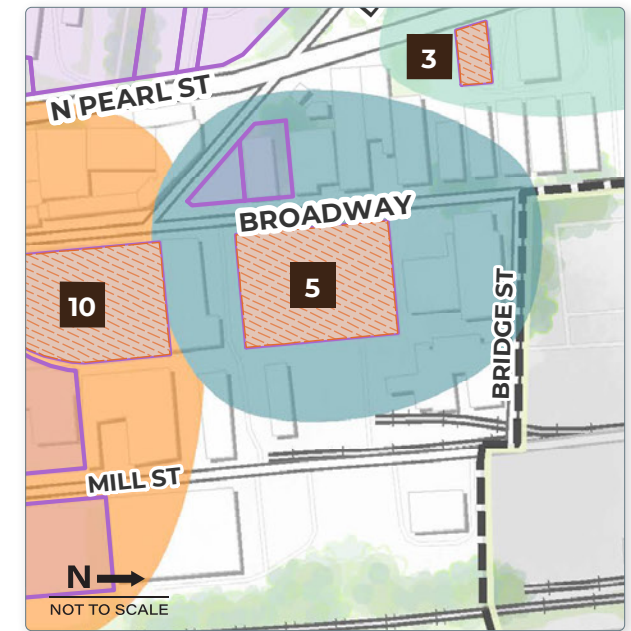
### Nipper Opportunity Cluster

Named for the iconic Nipper Statue atop the Nipper building), this cluster is centered on Tivoli Street between North Pearl Street and the Canadian Pacific rail tracks. The area is characteristic of the NBOA, with a mix of warehousing, industrial, manufacturing, and automotive businesses, and many historic brick buildings. The location is just north of the emerging entertainment district along Broadway.

The Nipper Cluster has the **potential to be a transitional area between a mixed-use entertainment district and a commercial area**. Development goals for this area are to maintain its identity as a historic working waterfront through adaptive reuse of existing buildings and compatible infill development. The cluster contains one strategic site:

- Nipper Building at 991 Broadway (#10).

Revitalization of the anchor Nipper Building could help spur redevelopment of complementary properties including **five vacant and potentially underutilized sites** in the immediate vicinity.



▲ North Broadway/Argus Opportunity Cluster (Blue) and 1031 Broadway Strategic Site (#5), Map 3-13 Excerpt.

### North Broadway/Argus Opportunity Cluster

Like the Nipper Cluster, the North Broadway/Argus Cluster reflects the area's history as a working waterfront. It is characterized by older brick and stone buildings used for storage, manufacturing and industry, wholesale distribution, and automotive uses. This portion of Broadway is more walkable and oriented to the public realm, with street trees and storefronts near the back edge of the sidewalk.

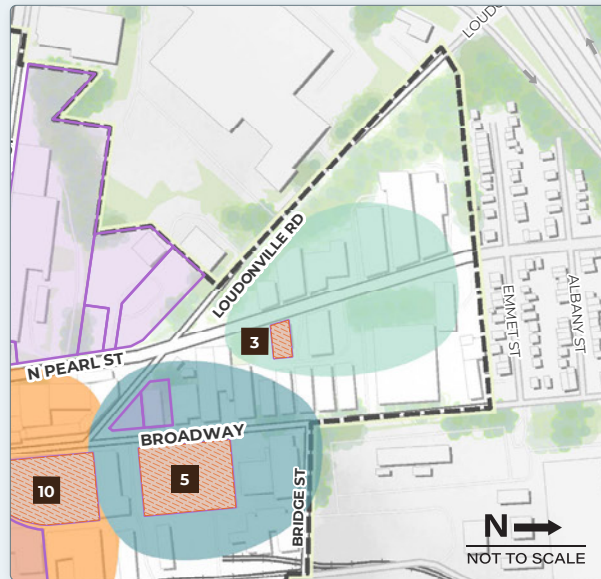
Because of the current light manufacturing uses within this cluster, the North Broadway/Argus Cluster has the **potential to be a modern "Made in Albany" commercial district that maintains its historic character** through adaptive reuse. One strategic site was identified in this area:

- Former Argus Press Building at 1031 Broadway (#5)

Revitalization of the anchor Argus Press Building would help spur redevelopment of several properties nearby including **two vacant sites** on the strategic gateway intersection of Broadway and Loudonville Road.







▲ North Pearl Street Opportunity Cluster (Green) and 443 North Pearl Street Strategic Site, (#3), Map 3-13 Excerpt.

### North Pearl Street Opportunity Cluster

The North Pearl Street Cluster is a relatively quiet section of the NBOA just south of the North Albany-Shaker Park residential neighborhood. It consists of long, one-story brick warehouse-style buildings that house two churches and a diversity of commercial uses including a recording studio, brewery and tap room, warehouses/distributors. The area is uphill from the current floodplain and outside of the NYS Coastal Area Boundary and combined sewer overlay district, though parcels east of North Pearl Street are in the Albany USDO floodplain overlay.

The North Pearl Street cluster has the **potential to support a mix of lower intensity uses including commercial, residential, and community uses.** It has fewer development constraints than other areas of the NBOA and is walkable to local housing and neighborhood amenities. It contains one strategic site:

- Vacant Building at 443 North Pearl Street (#3)



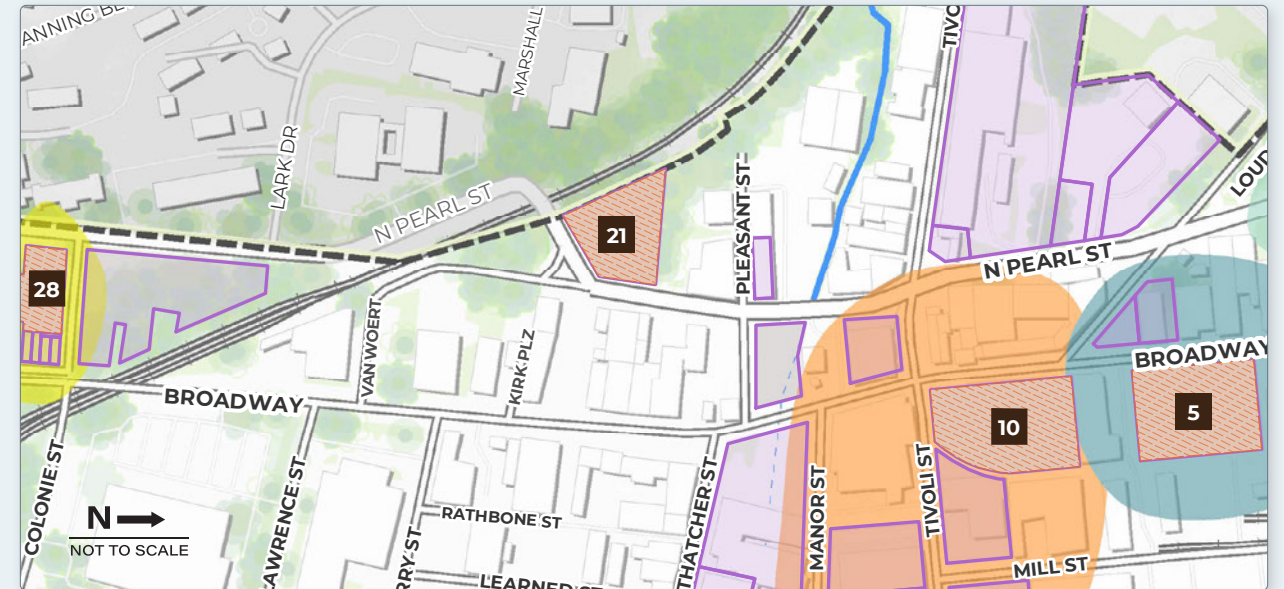
▲ North Colonie Street Opportunity Cluster and 275 North Pearl Street Strategic Site (#28), Map 3-13 Excerpt.

### North Colonie Historic Opportunity Cluster

The North Colonie Historic cluster in the southwest corner of the NBOA is distinguished by a collection of historic residential and commercial brick buildings including rowhouses and repurposed factories. Railroad tracks separate the area from the waterfront so that it is oriented toward the historic Arbor Hill and Ten Broeck Triangle neighborhoods. It is elevated out of the current floodplain with a partial view toward the Hudson. The area is served by two main roads, a bike route, and multiple bus routes.

Development goals for the area are to revitalize vacant and blighted properties to productive uses that serve the surrounding mixed-use community, including residents of the adjacent Albany Housing Authority apartment complex. The North Colonie Historic cluster contains one strategic site:

- Historic Church at 275 North Pearl Street (#28)



▲ 380 North Pearl Street Strategic Site (#21), Map 3-13 Excerpt.

Revitalization of this central Church of the Holy Innocents, would be especially catalytic for the **seven vacant lots** in this cluster. These include parking areas, a single-family house, and a large vacant hillside area adjacent to the CSX/Amtrak rail line. There is also a **key building at 102 Colonie Street** identified for its reuse potential

### Strategic Site: Vacant Lot at 380 North Pearl Street

One property was identified as a standalone strategic site:

- Vacant lot at 380 North Pearl Street (#21)

The 1.02-acre vacant lot is strategically located on a main road (NY-32) at the entrance of the NBOA from the Arbor Hill neighborhood on a highly visible corner lot outside of the current floodplain. It is surrounded by a mix of uses including commercial businesses, a vacant warehouse identified as a key building, the CSX railroad tracks, and a new mixed-use development

with market-rate apartments. The site is within walking distance of the Arbor Hill neighborhood, Pleasant Street Park, a bus rapid transit blue line, and the emerging entertainment district on Broadway. Reuse of 380 North Pearl Street is limited at present by its brownfield status, including recent spills and an environmental lien.

**The strategic location of 380 North Pearl Street makes it attractive for redevelopment.** Given its environmental history and location next to the rail line, it is likely **best suited as a commercial property.** It may be necessary to conduct **additional environmental site assessment work** prior to planning any redevelopment.





## VII. Key Recommendations

### Physical Enhancement Plan

The NBOA Physical Enhancement Plan graphically illustrates recommended enhancements related to infrastructure and the public realm. These include:

- improvements to **Pleasant Street Park** on Broadway and
- the creation of **Little Basin Park** near the waterfront.

The Physical Enhancement Plan builds on the Albany 2030 Comprehensive Plan and the 2017 USDO. It provides community leaders and private investors with guidance on land use, new development, and open space improvements.

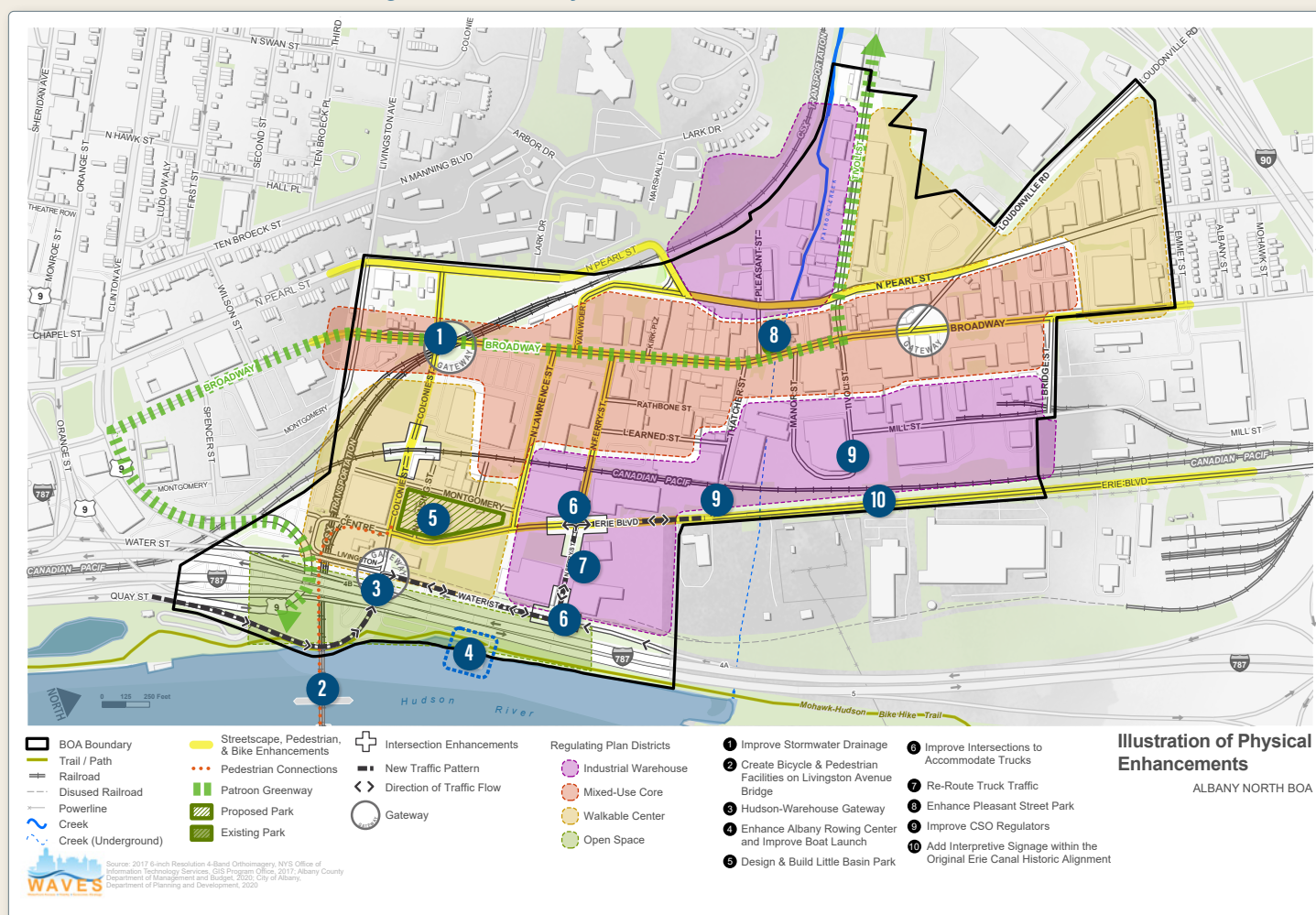
The recommendations and Physical Enhancement Plan are detailed in **Section 4** of the report.

Based on the findings of the NBOA analysis, a series of additional project and policy recommendations were produced to advance the NBOA vision and goals. These recommendations were refined based on input from the community and local stakeholders and are summarized below.

### Land Use & Real Estate Recommendations

- Redevelop strategic sites and clusters of opportunity to catalyze revitalization of the NBOA
- Assess and remediate contaminated brownfields
- Maintain good urban form and authentic design including through adaptive reuse of existing and historic properties and continued implementation of the USDO regulating plan

Figure E-2 Physical Enhancement Plan



- Designate a North Warehouse Historic District
- Maintain a balance of new and existing uses
- Ensure diversity and affordability of housing
- Promote NBOA destinations & businesses including with a "Made in Albany" marketing campaign
- Install public art and celebrate Albany's cultural heritage through redevelopment efforts
- Leverage public rights-of-way for public realm improvements

### Multimodal Connectivity Recommendations

- Reduce highway infrastructure along the Hudson River
- Review and implement the City Bicycle and Pedestrian Master Plan in the NBOA and continue to convert NBOA roadways into Complete Streets
- Improve traffic circulation at Water and Quay, accommodating truck access and parking in a way that minimizes conflict with other modes of transport
- Complete a feasibility study for opening the Colonie Street railroad crossing
- Consider a dedicated pedestrian connection to the waterfront
- Implement the Patron Creek Greenway
- Create a Nipper Gateway at the intersection of Broadway and Loudonville Road.
- Complete a Parking Feasibility Study that considers alternative payment structures and EVs

### Infrastructure & Environment Recommendations

- Continue to implement and update Climate Mitigation and Resilience Strategies and programs including incentivizing green jobs and buildings
- Define a flood resilience strategy for the Hudson Riverfront and tools for property owners
- Implement the recommendations from the Hudson River Shoreline Study
- Advance waste reduction goals
- Continue water and sewer infrastructure upgrades including CSO infrastructure replacement
- Install Blue-Green Infrastructure (BGI) to improve local environmental quality including water quality, walkability, urban temperatures, air quality, flood and erosion resilience, stormwater management, and habitats

### Waterfront Gateway

- Expand community uses on the waterfront including recreational resources
- Implement the Hudson River Waterfront Gateways Improvement Project
- Improve access to and reconstruct the Corning Preserve Boat Launch
- Complete a feasibility study to enhance Albany Rowing Club facilities
- Implement the Hudson River Shoreline Study recommendations for shoreline access
- Coordinate with the New York State Office of General Services on parking/access







# 1.0 PROJECT DESCRIPTION AND BOUNDARY

## 1.1 PROJECT OVERVIEW AND DESCRIPTION

The City of Albany was awarded a grant administered through the New York State Department of State (NYS DOS) for the preparation of an Albany North Warehouse District Brownfield Opportunity Area Nomination Study (NBOA.) The study was led by the City of Albany Department of Planning and Development and guided by a steering committee with local stakeholders and government officials. The steering committee was assisted by a team of consultants and the NYSDOS. A brief overview of the NBOA program and the City of Albany NBOA district project are provided in this section.

### DOS BOA 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.

### 1.1.1 NYS DOS BOA PLANNING PROCESS

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

The Brownfield Opportunity Area (BOA) program was initiated in 2003 through the New York State Superfund/Brownfield Law. Administered by the NYSDOS, the program provides financial assistance to facilitate an area-wide, community-supported planning process that leads to the redevelopment of brownfields, particularly in highly impacted and economically distressed areas in need of revitalization. The first phase of the program entails a BOA Nomination Study, which charts the roadmap to return dormant

brownfield sites to productive use. When a BOA Nomination Study is complete, a community may request an official BOA designation by the Secretary of State.

Designated BOA's have a competitive advantage for access to many funding and incentive programs including the NYSDOS's Local Waterfront Revitalization Program (LWRP), the Department of Environmental Conservation's (DEC's) Environmental Restoration Program, the DEC Brownfield Cleanup Program (BCP), and the Empire State Development Corporation's (ESD's) economic development programs. Developers who participate in the voluntary Brownfield Cleanup Program receive a tax credit "bump-up" to redevelop the sites in designated BOA's in a manner consistent with the community's vision and Secretary-approved plan. Potential developers in BOA's 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 BOA Pre-Nomination Study for the NBOA was completed in April 2012 as part of the Albany 2030 Comprehensive Plan and is outlined in Appendix A of that document. The comprehensive plan also includes detailed strategies and actions pertaining directly to brownfields.<sup>1</sup> In April 2020 the City expanded the NBOA study area north and westward to include light industrial/manufacturing areas along Tivoli Street, Loudon Road, and Mill Street. The area was also expanded to include portions of North Broadway that are seeing a change of use from light industrial/manufacturing to mixed-use/entertainment. As a result, the NBOA study area was expanded from 102 to 183 acres prior to initiation of the Nomination Study.

In 2016, the City of Albany was awarded a grant administered through the NYSDOS for the preparation of BOA Nomination Studies for both the NBOA and the Albany South Waterfront District. In March 2020, the City circulated a Request for Proposals from qualified entities to provide planning, environmental, and engineering services to facilitate both BOA's as well as an update to the LWRP. Collectively, the project was referred to as the Albany Waterfront Access, Vitality, and Economic Strategy (WAVES). The city hired a consultant team led by Elan Planning & Design LLC, with MRB Group, Prospect Hill Consulting, Greenman-Pederson Engineering and Construction, Politi and Siano Architects, and Ramboll Engineering.

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

## 1.1.3 PLAN OVERVIEW AND DESCRIPTION

The NBOA Nomination Study analyzes existing conditions and presents a strategy for reinvestment and revitalization informed by project-specific recommendations. Supported by input from a steering committee, the public and stakeholders, this document provides a detailed description of the current conditions and opportunities within the proposed NBOA, focusing on identifying strategic sites that can serve as catalysts for revitalization.

The NBOA covers 183 acres with 52 brownfield sites. Collectively, these sites are 22.6 acres in size and account for 12.4% of the study area. The district is bordered by I-787 and the Hudson River to the east, Downtown Albany to the south, and the Arbor Hill and North Albany neighborhoods to the west and north, respectively.

The NBOA is distinguished by its long history as a working waterfront with commercial and industrial businesses that serve the Albany area as well as the broader Capital Region. The NBOA's strategic location, infrastructure, and historic character, combined with its many long-established businesses, offer an opportunity for sustained success as a commercial district. According to the market analysis and recent

development in downtown Albany, a demand for housing in the area, and an interest in arts and entertainment provide an opportunity for mixed-use development. This development could be supported by destination and recreational amenities as well as an enhanced public realm of open spaces and complete streets that contribute to environmental quality. A revitalized NBOA could also respond to the community's desire for improved connectivity with multimodal linkages to the surrounding area and a clean, inviting waterfront gateway on the Hudson River.

The vision for the NBOA builds off the vision and goals of the Albany 2030 Comprehensive Plan. It also complements related local strategies including the City of Albany Local Waterfront Revitalization Program (2023 update), the City of Albany Bike and Pedestrian Master Plan (2022), the Hudson River Shoreline Stabilization Study (2021), the City of Albany Unified Sustainable Development Ordinance (USDO) (2018), and the Downtown Albany Strategic Investment Plan (Downtown Revitalization Initiative) (2019).

In September 2020, a local steering committee was created for the collective WAVES project, which included a sub-committee of stakeholders for the NBOA Nomination Study



### WAVES STEERING COMMITTEE NORTH WAREHOUSE DISTRICT BOA SUB-COMMITTEE

#### JEFFREY BUELL

Principal, Redburn Properties

#### JAMES EATON

Owner, Fort Orange Brewery

#### TYLER SMITH

Surpass Chemical Company Inc.

#### SARAH REGINELLI

Capitalize Albany

#### CHRISTOPHER BAUER

Senior Transportation Planner, Freight, Capital District Transportation Committee

#### HON. KELLY KIMBROUGH

4th Ward, Common Council

#### HON. JOYCE LOVE

3rd Ward Common Council

#### ADDITIONAL STEERING COMMITTEE MEMBERS

#### MARTIN DALEY

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

#### TARA DONADIO

Sustainability Planning, Capital District Regional Planning Commission

#### ANTHONY GADDY

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

#### TINA LIEBERMAN

Chair, Sustainability Advisory Committee

#### CAROLYN MCLAUGHLIN

District 1, Albany County Legislature

#### MATTHEW PETER

Executive Director, Albany Parking Authority

#### TODD RUTECKI

President, Friends of Albany Rowing

#### WILLIAM SIMCOE

Deputy Commissioner, City of Albany, Albany Water Department

#### GEORGETTE STEFFENS

Executive Director, Downtown Business Improvement District

#### WILLIAM WHITE

Senior Employment & Training Specialist, City of Albany Workforce Services



## 1.2 COMMUNITY VISION AND GOALS

The Vision and Goals for the NBOA were modeled after the Albany 2030 Comprehensive Plan. The vision for the Albany 2030 Comprehensive Plan was developed through extensive public input in 2012 that included a community forum series, stakeholder roundtables and meetings, stoop surveys, online surveys, pop-ups, and more.

The NBOA Vision and Goals were developed with the steering committee and refined based on public feedback received during community engagement activities. Relevant public input from the City of Albany Bike and Pedestrian Master Plan and the Hudson River Shoreline Stabilization Study, collected at approximately the same time, also informed the development of the NBOA Vision and Goals.

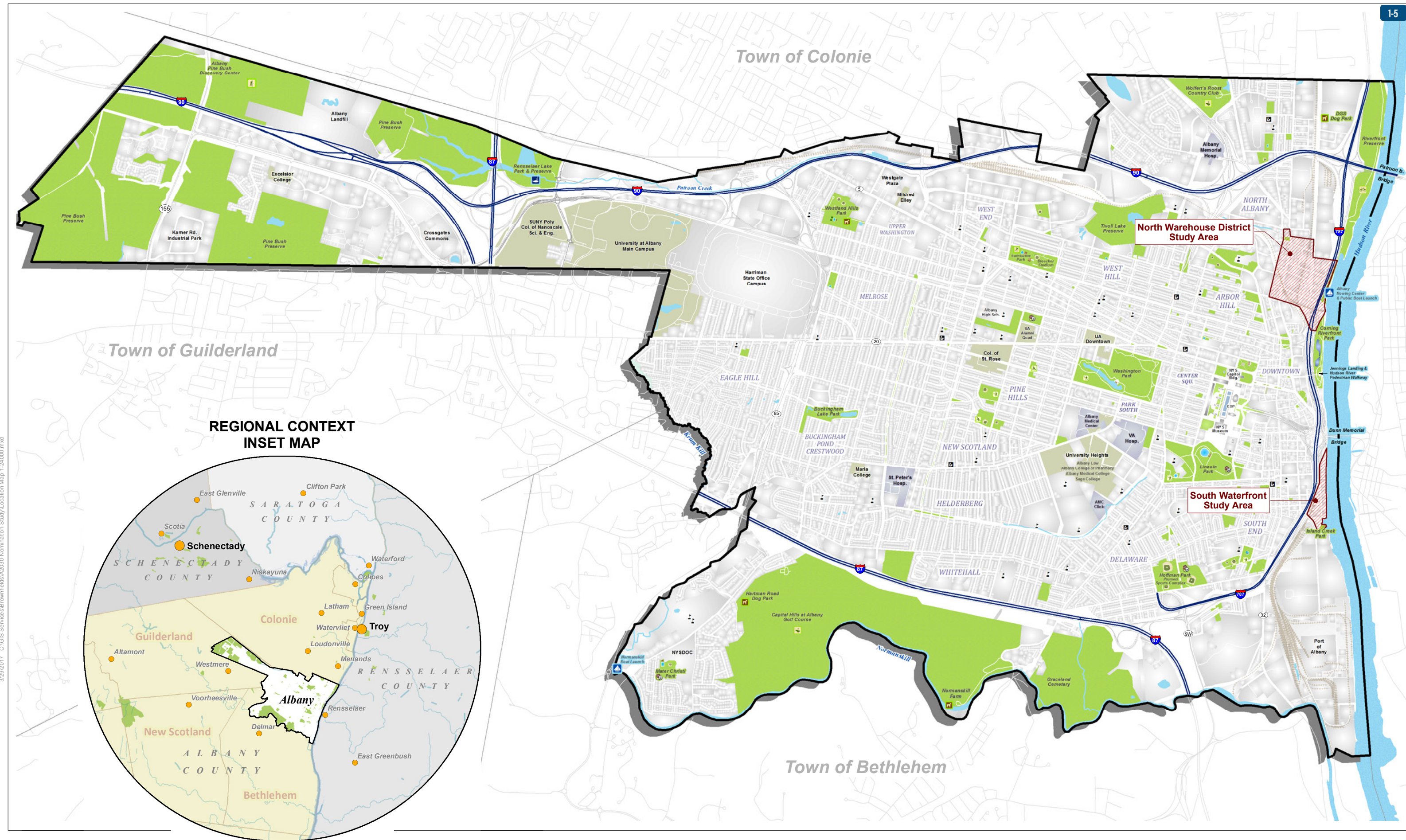
### ALBANY 2030 COMPREHENSIVE PLAN VISION

#### VISION STATEMENT

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

#### THE VISION COMPONENTS

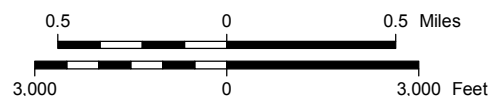
- 1 Safe, Livable Neighborhoods.** Every neighborhood in Albany is a desirable place to live because of its walkable streets, historic architecture, range of housing choices, mixed-use neighborhood centers, quality schools, parks and recreation facilities, and easy access to Downtown Albany and other job centers.
- 2 Model Educational System.** Albany nurtures its most valuable resources, its children, by promoting excellence in education at all levels. The city's institutions of higher education are valued resources and partners in initiatives to expand economic opportunities, enhance work force skills, and promote lifelong learning.
- 3 Vibrant Urban Center.** As the capital of New York and a destination for work, play, and tourism, Albany is the region's primary center of government, education, health care, employment, and the arts. Downtown Albany is a vibrant mix of business, residential, educational, cultural, and entertainment uses connected to the Hudson River waterfront.
- 4 Multimodal 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 is a model of community health and sustainability in its planning, restorative development, and conservation of energy, water, and natural resources.



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.

**Figure 1-1 Community Context Map and Study Area Context Map**  
NORTH ALBANY BOA





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## NBOA VISION STATEMENT

The North Warehouse District Brownfield Opportunity Area (NBOA) has built on its history as a working waterfront and its natural and human resources including its Native American, African American, and immigrant heritage to become a model for sustainable urban revitalization, local production, and placemaking. The mixed-use commercial district reflects a balanced approach to economic opportunity, social equity, and environmental quality that is locally driven and benefits all members of the community.

### GOALS

- 1 **Distinct and Authentic Character.** The NBOA remains a working waterfront with a mix of modern commercial, industrial, and manufacturing businesses. Distinctive Albany landmarks and businesses anchor the rejuvenation of the area, which has retained its character and historic architecture through adaptive reuse while incorporating new, context-sensitive architectural and urban design features on previously vacant or blighted properties. The NBOA seeks to reclaim its long-buried relationship with the Hudson through commercial and recreational uses that connect people with the riverfront.
- 2 **Vibrant Urban Activity Center.** The NBOA is cool; a center of creative energy with local, “Made in Albany” manufacturers, crafters, artists, and nightlife. Long-established businesses thrive alongside new ventures and an urban food, drink, and entertainment scene. The NBOA hosts a mix of industrial, commercial, residential, cultural, recreational, and entertainment uses at various scales.
- 3 **Safe, Livable Communities.** The NBOA is a desirable place to be, with walkable streets, historic architecture, local jobs, parks and recreational spaces, and easy access to downtown. The district is anchored by the established residential neighborhoods of Arbor Hill and North Albany. In addition, high- and medium-density infill development<sup>2</sup> has expanded housing options and neighborhood amenities for families, workers, and young people.
- 4 **Prosperous Economy.** The NBOA is a commercial and industrial center for the region bringing prosperity through sustainable business practices, green jobs and technologies, and good employment opportunities for area residents with varied education and skill levels. Blighted and underutilized properties have been restored to productive use. The benefits of increased public and private investment have been captured to raise local incomes, grow local jobs and businesses, and increase the tax base.
- 5 **Multimodal Transportation.** The NBOA is connected to downtown, adjacent neighborhoods, the Hudson River, and the broader region by an extensive, efficient, and safe network of complete streets, mass transit, bikeways, railways, waterways, trails, and sidewalks. Infrastructure updates have improved vehicular circulation and pedestrian linkages while reducing GHG emissions and automobile dependency.
- 6 **Green City Albany.** The NBOA is a model of community health and sustainability in its planning, restorative development, and use of energy and natural resources. Former brownfields have been remediated and redeveloped using green building and infrastructure techniques. An interconnected network of green spaces including parks, trees, buffer zones, and natural habitat areas create a livable, healthy environment by providing recreational opportunities, cleaner air and water, temperature moderation, and increased resilience to climate change.

2. Infill development is the process of developing vacant or under-utilized parcels within existing urban areas that are already largely developed.



### 1.3.1 BROWNFIELD REVITALIZATION IN ALBANY

Historically, the City of Albany has been a regional hub for commercial and industrial uses along the Hudson River. As markets and technologies changed throughout the 1900s, many prominent industries closed or downsized, leaving some neighborhoods with a collection of brownfield sites and underutilized properties. The city began work on brownfields in the 1990s with the support of the U.S. Environmental Protection Agency and NYS DOS. Due to a large quantity of government and educational institutions, the city contains a disproportionate amount of tax-exempt property unavailable for redevelopment. Brownfields represent an opportunity to increase the supply of readily available land for development and drive economic revitalization.

In 1999, the city initiated a pilot study to evaluate brownfield municipally owned brownfield sites in North Albany, Arbor Hill, West Hill, Sheridan Hollow, the South End, and the Port of Albany. The study targeted areas with a history of industrial activities and where brownfields had caused significant economic deterioration. The results of the pilot study informed the development of a brownfield redevelopment

program that catalogs contaminated sites, conducts environmental site assessments on specific properties, and prioritizes the remediation of selected sites for productive use.

The city has continued to incorporate brownfield redevelopment into its long-term planning and revitalization efforts. The Albany 2030 Comprehensive Plan includes detailed brownfield strategies and a NBOA Pre-Nomination Study that identifies seven NBOA 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 pertinent databases and geographic maps.

A field reconnaissance of underutilized lots, vacant and abandoned buildings, and existing use conditions and activities was completed with a consultant team 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 in the comprehensive plan, the NBOA was among those selected as a priority area. Redeveloping these areas advances the Albany 2030 Vision and “Four Interrelated Keys to Achieving the Vision Statement” as illustrated in **Table 1-1**.

### 1.3.2 NBOA BOUNDARY

The study area incorporates most of the North Warehouse District, a historic commercial and industrial neighborhood of the City of Albany. Located along the Patroon Creek tributary at the former entrance to the Erie Canal, the NBOA has a long history as an industrial warehouse district on the Hudson River. Historical industrial uses have left a concentration of over 50 brownfields in this area, which is surrounded by transportation infrastructure and residential neighborhoods. These include the CSX and Canadian Pacific railroad tracks and Arbor Hill and Ten Broeck Triangle neighborhoods to the west, I-787 and the Hudson River to the East, and I-90 and the North Albany Shaker Park neighborhood to the North.

The area is characterized by historic masonry buildings that are former and/or current sites of industrial and commercial businesses including those engaged in manufacturing, skilled trades, storage, shipping and receiving, food/beverage production. As one of the few remaining industrial and commercial districts within the City of Albany, the area is an important local economic driver. The district is also a strategic BOA due to its ample opportunities for redevelopment including new development and adaptive reuse, access to a multimodal regional transportation network, historic resources, amenity of the waterfront, and location on a critical watershed.

The boundary of the study area is illustrated on the map in **Figure 1-2**. The area is generally bounded by the North Albany-Shaker Park residential neighborhood to the north, Erie Boulevard and the Hudson River to the east, and the CSX railroad tracks to the south and west,

Additional information on the characteristics of the NBOA and its community and regional setting are included in **Section 3**.

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

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

\*Priority BOA's. 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





# 2.0 COMMUNITY PARTICIPATION

## 2.1 COMMUNITY PARTICIPATION PLAN

The NBOA Nomination Study involved significant public involvement to gather input from stakeholders and the public including residents, property owners, business owners, and community organizations.

A **Community Participation Plan** guided community engagement. The Plan outlined public outreach goals and an approach to achieve them throughout the project.

### OUTREACH GOALS

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

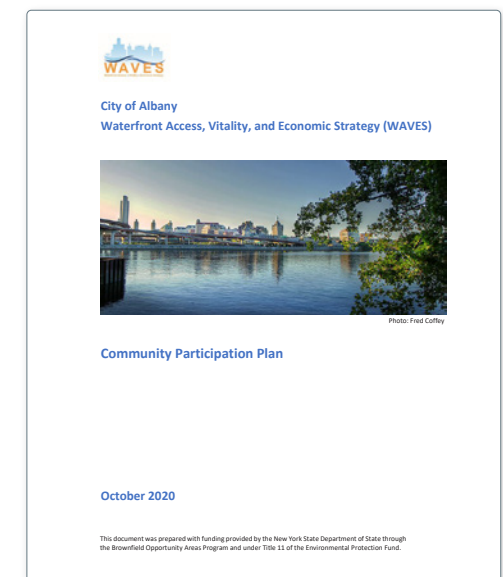
### OUTREACH APPROACH

Provide opportunities for the public and stakeholders to:

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

Community engagement activities for the NBOA were conducted in tandem with engagement activities for the South Waterfront District BOA and the LWRP update to allow for cross-pollination of ideas between the overlapping planning processes. Outreach activities were also built on prior studies by incorporating ideas previously communicated by the community. This was important to show respect for people's time, make people feel heard, and to build trust in the planning process.

Authored 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 targeted, in-person pop-up events in 2022.





## 2.2 STEERING COMMITTEE

The NBOA steering committee consisted of individuals and organizations committed to the long-term health of the Albany community including members engaged with community groups, private or business interests, property owners, regional planning entities, environmental groups, and local elected officials.

The steering committee worked collaboratively with the city and consultant team to develop the Nomination Study.



**Table 2-1 NBOA Steering Committee Meetings**

No.	DATE	AGENDA
1	10/15/20	<b>Kick-off.</b> Introduction to the North Warehouse District Brownfield Opportunity Area.
2	12/03/20	<b>Review Preliminary Data.</b> Technical studies, maps, stakeholder interviews. <b>Post meeting.</b> Review Economic & Market Analysis, steering committee questionnaire results.
3	01/21/21	<b>Data Review &amp; Visioning Exercise.</b> Economic and Market Analysis, inventory mapping results, draft Vision and Goals discussion.
4	04/01/21	<b>Analysis Findings Review.</b> Updated Vision and Goals, review inventory and analysis including opportunities, constraints, and key buildings. <b>Post Meeting.</b> Review draft map of underutilized site and key buildings.
5	09/30/21	<b>Review of public input from Virtual Open House #1.</b>
6	11/04/21	<b>Public Realm Improvements.</b> Blue Green Infrastructure scenarios, draft Physical Enhancement Plan, and Little Basin Park.
7	3/30/22	<b>Strategic Site Selection.</b> Strategic site selection criteria, method, and preliminary results. <b>Post Meeting.</b> Review draft of selected sites.
8	9/01/22	<b>NBOA Redevelopment Opportunities.</b> Final strategic sites and clusters of opportunity, updated Physical Enhancement Plan, and Pleasant Street Park and Little Basin Park concepts. <b>Post Meeting.</b> Review outcomes of Virtual Open House #2 and related pop-up events.

## 2.3 STAKEHOLDER ENGAGEMENT

### 2.3.1 IMMERSION TOUR

The consultant team, City staff, and members of the steering committee undertook a walking tour of the NBOA on October 21, 2020. The tour included visits to key sites, discussions with stakeholders, and casual observation of the use of the NBOA. Initial ideas were mapped during a charette following the tour.

A follow up field visit on June 2, 2021, investigated preliminary findings and redevelopment ideas. Discussion focused on alternative ways to treat stormwater, combined sewer outflows (CSOs), and truck traffic near the waterfront gateway on Water Street.

### 2.3.2 STAKEHOLDER INTERVIEWS

Between November 2020 and February 2021, the consultant team facilitated a series of stakeholder interviews. The interviewees, listed in **Table 2-2**, included government officials, technical experts, community and not-for-profit organizations, private sector interests, and environmental groups, among others. Stakeholders were invited to share their unique perspectives and expertise on key issues such as public infrastructure and utilities, natural resources, business, and real estate development.

**Table 2-2 Stakeholder Interviewees**

INTERVIEWEE	AFFILIATION
Hon. Kelly Kimbrough	Albany Common Council, Ward 4 representative
Adam Zaranko	Albany County Land Bank
Johnny Curtin	Albany Distilling Company (local business)
Chiquita D'Arbeau	Albany Housing Authority
Matthew Peter	Albany Parking Authority
Tina Lieberman	Albany Sustainability Advisory Committee
William Simcoe	Albany Water Department
Jahkeen Hoke	Business for Good
Martin Daley	Capital District Regional Planning Commission; Livingston Avenue Bridge Coalition
Sandra Misiewicz	Capital District Transportation Committee
Katie Newcombe	Capital Region Chamber
Sarah Reginelli	Capitalize Albany Corporation; City of Albany Industrial Development Agency and Capital Resource Corporation
Patrick Chiou	Chiou Development Group
Jay Cloutier	Discover Albany (Albany County Tourism Promotion Agency)





**Table 2-2 Stakeholder Interviewees (Continued)**

INTERVIEWEE	AFFILIATION
Georgette Steffens	Downtown Albany Business Improvement District
Jim Eaton	Fort Orange Brewing (local business)
Reif Larsen	Future of Small Cities Institute
Patrick Ryan	Modern Press (local business)
Sonya & Alejandro del Peral	Nine Pin Cider (local business)
Mark Aronwitz	Omni Development
Jeff Buell	Redburn Development
Tyler Smith	Surpass Chemical (local business)
Anthony Gaddy	Upstate New York Black Chamber of Commerce

## 2.4 COMMUNITY OUTREACH

A variety of community engagement techniques were used to solicit feedback and garner excitement about redevelopment opportunities in the NBOA, including:

- Virtual open houses;
- In-person pop-up events;
- Project website and online messaging tools; and
- Diverse outreach channels.

Care was taken to make events and outreach strategies inclusive by choosing accessible venues and formats.

The events listed in **Table 2-3** are described in more detail in **subsections 2.4.1 through 2.4.5**.

**Table 2-3 Public Engagement Activities**

EVENT	ACTIONS
<b>Virtual Open House 1</b> July 2021	Gathered public input on the vision for a revitalized NBOA including potential future land uses and redevelopment priorities
<b>Albany Tulip Festival</b> May 8, 2022	Share information about the NBOA project with the Albany community at this annual event
<b>Virtual Open House 2</b> November 2022	Gathered public input on potential redevelopment ideas for the NBOA
<b>Pop-up Open House in Tricentennial Park</b> November 3, 2022	Promoted Virtual Open House 2 and shared information on the proposed project ideas with the Albany community

### 2.4.1 VIRTUAL OPEN HOUSE 1

The first open house was open online from July 1-31, 2021. The questions were designed to incorporate community input received from multiple ongoing planning efforts, including the South Waterfront District BOA study and the Albany LWRP update. Using an online survey format, the open house provided an overview of the BOA program, the NBOA boundary, and invited comments on the future of the area. Participants provided feedback on the vision and goals for the NBOA, priorities for future redevelopment, and what types of uses they would like to see, where, in a revitalized NBOA. Participants also commented on preferred modes of transport, how the NBOA 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 NBOA.

The first virtual open house attracted 35 respondents and garnered over 135 written comments. Most participants were Albany residents and employees, and about half indicated that they were frequent users of the NBOA. In general, most respondents liked the draft vision statement, with some suggesting it was too vague or too ambitious.

Respondents were most interested in expanding food and drink venues, neighborhood retail, pedestrian and bike infrastructure, entertainment uses, and green space. Top priorities for revitalization efforts were



attracting new investments/businesses, protecting the environment, and building out an entertainment & bar/restaurant district. Respondents also recognized the importance of housing, public spaces, supporting existing businesses, and historic preservation. Another common theme was the desire to incorporate more accessible, multimodal connections and parking to/ from the waterfront and neighboring districts.

A full report on the responses received is included in the appendices.

### 2.4.2 ALBANY TULIP FESTIVAL

As pandemic-related restrictions eased in 2022, pop-up events were held to inform the public about the NBOA 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 NBOA with event participants, directing them to the project website for detailed project information and updates.



**We Want to Hear from You!**

[WWW.ALBANYNYWAVES.COM/GET-INVOLVED](http://WWW.ALBANYNYWAVES.COM/GET-INVOLVED)



### 2.4.3 VIRTUAL PUBLIC OPEN HOUSE 2

Input received from stakeholders and the public in 2021 was used to inform potential redevelopment ideas for the NBOA. These ideas were presented for comment during a virtual open house open from October 27 to November 30, 2022. Participants reviewed a draft Physical Enhancement Plan for the NBOA then rated redevelopment ideas on a scale of one to five stars and shared their comments.

The second open house attracted 109 participants including at least 63 frequent users of the NBOA. Participants identified themselves as local residents, workers, neighbors, cyclists, rowers, and patrons of local businesses and food/drink establishments.<sup>3</sup>

Proposed **pedestrian and bicycle enhancements** were the most popular, with an average rating of 4.6 stars. This included walkability, bikeability, and connectivity improvements such as additional railroad crossings, upgrades to the railroad underpass on Broadway, and a multi-use path on the new Livingston Avenue Bridge. Public comments reiterated support for improving multimodal connectivity.

**Waterfront gateway improvements**, including the addition of “Little Basin Park” and improved traffic flow and connectivity for pedestrians, bicyclists, and trucks, received an average rating of 4.3 stars. Proposed improvements to the **Albany Rowing Center** facilities received an average rating of 4.1 stars, with many comments extolling the value of these and other waterfront recreational activities for the community.

**Public space improvements on Broadway**, including upgrades to Pleasant Street Park and a gateway feature near the Nipper building received an average rating of 3.9 stars. Other general comments encouraged the city to pursue bold, creative, and intersectional ideas to achieve its vision of becoming a model for sustainable urban development.

The open house responses were used to shape the final recommendations included in Section 4.0. A more detailed summary of these responses is included in the appendices.



### 2.4.4 TRICENTENNIAL PARK POP-UP OPEN HOUSE

An outdoor open house was held in Tricentennial Park during lunch hours on a warm day on November 3, 2022. The pop-out event shared information about proposed redevelopment ideas and promoted the second virtual open house. Park users could browse through maps and information packets describing the NBOA project and draft Physical Enhancement Plan. A handout with a QR code directed participants to the online open house.

The pop-up engaged more than 40 individuals including Albany residents, workers, and property owners who were invited to participate in the virtual open house. Some shared their opinions in-person and added comments to the pop-up boards. Their feedback included suggestions to remove I-787, enhance pedestrian access, improve access to healthy food options, increase access to the waterfront, and reduce waste. This input was merged with the feedback received through the second virtual open house (see the appendices).

Following the pop-up, fliers were posted at bars and restaurants throughout the NBOA and downtown to reach additional people.



### 2.4.5 PUBLIC MEETING ON THE DRAFT NOMINATION

On March 15, 2024, a draft of the NBOA 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 NBOA Nomination Study.

### 2.4.6 PROJECT WEBSITE

The Albany WAVES project website, [www.albanynywaves.com](http://www.albanynywaves.com), served as a centralized resource for the NBOA Nomination Study, the South Waterfront District NBOA Nomination Study, and the Albany LWRP update. The website provided project information and engagement opportunities, such as:

- 1 General Information.** Including project videos, fact sheets, fliers, and NYS DOS resources;
- 2 Project Materials.** Including maps, documents, steering committee list, partner list, and related planning documents;
- 3 Public Engagement Opportunities.** Including announcements of upcoming events and links to online open houses and/or open house outcomes; and
- 4 Information Channels.** Including mailing list sign-up, a project contact form, and social media links.

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

### 2.4.7 PROMOTION

A variety of channels were utilized to publicize project updates and ensure broad public participation. As there are few people living in the NBOA, both traditional and digital outreach methods were used in collaboration with the city and local organizations:

- 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 Albany Housing Authority, Albany Business Improvement District (BID), and Capitalize Albany;
- Promotion on City social media accounts (Facebook, Twitter); and
- Fliers distributed to local businesses and at pop-up events.

Notices of public events were posted at least two weeks in advance and distributed widely. Outreach methods included the following:

Care was taken to choose accessible venues and formats. Considerations included choosing ADA-compliant venues, providing audiovisual 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.

#### ▼ General WAVES Project Flier



3. "At least" because one-third of respondents skipped this question.



# 3.0 ANALYSIS OF THE PROPOSED NBOA

## 3.1 COMMUNITY AND REGIONAL SETTING

### 3.1.1 GEOGRAPHIC CONTEXT

The City of Albany lies along the western bank of the Hudson River with 4.6 miles of waterfront. Albany is the capital city of New York State and the largest city within Albany County, covering approximately 22 square miles.

The City of Albany is approximately a 2.5-hour drive north of New York City, 2 hours east of Syracuse, and 3 hours west of Boston, MA. The main thoroughfares and transportation arterials connecting the city include Interstate 90 providing an east to west corridor, with north to south connections accommodated via Interstate 87, US Route 9, and US Route 32. Within the city itself, the auxiliary Interstate 787 provides direct travel in and out of Albany's downtown, the Port, and waterfront areas. Additional long-range transportation options to and from the Albany region include the Albany International Airport (located approximately seven miles from the city center) and Amtrak's rail services out of the Albany-Rensselaer train station.

### 3.1.2 HISTORIC DEVELOPMENT CONTEXT

The city 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>4</sup> Europeans arrived in the 1500s, and the first European settlement was established 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. Albany was formally chartered in 1686, making it the longest continuously chartered city in the United States.<sup>5,6</sup>

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>7</sup> German, Irish, Jewish, and other European- and African-American workers and craftspeople arrived to support these burgeoning industries.<sup>8</sup> In the 1810s, a free black community emerged in the South End.<sup>9</sup>

4. 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/>.

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

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

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

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

9. 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://friendsofalbanynhistory.wordpress.com/>.





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>10</sup> People and goods traveled 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>11</sup> By the second half of the nineteenth century, the full length of the waterfront was also lined with rail. 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>12, 13</sup> In 1908, one of the earliest commercial airports opened in Albany.<sup>14</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 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 to make way for the Empire State Plaza complex.

An estimated 7,000 people were displaced (approximately 8% of Albany's population), primarily immigrants and minorities.<sup>15</sup> In parallel, Interstate 787 was constructed along the waterfront and the Albany Basin was filled in to form the Corning Riverfront Park.<sup>16</sup>

### 3.1.3 ALBANY ASSETS AND OPPORTUNITIES

Today, Albany boasts substantial commercial enterprises, prominent educational institutions, and a diverse populace within various neighborhoods. The city has become a bustling urban center with amenities and attractions for both residents and visitors alike. Cultural assets include the New York State Museum, the Egg, Albany Institute of History & Art, Times Union Center, and the Palace Theatre. The region also possesses several exemplary higher education institutions such as the State University of New York at Albany, Maria College, Bryant & Stratton College, and Siena College.

The City of Albany maintains strong business opportunities and industry, through the abundant list of companies that reside within the city and contribute to the region's economic vibrancy. The region has become known for its ventures within the tech fields, specifically nanotechnology, and renewable energy. The Port of Albany is a particularly noteworthy asset. The port is a crucial piece of maritime and shipping infrastructure with an estimated annual economic impact of \$813 million statewide, with local or more regional outputs estimated at \$428 million. The port supports 1,400 local jobs and 4,500 jobs throughout the state. It is located approximately 2.5 miles from the NBOA.

Albany is undergoing significant, positive changes that contribute to the city's overall development, economic growth, and community livability. The city is seeing increased business investment and new mixed-use projects, such as the redevelopment of the Huck Finn warehouse site. Various public and private improvement projects are also being implemented through recent plans such as the Downtown Albany Strategic Investment Plan (2019) and the City of Albany Bike and Pedestrian Master Plan (2022).

The NBOA has been targeted for mixed-use redevelopment as well as increased commercial, restaurant, and entertainment uses. The 2030 Albany Comprehensive Plan acknowledges brownfield revitalization as a crucial strategy to promote ongoing renewal within Albany. The NBOA has the potential to reclaim brownfield, vacant, and underutilized land to accommodate additional commercial and mixed-use development with pockets for recreation and open spaces, especially after the BOA designation and future BOA predevelopment activities.

### 3.1.4 NORTH WAREHOUSE DISTRICT BOA SETTING

The NBOA is approximately 183 acres and incorporates most of the North Warehouse District, a historic commercial and industrial neighborhood of the City of Albany. The NBOA is located 1 mile northeast of Albany's Downtown/Central Business District and is bordered to the west by the residential neighborhoods of Arbor Hill and the Ten Broeck Triangle. The community of North Albany Shaker-Park lies north of the NBOA. The northeastern portion of the NBOA is bordered by a National Grid power facility and large warehouse building formerly known as Huck Finn's warehouse but now referred to Slip 12. The NBOA site's eastern boundary is bordered by the Hudson River, and this location was once the terminus of the Erie Canal into Albany (Lock 1).

The western portion of the NBOA is adjacent to various commercial uses (i.e., Davie's Office Furniture). The Canadian Pacific and CSX Transportation (Albany Schenectady Railroad) railroad lines traverse the southwest portion of the site. The CSX Transportation (Albany Schenectady Railroad) rail lines head northwest while the Canadian Pacific rail line bisects the center of the NBOA. At the south end of the NBOA, the Albany Distillery Company Bar is located at North Pearl Street and Livingston Avenue. A buried portion of the Patroon Creek is also located in this area. Just outside of the NBOA boundary to the south are various commercial uses and the US Post Office Carrier Annex facility located on Montgomery Street.

The NBOA is near several natural and recreational assets such as the Hudson River, Corning Preserve boat ramp, and Riverfront Preserve. However, direct access to these resources is limited by I-787 and railway infrastructure. There is only one connection to the waterfront via the I-787 underpass at the intersection of Water Street (a one-way road leading South from an I-787 exit ramp) and Quay/Colonie street (a one-way road leading west from the waterfront). This is a busy and narrow intersection for truck and commuter traffic that is only accessible from the center of the NBOA via the at-grade railroad crossing at North Ferry Street or North Lawrence Street.

The NBOA can be accessed by several major roadways including NYS Thruway Route (US Interstate 90), Interstate 787, and US Route 32 (North Pearl Street). Local arterial roadways that pass through the NBOA include Broadway and Erie Boulevard.

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

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

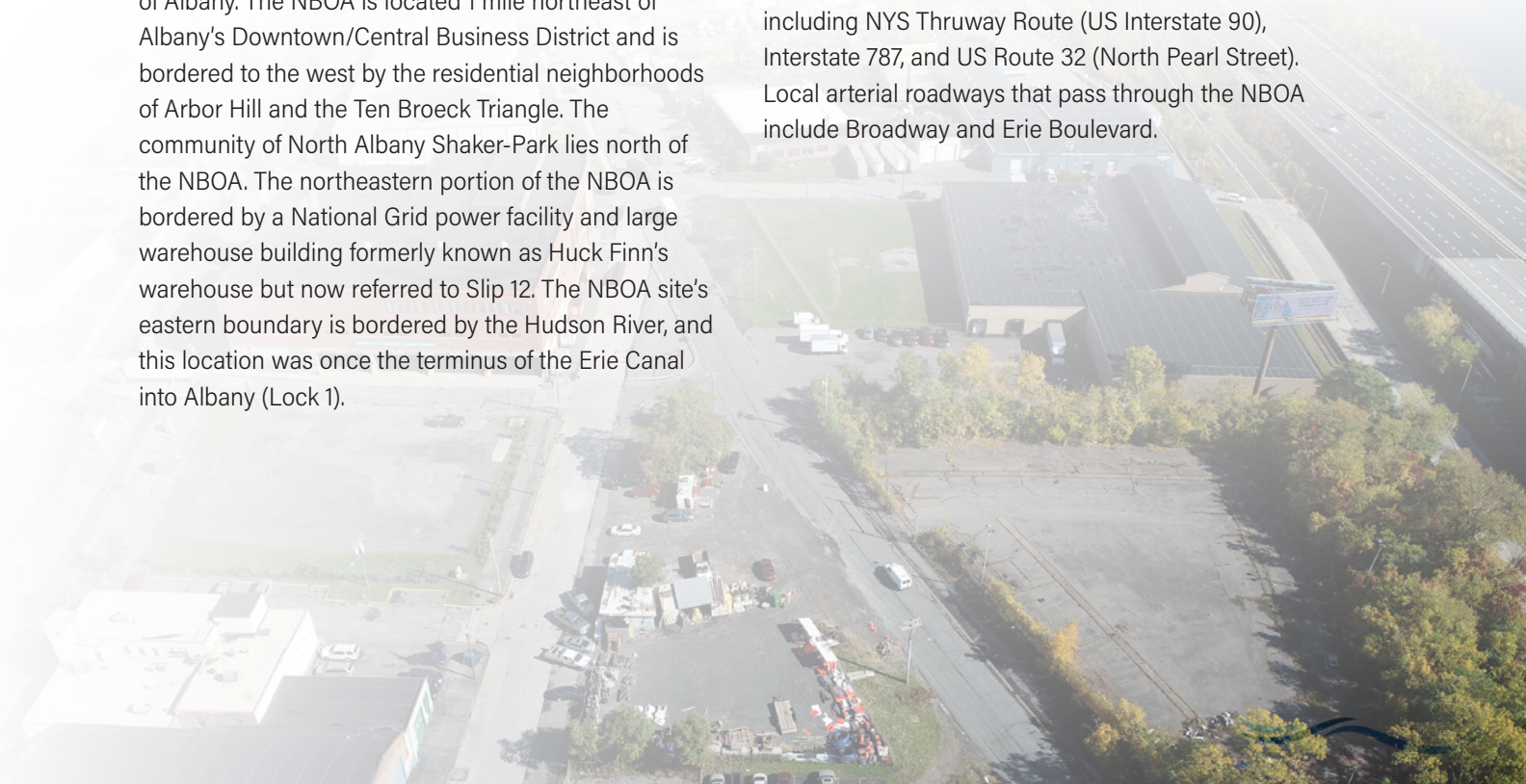
12. S.N. and D.G. Beers (1866). "West End of City [Village]; City of Albany [Township]; Albany City Business Directory" Map. Stone & Stewart: Philadelphia. Retrieved 2023 from Lionel Pincus and Princess Firyal Map Division, The New York Public Library. <https://digitalcollections.nypl.org/items/510d47e3-72ee-a3d9-e040-e00a18064a99>.

13. 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>.

14. 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).

15. "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.

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





### 3.1.5 NBOA SOCIOECONOMIC CONTEXT

There are very few residents living in the NBOA at present, however, trends for the city and region can help inform future opportunities. Additional details can be found in the Economic and Market Trends Analysis in the Appendices.

According to 2019 census estimates, the City of Albany contains approximately 96,460 residents across several diverse neighborhoods. 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. The median household income is \$45,825, compared to \$68,486 for the State of New York, and the average annual unemployment rate in 2019 for the metropolitan statistical area was 3.5% (US Bureau of Labor Statistics).

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.

Based on the retail sales leakage analysis conducted as part of this study, current (and future) residents could realistically support a few additional retail establishments.

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 NBOA, which is dominated by tenants that use industrial space for manufacturing, processing, storage, or other activities. The following graphs show the ten industrial sub-sectors that added the most jobs between 2010 and 2020 in Albany County and those projected to add the most jobs between 2020 and 2030. 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
<b>Median Household Income, 2020</b>	\$44,539	\$68,563
<b>Population growth, 2010-2020</b>	+1.24%	+3.65%
<b>Growth in number of households, 2010-2020</b>	+0.9%	+4.6%
<b>Median Age, 2020</b>	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 3-1 Population and Income Comparison, City of Albany and the Capital Region**

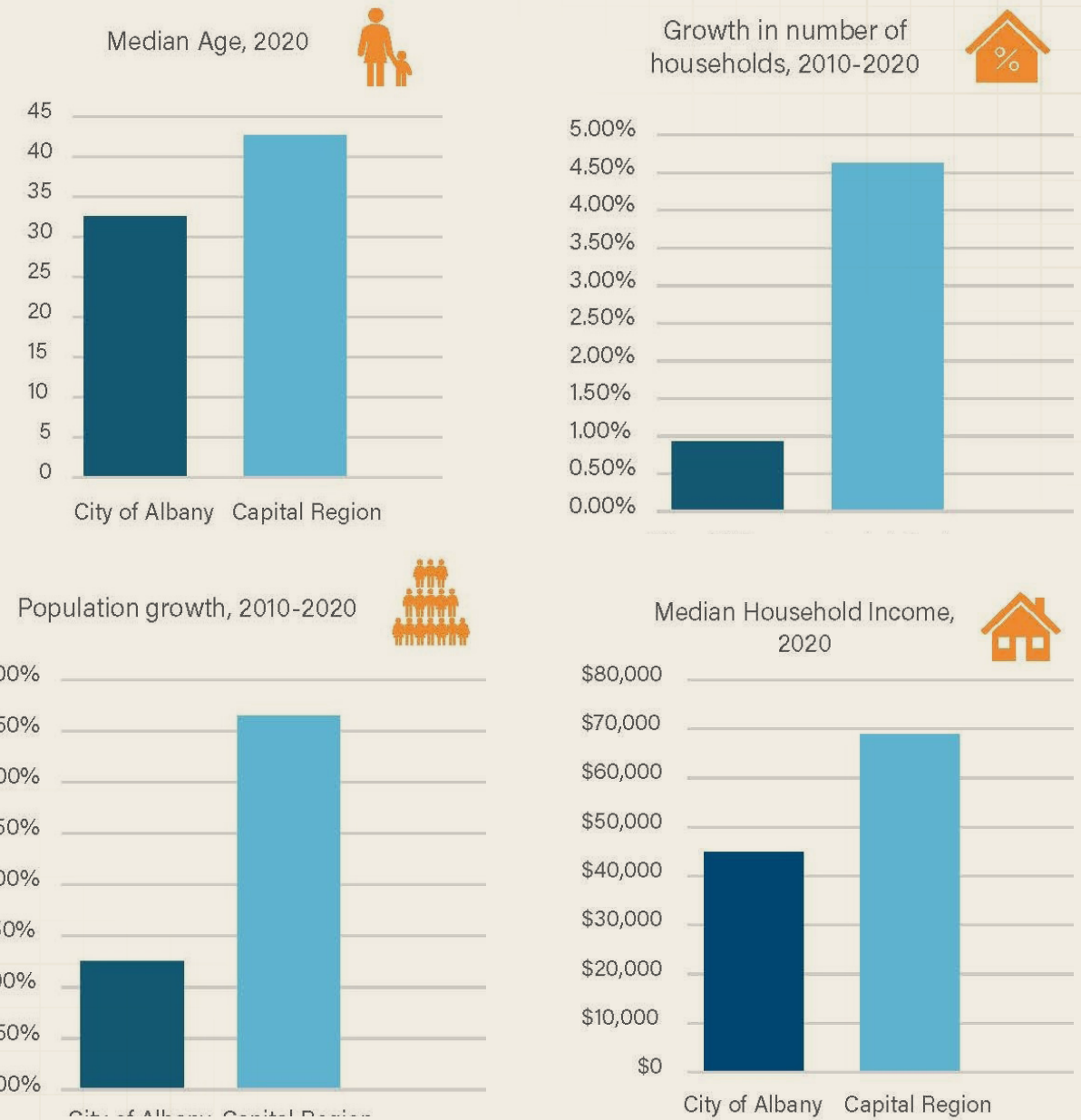




Figure 3-2 Employment Sectors

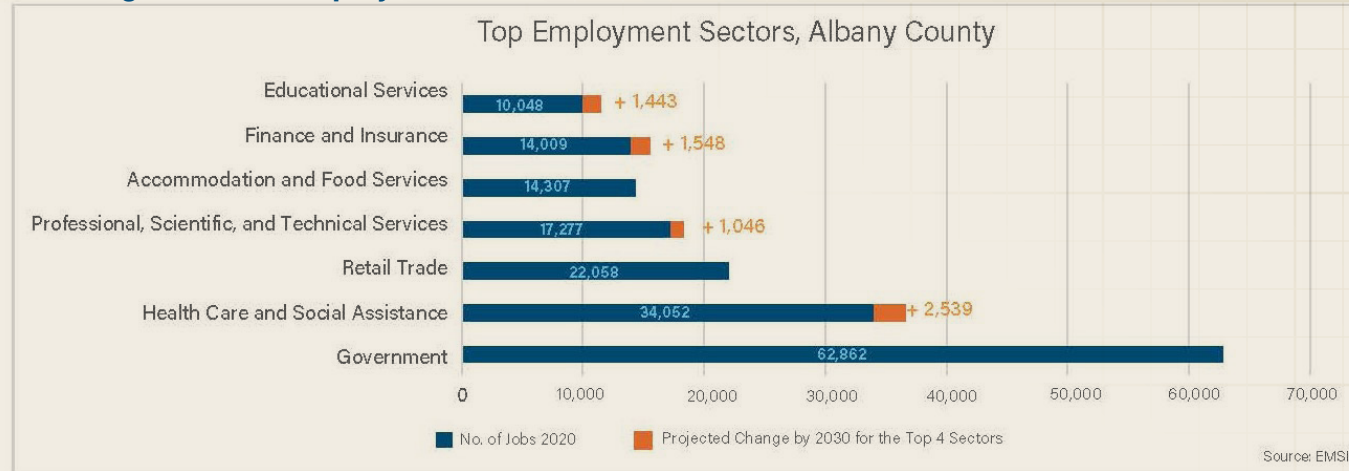


Figure 3-3 Industrial Sector Growth, 2010-2020, Albany County

BY NUMBER OF JOBS ADDED

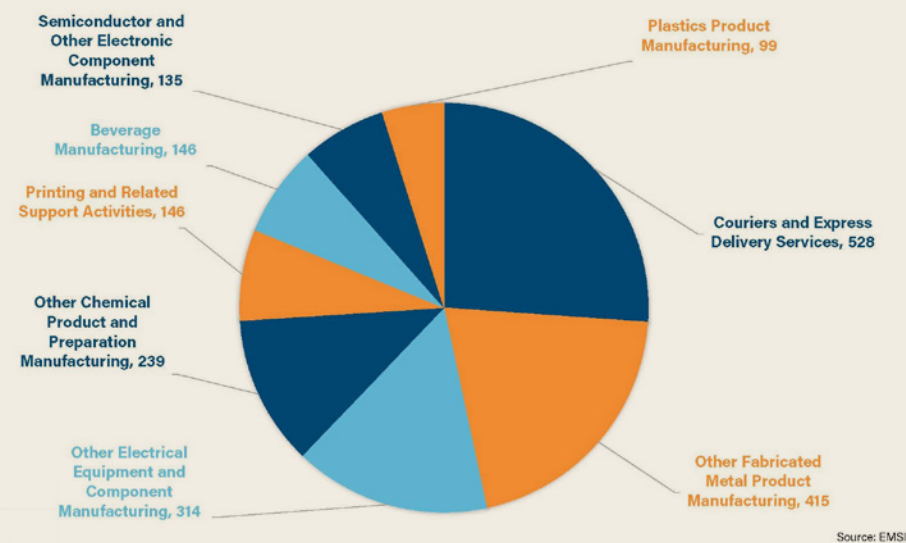
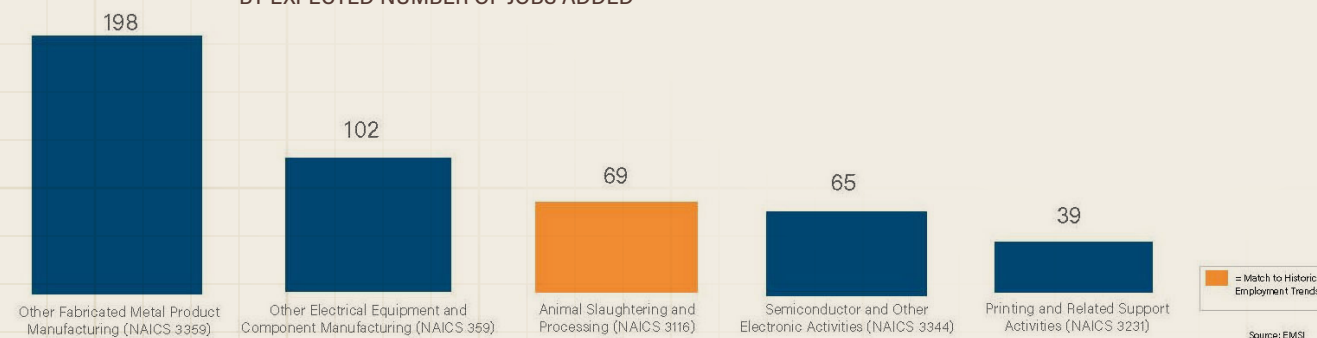


Figure 3-4 Projected Industrial Sector Growth 2020-2030, Albany County

BY EXPECTED NUMBER OF JOBS ADDED



## 3.2 ECONOMIC AND MARKET TREND ANALYSIS

A detailed Economic and Market Trends Analysis was completed for the NBOA 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.

### KEY TAKEAWAYS

There is a strong market for market-rate and affordable multi-unit residential spaces, fueled by opportunities for adaptive reuse. Expanding incentives could enable development of additional affordable housing units.

Current and future employees interested in living and shopping closer to their workplace represent a significant market opportunity for residential spaces and new specialty retail establishments.

### 3.2.1 REGIONAL REAL ESTATE CONTEXT



The market for **multi-unit residential dwellings** is, without question, the strongest market in the region and, especially, in the city. Rent growth has been consistently strong, and net absorption of new units that come onto the market has been meaningfully positive. Both market-rate and affordable-rate units continue to be successful. Stakeholders noted that one constraint for the latter was the limited supply of Low-Income Housing Tax Credits (LIHTC).



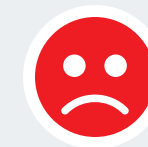
The market for **industrial space** in the region is strong, with low vacancies, good absorption of new spaces that come onto the market, and growing rental rates.



The market for **retail space** is in the middle, with shopping malls and general retail space faring poorly, while some specialty retail space doing better. Retail property in the Greater Albany area has had low vacancies and good absorption rates in recent years, but slower rental growth. An analysis of shopping habits in the Local Trade Area, the area within a 10-minute drive radius of the NBOA, indicated that there is unmet consumer demand for:

- Jewelry, luggage, & leather goods;
- Office supplies, stationery, and gifts;
- Motor vehicles; and
- Shoes.
- Sporting and hobby/musical goods;

The NBOA and surrounding areas could support as many as 15 new retail businesses offering these goods.



The market for **office space** in the region has weaker fundamentals in vacancy and absorption rates. Current rental rates are low compared to national averages.



### 3.2.2 REAL ESTATE TRENDS IN THE NBOA

The real estate market has increased in recent years for the city overall, and the NBOA appears to have momentum. That momentum comes from the successful adaptive reuse of existing buildings for market- and affordable-rate residential units, with some minor, supporting ground-floor commercial amenities. Many more conversions are planned or underway for sites such as the Rodgers Liquor Building on North Broadway.

The city is pulling in new households from the region, particularly in the young professionals demographic. This demographic is attracted to the concept of an entertainment district, such as the burgeoning craft beverage district in the NBOA, as well as a textured neighborhood fabric that is pedestrian and bicycle friendly. To strengthen this attraction, the city could create one or more “destination” amenities in the NBOA and strengthen connections to the river.

New residential units and a burgeoning entertainment district are creating pressure on the industrial real estate market in the NBOA. This is evidenced by both (a) the conversion or planned conversion of several existing structures away from active industrial or commercial use to residential use, and (b) the conflicts that arise between an entertainment district’s customer base and the trucking and safety concerns of heavy manufacturing businesses.



**KEY TAKEAWAYS**

The industrial space market remains strong, underpinned by job growth in sectors that require light manufacturing spaces and warehouse and distribution centers.

Interest in the NBOA for housing and entertainment, particularly from young professionals, could support revitalization, but raises concerns about conflicts with existing commercial and industrial uses.

The NBOA is in a designated Environmental Zone, making brownfield sites eligible for additional brownfield tax credits.

Furthermore, some buildings have been converted or are slated to be converted from industrial to self-storage use, reducing the supply of active industrial-use property. The culmination of these trends is that there is some concern that active industrial users will continue to be pushed out of the NBOA, and the city will permanently lose the associated jobs and tax base.

### 3.2.3 ECONOMIC DEVELOPMENT ZONES

The entire NBOA is designated as an Environmental Zone. As defined by New York State, to qualify as an En-Zone, the census tract must “have a poverty rate of 20 percent 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. In the case of the NBOA, the entire area is in a designated En-Zoning meaning that 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.

### 3.3 EXISTING LAND USE

As illustrated on both **Figure 3-5** and in **Table 3-2**, the City of Albany is predominantly a built environment. The general character of the 183-acre NBOA features industrial, and warehousing uses in century-old brick buildings, some in disrepair, as well as newer concrete, stone, brick, and occasionally metal buildings. Rehabilitated and updated commercial structures and some vacant parcels are also present. There is limited open/green space in the NBOA. The designated land uses in the NBOA are predominantly commercial land with a limited mix of industrial, vacant, community and public services, and transportation land uses (i.e., local road rights-of-way).

**KEY TAKEAWAYS**

The primary land uses in the NBOA continue to be commercial, transportation, and industrial, providing a basis for continued economic revitalization. Transportation land serves these uses, but cuts the NBOA off from surrounding areas.

The NBOA has some of Albany’s only industrial and heavy commercial uses, which are important economic drivers for the city.





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

LAND USE CATEGORY	TOTAL ACREAGE	NUMBER OF PARCELS	NYS PROPERTY CLASS CODE <sup>1</sup>	PERCENTAGE OF NBOA
Commercial	85.92	96	400	46.8%
Transportation <sup>2</sup>	41.54	—	840	23.6%
Community Services	22.52	5	600	12.5%
Vacant Land	14.15	58	300	7.9%
Public Services	9.28	9	600	5.2%
Industrial	5.38	4	700	3.0%
Wild, Forested, Land Conservation and Parks	0.49	1	900	0.3%
Residential <sup>3</sup>	0.30	5	200	0.2%

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

1. Classification of land use area based on the NYS Office of Real Property Services Land Use Classes. 2. Areas in the NBOA with no parcel data coverage are assumed to be publicly maintained road rights-of-way. 3. Residential total includes Single Family, Two Family and Three Family; Multi-family is included under commercial land.

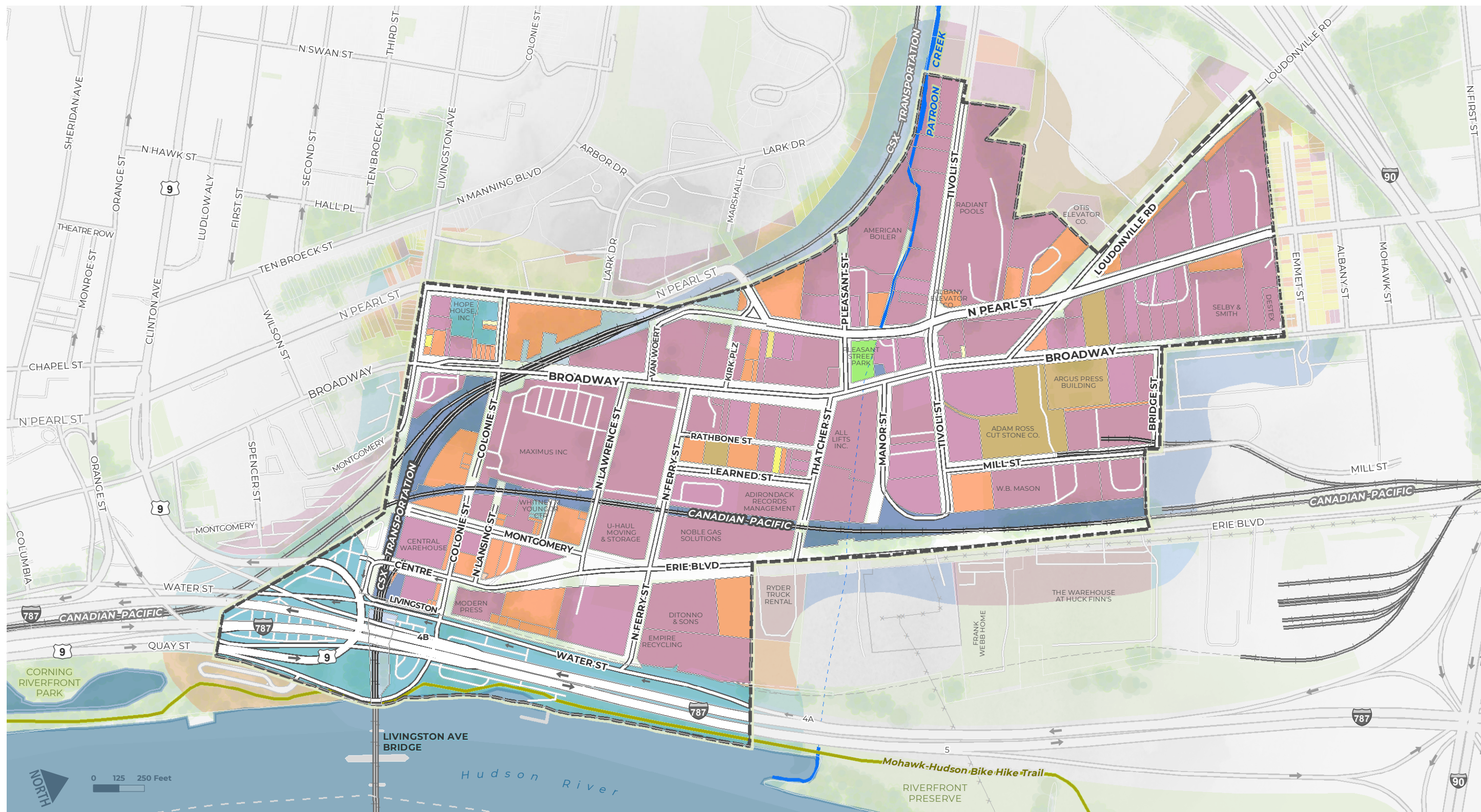
### 3.3.1 COMMERCIAL LAND USE

Commercial land use (NYS Property Code 400s) is the primary use in the NBOA. The area has a legacy of industrial activity, including foundries, factories, and breweries. Today, the NBOA comprises a mix of commercial uses, including:

- Professional, scientific, and technical services;
- Administrative, support, and remediation services;
- Light manufacturing; construction;
- Automotive and fuel stations; and
- Transportation and distribution uses.

### 3.3.2 TRANSPORTATION LAND USE

Transportation uses constitute a quarter of the NBOA. The transportation category is comprised of undesignated parcels including the road network and rights-of-way.



#### LAND USE DESCRIPTIONS

<b>Residential</b>	Property used for human habitation.
<b>Vacant land</b>	Property that is not in use, is in temporary use, or lacks permanent improvement.
<b>Commercial</b>	Property used for the sale of goods and/or services.
<b>Recreation &amp; Entertainment</b>	Property used by groups for recreation, amusement, or entertainment.
<b>Community Svcs</b>	Property used for the well being of the community.
<b>Industrial</b>	Property used for the production and fabrication of durable and nondurable man-made goods.
<b>Public Svcs</b>	Property used to provide services to the general public.
<b>Wild, forested, conservation lands and public parks</b>	Reforested lands, preserves, and private hunting and fishing clubs.

#### BASEMAP

- Trail / Path
- Railroad
- Disused Railroad
- Powerline
- Creek
- Creek (Underground)
- BOA Boundary

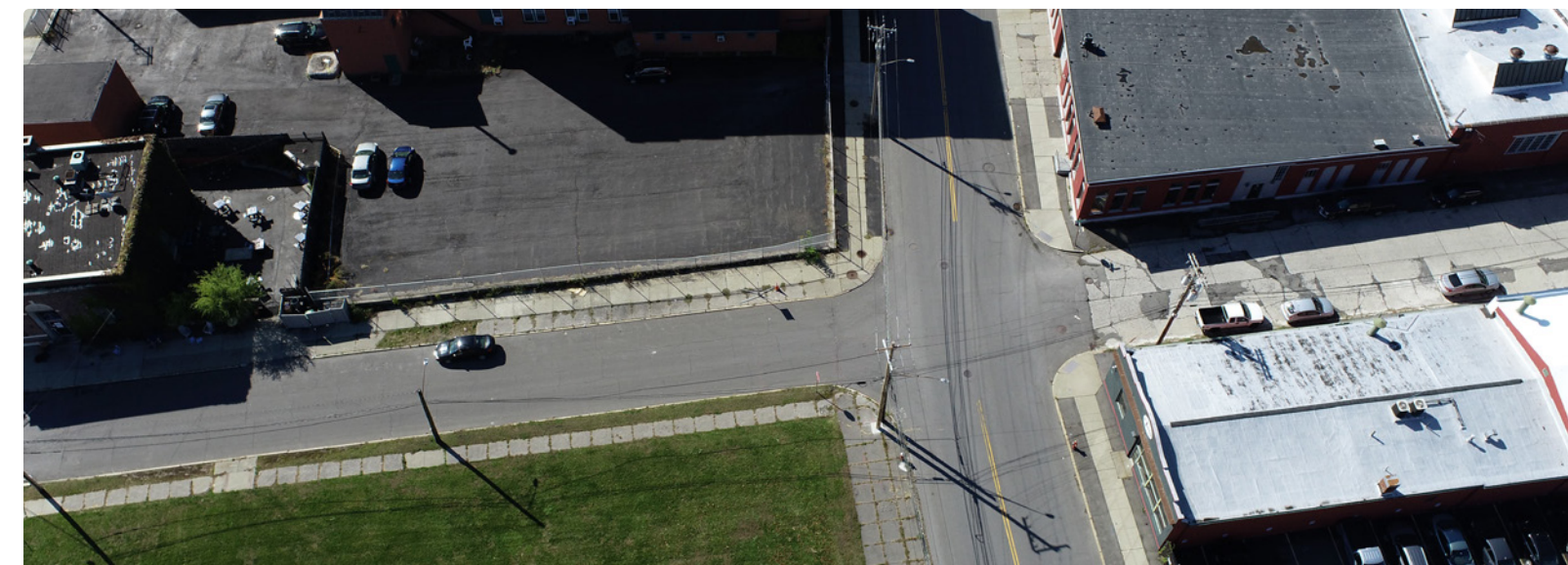
#### LAND USES < 2 ACRES

- Wild, forested, conservation lands and public parks
- Residential - Two Family
- Residential - Three Family
- Residential - Single Family

#### LAND USE

- Commercial 85.9
- Transportation 41.54
- Community Services 22.52
- Vacant Land 14.15
- Public services 9.28
- Industrial 5.38

**Figure 3-5 NBOA Land Use NORTH ALBANY BOA**







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### 3.3.3 COMMUNITY SERVICES LAND

Community Services land accounts for 22.5 acres or 12.5% of the NBOA. This primarily refers to the long swath of NYSDOT-owned land that runs underneath I-787 between Water Street and the Hudson Riverfront. It consists largely of paved roadways and parking lots and can only be accessed by Quay/Colonie Street and Water Street. It contains some community uses including the Corning Preserve boat ramp, Albany Rowing Club facilities, and a portion of the Mohawk-Hudson Bike-Hike trail (part of the Empire State Trail). It connects to the Corning Riverfront Park to the south and the Riverfront Preserve to the north.

Other Community Services include the Hope House Inc. facility, an outpatient clinic for alcohol and substance abuse, and the Whitney M. Young Jr. Health Center, a medical, dental and behavioral health facility.

### 3.3.4 VACANT LAND

There are 14.2 acres of vacant land scattered throughout the NBOA on 65 parcels ranging in size from 0.01 acres to 1.81 acres.

#### KEY TAKEAWAYS

14.2 acres of vacant land provides opportunities for infill development. Reuse opportunities are considered as part of the Brownfield, Vacant, and Underutilized sites analysis.

Due to historic development patterns, public, open, and green space in the NBOA is severely limited.

Residential land use only accounts for 0.2%; however, new mixed-use developments are bringing more residential uses into the NBOA.

### 3.3.5 PUBLIC SERVICES LAND

A total of 9.28 acres of active rail lines (Canadian Pacific and CSX Transportation) are within the Public Services land use category. These lines lie between two secondary arteries—Mill Street and Erie Boulevard—on the eastern border of the NBOA. The rail line on the southwestern border of the NBOA crosses the main retail corridor, Broadway, then heads west. On the southeastern corner of the NBOA, there is an abandoned section of rail adjacent to the long-vacant, 11-story, 508,000-square foot Central Warehouse building, which is in disrepair. This building is located at the intersection of Erie Boulevard and Colonie Street.

### 3.3.6 INDUSTRIAL

The NBOA has four parcels of Industrial land use covering 5 acres. These heavier commercial uses are concentrated near the rail sidings on Mill Street. Adam Ross Cut Stone, Inc., fronts Broadway and extends back to Mill Street. On Mill Street are Evolution Ironworks, a metal work and blacksmith operation, and Gretchen Bellinger, Inc., a textile mill. 1031 Broadway is the former Argus Press building, built in 1913, which is listed by the Historic Albany Foundation as an Endangered Historic Resource. The building was recently purchased by U-Haul. Across from the Argus Building between Broadway and North Pearl is a metals manufacturer. At 20 Learned Street is a former salvage business.

### 3.3.7 WILD, FORESTED, LAND CONSERVATION AND PARKS

The single half-acre parcel within this category is a small City Park called Pleasant Street Park. The parcel marks the location where the Patroon Creek goes underground.

### 3.3.8 RESIDENTIAL

There are five residential parcels dispersed throughout the NBOA. One is a three-story dwelling, two are two-story single-family homes, and two are two-story single-family homes that contain businesses (one of which is in severe disrepair).





### 3.4 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 have been implemented to address challenges of urban sprawl, deterioration of historic neighborhoods, and to improve pedestrian safety in new and re-development projects. The USDO is comprised of 19 base zoning districts and 6 overlay districts.

**KEY TAKEAWAYS**

Hybrid zoning presents opportunities for redevelopment by allowing a mix of uses that complement the transitioning nature of the NBOA. By focusing on the form of redevelopment, it helps to preserve the character of the NBOA.

Much of the NBOA is likely to be redeveloped as a mixed-use district. This is consistent with recent development patterns.

The NBOA includes the following zoning districts:

- MU-FW Mixed Use Form Based Warehouse
- L-C Land Conservation
- MU-CU Mixed Use Community Urban

These zoning districts generally support the existing land use patterns in the NBOA. They are described in detail herein and illustrated on **Figure 3-6**.

The NBOA also features two zoning overlay districts:

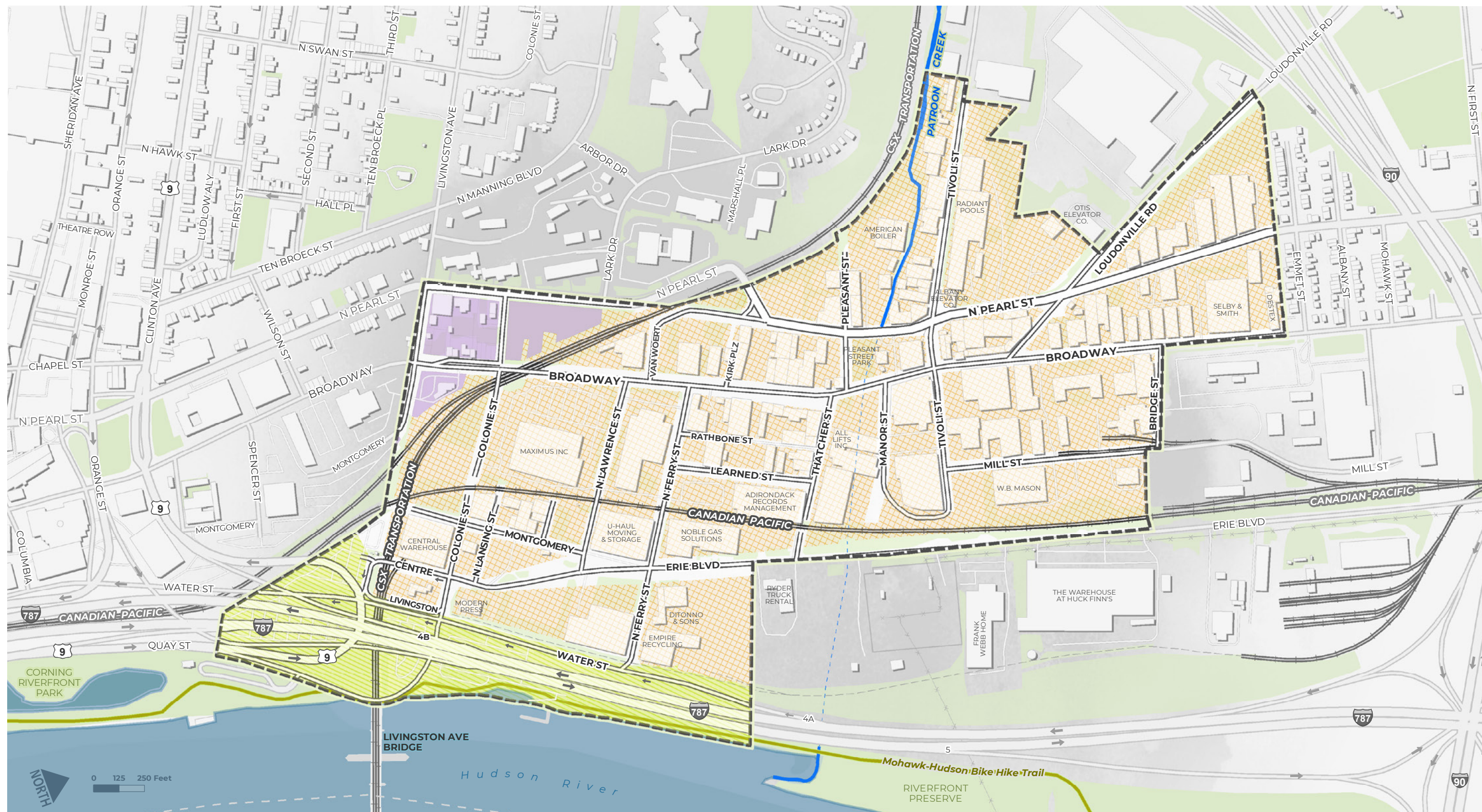
- Combined Sewer Overlay District
- Floodplain Overlay District

**KEY TAKEAWAYS**

Hybrid zoning presents opportunities for redevelopment by allowing a mix of uses that complement the transitioning nature of the NBOA. By focusing on the form of redevelopment, it helps to preserve the character of the NBOA.

Much of the NBOA is likely to be redeveloped as a mixed-use district. This is consistent with recent development patterns.

These districts have different implications to redevelopment depending on the size and scale of the project.



**BASEMAP**

- Trail / Path
- Railroad
- - - Disused Railroad
- Powerline
- ~ Creek
- ~ Creek (Underground)
- BOA Boundary

**ZONING BY ACREAGE**

- Mixed-Use, Form-Based Warehouse District (MU-FW) 110.5a
- Land Conservation (L-C) 22.6a
- Mixed-Use, Community Urban (MU-CU) 4.8a

**Figure 3-6 NBOA Zoning**  
NORTH ALBANY BOA





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**Table 3-3 Zoning Districts**

**MU-FW MIXED USE FORM BASED WAREHOUSE**

111.91 Acres (61.1%)

**NBOA Summary.** A majority of the NBOA is zoned Mixed Use Form-Based Warehouse. These 112 acres include large commercial and industrial buildings like the Argus Press Building and the Nipper Building.

**General Character.** Encourages building reuse and the redevelopment of the Warehouse District into a walkable, urban mixed-use center containing residential, retail, commercial, and entertainment uses, while protecting the continued viability of existing industrial uses.

**Sub Districts.** (USDO Regulating Plan)

- ✓ Mixed-use Core
- ✓ Walkable Center
- ✓ Industrial Warehouse
- ✓ Open Space (civic/natural)
- ✓ Street Connections

**Building Placement.** Varies by use

**Type of Civic Space.** Open space



**Maximum Building Heights.** Five stories (Mixed Use Core), four stories (Walkable Center), three stories (Industrial Warehouse)

**Uses.** Permitted uses include residential townhouses and multi-unit residential, assisted living, community residential, parking structures, heavy commercial services, storage and wholesale distribution, and all manufacturing types except for heavy manufacturing. Conditional uses include controlled substance dispensaries, dispatcher or freight truck terminals, fuel stations, and self-storage. Accessory uses include transit facilities and drive-through or drive-ins.







### LC LAND CONSERVATION

121.47 Acres (11.7%)

**NBOA Summary.** The waterfront portion of the NBOA is an L-C district. The district includes portions of the Hudson Riverfront and the Mohawk-Hudson Hike-Bike Trail as well as the Corning Preserve Boat Ramp. Given the role of this waterfront gateway location, it includes an unusually high amount of paved areas and transportation uses for an LC District. These include I-787, which is elevated, Route 9, CSX Transportation Albany-Schenectady Railroad, parking for local employees and waterfront visitors, and local streets that connect the riverfront to the Warehouse district.

**General Character.** Provides for and protects publicly owned parks, open spaces, natural areas, wildlife refuges, and other green spaces throughout the city. Land Conservation is a Special Purpose District that permits maximum impervious lot coverage of 10%.

**Building Placement.** Minimum rear setback of 20 feet where any structure abuts a Residential zone district.

**Type of Civic Space.** Parks, open spaces, natural areas, and other green spaces

**Maximum Typical Building Height.** Two stories for principal buildings, one-and-a-half stories for accessory buildings.

**Uses.** Permitted uses include playground, natural area or preserve, police or fire station, and, minor and public utility. Conditional uses include plant nursery, outdoor recreation area, and entertainment. Accessory uses include alternative energy generation equipment and facilities, electric vehicle charging stations, and parking lots and parking structures.



### MU-CU MIXED USE COMMUNITY

4.75 Acres (2.6%)

**NBOA Summary.** The southwest corner of the NBOA to the west of the CSX Rail line (Albany Schenectady Rail line) is in a Mixed-Use Community District. The zoning is consistent with the surrounding Arbor Hill and Ten Broek Triangle neighborhoods.

**General Character.** Provides for a variety of retail, residential, and commercial uses intended to serve an area larger than a specific neighborhood in an urban setting characterized by relatively small blocks.

**Building Placement.** Maximum front setback 10 feet. Minimum rear setback is none unless structure abuts a Residential zone district, and in that case is 15 feet. Maximum impervious lot coverage is 90%.

**Type of Civic Space.** Parks, Green space

**Typical Building Height.** Five stories for principal buildings, one-and-a-half stories for accessory buildings

**Uses.** Permitted uses in this district include residential, community centers, cultural facilities, daycare, higher educational facilities, restaurants and bars, office, indoor recreation and entertainment, retail, supermarket, and artisan manufacturing. Conditional uses are dormitory, group living, hospital, school, drive-in or drive-through, stadium, parking structure, and self-storage. Accessory uses include parking lot, towers, urban agriculture, and alternative energy generation.

Source: City of Albany Planning Department, 2020. The remainder of the NBOA with no parcel data coverage is assumed to be publicly maintained road right-of-ways.

The NBOA also features two zoning overlay districts:

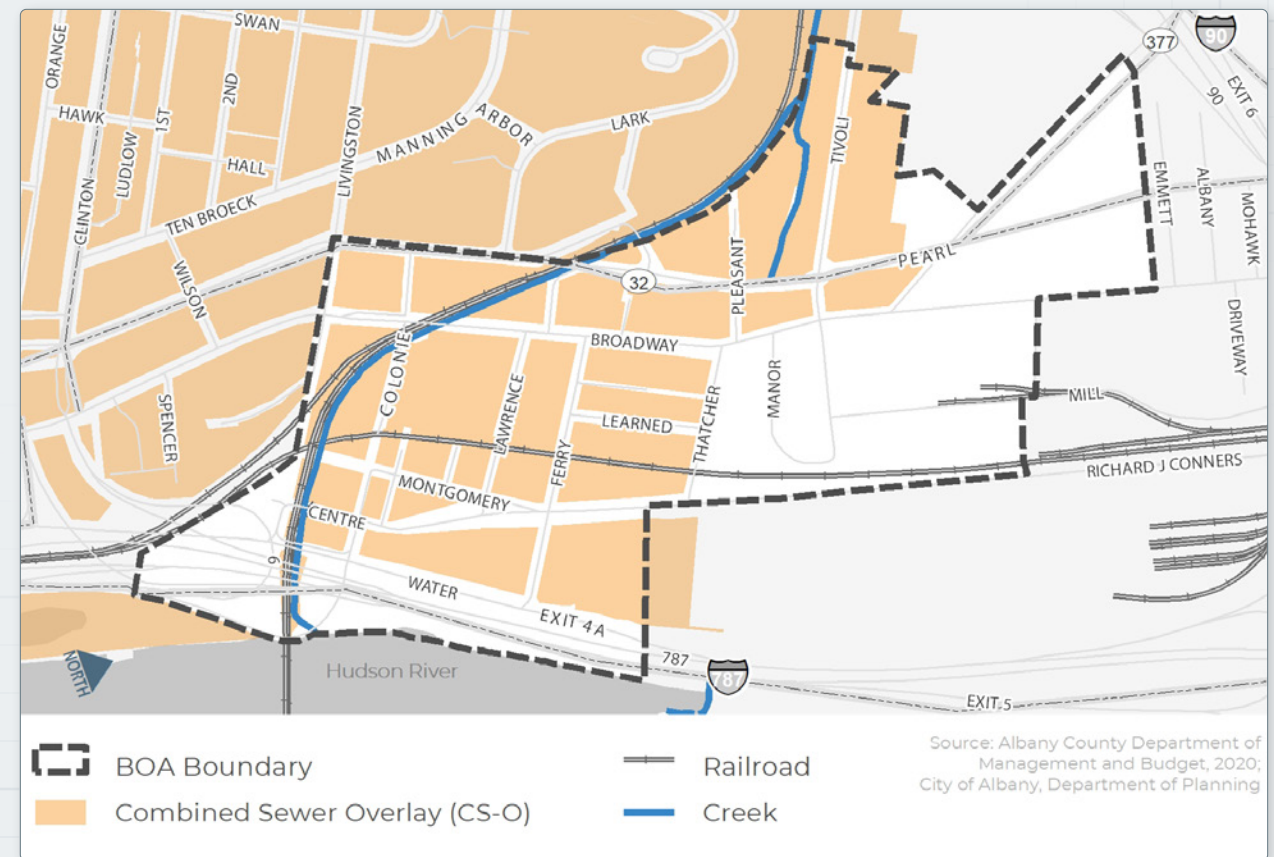
- Combined Sewer Overlay District
- Floodplain Overlay District

These districts have different implications to redevelopment depending on the size and scale of the project.

#### KEY TAKEAWAYS

The floodplain overlay and combined sewer overlay help to protect future development from flooding and from further impacting the combined sewer overflow system respectively.

The waterfront portion of the NBOA is within a Land Conservation (L-C) district but contains a high percentage of pavement which does not allow for infiltration of stormwater prior to entering the river.



### CS-O COMBINED SEWER - OVERLAY

75 Acres (41%)

**Impact on Redevelopment.** A development anticipated to generate over 2,500 gallons of sanitary sewer flow per day will require review by the Albany Department of Water and Water Supply and the New York State Department of Environmental Conservation to ensure compliance with the State Pollution Discharge Elimination System permit.

#### Purpose

- ✓ Mitigate impacts of new development and redevelopment on the city's combined sewer system
- ✓ Reduce combined sewer overflow discharges during wet weather events through practices that reuse, infiltrate, and delay the release of stormwater into the combined sewer system.
- ✓ Help the city remain in compliance with applicable New York State Department of Environmental Conservation (NYSDEC) consent orders regarding management of combined sewer overflows.

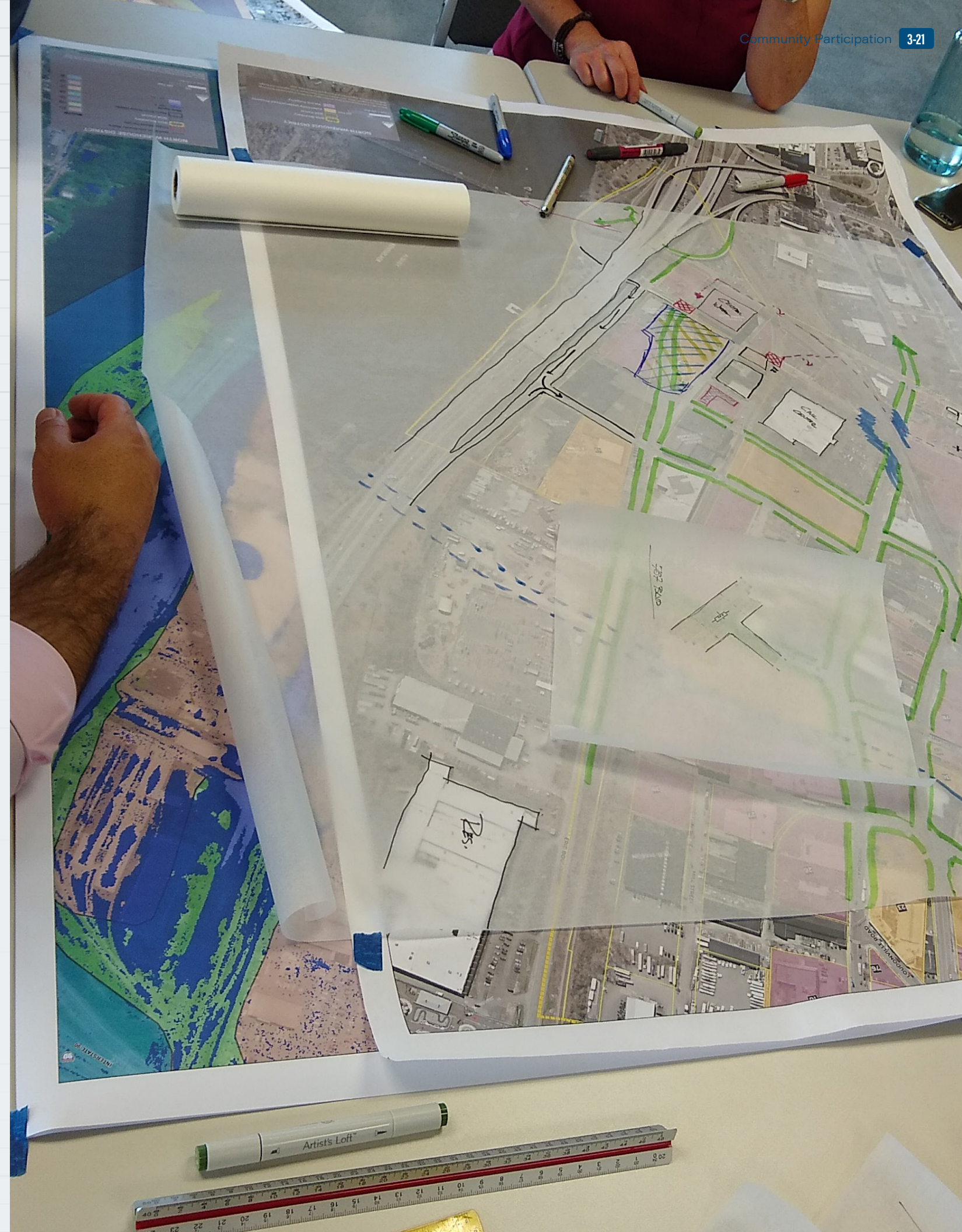
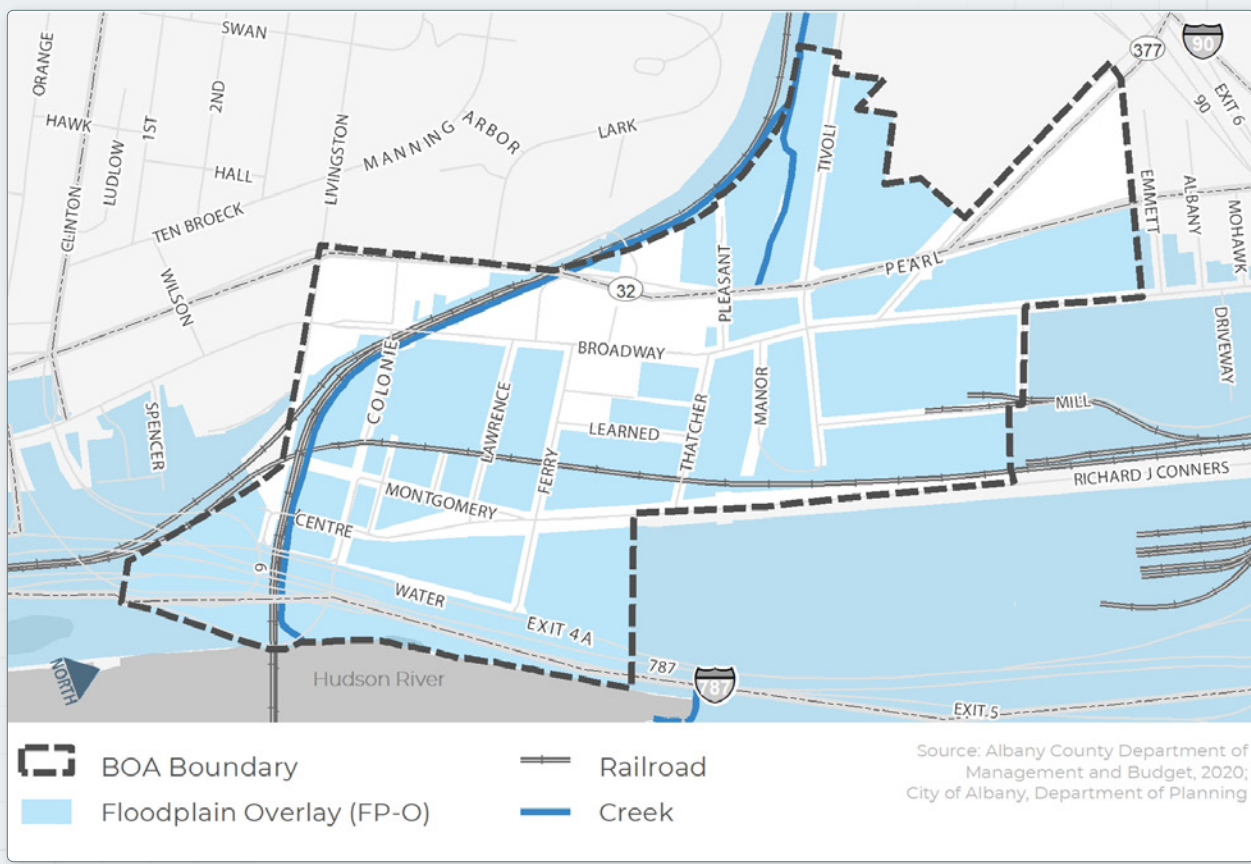


### FP-O FLOODPLAIN - OVERLAY

118 Acres (64%)

**Impact on Redevelopment.** Impact on redevelopment: In some cases, the development of the site or building may have to account for future flooding, for example, by raising the site above the base flood elevation.

**Purpose.** To ensure that development in floodplains defined by Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps complies with all applicable FEMA regulations; promotes public health, safety, and general welfare; and minimizes public and private losses due to flood conditions in specific areas by provisions.





### 3.5 LAND OWNERSHIP

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. **Figure 3-7** and **Table 3-4** illustrate the breakdown of land ownership by acreage and percentage of the total NBOA.

**KEY TAKEAWAYS**

Land use and redevelopment decisions in the NBOA will be driven by the private sector. Some of the publicly owned land is strategically located and could positively influence private development. This includes New York State land on the Hudson River that hosts several public amenities and serves as a waterfront and downtown gateway.

Most land in the NBOA is privately owned. As such, most land use decisions will be made by private sector interests. However, eight parcels totaling approximately 23.06 acres are publicly owned. Six parcels are owned by the City of Albany:

- 442 North Pearl Street;
- 946 and 948 Broadway (Pleasant Street Park);
- 52 and 54 Colonie Street; and
- 46 Colonie Street (owned by the Albany Water Board).

**KEY TAKEAWAYS**

Land use and redevelopment decisions in the NBOA will be driven by the private sector. Some of the publicly owned land is strategically located and could positively influence private development. This includes New York State land on the Hudson River that hosts several public amenities and serves as a waterfront and downtown gateway.

The vacant parcels on Colonie Street are unsuitable for development. The vacant parcels on Broadway are a grassy lawn known as Pleasant Street Park. This is one of the only public open spaces in the NBOA. Development on this site is limited by Patroon Creek, which goes underground at this location. The remaining site is a wedge-shaped lot at the intersection of North Pearl Street and Tivoli Street.

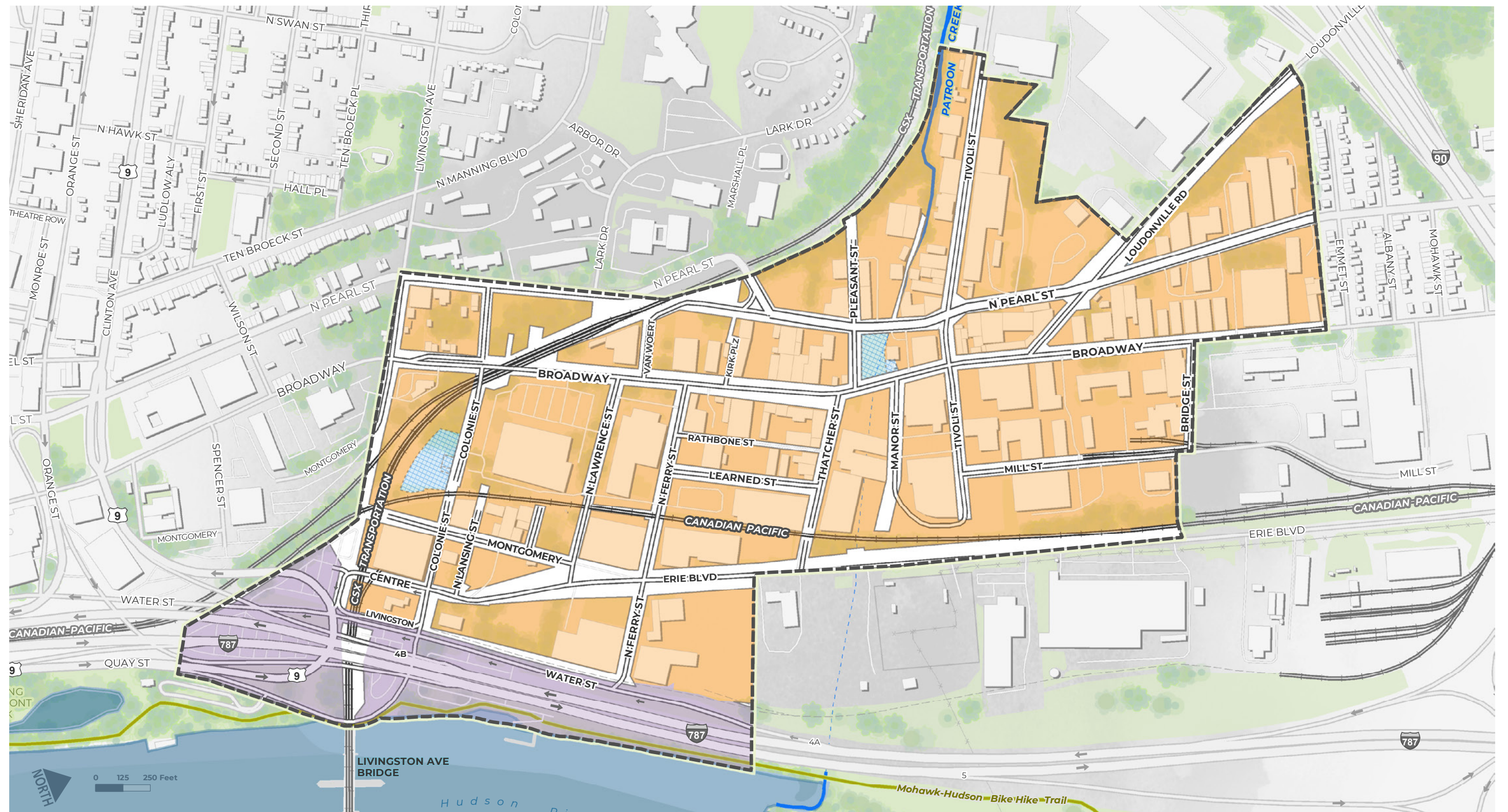
Two of the parcels are owned by the State of New York. These front the Hudson River, following the I-787 corridor. They include the northern gateway to downtown and the waterfront and host several water-enhanced and water-dependent uses. No brownfield, vacant, or underutilized sites were identified on state-owned property in the NBOA.

Several of the publicly owned parcels are strategically located and can have a meaningful influence on private sector investment if they are redeveloped with complementary and supporting uses.

**Table 3-4 Land Ownership Parcels**

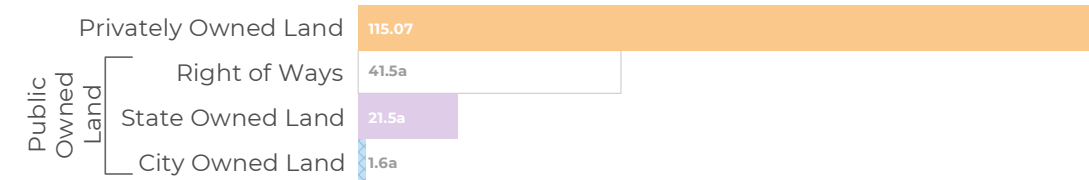
OWNERSHIP	ACREAGE*	PERCENTAGE OF NBOA
<b>Private</b>	<b>115.07</b>	<b>64.0%</b>
<b>Public</b>	<b>64.59</b>	<b>36.0%</b>
Public City of Albany	1.59	0.9%
Public State of New York	21.47	11.7%
Rights-of-Way	41.54	23.1%

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



- BOA Boundary
- Trail / Path
- Railroad
- Disused Railroad
- Powerline
- Creek
- Creek (Underground)

**LAND OWNERSHIP BY TOTAL ACREAGE**



**Figure 3-7 NBOA Land Ownership NORTH ALBANY BOA**





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## 3.6 PARKS AND OPEN SPACE

Greenspaces in the NBOA include Pleasant Street Park and a portion of the Riverfront Preserve (Figure 3-8). Both are maintained by the City of Albany Department of General Services (DGS).

- **Pleasant Street Park** is a 0.49-acre grassy area bound by North Pearl Street, Pleasant Street, and Broadway. There are no amenities or public facilities in the park. Immediately north of the park is a one-story building occupied by Lionheart on the Green with associated parking, and one of the City's water supply pump stations.

Patroon Creek runs east from Tivoli Lake and diverts underground at North Pearl Street beneath the park area. It continues to flow south to discharge into the Hudson River along the Riverfront Preserve.

- **The Riverfront Preserve** is a riverfront park on state-owned land with the Corning Preserve public boat launch and the Mohawk-Hudson Bike/Hike Trail (part of the Empire State Trail). The portion in the NBOA consists mostly of impervious surfaces, including parking and multi-use trails, buffered by a strip of vegetation along the shoreline.

### KEY TAKEAWAYS

The NBOA has very little green or open space. Most of the open space is along the Hudson River where there is a collection of waterfront amenities.

There is only one small city-owned park in the NBOA, Pleasant Street Park, with no amenities. The park is centrally located, though its development is somewhat limited by the Patroon Creek.

Other greenspace in the NBOA is limited. Small strips of trees and vegetation border the railroad tracks and some buildings. There are also a few areas of green space within the street rights-of-way and vacant lots, as well as street trees that line some smaller streets such as Colonie Street, North Lawrence Street, Loudonville Road, and portions of Erie Boulevard.





### 3.7 HISTORIC OR ARCHAEOLOGICALLY SIGNIFICANT SITES

#### 3.7.1 HISTORIC DISTRICTS

The City of Albany contains several important historic resources, including historic districts with structures that date primarily from the 1820s to 1930s. These are largely concentrated in the Downtown and peripheral neighborhoods, with only a small section of the NBOA belonging to a historic district (Figure 3-9). However, the City recently completed a historic resources survey that examined, in detail, buildings within and near the NBOA, and determined the area to be eligible for listing on the National and State Registers of Historic Places. A nomination has been submitted to the State Historic Preservation Office (SHPO) and the district is expected to be designated as a historic district in 2024.

The southwest corner of the NBOA contains a portion of the **Broadway/Livingston Avenue Historic District**. This district has the only intact concentration of nineteenth century commercial and residential architecture on Broadway north of downtown. It also has a metal Warren truss railroad bridge built in 1900 to carry the New York Central Railroad tracks across Broadway at Colonie Street. The bridge and four of the approximately 20 buildings in the Historic District are in the NBOA, between Livingston and Colonie Street.

The historic district designation is mostly honorary with some federal financial incentives available. Owners of these properties can qualify for tax incentives if the rehabilitation is consistent with Secretary of Interior Standards for Rehabilitation.

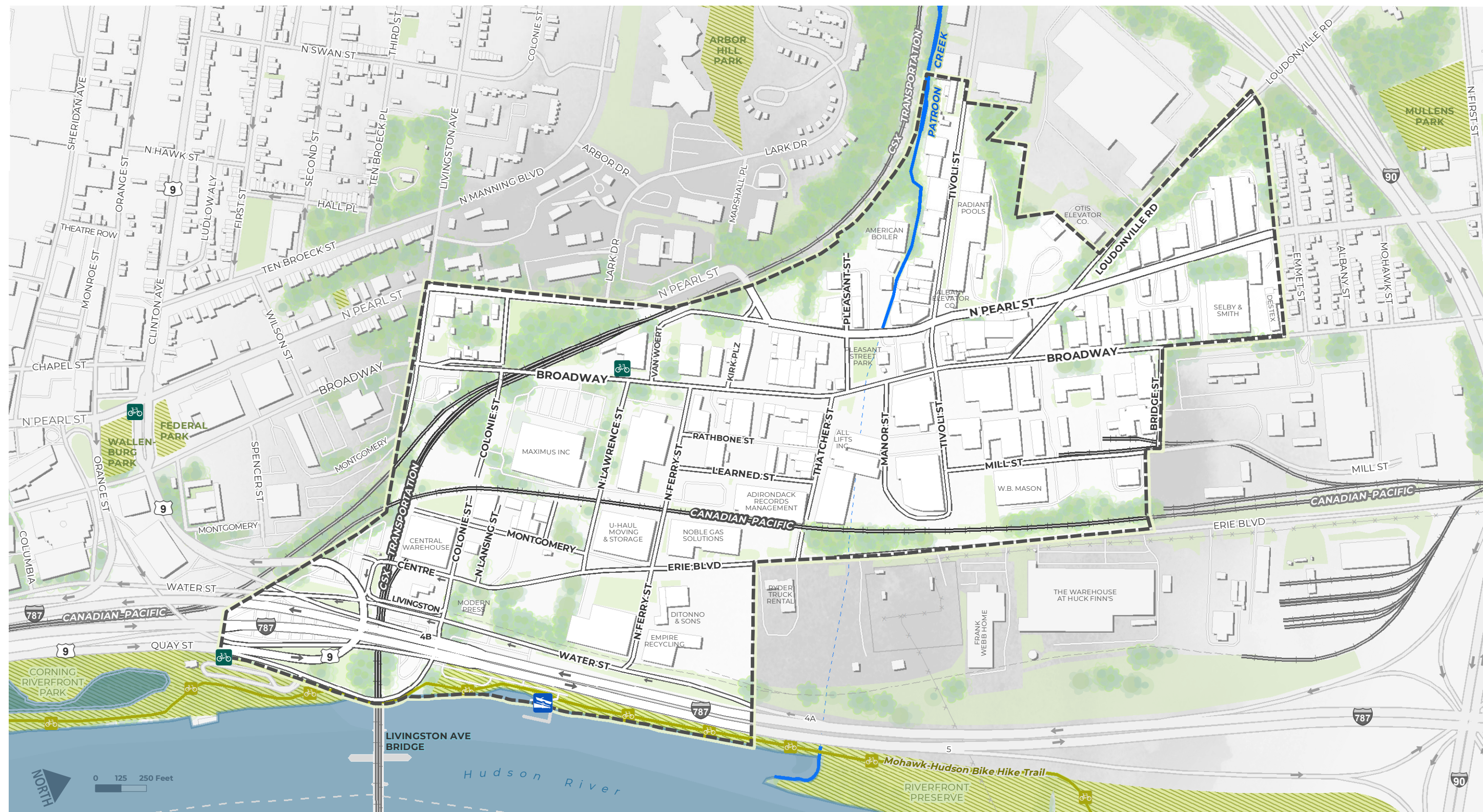


#### 3.7.2 HISTORIC PLACES

Two structures in the NBOA are on the U.S. National Register of Historic Places (Figure 3-9):

- **Lil's Diner (also known as the Miss Albany Diner)** is a historic diner located at 893 Broadway, one of the oldest streets in Albany. It was built in 1941 and added to the U.S. National Register of Historic Places in 2000. The establishment is currently a Ramen and Sake Bar.

- **The Church of the Holy Innocents** is a historic church located at 275 North Pearl Street. The site was listed on the U.S. National Register of Historic Places in 1978. Designed by architect Frank Wills in 1850, the Church of the Holy Innocents is significant as an example of the early Gothic Revival style in architecture. An important feature of the church is its stained glass, designed and made by John Bolton, a major craftsman of stained glass in the nineteenth century. The building is currently vacant.



#### BASEMAP

- Trail / Path
- Railroad
- Disused Railroad
- Powerline
- Creek
- Creek (Underground)
- BOA Boundary

#### PARK AND OPEN SPACE

- Park/Preserve
- Greenspace

#### RECREATION

- Boat Launch & Public Fishing Access

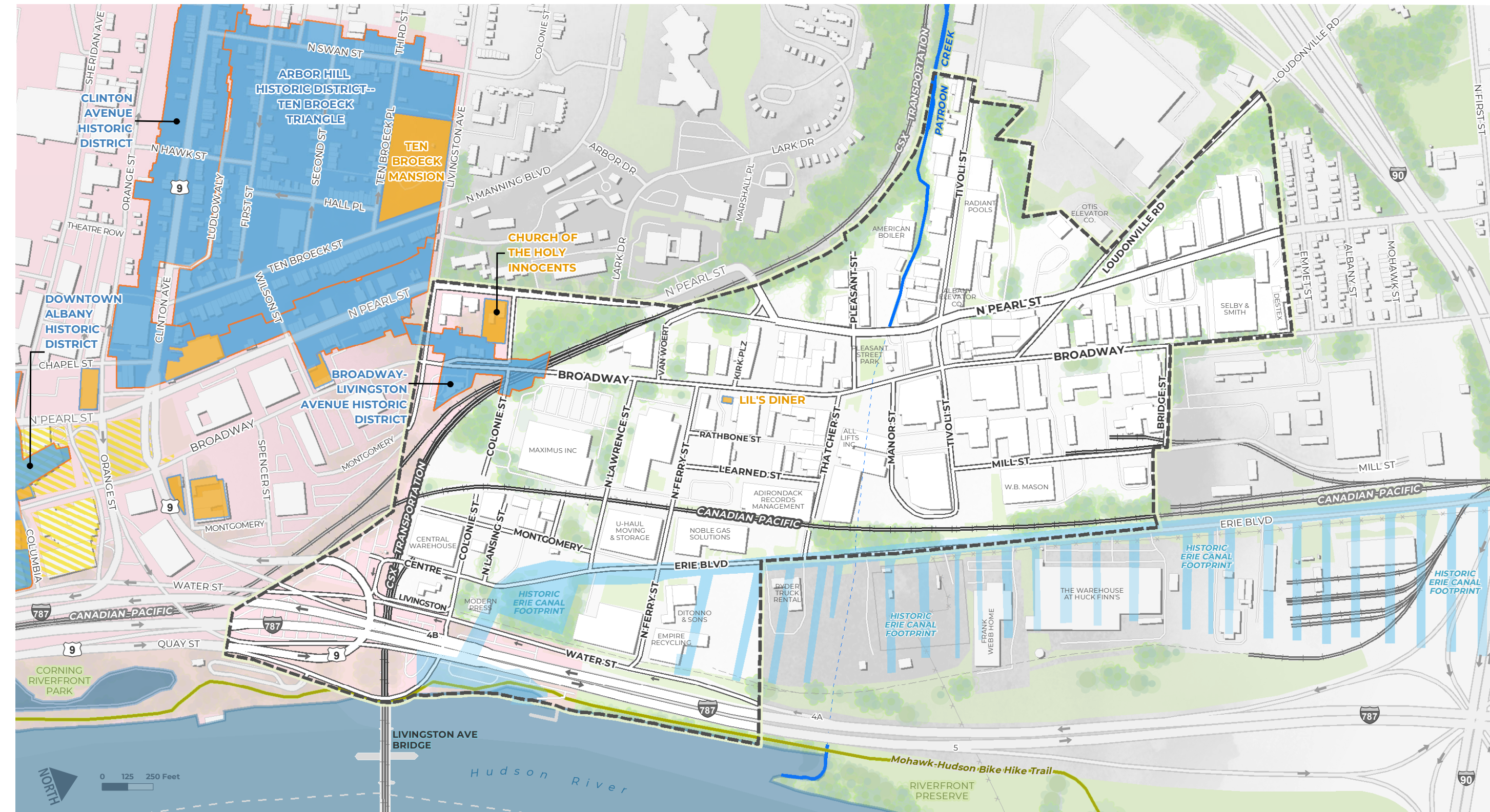
Figure 3-8 NBOA Parks and Open Space NORTH ALBANY BOA







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**BASEMAP**

- Trail / Path
- Railroad
- Disused Railroad
- Powerline
- Creek
- Creek (Underground)
- BOA Boundary
- Historic District
- National Register Site
- Historic Erie Canal Footprint
- Archaeological Resources Overlay (AR-O)
- NYS Heritage Area

**Figure 3-9 NBOA Historic or Archaeologically Significant Areas**  
NORTH ALBANY BOA





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In 2019, the City of Albany completed a Historic Preservation Plan that identified future survey areas throughout the city. Upon completion of the Historic Preservation Plan, the City completed the Warehouse District Historic Resources Survey. The survey showed that this area has seen some deterioration and demolition, but most buildings are still in use and the historic character is largely intact. Further, the survey stated that the area contains some significant architecture and history and is a vital part of the city's historic fabric, as it is the city's earliest remaining industrial area.



▲ Historical Erie Canal Entrance at Lock 1.

As a result of the Warehouse District Historic Resources Survey the city intends to designate the entire NBOA on the State and National Register historic district. Including several additional buildings and local landmarks upon completion of renovations (Glennon, 2021). These include:

- Nipper Statue (991 Broadway, Albany, NY)
- Rodgers Liquors (960 Broadway, Albany, NY)
- Nabisco building (Livingston Avenue and North Pearl Street).

### 3.7.3 HERITAGE AREAS

A portion of the NBOA is also designated as an NYS Heritage Area (**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. From the Great Lakes to the eastern tip of Long Island, the Heritage Areas encompass some of the state's most significant natural, historic, and cultural resources, as well as the people and programs that keep them vital. In the NBOA, the Heritage Area boundary traverses the southern end of the NBOA, primarily in the Broadway and Livingston area.

### 3.7.4 ORIGIN OF ERIE CANAL IN ALBANY

The southeastern portion of the NBOA contains the area that was the original location of the Erie Canal in the City of Albany. Construction of the Erie Canal began in 1817. The canal eventually linked the Hudson River in Albany with Lake Erie in Buffalo. The canal opened trade between the farmlands of the west and the growing commercial port of New York City.

Today's Corning Preserve Boat Ramp marks the former entrance to the Erie Canal from 1823, when the eastern portion of the canal opened and remained until the mid-1920s (**see Figures 3-10 and 3-11**). Ships from the Hudson River entered the large Albany Basin, which occupied the area that is today Corning Riverfront Park and I-787. At first, they entered a small basin at Lock 53, near the present-day boat launch. Later, the basin and lock were expanded. Boats then entered what was known as the "Little Basin" from the larger Albany Basin via Lock 1. The entrance was located a couple hundred feet south of the former lock 53 and is marked with a historical marker today (both Lock 53 and Lock 1 were positioned slightly inland on Water Street).





From Lock 1, the channel took a right-angle bend in the Little Basin and ran north along the west side of the Hudson River. Erie Boulevard, a portion of which traverses the NBOA, runs on top of what was the old Erie Canal alignment. The New York State Barge Canal's Waterford Flight opened in May 1915, but portions of the old canal bed through Albany,

Watervliet, Maplewood, and Cohoes remained watered and active until the 1920s, supplying process water to manufacturers along its banks. In Albany and nearby cities, the channel was largely filled in by the 1950s (Hay, 2021).

### 3.7.5 ARCHAEOLOGICAL RESOURCES

The City of Albany seeks to protect and preserve archaeological resources affected by or adjacent to any project by maintaining an Archaeological Resource Overlay (AR-O). The designated AR-O are outside of the NBOA boundary (See Figure 3-10). However, given the long history of the settlement, any area within the City of Albany where subsurface excavation is proposed may require a Phase IA Cultural Resource Investigation as part of a permit or development plan review process, based on available information about potential archaeological resources.

The southwest corner of the NBOA contains a portion of the Broadway/Livingston Avenue Historic

#### KEY TAKEAWAYS

The historic sites and Heritage Areas within the NBOA provide opportunities for tourism, economic development, and preservation.

Much of the NBOA may soon be within a designated Historic District. Owners of eligible properties could apply for historic tax credits for qualifying development. Properties within historic districts also appreciate more quickly in value.

Potential redevelopment sites near the NBOA waterfront and along Erie Boulevard align with the original location of Lock 1 and the Erie Canal, respectively.

District. This district has the only intact concentration of nineteenth century commercial and residential architecture on Broadway north of downtown. It also has a metal Warren truss railroad bridge built in 1900 to carry the New York Central Railroad tracks across Broadway at Colonie Street. The bridge and four of the approximately 20 buildings in the Historic District are in the NBOA, between Livingston and Colonie Street.

The historic district designation is mostly honorary with some federal financial incentives available. Owners of these properties can qualify for tax incentives if the rehabilitation is consistent with Secretary of Interior Standards for Rehabilitation.

## 3.8 TRANSPORTATION SYSTEMS

The NBOA contains a variety of multimodal facilities, from the road network and pedestrian walkways to transit, rail, and waterways. Each serves users with different needs and goals. Figure 3-12 depicts the general transportation networks within the NBOA. Given the wide variety of transportation systems within the NBOA, it is important to understand how they positively and negatively impact land uses. Additionally, an evaluation of the bicycle and pedestrian network identifies gaps that inhibit safe and convenient movement in the NBOA.

### 3.8.1 ROADWAY NETWORK

The roadway network within the NBOA consists of several interconnecting surface streets and the elevated I-787, which travels north-south along the eastern edge of the area, near the river. The surface street network consists of north-south corridors along North Pearl Street (NY-32), Broadway, and Erie Boulevard, while east-west travel is served by a series of smaller local roads, many of which do not travel out of the immediate area. The speed limit on all the surface roadways is 30 miles per hour (mph) and I-787 is posted with a 55-mph speed limit.

#### Interstate 787

The NBOA is situated between major interchanges at I-90 and Route 9 and 20, so I-787 has four lanes per direction in this area including auxiliary lanes to exit and entrance ramps. Exit 4A and 4B traveling southbound allow access to the NBOA surface streets. Traveling northbound, vehicles must exit I-787 at Exit 4 approximately one mile before reaching the NBOA and travel up Quay Street to access the local roads.

#### KEY TAKEAWAYS

Removing I-787 or converting it to a surface street could improve connectivity of the NBOA and waterfront access.

The intersection of Quay and Water Streets is not pedestrian friendly, limiting access to the waterfront.

There is significant reserve capacity on NBOA roadways to accommodate traffic increases associated with redevelopment.

According to the NYSDOT, the Average Annual Daily Traffic (AADT) along I-787 in the NBOA is currently 90,400 vehicles (48,075 northbound and 42,325 southbound), with more than 9,500 of those vehicles traveling in the PM peak commuter hour.

I-787 is elevated above the surface streets, but there have been discussions for many years about the possibility of converting this highway to a boulevard type surface street. This option was examined, in part, in the I-787/Hudson Waterfront Corridor Study developed for Capital Region Transportation Council (CRTC) in 2018. An I-787 Feasibility Study is currently being conducted by NYSDOT for the entire I-787 corridor.

Should I-787 be deconstructed to a boulevard type surface street, it could be better integrated into the urban pattern of the NBOA, thereby facilitating movements into and out of the NBOA as well as connections to other parts of the city and the Hudson River waterfront.

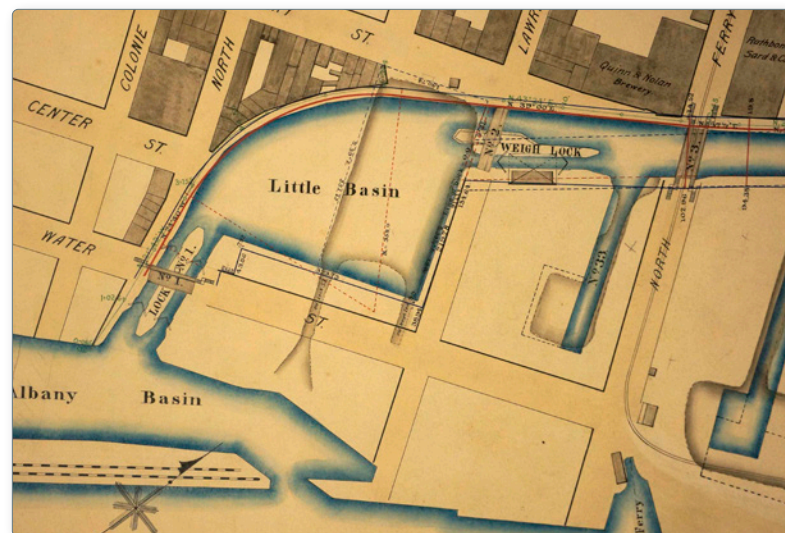
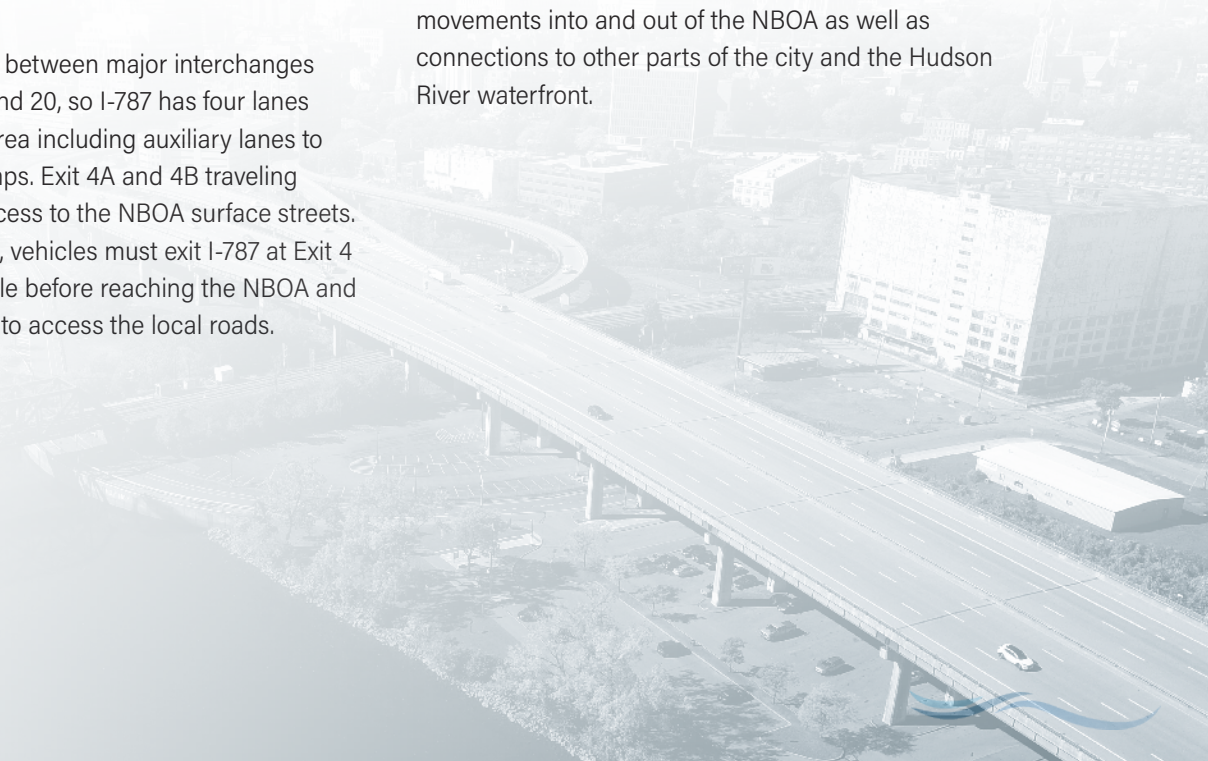


Figure 3-10 Map of Little Basin, and Locks 1 and 53. 1895 Schillner Map



Figure 3-11 Original Erie Canal Basin and Channels







### Erie Boulevard

This north-south surface street corridor starts at Quay Street at the south end of the study area and extends into North Albany. It serves primarily industrial lane uses, although there are some commercial/retail land uses and the Huck Finn Playland along this roadway as well. It is a two-lane road with no striping, no curbs or sidewalk, and no on-street parking. Due to the industrial nature of the roadway, truck traffic is higher on Erie Boulevard than the other north-south corridors. The road is in poor condition, with cracking and potholes, likely from the excessive stress of the high truck usage. AADT is approximately 5,200 on this road, and trucks represent about 9% of that traffic. Improving pedestrian and bicycle infrastructure along this road would help with north-south movement and connections to the waterfront.

### Broadway

This north-west traveling, minor urban arterial travels from south of the downtown Albany Central Business District (CBD), through the NBOA, and then north to Menands. Within the NBOA, Broadway is a two-lane roadway (one lane in each direction) with sidewalks along both sides and painted "Sharrows" to indicate bicycle routes where bikes and cars share travel lanes. There are traffic control signals at Livingston Avenue and Loudonville Road. There is a single uncontrolled pedestrian crossing at North Ferry Street. On-street parking is allowed on both sides of the roadway throughout the NBOA, and the roadway provides direct access to a mixture of mostly commercial and industrial businesses. The AADT along Broadway in the NBOA is approximately 4,800 vehicles, with 4% being truck traffic.

### Quay Street

Quay Street is a major urban arterial expressway, serving as a crucial link between the interstate/expressway system and the local road network. It starts at its intersection with Broadway near the Routes 9 & 20 interchange south of the study area and runs along the river, adjacent to the Corning Riverfront Park. It provides access to the interstate/expressway and waterfront features, such as the park, boat launch, and Mohawk-Hudson Hike Bike Trail, before ending at Water Street in the NBOA.

### North Pearl Street (NY-32)

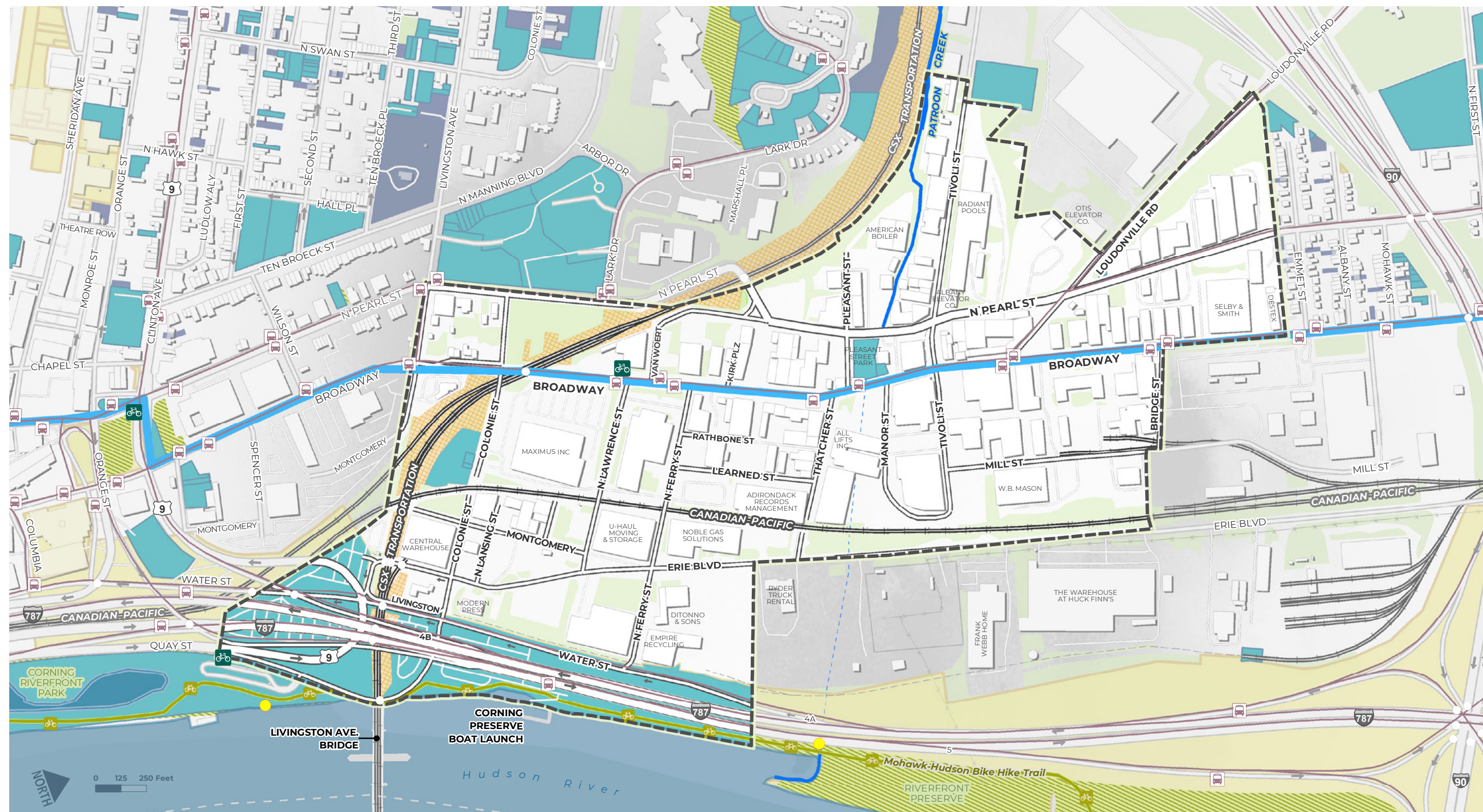
This north-west traveling, minor arterial originates in south Albany near the southern Port Access Road and terminates in North Albany approximately 0.75 mile north of the study area at a commercial development. North Pearl Street functions like Broadway in that it is a two-lane roadway with sidewalks, but it is not a designated bicycle route, and the sidewalks tend to be narrower. It provides direct access to mostly commercial and industrial businesses and has only two traffic control signals at Livingston Avenue and Loudonville Road. The AADT along North Pearl Street in this area is approximately 20% lower than along Broadway, with 3,800 daily vehicles, 4% being truck traffic.

#### KEY TAKEAWAYS

Ensuring continued easy access for trucks is critical for many existing NBOA businesses.

Expanding multimodal connections, gateway features, and parking on secondary roads should be considered as redevelopment occurs.

The Canadian Pacific Rail Line cuts the NBOA off from the waterfront. Reopening a Colonie Street pedestrian crossing would create a more direct route to the Hudson River but would be a difficult process.



#### BASEMAP

- Trail / Path
- Railroad
- Disused Railroad
- Powerline
- Creek
- Creek (Underground)
- BOA Boundary

#### PARCELS

- CSX Transportation Inc. Land
- Land Bank and Trust Lands
- Park/Preserve
- City and County Owned Land
- State Owned Land

#### TRANSPORTATION

- NYS Bridge
- Cycle Rental Location
- Bus Stop
- Bus Route
- Bus Rapid Transit (BRT) Blue Route

#### INFRASTRUCTURE

- Combined Sewage Ove

Figure 3-12 NBOA Transportation and Infrastructure NORTH ALBANY BOA





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Quay Street has an expressway ramp feel, which means speeds tend to be higher than its posted speed limit of 30 mph. Unfortunately, this limits pedestrian accessibility. There is only one designated pedestrian crossing along Quay Street, located immediately south of the NBOA. This crossing connects parking lots to the Corning Riverfront Park and is equipped with a Rectangular Rapid Flashing Beacon (RRFB) to increase pedestrian safety. The average daily traffic on Quay Street is 2,900 vehicles. If Quay Street could be redeveloped with improved pedestrian facilities, pedestrians could better access the waterfront.

### Livingston Avenue and Loudonville Road

These major urban collector roads start within the NBOA and extend west and northwest, respectively. They do not provide significant mobility within the NBOA but do serve as gateways into the NBOA. As redevelopment occurs within the NBOA, thought should be given to creating a more inviting gateway feel for these roadways. On average, Livingston Avenue carries 3,500 daily vehicles and Loudonville Road carries 5,800 vehicles.

### North Lawrence Street and North Ferry Street

Due to the Canadian Pacific Rail Line running north-south between Broadway and the river, most east-west roadways within the NBOA are disjointed and do not provide good connectivity. North Lawrence Street and North Ferry Street are the only two roadways that allow a connection between Broadway and the waterfront area. They are both two-lane roadways with sidewalks on either side that originate at Broadway. North Lawrence Street travels down to Erie Boulevard, while North Ferry Street travels down to Water Street. Both feature a highway-rail grade crossing, with flashing lights and separate gates for both vehicles and pedestrians. The AADTs on North Lawrence Street and North Ferry Street are 1,300 and 2,400 vehicles respectively. Both have 7% truck traffic traveling the roadway.

There are several more east-west local streets within the NBOA, but all only run for one or two blocks from one of the previously listed main arteries. These roads link individual land uses to the transportation network discussed but do not provide much additional connectivity within the area.

Operationally, there was no observed congestion or excessive queueing within the NBOA. Traffic along all roads within the area appears to operate with no capacity or level of service issues. As urban corridors can typically process approximately 1,000 vehicles per hour, the current Design Hour Volumes appear to be at no more than half capacity, leaving significant reserve capacity to accommodate redevelopment and any associated increase of traffic in the future. **Table 3-5** summarizes the existing condition traffic data for the NBOA.

## 3.8.2 PEDESTRIAN & BICYCLE FACILITIES

As detailed in the previous section, many of the key roadways have pedestrian sidewalks, but most smaller roadways do not. However, traffic on those smaller roadways tends to be very light with vehicles generally traveling at low speeds.

Broadway is the most walkable of the north-south corridors, with much of the sidewalk being 10 to 15 feet wide along both sides of the roadway. North Pearl Street's sidewalks are mostly 5 feet wide, with generally inferior surface conditions. However, pedestrians can be safely accommodated on both roadways. For east-west connections, North Lawrence Street and North Ferry Street have decent sidewalks, and the rail crossings along both feature pedestrian gates to stop pedestrians from crossing the tracks as a train approaches, for increased safety. There are no sidewalks along Erie Boulevard and many of the shorter east-west local roads, as these roads are mostly industrial in nature. New sidewalks should be considered on these roads as part of any significant redevelopment to ensure the safe movement of





pedestrians throughout the NBOA.

**KEY TAKEAWAYS**

Rail and road infrastructure is a commercial asset for the NBOA as well as an impediment to multimodal connections.

There is good sidewalk coverage in the areas zoned “Mixed-Use Core,” but significant gaps in the “Walkable Center” districts. Streetscape improvements including street trees would improve pedestrian comfort.

Broadway has “sharrows,” but there are no bicycle lanes in the NBOA except for a 500-foot segment of Quay Street/Colonie Street.

The Mohawk-Hudson Bike Hike Trail, part of the Empire State Trail, is a significant asset within the NBOA for pedestrians and bicyclists.

A bicycle and pedestrian connection to Rensselaer over the new Livingston Avenue Bridge would make the NBOA a more attractive destination.

None of the surface streets provide bicycle lanes, except for a small (500-foot) segment of Quay Street/ Colonie Street, which provides a separated two-way cycle track between the Mohawk-Hudson Bike Hike Trail and Erie Boulevard. From there, a bicyclist would have to travel in the vehicle lanes over to the bicycle route along Broadway which utilizes a shared lane concept rather than a dedicated lane.

The Mohawk-Hudson Bike Hike Trail is the most significant asset within the NBOA for pedestrians and bicyclists. It is a two-way protected cycle and walking trail running along the Hudson River throughout the entire length of the NBOA and beyond. It is part of the Empire State Trail System and runs 97 miles along the Mohawk Valley and Capital District Regions.

Two desirable connections for pedestrians that don't currently exist but did at one time are the Colonie Street Rail Crossing and the Livingston Avenue Bridge Pedestrian Walkway over the river.

**Colonie Street Rail Crossing**

Closed more than 20 years ago, Colonie Street used to connect across the railroad tracks to allow pedestrians and vehicles access. Colonie Street turns into Quay Street east of Water Street and would provide the most direct access from Broadway to the riverfront and the Mohawk-Hudson Bike Hike Trail. Re-opening this crossing would save up to 0.2 miles of travel for pedestrians that is over 5 minutes of walking time.

If opened, it would create a desirable access route within the NBOA area, but there are significant hurdles such as working with Canadian Pacific Railroad. However, as part of this NBOA Nomination Study, a Railroad Facility and Crossing Study was completed to identify a methodology for approaching the railroad companies to petition for a crossing. In general, it entails the city petitioning NYSDOT, and the Commissioner of Transportation would have to make a ruling. Even though this crossing previously existed but is now fully removed, the petition would need to be submitted per the requirements of the NY Railroad Law Section 90 for establishing a new street crossing of a railroad. The full study in the appendices describes the methodology that should be pursued.

**Livingston Avenue Pedestrian Walkway Over the River**

The Livingston Avenue Railroad Bridge, owned by CSX Transportation, has a cantilevered walkway on which pedestrians were once able to cross the river between Rensselaer and Albany. It has been in disrepair since the mid-1980s and is no longer safe to traverse without being reconstructed. Pedestrian connectivity to Rensselaer from the NBOA would help with mobility and economic development and would make the NBOA more desirable.

Plans to replace the 1902 bridge are underway. NYSDOT released draft designs in 2022 for a modern structure that can support higher speed passenger and freight rail, maritime transport, and bicycle-pedestrian access. A cantilevered, shared-use path for pedestrians and bicyclists is proposed on the South side of the new bridge. The path would support two-way traffic with low grades and ADA-compliant approach ramps. It would also connect to existing and planned waterfront pathways on both sides of the Hudson, including the Mohawk-Hudson Bike-Hike trail and the Albany Skyway. Ownership and maintenance discussions for the path are ongoing between NYSDOT, CSX, Amtrak, and the Cities of Rensselaer and Albany. Restoring this pedestrian connection is in the best interest of the NBOA.

**Table 3-5 NBOA Traffic Data**

ROADWAY	AADT 2-Way Daily Traffic	DESIGN HOUR VOLUME 1-Way Hourly Traffic	TRUCK PERCENTAGE Daily Traffic
I-787	90,400	6,050	6%
Broadway	4,800	300	4%
N. Pearl St	3,800	250	4%
Erie Blvd	5,200	450	9%
Quay St	2,900	410	5%
Livingston Ave	3,500	180	3%
Loudonville Rd	5,800	550	6%
N. Lawrence St	1,300	140	7%
N. Ferry St	2,400	125	7%

▼ Livingston Avenue Bridge





### 3.8.3 TRANSIT

Bus transit in Albany is managed by the Capital District Transportation Authority (CDTA), and multiple routes travel through the NBOA (Figure 3-12). These run through the southern end of the NBOA along North Pearl Street, along the entire length of Broadway, and along I-787 (through routes). They include a best-in-class Bus Rapid Transit service that connects Albany, Menands, Watervliet, Troy, Cohoes, and Waterford. This limited stop BusPlus Blue Line operates along the busy “River Corridor,” with over 2 million annual boardings (CDTA).

#### KEY TAKEAWAYS

The NBOA is well served by Capital District Transportation Authority transit routes. These provide an opportunity for higher density development around transit stops.



There are also rail tracks within the NBOA, but no light rail system is in operation, so transit operations are confined to bus travel only. The transit routes available within the NBOA are summarized in Table 3-6.

These routes provide adequate transit coverage for locations west of the railroad tracks but not necessarily for locations east of the tracks along Erie Boulevard. Currently, there are several industrial land uses on Erie Boulevard mixed with some retail and Huck Finn’s playland. It is unclear if current needs would warrant a new route being developed to serve this road, but it would be something to consider under any redevelopment plan that increases residential and recreational uses along the corridor.

### 3.8.4 RAIL TRANSPORTATION

There are two major rail lines within the NBOA. Canadian Pacific Railway owns the north-south running tracks, situated between Erie Boulevard and Broadway, and CSX Transportation owns the east-west tracks traveling over the Livingston Avenue Bridge and crossing over both Broadway and North Pearl Street as it heads westward along the southern end of the study area.

#### Canadian Pacific Railway (CP Rail) Tracks

These tracks serve trains owned by CP Rail for freight service. There is a main track within the NBOA and one spur track in use on the northern side to service the loading and unloading of chemicals at the Surpass Chemical Company. The maximum travel speed for trains on these tracks is 25 mph. There are two active highway-rail crossings associated with this rail line within the NBOA located at North Lawrence Street and North Ferry Street.

In the past, there were additional crossings at Colonie Street and possibly at Thacher Street. These have been removed and blocked off, so no vehicle or pedestrian crossing movements are currently allowed. It would be potentially desirable to open these crossings, if the area was redeveloped, to provide better connectivity and access to the waterfront. However, every crossing presents a conflict point where trains and road users could potentially collide. It also adds significant expense and increases liability for the rail company. Complicating things further for a Colonie Street crossing is the fact that it would bisect a rail switch where the tracks go from two sets to the south to one set to the north. For these reasons, opening a new crossing along the CP Rail track would require a Section 90 Petition under the NY Railroad Law with significant and compelling evidence to justify approval. It may be possible to open one or both crossings, but it would be a long and costly endeavor requiring an extensive study of potential traffic and safety concerns.

Table 3-6 NBOA Transit Routes (2020)

ROUTE No. AND NAME	ROUTE COMMENTS
<b>ALONG NORTH PEARL STREET &amp; LARK DRIVE</b>	
#100 Mid-City Belt	7 days a week: Loop of Pearl/Morton/Quail/ Livingston/Lark.
#106 Uptown Belt	7 days a week: Loop of Pearl/Second/Whitehall/ Allen/Livingston/Lark.
#801 Albany Shuttle	Runs School Days Only: Various stops based on time of day. Open to all riders, not just students.
#803 N Albany Shuttle	Runs School Days Only: Various stops based on time of day. Open to all riders, not just students.
<b>ALONG BROADWAY</b>	
#22 Albany/Troy/Watervliet	7 days a week: Travels from Empire State Plaza to Riverfront Station (Troy).
#922 BusPlus BlueLine Cohoes to Delaware Station (Albany)	Bus Rapid Transit (BRT): 7 days a week. Travels down to Delaware Avenue area. Travels down to Delaware Ave area.
#923 BusPlus BlueLine Waterford to Rail Train Station	Bus Rapid Transit (BRT): 7 days a week. Travels down to South Pearl Street area.
#801 Albany Shuttle	Runs School Days Only: Various stops based on time of day. Open to all riders, not just students.
#803 North Albany Shuttle	Runs School Days Only: Various stops based on time of day. Open to all riders, not just students.
#806 Delaware Shuttle	Runs School Days Only: Various stops based on time of day. Open to all riders, not just students.





### CSX Transportation Tracks

These tracks are elevated throughout the NBOA without highway-rail crossings. CSX operates freight service along this track and leases track to Amtrak for passenger service. This rail line is a dual track design. In the past, there was an active rail spur from this line leading into the Central Warehouse. The spur has been inactive for many years, and during the most recent track renovation to add the second track line, the switching mechanism for this spur was removed. Reinstating this spur into service would be cost prohibitive.

As these tracks are elevated, there are no pedestrian or vehicle conflicts, but the elevated tracks do come with certain concerns. These include the age and condition of structures, how bridge replacements will affect roadways, proximity to buildings, the impact of noise and vibrations if those buildings were converted away from industrial land uses, and how bridge abutment and track supports restrict connectivity.

### 3.8.5 WATERWAY INTERFACE

In the NBOA, access to the Hudson River waterfront is limited to Quay Street, from which users can access the Corning Preserve Boat Ramp. This ramp serves recreational boat users, including from the Albany Rowing Center, which has a boat house/storage facility within the boat ramp parking lot. There are no significant commercial boating endeavors within the NBOA, and there is no waterway transportation of goods initiating from or arriving to this area.

## 3.9 INFRASTRUCTURE

Key utility and infrastructure system components for the NBOA are addressed in this section including energy supply and use, public drinking water, sewer systems, stormwater management, solid waste management, communications infrastructure, and parking.

### 3.9.1 ENERGY SUPPLY AND USE

As an urban and industrial area, the City of Albany waterfront has ample access to natural gas and electrical services. There are electrical transmission lines throughout the NBOA connecting businesses to the transmission network. There is also a National Grid power facility located on Erie Boulevard just outside of the NBOA boundary. The NBOA has ample energy infrastructure to accommodate increased development.

#### KEY TAKEAWAYS

The NBOA has ample energy infrastructure to accommodate increased development.

There are no capacity or water pressure issues, however, replacement in-kind of aging water infrastructure may need to be considered for development projects.

### 3.9.2 WATER

Albany's main drinking water source is the Alcove Reservoir, located on the Hannacroix Creek in the Town of Coeymans. This reservoir has a capacity of 13.5 billion gallons, an average depth of 25 feet and a maximum depth of 75 feet. The Basic Creek Reservoir, in the town of Westerlo, is a secondary source that may be used to augment flow into the Alcove Reservoir to maintain the Alcove elevation. The City's drinking water is considered very high quality. Almost the entire Albany waterfront area, including the NBOA, is serviced by the City of Albany's water supply system.

There are no capacity or water pressure issues anticipated in the NBOA. However, the water infrastructure was installed in the mid-19th Century so it is very old and replacement in-kind of water infrastructure in and around any new development should be evaluated.

### 3.9.3 SANITARY AND COMBINED SEWERS

Albany County Sewer District 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 south of the South Waterfront District BOA and treats waste only from the City of Albany.

About two-thirds of the city's sewer system is combined, meaning the city's sanitary sewage and stormwater flow within the same pipes (i.e., a combined sewer system). 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 to have serious impacts on the region's water quality. These overflows contain pathogenic bacteria, heavy metals, and other sources of contamination including sediment and debris.

**KEY TAKEAWAYS**

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

Approximately 60% of the NBOA is within a combined sewer overflow area, which can seriously impact water quality during storm events. Stormwater management is hindered by a lack of green spaces and green infrastructure in the NBOA.

About 60% of the sewer system in the NBOA is combined. The combined areas are basically south of Tivoli Street. Overflows in this area are directed to Outfall No. 30 or 32, which discharge to the Hudson River. Outfall No. 30 is several blocks south of the NBOA boundary, and Outfall No. 32 is just north of the boundary and more likely to impact the Hudson River in the vicinity of this NBOA. Outfall 32 is associated with Regulators 19 and 22 at Thatcher and Tivoli Streets, respectively. No projects are planned within the Outfall No. 32 sewershed area as part of the LTCP.

### 3.9.4 SEPARATED STORM SEWERS

As discussed in subsection 3.6.3, sewer separation exists north of Tivoli Street. Stormwater is collected in separate storm sewer pipes in the sub-area and directed to Patroon Creek and the Hudson River.

### 3.9.5 MUNICIPAL GREEN INFRASTRUCTURE

No city-owned green infrastructure features are present in the NBOA.

#### Solid Waste Management

Solid waste management includes the collection, transport, processing, recycling disposal, and monitoring of waste materials, or trash, produced by human activity. 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) 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.

#### Communications

Telephone and cable data services are available throughout the City of Albany, including the NBOA. 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 NYS 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.

#### Parking

Several properties within the NBOA contain private parking areas. There are some available public surface parking areas in the NBOA as well as available on-street parking throughout the NBOA. In addition, the underside of the overpass where I-787 is elevated near North Ferry Street is owned by the New York State Office of General Services (NYSOGS) and is currently used for parking for state workers.

**KEY TAKEAWAYS**

Additional parking needs are anticipated as the NBOA continues to be developed. Regulatory structures that address parking while encouraging dense urban form and walkability should be considered.

As the NBOA area becomes more developed with a mix of uses, there will likely be pressure placed on public parking lots and on-street parking. The city and the Albany Parking Authority have discussed the potential of a parking-in-lieu-of fee for proposed developments.





## 3.10 NATURAL RESOURCES & ENVIRONMENTAL FEATURES

### 3.10.1 ENVIRONMENTAL FEATURES

The NBOA's location directly adjacent to the Hudson River is noteworthy (see Figure 3-13). The Hudson River is a riverine estuary system at this location designated as a Coastal Zone by the New York Department of State. The Hudson River estuary provides immense ecosystem services and has been a target for restoration and protection for decades, including through the Hudson River Estuary Program.

There is no Significant Fish and Wildlife Habitat inside of the boundary of the NBOA. However, the adjacent segment of the Hudson River is designated by the U.S. Fish and Wildlife Service as Significant Habitat Complex (USFWS 1997). The NYSDEC Natural Heritage Program recognizes the Hudson River Estuary and Tidal River as a significant natural community. The federally endangered shortnose sturgeon (*Acipenser brevirostrus*) is known to occur in the waters near the NBOA (NYSDEC).

The NBOA 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. Because the NBOA is immediately adjacent to the river, the local topography is typical floodplain, relatively flat. Figure 3-14 depicts the contours. The NBOA has an elevation change of approximately 60 feet from the eastern extent to the western extent. The area is underlain mostly by Ordovician shale and sandstone and carbonate rocks, with a surficial cover of Quaternary glacial and alluvial deposits (Yozzo et al., 2005).

Within the NBOA, there are limited natural resources with respect to plant, animal, and aquatic communities due to development patterns. All the land is urban fill, except for a few acres of "dumps" north of 11 Erie Boulevard. Remaining potential habitat areas are limited to small strips of manmade greenspaces between buildings, roadways, railroads, and parking lots. These green spaces are dominated by cool weather tolerant grasses early successional forbs, shrubs, and trees, many of which are non-native species and/or invasive.

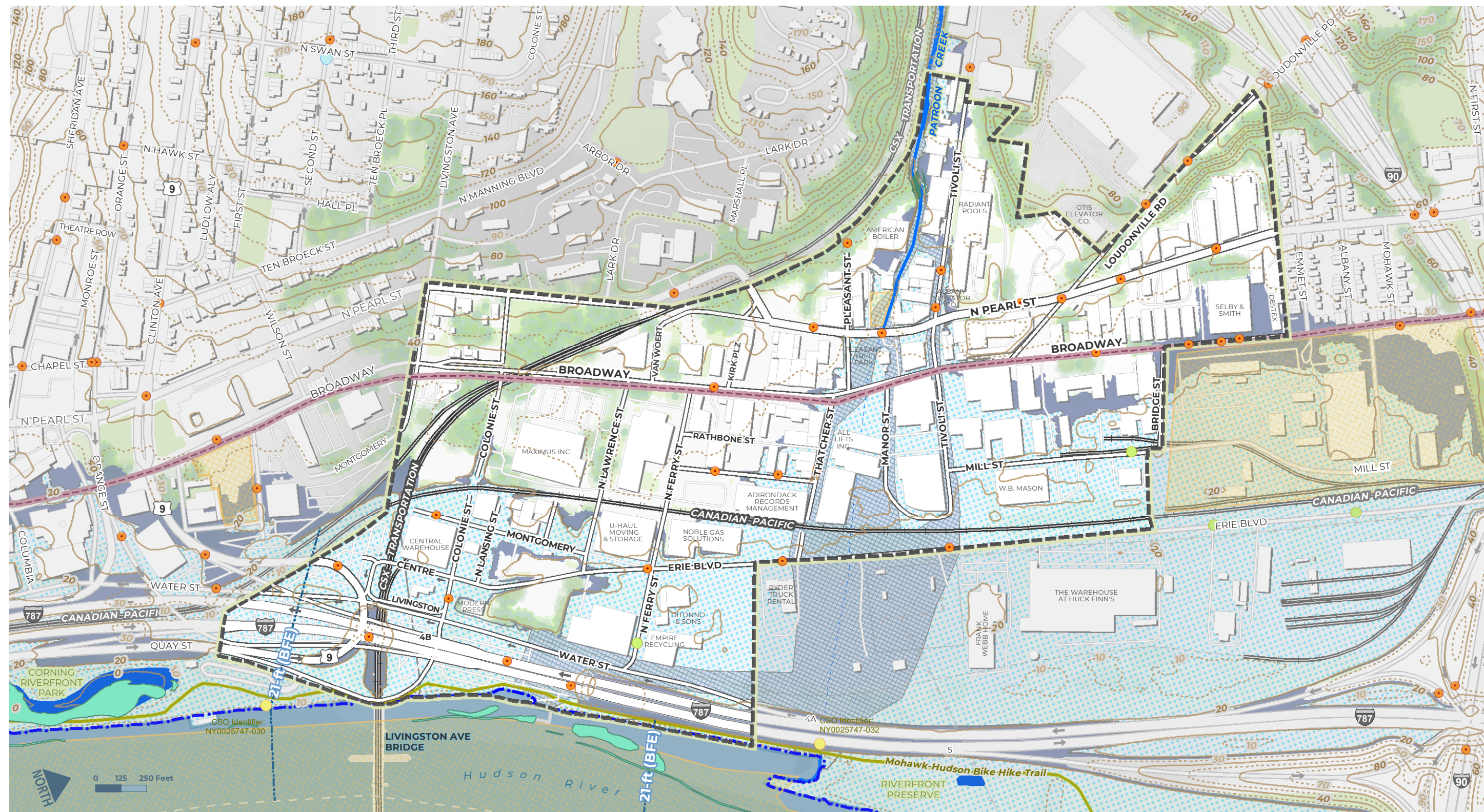
### 3.10.2 WATER RESOURCES

The lower portion of Patroon Creek and its confluence with the Hudson River is located inside the NBOA. Patroon Creek is hydrologically connected to Tivoli Lake within the Tivoli Preserve to the west. The creek is encased in culverts and runs subsurface, starting at North Pearl Street then into the Hudson River on the Riverfront Preserve's southern extent. The NYSDEC classifies this stream as Class C. The "C" classification is for waters supporting fisheries and suitable for non-contact activities. They are not afforded any protection under the state's Protection of Waters Regulatory Program.

### 3.10.3 FLOODING

FEMA has identified the eastern portion of the NBOA to be within the current "AE" Flood Zone with a 1% annual chance of flooding (shown in Figures 3-13, 3-14 and 3-15)—also known as the "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.

It is important to note that the use of the term "100-year flood" can be misleading since floods of this magnitude can and have been occurring more frequently than once every 100 hundred years. According to the Northeast Regional Climate Center, recent analyses show that in New York and New England 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. The most recent assessment from the Intergovernmental Panel on Climate Change suggests that the frequency and magnitude of extreme precipitation in this region will likely continue to increase throughout the twenty-first century under climate change conditions. Increased precipitation combined with mostly impervious surfaces throughout the NBOA are expected to lead to pooling at lower elevations, as depicted in the Blue Spot model (Figure 3-11).



#### BASEMAP

- Trail / Path
- Railroad
- Disused Railroad
- Powerline
- Creek
- Creek (Underground)
- BOA Boundary

#### HYDROLOGIC FEATURES

- Regulatory Floodway
- 100-year Flood Zone Area
- 500-year Flood Zone Area
- Freshwater Emergent Wetland
- Freshwater Pond
- 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)
- Coastal Area Boundary (CAB)
- Hudson River Estuary Shoreline
- 10-ft Elevation Contour Interval
- 20-ft Elevation Contour Interval

Figure 3-13 NBOA Natural Resources and Environmental Features  
NORTH ALBANY BOA





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The area within and surrounding the Patroon Creek from Tivoli Lake to North Pearl Street is also a Regulatory Floodway (shown in Figure 3-13), which is defined as a river or other watercourse, and the adjacent land area, that is reserved from encroachment to discharge the base flood without cumulatively increasing the water-surface elevation by more than a designated height.

Additionally, the Hudson is affected by changes in sea level as far north as the dam in Troy, which is just north of Albany. This leaves the city vulnerable to additional flooding because of sea level rise, which is a flood level above the current FEMA-determined base flood elevation. The NYSDEC's "Observed and Projected Climate Change in NYS: An Overview" describes the statutory sea level rise adopted by NYS. Because Albany is on the "high emissions" track, the city can expect 72 inches of sea level rise by 2100.

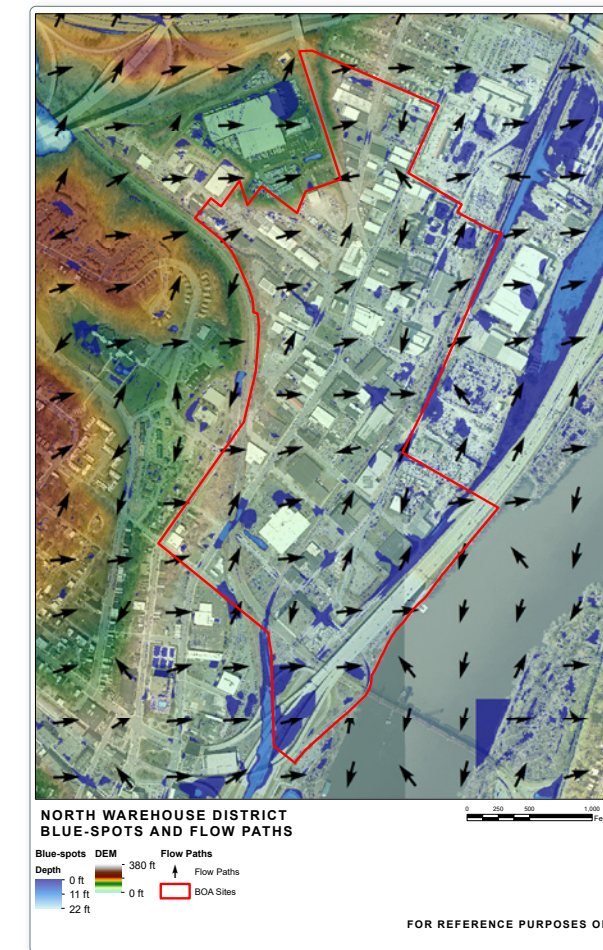


Figure 3-14 Water Flow and Low Spots

Regarding new development in the NBOA, while there appears to be minimal risk from sea level rise for the time being, approximately half of the NBOA is within an existing flood zone. Therefore, existing businesses and land uses are already at high risk of flooding and contaminated floodwater is a concern due to industrial uses within the area. There are numerous opportunities to incorporate blue green infrastructure within many segments of the NBOA to control flooding, as described in the Blue Green Infrastructure Framework Report completed as a special study within this Nomination Study (See Appendices).

### 3.10.4 EROSION

Erosion of the shoreline along the Hudson River is a potential concern. Wave action from vessel traffic on the river creates erosive forces. Therefore, future uses that increase this traffic in the area will need to consider the ability of the shoreline in the area to withstand the wave action. Waterfront development must consider its potential to destabilize the shoreline and the risk of being within the floodplain.

#### KEY TAKEAWAYS

Development patterns in the NBOA should be sensitive to impacts on the Hudson River estuary system and projected climate change impacts.

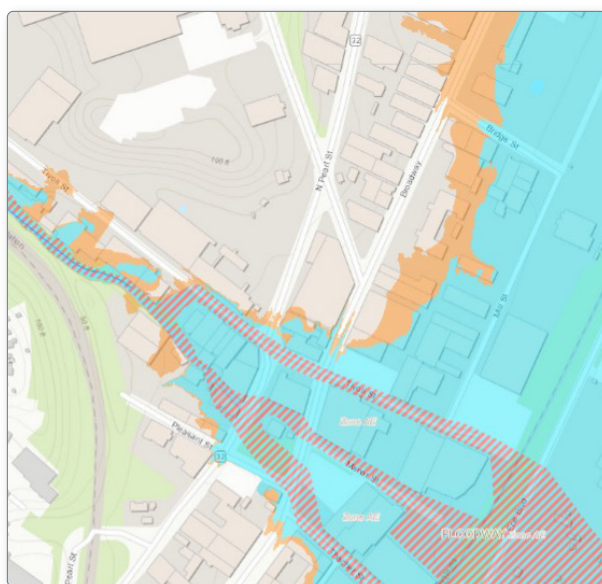
Approximately half of the NBOA is within a flood zone, posing risks to existing businesses and challenges for future development. The shoreline is also vulnerable to erosion. Future development should follow the recommendations in the City's Shoreline Stabilization Study.

With a high degree of pavement and buildings the NBOA experiences an urban-heat island effect.

Incorporating climate smart development, blue-green infrastructure, and resilient urban design could expand development opportunities in the NBOA while protecting existing resources.







**Figure 3-15 NBOA Floodplain at Tivoli Creek**

To that end, the City of Albany commissioned a Shoreline Stabilization Study in spring 2021 for the Hudson River shoreline in the city that features an inventory of existing shoreline conditions as well as an assessment of the vulnerability of the shoreline from 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, and engineered approaches. The study also provides regulatory expectations, maintenance requirements, costs, and potential funding sources for proposed solutions.

### 3.10.5 URBAN HEAT

Urban areas such as parts of the NBOA with a 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. By addressing this issue through the addition of trees, grass, and other non-pavement materials, energy costs could be lowered, air pollution levels decreased, and the pedestrian environment will be more comfortable through decreased temperatures and increased shade.

## 3.11 NBOA REDEVELOPMENT OPPORTUNITIES

### 3.11.1 BROWNFIELD, ABANDONED, UNDERUTILIZED, AND VACANT SITES

Redevelopment of the NBOA must consider the reuse of abandoned, vacant, and underutilized parcels, some of which may qualify as brownfields. The presence of these sites can discourage investment in the area and cause depreciation of property values. 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 NBOA'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 information provided by the city, field visit by the consulting team, and input from the steering committee, **52 brownfield properties totaling 22.6 acres (12.4% of the NBOA)** were identified. Each of the sites were identified as a 'brownfield' per the definition that there is real or perceived contamination that complicates the redevelopment of the property. Vacant sites were identified within as those categorized as vacant per the NYS property type classification code. Rather than identify 'underutilized sites' the city chose to simply identify those that met the definition of a brownfield rather than decide that a person's property is not being used to the highest and best use (i.e., the definition of underutilized). Therefore, the 52 properties are characterized as 'brownfields' including vacant and underutilized.

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 and remedial actions, if applicable. These summaries are included in the profile forms in the appendices.

The desktop review included a review of publicly available federal, state, tribal, and local environmental records for each property based on an environmental database search prepared by Environmental Data Resources (EDR). Historic aerial photographs and Sanborn fire insurance maps were also reviewed. Finally, the consultant team spent two full days in the field visually surveying properties. Following the desktop review, each site was ranked based on the criteria noted in **Table 3-7**.

The following bullets summarize the total of number of properties associated with each ranking:

- #0 – 24 properties – 5.92 acres (3.3% of NBOA)
- #1 – 16 properties – 7.03 acres (3.9% of NBOA)
- #2 – 10 properties – 7.62 acres (4.2% of NBOA)
- #3 – 2 properties – 1.69 acres (0.9% of NBOA).

The ranking and location of each site are included in **Figure 3-15**.

**Table 3-7 Environmental Ranking of Brownfield Properties**

**RANKING NO. AND DESCRIPTION**

- 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 (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.
- 3** Property is associated with federal or state superfund site, environmental lien or spill involving chlorinated solvent(s).





Of note, properties 4 and 21 classified with the highest environmental concern include:

- **Site 4.** 1043 Broadway, which was a former auto body and tire shop. According to the EDR research, this site is listed in multiple environmental databases including the NY SPILLS database for two spills reported in 2014. Site investigations have been reported on site but were not publicly available.
- **Site 21.** 380 North Pearl Street. Now vacant, this site has had multiple buildings since 1892 including a filling station in 203. According to the EDR research, this site is listed in multiple environmental databases including Historic Auto database, UST database, NY SPILLS database, and the LIEN database which was filed in 2005.

### 3.11.2 KEY BUILDINGS

The NBOA includes a wide array of buildings that vary in age, size, use classification, and condition. Based on visual analysis and site visits, the buildings in the NBOA were examined for their reuse potential and/or whether the building had historical significance. While many of the buildings within the NBOA appear to be appropriately utilized, there were nine buildings identified that could be evaluated for their reuse potential.

Key buildings were defined as those properties that met one or more of the following selection criteria:

- **Reuse potential.** Based on visual observations during site field visits, these buildings were identified for their reuse potential. Additional investigations would be necessary to identify any outstanding issues.

**Table 3-8 NBOA Site Ranking Categorization**

ENVIRONMENTAL RISK RATING AND SITE NUMBERS	
<b>0</b>	<b>Eg. No Env Conditions Identified</b> 3, 9, 14, 15, 16, 17, 18, 23, 28, 29, 30, 31, 32, 33, 36, 40, 41, 42, 43, 44, 45, 46, 47, 48
<b>1</b>	<b>Eg. Prior Ind Use, ASTs/USTs, etc.</b> 1, 5, 7, 8, 11, 13, 20, 24, 27, 34, 35, 37, 38, 39, 49, 52
<b>2</b>	<b>Eg. Open/Closed Spills/LUSTs</b> 2, 6, 10, 12, 19, 22, 25, 26, 50, 51
<b>3</b>	<b>Eg. Superfund, LIEN, Chlorinated Spill</b> 4, 21

- **Historic, cultural and/or architectural significance.** Based on visual observations during site field visits, these buildings were identified for potential historical significance. It should be noted that the city is currently conducting an historic resources survey that will examine, in detail, buildings within and near the NBOA that will be determined to be historically significant. The study is expected to be complete by the fall of 2022. After this survey, the city will work with NYS OPRHP to define a potential historic district.

- The buildings that best meet the criteria are described below, with relevant information such as the number of stories, gross square footage, original use, current use, condition, and ownership status.



**BASEMAP**

- Trail / Path
- Railroad
- Disused Railroad
- Powerline
- Creek
- Creek (Underground)

- BOA Boundary
- Brownfield
- Site Reference Number

**ENVIRONMENTAL RANKING**

- 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 (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.
- 3: Property is associated with federal or state superfund site, environmental lien or spill involving chlorinated solvent(s).

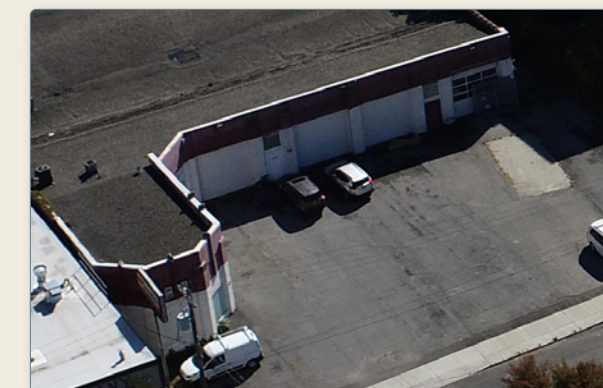
**Figure 3-16 Brownfield, Abandoned, and Vacant Sites NORTH ALBANY BOA**





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### Buildings with Reuse Potential



#### 1043 Broadway

Site Number 4 | Tax ID 65.16-4-2

Prior Use: Auto Body, Tire Shops, Other Related Auto Sales (Vacant)

- 1.5 stories
- 20,000 ft.<sup>2</sup>
- Condition: Fair
- 0.67 acres



#### 13 Manor Street

Site Number 15 | Tax ID 65.16-4-19

Prior Use: Other Storage, Warehouse and Distribution Facilities (Vacant)

- 4 stories
- 75,000 ft.<sup>2</sup>
- Condition: Poor
- 0.83 acres



#### 1031 Broadway (Argus)

Site Number 5 | Tax ID 65.16-4-3

Prior Use: Manufacturing and Processing (Vacant)

- 4 stories
- 73,000 ft.<sup>2</sup>
- Condition: Fair
- 1.54 acres



#### 150 Montgomery Street

Site Number N/A | Tax ID 65.20-3-17

Prior Use: Other Storage, Warehouse and Distribution Facilities

- 4 stories
- 50,000 ft.<sup>2</sup>
- Condition: Fair
- 0.27 acres



### Buildings with Architectural Significance



#### 403-409 North Pearl Street

Site Number n/a | Tax ID 65.16-3-14

Prior use: Other Storage, Warehouse and Distribution Facilities (Vacant)

- 2 stories
- 24,000 ft.<sup>2</sup>
- Condition: Fair
- 0.3 acres



#### 275 North Pearl Street

Site Number 28 | Tax ID 65.75-2-27

Prior Use: Religious (Vacant)

- 2 stories
- ~5,000 ft.<sup>2</sup>
- Condition: Poor
- 0.29 acres

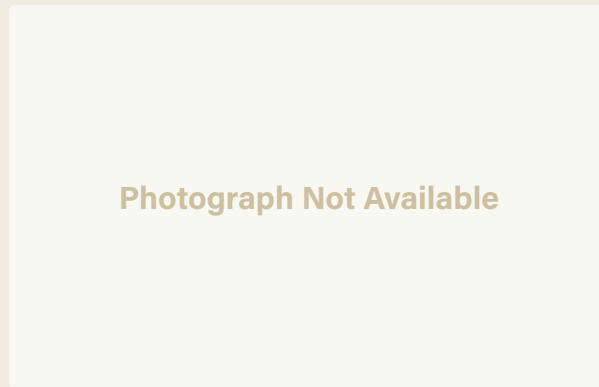


#### 991 Broadway (Nipper Building)

Site Number 10 | Tax ID 65.16-4-6

Prior Use: Other Storage, Warehouse and Distribution Facilities (Vacant)

- 4 stories
- 160,000 ft.<sup>2</sup>
- Condition: Fair
- 1.04 acres



#### 102 Colonie Street

Site Number 29 | Tax id – 65.75-2-1

Prior Use: One Family Year-Round Residence (Vacant)

- 2 stories
- 2,000 ft.<sup>2</sup>
- Condition: Poor
- 0.03 acres

#### KEY TAKEAWAYS

There are several historic buildings in the NBOA that could be redeveloped for a wide variety of uses. When listed on the State and Historic Register some buildings could be eligible for historic tax credits.

### 3.11.3 STRATEGIC SITES

Strategic sites were identified through a multi-step process. Beginning with a large collection of potential sites, a suitability analysis was used to progressively refine the areas of interest. A suitability analysis allows sites to be evaluated and ranked against each other based on how closely they adhere to a defined set of criteria.

#### Method

A suitability model created in ArcGIS was designed to compare sites' potential for transformative development throughout the opportunity area. The model used an overlay analysis technique for applying a common scale of values to disparate criteria (e.g., historic tax credit potential versus environmental ratings) to allow for a high-level comparative analysis. The following steps were taken to develop the site selection overlay analysis:

1. Define the model and related strategic site selection drivers (i.e., factors that have a significant influence on the outcome).
2. Break the model into sub-models – qualitative and quantitative.
3. Determine representative input layers or stakeholder recommendations that match drivers.
4. Reclassify or transform the data within a layer to allow multiple input layers with different ranges of values or units to be combined effectively.
5. Add/combine the layers.

#### Strategic Site Model Drivers, Input and Scores

Based on stakeholder feedback, development considerations, and local research, the following site selection drivers, representative data, and scores were identified and used in the model. A score of 0, 1, 2 or 3 was assigned to classes of data for each input layer identified in the **table below**. A score of 0 represents greater opportunity for development (a positive attribute) and 3 represents a greater risk to development (a negative attribute). For example, if a site had an environmental score of 3, it is at higher risk of having potential contamination.

**Table 3-9 Strategic Sites and Clusters of Opportunity**

SITE No. AND DESCRIPTION	CLUSTER OF OPPORTUNITY
3 Vacant Building, 443 North Pearl Street	North Pearl Street Cluster
5 Former Argus Press Building, 1031 Broadway	North Broadway/Argus Cluster
10 Nipper Building, 991 Broadway	Nipper Cluster
21 Vacant Lot, 380 North Pearl Street	Single Parcel Strategic Site
28 Historic Church, 275 North Pearl Street	North Colonie Historic Cluster
43 Vacant Lot, 1 Erie Boulevard	Central Warehouse Cluster
50 Central Warehouse, 143 Montgomery Street	





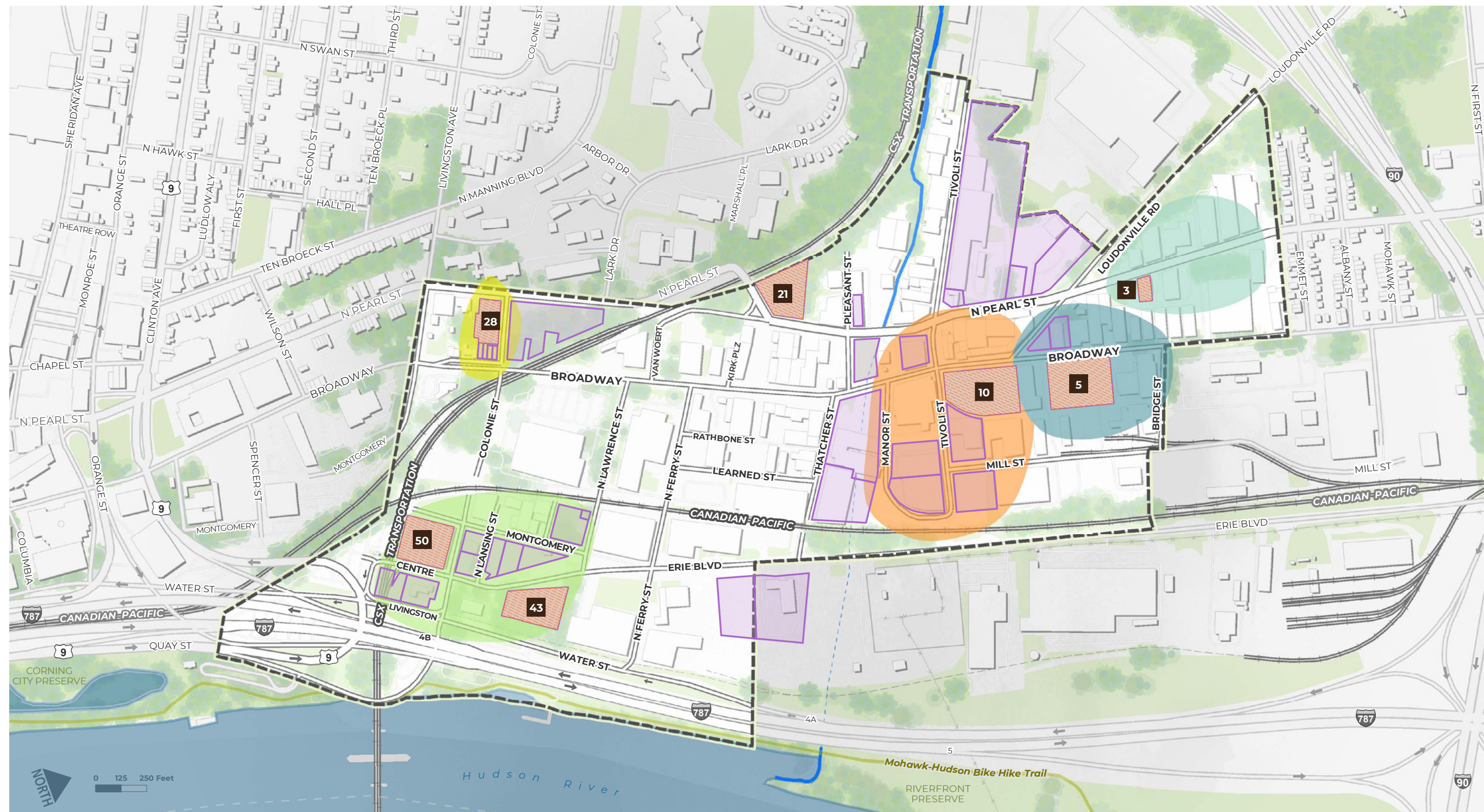


After the quantitative scoring was completed, a number of qualitative drivers were created with input from City staff and Steering Committee members including staff from Capitalize Albany who provided key input related to economic development concerns. The intent was to capture considerations that aren't necessarily quantifiable but play a key role in the redevelopment of the brownfield site. **Table 3-10** summarizes the driver inputs and scoring system.

### Strategic Site Model Results

**Figure 3-16** illustrates the findings of the analysis. Seven strategic sites were identified. In addition, several other sites of interest were identified that could support redevelopment in the NBOA. These included vacant brownfield sites as well as some other potentially underutilized sites.

Next, the surroundings of each strategic site were evaluated in response to stakeholder input to identify "clusters of opportunity." When discussing potential redevelopment opportunities for the NBOA, stakeholders tended to focus on clusters with complementary sites, rather than individual parcels. This is consistent with typical development patterns. When choosing to invest in an area, developers often look for multiple nearby properties and consider the potential of the neighborhood. As a result, the analysis considered the immediate area of influence for each strategic site. Five "clusters of opportunity" were identified where redevelopment of a strategic site would have a catalytic impact on the revitalization of nearby properties including potentially complementary sites.



#### BASEMAP

- Railroad
- Disused Railroad
- Powerline
- Creek
- Creek (Underground)
- BOA Boundary

#### STRATEGIC SITE LAYERS

- Strategic Sites
- Site Reference Number
- 3** Vacant Building - 443 N Pearl St.
- 5** Argus Building, 1031 Broadway
- 10** Nipper Building, 991 Broadway
- 21** Vacant Lot, 380 N Pearl St.
- 28** Historic Church, 275 N Pearl St.
- 43** Vacant Lot, 1 Erie Blvd.
- 50** Central Warehouse, 143 Montgomery St.

- Potentially Complementary Sites

#### Clusters

- Central Warehouse Cluster
- Nipper Cluster
- North Broadway/Argus Cluster
- North Colonie Historic Cluster
- North Pearl Street Cluster

**Figure 3-17** NBOA Strategic Sites and Clusters  
NORTH ALBANY BOA







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**Table 3-10 NBOA Qualitative and Quantitative Model Inputs**

QUANTITATIVE INPUTS	
DRIVER & REPRESENTATIVE LAYER OR DATA	SCORE (LOWER SCORE IS DESIRABLE)
<b>Historic Tax Credit Opportunity.</b> Known or potential historic tax credit opportunities. • City of Albany Parcels, Building Footprints • City of Albany Planning Department Input.	0 Building with known historic tax credit opportunities.
	1 Building with potential historic tax credit opportunities.
	2 Building without historic tax credit opportunities.
	3 No building on the site.
<b>Development in Floodway.</b> Less floodplain coverage increases development potential. • FEMA National Flood Hazard Layer (NFHL).	0 Site not in floodplain.
	1 1% to 75% of the site in 100-year floodplain.
	2 75% to 100% of the site in 100-year floodplain.
	3 Site overlaps the Regulatory Floodway.
<b>Business Adjacency.</b> Proximity and potential negative impact on long standing, established businesses. • Data Axle Verified and Unverified Business Database, downloaded 2022 from <a href="https://www.buffalolib.org/subject-guides/business-and-finance/small-business_">https://www.buffalolib.org/subject-guides/business-and-finance/small-business_</a> .	0 No overlap with longer term existing businesses.
	1 Adjacent to businesses 1 – 25 years in business.
	2 Adjacent to businesses 25 – 75 years in business.
	3 Adjacent to businesses 75+ years in business.
<b>Environmental Risk.</b> Environmental history related to past land uses and the status of environmental investigations and remedial actions. Desktop review. • Please see Brownfield, Abandoned, Underutilized, and Vacant Sites section for more details.	0 No evidence of existing environmental conditions
	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 or underground storage tanks).
	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).

**QUALITATIVE INPUT**

Each site score was based on stakeholder consensus and scored within a range of 0 (higher opportunity) to 3 (higher risk).

- **Visibility.** Does the site occupy a highly visible location?
- **Gateway.** Is the site located on a major arterial or collector street that serves as a gateway?
- **Building Conditions.** Are existing conditions of the site and/or building negatively impacting adjacent properties?
- **Local Stressors.** Are there neighborhood/area concerns regarding the site? (i.e., dangerous, long-time vacant, building in severe disrepair, etc.)
- **Revitalization Potential.** Would redevelopment of the site continue to spur revitalization in the NBOA?
- **Public Importance.** Included where the public had communicated specific input on the property. Based on public outreach surveys, meetings and discussions.



# 4.0 KEY FINDINGS, RECOMMENDATIONS, AND IMPLEMENTATION STRATEGY

## Key Findings, Recommendations, and Implementation Strategy

Based on the analysis of development opportunities and constraints, a series of recommendations were developed for the NBOA to specifically build upon the Vision and Goals defined in Section 1. Recommended actions range from short-term project and policy actions to more transformative ideas that require a long-term view. The intended result is to provide a framework for the transition of the NBOA into a mixed-use, commercial district that balances economic opportunity, social equity, and environmental quality as envisioned by the community. It proposes a mix of uses with complete streets, public realm improvements, and enhanced connections to the waterfront.

The Recommendations and Implementation Strategy focuses on six framework goals to achieve the NBOA Vision:

- 1 Enrich the **Distinct and Authentic Character** of the North Warehouse District.
- 2 Enhance the **Vibrant Urban Activity Center**.
- 3 Create a **Safe, Livable** North Warehouse District Community.
- 4 Encourage a **Prosperous Economy** in the North Warehouse District.
- 5 Increase **Multimodal Transportation** to and from the North Warehouse District.
- 6 Create the North Warehouse Model for **Green City Albany**.





# 4.1 REDEVELOPMENT OPPORTUNITIES

A thorough analysis of brownfield sites was completed with the city and steering committee as described in Section 3. For convenience, the ranking is described here: A score of 0, 1, 2 or 3 was assigned to classes of

data for each input layer identified in **Table 4-1**. Zero represents greater opportunity for development (a positive attribute) and 3 represents a greater risk to development (a negative attribute). For example, if a site had an environmental score of 3, it is at higher risk of having potential contamination.

Seven strategic sites were identified in the NBOA along with surrounding sites or “clusters of opportunity” that could complement them from a redevelopment standpoint. Redevelopment within these clusters of opportunities could spur broader revitalization in the NBOA.

**Scorecard Key**

- 0 Greatest Opportunity
- 1 Good opportunity
- 2 Some risk
- 3 Greater risk

## 4.1.1 CENTRAL WAREHOUSE CLUSTER

The intersection of Water Street, Colonie Street, and Erie Boulevard is a highly visible gateway to downtown and the waterfront that is heavily used by locals and visitors alike. Historically, it was the location of Lock 1 and the Little Basin at the original entrance to the Erie Canal. These features remain buried under the urban fill. Today, it is the crossroads for cyclists accessing the Mohawk-Hudson Bike-Hike/Empire State Trail, downtown commuters exiting from I-787, commercial users accessing Erie Boulevard and the NBOA, and boaters and anglers accessing the Corning Preserve boat launch. It is adjacent to the Albany Skyway, the CSX and Amtrak rail line, and the planned Livingston Avenue Bridge and multi-use path.

This area is also notoriously home to the former Central Warehouse building, a dilapidated eyesore that was the subject of much public ire. Calls to demolish or rehabilitate this structure were frequent during community outreach, second only to calls to remove or boulevard I-787. The area is zoned for mixed-use and designated as a “walkable center” sub-district in the Albany Unified Sustainable Development Ordinance (USDO) regulating plan.

Two strategic sites were identified in this area: the Former Central Warehouse site at 143 Montgomery Street and a vacant lot at 1 Erie Boulevard.



## 143 Montgomery Street

Former Central Warehouse Building Strategic Site (50)

### DESCRIPTION

The Central Warehouse site is a 1.1-acre parcel housing a former cold storage site complete with a decommissioned rail spur. The building is highly visible from all vantage points including the Hudson River, I-787, Albany Skyway, Arbor Hill and Ten Broeck Triangle neighborhoods, State Capitol, downtown buildings, and even the Amtrak passenger rail. It is situated at the northern gateway to downtown, greeting everyone who enters the city from I-90 or I-787 South. The building has been vacant for decades and is in visibly poor condition. The city was obliged to take emergency action in July 2022 when chunks of the facade fell onto the adjacent CSX/Amtrak line.

**Table 4-1 Central Warehouse Redevelopment Potential Scorecard**

### SCORE/ATTRIBUTES\*

1	Potential historic tax credit opportunities
2	100% of the site is covered in 100-year floodplain
0	No overlap with longer term existing businesses
2	Environmental Risk: Spill reported and closed in 1996
0	Highly visible location
0	Major gateway location
0	Building conditions causing high negative impact on neighbors
0	Very high neighborhood concern regarding the site
0	Very high potential to spur revitalization in the NBOA
0	Highest importance to public

Note: 0 is the Lowest Risk But Highest Potential—see footnote); 0 Equals Lowest Risk, Highest Potential

\* See Section 3.8.3 for information on the strategic sites suitability model including selection criteria and scoring.

### GOALS

Redevelopment of Strategic Site 50 Advances NBOA Goals:

- 1 Distinctive and Authentic Character
- 3 Safe, Livable Communities
- 4 Prosperous Economy

In December 2022, ownership was transferred from Albany County to private developers following a foreclosure and bidding process. In the same month, Albany was awarded a \$9.75 million RestoreNY grant which was intended to be used to support rehabilitation of the Central Warehouse into a mixed-use apartment building. In preparing for redevelopment the developer stated that they have decided it's not financially realistic to redevelop the longstanding 11-story eyesore and are pursuing demolition. A new RestoreNY application will be submitted in 2024 seeking a grant that could cover up to 90% of the demolition. The developer intends to return the property back to Albany County after demolition.

Redeveloping this site would have an immediate positive impact on the surrounding area as well as the morale of local residents who rank this site as the highest priority. It may also qualify for Environmental Zone tax credits.

### REDEVELOPMENT POTENTIAL

In terms of reuse potential, the site could be attractive for a mix of commercial, residential, and/or recreational uses given its riverfront views and strategic location between the NBOA, Downtown, and the waterfront. Some ideas from the public input and steering committee included redeveloping the site with waterfront apartments as well as first floor and rooftop amenities including restaurants, arts and culture spaces, and recreational attractions (e.g., gym, rock climbing facility, boat and bike rentals). The space could also be used as a local manufacturing or production facility for local businesses or craftspeople. If a new building is constructed it should take advantage of the site's landmark status and integrate it with public amenities nearby (e.g., Skyway, Corning Preserve boat launch, Little Basin Park). Redevelopment should also consider current and future flood risks as well as the potential to reconfigure I-787.





**POTENTIAL NEXT STEPS**

- Collaborate with the property owner (presumably Albany County unless sold) on redevelopment.
- Support the Restore NY application for demolition.
- Have the City of Albany Industrial Development Agency evaluate potential for various tax exemptions as allowed under the Public Authorities Law.
- Consider transportation flows into and around the site in the context of the broader transportation recommendations of the NBOA.
- Integrate and relate the redevelopment of the site to the waterfront with connections to the Skyway and Livingston Avenue Bridge replacement.
- Support opportunities for complementary development of nearby vacant sites including the contemplated Little Basin Park.

**1 Erie Boulevard Strategic Site (43)**

**DESCRIPTION**

The second strategic site is a 1.05-acre vacant lot near the Central Warehouse site. This site is historically significant as the location of the Little Basin, which connected the Erie Canal to the Hudson River. In recent decades, it has been used as a private fenced-in parking and storage area. The site is situated on a commercial thoroughfare and is unique in that it is elevated above the floodplain and surrounded by vegetation. Developing the site could offer views of the Hudson over I-787 and may qualify for additional Environmental Zone tax credits.

**GOALS**

Redevelopment of Strategic Site 43 Advances NBOA Goals:

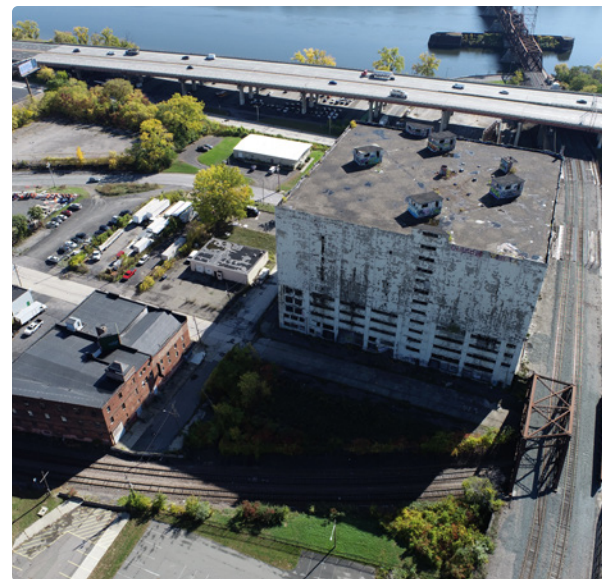
- 4 Prosperous Economy
- 6 Green City Albany

**Table 4-2 Erie Boulevard Vacant Lot Redevelopment Potential Scorecard**

SCORE/ATTRIBUTES*	
3	No Building on Site (No Historic Tax Credit Opportunity)
0	Not in the Floodplain (Elevated Property)
0	No Overlap with Longer Term Existing Businesses
0	Environmental Risk: Low – No Conditions Identified
1	Visible Location
0	Major Gateway Location
2	Site Conditions Causing Some Negative Impact on Neighbors
2	Some Neighborhood Concern Regarding the Site
1	High Potential to Spur Revitalization in the NBOA

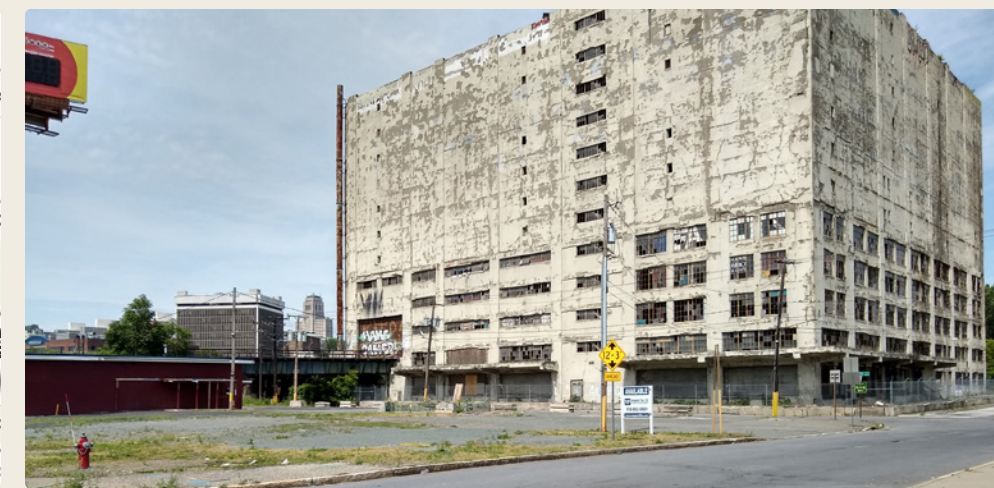
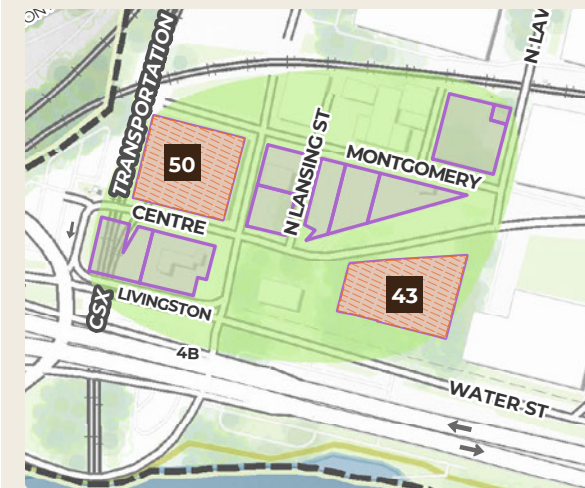
Note: 0 is the Lowest Risk But Highest Potential—see footnote); 0 Equals Lowest Risk, Highest Potential

\* See Section 3.8.3 for information on the strategic sites suitability model including selection criteria and scoring.



**FORMER CENTRAL WAREHOUSE BUILDING STRATEGIC SITE**

<b>Site Number</b>	50	<b>Zoning</b>	Mixed-use, Form-Based Warehouse District
<b>Site Classification</b>	449 Other Storage, Warehouse and Distribution Facilities	<b>Special Districts</b>	Combined Sewer and Floodplain Overlays
<b>Address</b>	143 Montgomery St.	<b>Owner</b>	The Phoenix of Albany LLC
<b>Municipality</b>	City of Albany	<b>Assessed Value</b>	\$200,000 (Total)
<b>Parcel Number</b>	65.20-2-29	<b>Publicly Owned</b>	No
<b>Parcel Size</b>	1.05 Acres	<b>Tax Status</b>	N/A
<b>Buildings</b>	1	<b>Foreclosure List</b>	Yes



**Property Use and Conditions.** Large vacant concrete structure (to be demolished).

**Description of adjacent Land Uses.** Railroad, vacant land, vacant commercial structures, commercial use.

**Site/Environmental History.** Based on review of historical sources of information, since as early as 1892 this site has been developed and used for lumber storage, as well as residential properties. By 1934, the site is developed with one building in its present configuration. The building was occupied by Central RY Terminal and Cold Storage Company, Inc. from 1934 through at least 1950. From at least 1989 through at least 1997, the site was occupied by Central Warehouse Corporation.

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 one environmental database related to potential environmental conditions, as discussed below:

The site is listed on the NY SPILLS database as having a spill (Spill #:9601219) reported on April 23, 1996, regarding an odor smell coming from the cold storage facility. The database listing indicates that the smell was associated with cleaning of residual materials from piping. This spill incident received regulatory closure on April 23, 1996.

Sources: 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.

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

**Access to Transportation:**

- ✓ Adjacent Roadway: I-787
- ✓ 0.7 Mile to NY Route 32 (closest highway)
- ✓ 1 Mile to I-787 (closest interstate)
- ✓ 10.6 Miles to Albany International Airport (closest airport)
- ✓ 2.2 Miles to Amtrak Albany (closest passenger rail)

**Use Potential.** Mixed-Use, recreational, commercial.



**REDEVELOPMENT POTENTIAL**

There is potential to elevate this property to a higher use. The site is zoned for mixed-use and is attractive for commercial, recreational, or cultural uses given its historic, waterfront location on Erie Boulevard. Its proximity to I-787 may limit its attractiveness for residential use in the near-term. For example, the site could be redeveloped as an extension of the proposed Little Basin Park for waterfront recreational uses. This would be particularly appropriate considering the lot is on the former location of the basin and the original Lock 53.

**POTENTIAL NEXT STEPS**

- Work collaboratively with the property owner on redevelopment.
- Consider uses that are complementary to the redevelopment other strategic sites in this area.
- Connect to the waterfront and the Albany Skyway from this area via Quay Street.
- Consider a site plan that maintains views into the NBOA area as well as from the NBOA area to the Hudson River.

**GOALS**

Redevelopment of 1 Erie Boulevard could advance NBOA Goals including:

- 4 Prosperous Economy and
- 6 Green City Albany.

**Potentially Complementary Sites**

There are nine vacant or underutilized sites within the Central Warehouse cluster that could contribute to revitalization of the area (Table 4-3). These properties, totaling 2.8 acres, are used for parking and outdoor storage with some vegetation. Three of the properties have small structures and one is home to a local food truck, the only food establishment in the area. At present, they appear to serve local warehousing, transportation, and other commercial uses.

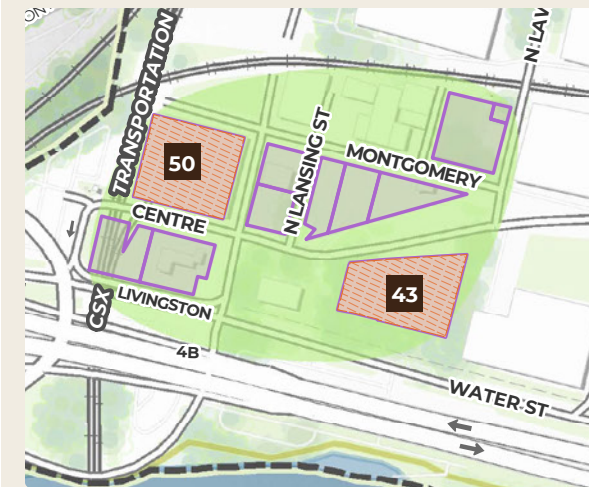
Any development of the strategic sites described above, changes to I-787, and/or improvements to the waterfront would further position these properties for redevelopment. Potential future uses include recreational, cultural, and mixed uses that capitalize on the waterfront gateway location. Examples include an urban park that celebrates the history of the area with food and recreational amenities (see Little Basin Park concept), water-dependent uses such as a boat house, mixed-use apartment buildings serving local employees, and consolidated parking/transportation uses for local businesses and residents as needed. Future development should seek to enhance river views, flood/climate change resilience, the character of the neighborhood, and automobile independence (see transportation recommendations below).

**Table 4-3 Central Warehouse Cluster Potentially Complementary Sites**

BROWNFIELD SITE/ADDRESS	ACRES	DESCRIPTION
41 40 North Lawrence Street	0.04	Private parking lot, formerly mixed-use, no known environmental concerns
42 175 Montgomery Street	0.56	Private parking lot, formerly mixed-use, no known environmental concerns
N/A 177 Montgomery Street	0.33	Mostly vacant lot with commercial storage, two small structures, and Eggy's Food Truck
N/A 163 Montgomery Street	0.31	Private parking lot
N/A 161 Montgomery Street	0.26	Private parking lot
N/A 151 Montgomery Street	0.23	One-story warehouse with small parking lot
N/A 15 North Lansing Street	0.24	Vacant lot with small parking lot
51 15 Centre Street	0.46	Abandoned private lot with small one-story garage and billboard
52 11 Livingston Avenue	0.39	CSX railroad tracks and buffer

# 1 ERIE BOULEVARD STRATEGIC SITE

<b>Site Number</b>	43	<b>Zoning</b>	Mixed-use, Form-Based Warehouse District
<b>Site Classification</b>	438 (Commercial) Parking Lot	<b>Special Districts</b>	Combined Sewer and Floodplain Overlays
<b>Address</b>	1 Erie Boulevard	<b>Owner</b>	Joseph Gimondo
<b>Municipality</b>	City of Albany	<b>Assessed Value</b>	\$169,100 (Total)
<b>Parcel Number</b>	65.20-2-22	<b>Publicly Owned</b>	No
<b>Parcel Size</b>	1.05 Acres	<b>Tax Status</b>	N/A
<b>Buildings</b>	0	<b>Foreclosure List</b>	No



**Property Use and Conditions.** Vacant lot.

**Description of adjacent Land Uses.** Vacant land, commercial.

**Site/Environmental History.** Based on review of historical sources of information, the site consisted of a connecting water basin between the Erie Canal and the Hudson River from as early as 1892 to 1908. By 1934, the site no longer appears to be occupied by a water basin and is covered with vegetation by 1942. The site appears to remain undeveloped from at least 1934 to at least 1952 where it appears the site is being 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.

Sources: 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.

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

**Access to Transportation:**

- ✓ Adjacent roadway: I-787
- ✓ 0.5 Mile to NY Route 32 (closest highway)  
1 Mile to I-787 (closest interstate)
- ✓ 10.5 Miles to Albany International Airport (closest airport)
- ✓ 2.1 Miles to Amtrak Albany (closest passenger rail)

**Use Potential.** Mixed-use, commercial, recreational, or cultural.





## 4.1.2 NIPPER CLUSTER

The Nipper statue atop 991 Broadway is an iconic landmark in the NBOA and a beloved symbol of Albany that greets visitors who enter the city from neighborhoods to the north. This building anchors the northern half of the district where Broadway intersects with Tivoli Street and Loudonville Road. The area is characteristic of the NBOA, with a mix of concrete, metal, and historic brick buildings. Some buildings are vacant while others house active industrial, manufacturing, warehousing, and automotive businesses.

The location is a short distance to downtown and major roadways and is based on a CDTA bus rapid transit route. It is within walking distance of local employers, the restaurants, and breweries in the emerging entertainment district along Broadway, and a few neighborhood amenities to the northeast. Historically, Broadway has hosted commercial and industrial businesses as well as some residential dwellings and is designated as a "Mixed-Use Core" in the Albany USDO regulating plan. Meanwhile the properties further east along Mill Street and near the Canadian Pacific rail line are zoned for mixed-use but designated as an "Industrial Warehouse" sub-district in the regulating plan.

### 991 Broadway Nipper Building Strategic Site (10)

#### DESCRIPTION

The Nipper Building at 991 Broadway is a multi-story, concrete warehouse with an inner courtyard and an attached single-story warehouse that opens to a large parking lot/loading area on Tivoli Street. The building has been vacant for years and has a peeling facade and some boarded up openings. Built over 100 years ago, it maintains its distinct architectural features, including a decorative art deco crenelation encircling the top. The building presides over a visible intersection that serves as a minor gateway into the district, and a major landmark for the city. The 1.65-acre parcel is situated among manufacturing and automotive businesses, some of which have been in operation for many decades. Redevelopment may qualify for additional historic and Environmental Zone tax credits as well as city abatement program tax exemptions.

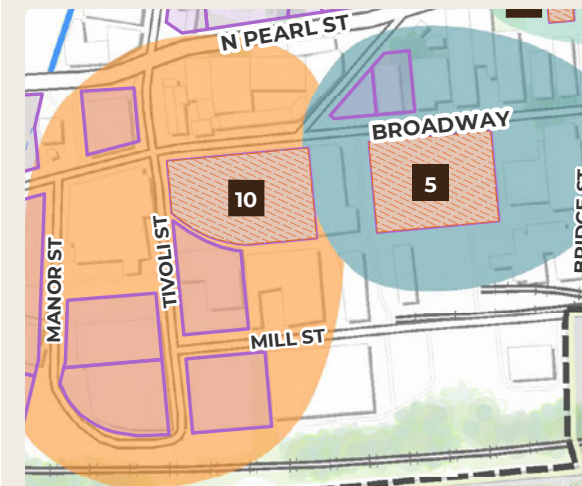
#### GOALS

Redevelopment of Strategic Site 10 Advances NBOA Goals

- 1 Distinct and Authentic Character
- 2 Vibrant Urban Activity Center
- 3 Safe, Livable Communities
- 4 Prosperous Economy

# 991 BROADWAY NIPPER BUILDING STRATEGIC SITE

<b>Site Number</b>	10	<b>Zoning</b>	MU-FW (Mixed-Use, Form-Based Warehouse District)
<b>Site Classification</b>	449 Other Storage, Warehouse and Distribution Center	<b>Special Districts</b>	Floodplain Overlay
<b>Address</b>	991 Broadway	<b>Owner</b>	Nipper Apartments, LLC
<b>Municipality</b>	City of Albany	<b>Assessed Value</b>	\$1,825,000 (Total)
<b>Parcel Number</b>	65.16-4-6	<b>Publicly Owned</b>	No
<b>Parcel Size</b>	1.65 Acres	<b>Tax Status</b>	N/A
<b>Buildings</b>	1	<b>Foreclosure List</b>	No



**Property Use and Conditions.** Large vacant structure.

**Description of Adjacent Land Uses.** Mix of uses in multi-story buildings (residential, light industrial, entertainment, vacant).

**Site/Environmental History.** Based on review of historical sources of information, since as early as 1908 the site has been developed and was used for manufacturing gas meters. These operations continued until approximately 1951. From 1989 to at least 1997 the site building was occupied by R.T.A. Appliance Distributors. Sanborn Maps from 1951 through 1997 depict an oil room on the southern portion of the facility and identifies 1,000-gallon tanks located in the basement for the storage of cod oil, castor oil and whale oil.

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 one environmental database related to potential environmental conditions, as discussed below.

The site is listed on the NY SPILLS database as having a spill (Spill #:0706826) reported on September 19, 2007. According to the database listing, the spill was associated with a release of Approximately one gallon of non-PCB containing oil from a pole-mounted transformer. According to the listing, the incident received regulatory closure on February 1, 2008.

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.

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

#### Access to Transportation:

- ✓ Adjacent roadway: Broadway
- ✓ 1.2 Miles to NYS Route 9 (closest highway)
- ✓ 1.3 Miles to I-787 (closest interstate)
- ✓ 9.9 Miles to Albany International Airport (closest airport)
- ✓ 5.2 Miles to Amtrak Albany (closest passenger rail)

**Use Potential.** Mixed-use.



**Table 4-4 Nipper Building Redevelopment Potential Scorecard**

**SCORE/ATTRIBUTES\***

0	Building with known historic tax credit opportunities
1	1-75% of the site is covered in 100-year floodplain
3	Adjacent to businesses 75+ years in business
2	Environmental Risk: Previous oil tanks, 1 gallon spill in 2007, closed 2008
0	Highly visible location
0	Major gateway location
1	Building conditions negatively impacting neighbors
2	Some neighborhood concern regarding the site
0	Very high potential to spur revitalization in the NBOA
0	High importance to public

Note that 0 is the lowest risk but highest potential – see footnote): 0 = Lowest Risk, Highest Potential

\* See Section 3.8.3 for information on the strategic sites suitability model including selection criteria and scoring

**REDEVELOPMENT POTENTIAL**

The location and popularity of the Nipper building makes it attractive for adaptive reuse as a residential and/or commercial space. As a mixed-use apartment building, for example, it could provide housing for young professionals within walking distance to jobs and an entertainment district. This may complement the new apartment development at 413-425 North Pearl Street. Residential development should be sensitive to surrounding uses to avoid conflicts with established businesses.

**POTENTIAL NEXT STEPS**

Evaluate zoning and share possibilities of reuse with the building owner.

**GOALS**

It is important to note that the redevelopment of 991 Broadway could advance NBOA Goals including:

- 1 Distinct and Authentic Character;
- 2 Vibrant Urban Activity Center;
- 3 Safe, Livable Communities; and/or
- 4 Prosperous Economy.

**Table 4-5 Nipper Cluster Potentially Complementary Site**

BROWNFIELD SITE/ADDRESS	ACRES	DESCRIPTION
12 7 Tivoli Street	0.84	Brick warehouse structure repurposed as 18,000 sf baseball training facility; attached paved lot; multiple closed listings on the NY SPILLS database, in floodplain
13 15 Mill Street	0.83	Private vacant lot, formerly storage yard, no known environmental concerns, in floodplain, abuts CP rail line
14 9 Manor Street	0.90	Vacant distribution center, one-story brick/concrete/metal warehouse building, no known environmental concerns, in floodway, abuts CP rail line
15 13 Manor Street	0.87	Vacant distribution center, multi-story stone warehouse building with parking lot (pavement over cobblestone), no known environmental concerns, in floodway, identified as a key building for its reuse potential
16 960 Broadway	0.43	Vacant, four-story, 1910 brick warehouse building. Former distribution center for International Harvester and Rodgers Liquor Co. Historic potential. Feasible for adaptive reuse to residential mixed-use. In floodway



**Potentially Complementary Sites**

The Nipper Cluster has the potential to be a transitional cluster between entertainment and commercial uses. Revitalization of the anchor Nipper Building would help spur redevelopment of complementary properties including five vacant and potentially underutilized sites in the immediate vicinity (Table 4-5). These properties total 3.8 acres and are typical of the district, having served as distribution centers and/or storage and lumber lots in the past. Four include brick and stone buildings that are at least 70 years old and two are located along an active commercial rail line.

The former Rodgers Liquor Co. building on Broadway in the “Mixed-Use Core” area is particularly attractive for apartments and a first-floor restaurant and would complement similar development of the Nipper Building. The other sites, designated as “Industrial Warehouse” in the regulating plan, might then be attractive as a location for year-round recreational amenities, local jobs and manufacturers, entertainment uses, vocational training facilities, storage and distribution facilities, and/or other related uses.

Development of the Nipper cluster would also benefit adjacent properties including 27 Thatcher Street (All Lifts), 13 Thatcher Street, and Pleasant Street Park.

**4.1.3 NORTH BROADWAY/ ARGUS CLUSTER**

The North Broadway/Argus Cluster is anchored by the former Argus Press Building at 1031 Broadway. Like the Nipper Cluster, it has brick and stone buildings of various ages used for storage, manufacturing and industry, wholesale distribution, and automotive uses. Some are vacant and some house active, long-established businesses. It also has a healthcare office and a brewery and restaurant. This portion of Broadway is more oriented to the public realm, with buildings directly fronting Broadway, street trees, transparent windows and storefronts, and a green lawn in front of the Argus building that makes the area feel more walkable. The location is close to downtown and walkable to the North Albany-Shaker Park neighborhood. It is on a major road with a CDTA bus rapid transit line a short distance to several highways. It is outside the combined sewer overlay district and mostly out of the 100-year floodplain at present, although zoned within the floodplain overlay district.

The cluster is within the “Mixed-Use Core” area of the Albany USDO regulating plan. It does not have any residential uses at present, and adjacent manufacturing businesses may limit their desirability in some locations.







## 1031 Broadway Former Argus Press Building Strategic Site (5)

### DESCRIPTION

The largest and most distinct structure in this cluster is known as the Argus Press building, listed above as a key building for both its architectural significance and its reuse potential. This four-story brick and cement building was designed in the early 1900s by renowned Albany-architect Marcus Reynolds. It is distinguished by its decorative brick work, large windows, interior firewalls, and two towers with peaked terracotta roofs built to house water tanks. In addition, the site features a treed front lawn and an open, vegetated yard in the rear. The building was the Albany Industrial Building until 1989, then the Argus-Greenwood Co. Inc Lithographers until the late 1990s. No spills, leaks, or environmental liens are associated with the property.

### GOALS

Redevelopment of Strategic Site 5 Advances NBOA Goals

- 1 Distinct and Authentic Character
- 2 Vibrant Urban Activity Center
- 4 Prosperous Economy
- 6 Green City Albany

The 1.54-acre parcel is situated just north of the strategic Loudonville-Broadway intersection, referred to herein as the Nipper Gateway. It sits above the current floodplain and offers a view of the district from its upper floors. The site is surrounded by long-established manufacturing businesses and vacant properties. Over the past 15 years, the building has been vacant, and the facade has deteriorated. At the time of this writing, the building had been purchased and was being evaluated by the U-Haul moving and storage company for use as a self-storage facility.

**Table 4-6 Former Argus Press Building Redevelopment Potential Scorecard**

### SCORE/ATTRIBUTES\*

1	Potential historic tax credit opportunities
0	Not in the floodplain
3	Adjacent to businesses 75+ years in business
1	Environmental Risk: Prior industrial use
0	Highly visible location
0	Major gateway location
0	Building conditions have a high negative impact on neighbors
0	High neighborhood concern regarding the site
0	Very high potential to spur revitalization in the NBOA

Note that 0 is the lowest risk but highest potential – see footnote): 0 = Lowest Risk, Highest Potential

\* See Section 3.8.3 for information on the strategic sites suitability model including selection criteria and scoring

### REDEVELOPMENT POTENTIAL

The former Argus Press building has tremendous reuse potential. The structure would lend itself to a variety of uses including manufacturing, institutional, offices, residential, and warehousing. Given its proximity to Adam Ross and Surpass Chemical, commercial, or institutional uses may be the most suitable. Examples of potential uses include art/sculpture/textile studios, vocational college, technology center/server farm, 3D printing production facility, specialty manufacturing, engineering and design studios, or scientific instruments manufacturing. A use that supports skilled, green jobs would be especially valuable to the district and the city's development goals.

### POTENTIAL NEXT STEPS

- Work collaboratively with the property owner on redevelopment to expedite approvals by meeting and discussing the vision of this plan and how various incentives could help redevelopment.
- Evaluate zoning and share possibilities of reuse with the building owner.
- Have the City of Albany Industrial Development Agency evaluate potential for various tax exemptions as allowed under the Public Authorities Law.

### Potentially Complementary Sites

The former Argus Press building looks over several vacant sites. To the north is 1043 Broadway, a former tire sales and service business identified as a key building for its reuse potential. Across Broadway, there are three vacant properties in a row: a parking lot, one-story storage garage, and one-story building most recently used by a cabinetry business. The revitalization of the former Argus Press building would incentivize investment in these neighboring properties.

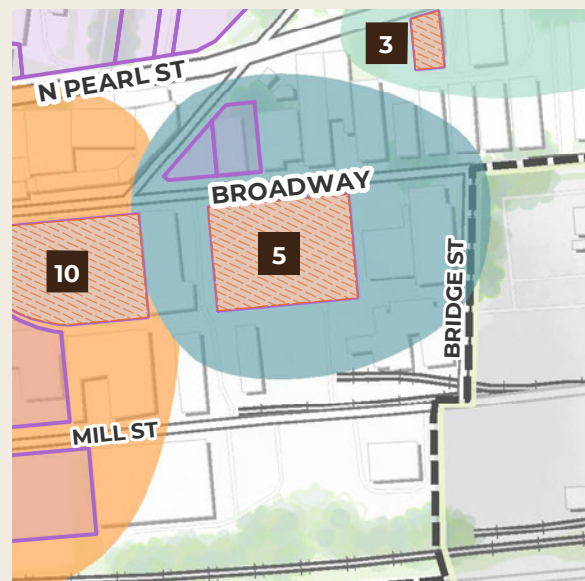
The two properties closest to the Nipper Gateway, totaling 0.49 acres, are particularly strategic given their high visibility and blighted appearance. Potential uses include open space, manufacturing, and neighborhood retail. For example, the corner property could be improved with a gateway feature that maintains open space while creating an attractive entry-point for visitors and local employees. The design could incorporate elements of the district's history and landmarks as well as vegetation to provide a respite for pedestrians that moderates temperatures and filters dust. The address 1024 Broadway could be repurposed for a complementary use such as a convenience store and lunch place for local workers and residents, or a destination to complement nearby entertainment and restaurant uses.





# 1031 BROADWAY FORMER ARGUS PRESS BUILDING STRATEGIC SITE

<b>Site Number</b>	5	<b>Zoning</b>	MU-FW (Mixed-Use, Form-Based Warehouse District)
<b>Site Classification</b>	710 Manufacturing and Processing	<b>Special Districts</b>	Floodplain Overlay
<b>Address</b>	1031 Broadway	<b>Owner</b>	1031 Broadway Associates, Inc.
<b>Municipality</b>	City of Albany	<b>Assessed Value</b>	\$200,000 (Total)
<b>Parcel Number</b>	65.16-4-3	<b>Publicly Owned</b>	No
<b>Parcel Size</b>	1.54 Acres	<b>Tax Status</b>	N/A
<b>Buildings</b>	1	<b>Foreclosure List</b>	No



**Property Use and Conditions.** Largely vacant building with storage.

**Description of adjacent Land Uses.** Commercial, light manufacturing, commercial, restaurant, residential.

**Site/Environmental History.** Based on review of historical sources of information, since as early as 1935 the site has been developed with one main building and a smaller building located to the east of the main building. The site was developed in this configuration until at least 1997 and by 2013 the smaller building to the east was demolished. Since 2013 the site has been developed in its present configuration. The main building was identified in Sanborn Maps as the Albany Industrial Building until 1989 and the smaller building to the east is identified as boiler house and coal bin. Argus-Greenwood Co. Inc. Lithographers is identified as occupying the main building from 1989 to at least 1997.

Sources: 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, no known remedial investigations have been conducted to date.

**Access to Transportation:**

- ✓ Adjacent roadway: Broadway
- ✓ 1.3 Miles to NYS Route 9 (closest highway)
- ✓ 1.4 Miles to NYS I-787 (closest interstate)
- ✓ 9.9 Miles to Albany International Airport (closest airport)
- ✓ 5.2 Miles to Amtrak Albany (closest passenger rail)

**Use Potential.** Manufacturing, institutional, offices, residential, and warehousing.

## 4.1.4 NORTH PEARL STREET CLUSTER

The North Pearl Street Cluster is positioned in the northwest corner of the NBOA, adjacent to a small residential area on the south side of I-90. It consists of long, one-story brick warehouse-style buildings, some with rooftop solar arrays. These buildings house a diversity of uses including a recording studio, brewery and tap room, private car service company, chemical company, tile and carpet warehouse and showroom, pump supplier, and two churches. Most of the facades have been fitted with large bay windows and glass doors that open into front offices or service areas. There are a few vacant lots and parking areas, including back lots for buildings that front Broadway. The street is lined with fragments of narrow sidewalks and landscaping.

The North Pearl Street Cluster is quieter than Broadway, befitting its position next to a residential area, and is designated a “Walkable Center” in the Albany USDO regulating plan.<sup>17</sup> The ground slopes up from Broadway at this location, which is outside the Coastal Area Boundary and current floodplain. However, the parcels on the east side of North Pearl Street—many of which extend downhill to Broadway—are in the Albany USDO floodplain overlay. The location is close to Arbor Hill and Downtown. It is walkable to the North Albany neighborhood and Broadway, including amenities such as a library, park and recreational fields, childcare, food establishments, and a middle school. It is outside of the combined sewer overlay district on a main road with a CDTA bus route close to several highways.

### 443 North Pearl Street Strategic Site (3)

**DESCRIPTION**

443 North Pearl Street is a one-story stone warehouse building with a brick and glass facade. The exterior is smudged and peeling with a boarded-up entrance and a patchy asphalt and gravel perimeter. The impact of the building's appearance is lessened because the neighbors do not have windows facing the property. The building has the advantage of being on a main road (NY-32) above the floodplain with no negative environmental conditions identified.

**REDEVELOPMENT POTENTIAL**

As the only vacant building on a diverse block connecting a commercial and residential district, 443 North Pearl Street is well positioned for reuse. Whether it is repurposed for wholesale distribution, retail, entertainment, food/restaurant, sales and service, or storage, there is a complementary use nearby.

**GOALS**

Redevelopment of Strategic Site 3 Advances NBOA Goals

- 1 Distinct and Authentic Character
- 2 Vibrant Urban Activity Center
- 4 Prosperous Economy
- 6 Green City Albany

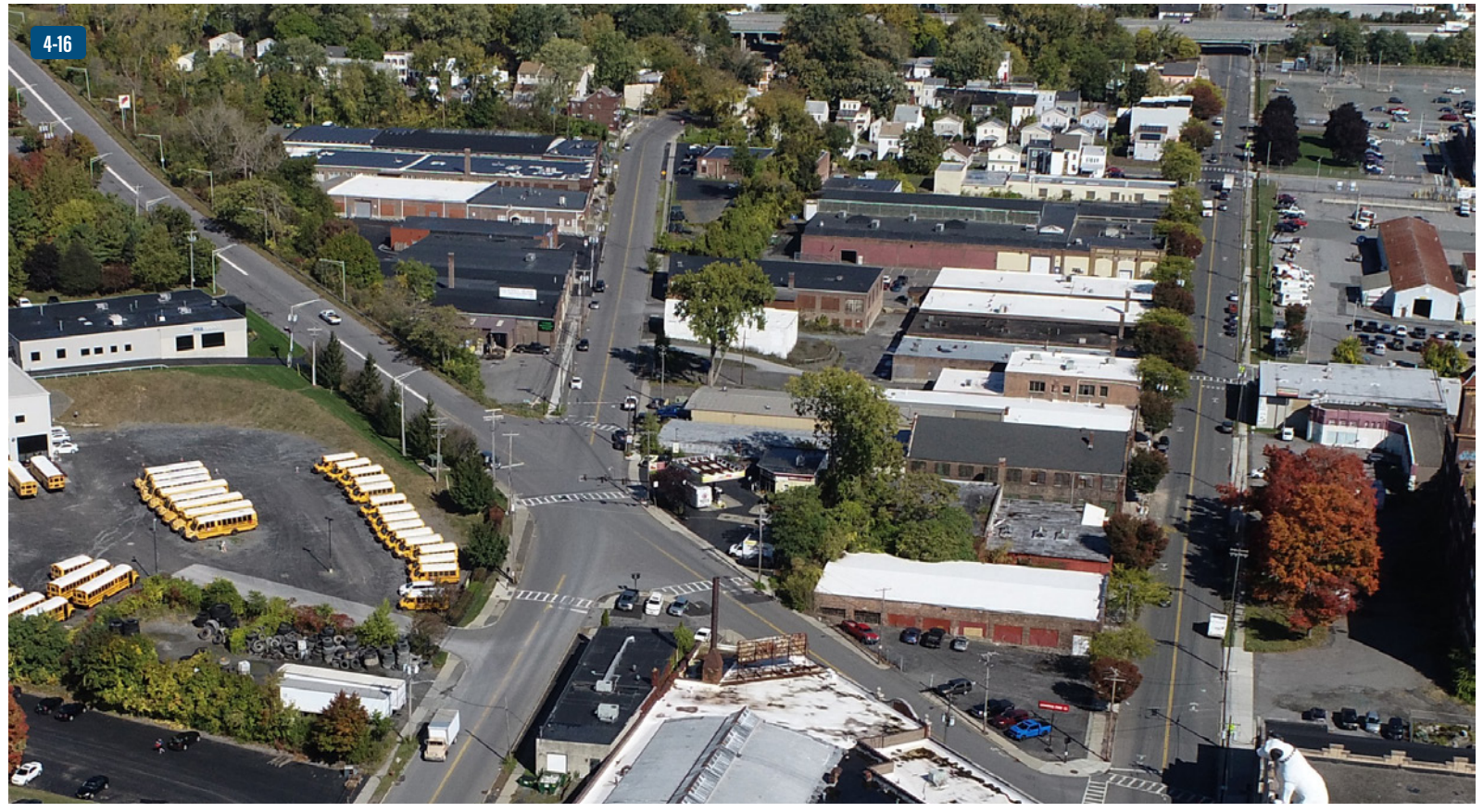
**Table 4-7 North Broadway/Argus Cluster Potentially Complementary Sites**

BROWNFIELD SITE/ADDRESS	ACRES	DESCRIPTION
7 1024 Broadway	0.32	Vacant one-story brick building in poor condition, formerly garage and service center, visible gateway location
8 990 Broadway	0.17	Vacant private parking lot, formerly mixed-use, potential environmental risk (1), visible gateway location

17. Parcels on the east side of North Pearl Street that front Broadway are designated as “Mixed-use Core” in the USDO regulating plan, while those that front North Pearl Street (i.e., have a North Pearl Street address) are classified as “Walkable Center.”

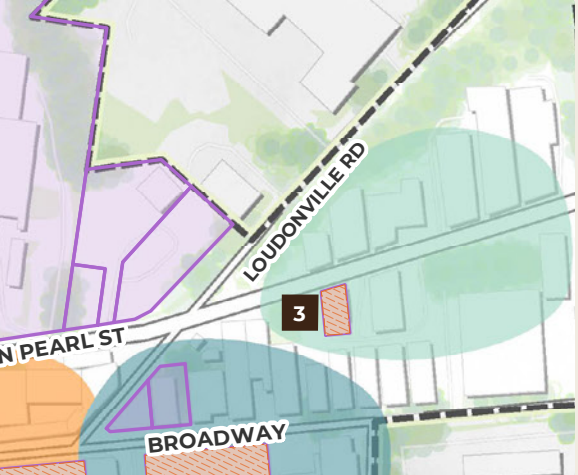






# 443 NORTH PEARL STREET STRATEGIC SITE

<b>Site Number</b>	3	<b>Zoning</b>	MU-FW (Mixed-Use, Form-Based Warehouse District)
<b>Site Classification</b>	340 Vacant Land Located in Industrial Areas	<b>Special Districts</b>	Floodplain Overlay
<b>Address</b>	443 North Pearl Street	<b>Owner</b>	443 NP, Inc.
<b>Municipality</b>	City of Albany	<b>Assessed Value</b>	\$139,200 (Total)
<b>Parcel Number</b>	65.12-4-24	<b>Publicly Owned</b>	No
<b>Parcel Size</b>	0.16 Acres	<b>Tax Status</b>	N/A
<b>Buildings</b>	1	<b>Foreclosure List</b>	No



**Table 4-8 443 North Pearl Street Redevelopment Potential Scorecard**

SCORE/ATTRIBUTES*	
1	Potential historic tax credit opportunities
0	Not in the floodplain
1	Adjacent to businesses 1-25 years in business
0	Environmental Risk: Low – no conditions identified
3	Not a highly visible location
2	On a main road, less trafficked area
2	Building conditions are partially impacting neighbors
3	Low neighborhood concern regarding the site
3	Low potential to spur revitalization in the NBOA

**POTENTIAL NEXT STEPS**

- Work collaboratively with the property owner on redevelopment by meeting and discussing the vision of this plan and how various incentives could help redevelopment.
- Evaluate zoning and share possibilities of reuse with the building owner.

Note that 0 is the lowest risk but highest potential – see footnote): 0 = Lowest Risk, Highest Potential  
 \* See Section 3.8.3 for information on the strategic sites suitability model including selection criteria and scoring

**Property Use and Conditions.** Vacant one-story building.

**Description of adjacent Land Uses.** Light manufacturing, brewery, vacant lots.

**Site/Environmental History.** Based on review of historical sources of information, since as early as 1952 the site has been developed with the one building in its present configuration. Sanborn maps indicate the building on the site was used for janitor and cleaning supplies from 1989 to at least 1997.

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.

**Access to Transportation:**

- ✓ Adjacent Roadway: NY-32 (Pearl Street)
- ✓ 0 Miles to NYS Route 32 (closest highway)
- ✓ 1.0 Mile to I-787 (closest interstate)
- ✓ 9.9 Miles to Albany International Airport (closest airport)
- ✓ 5.4 Miles to Amtrak Albany (closest passenger rail)

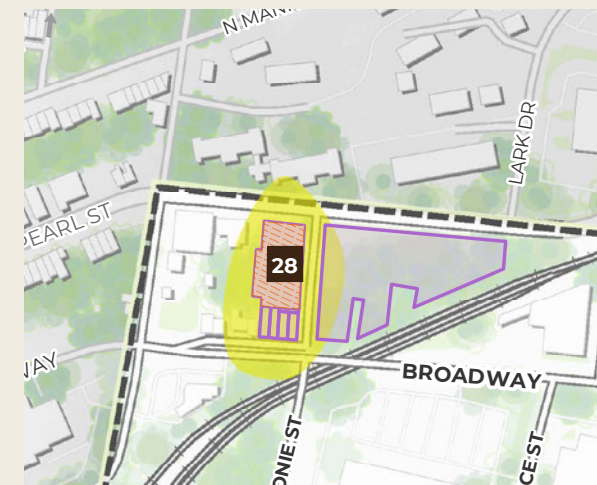
**Status of Remedial Investigation.** Based on sources reviewed, no known remedial investigations have been conducted to date.

**Use Potential.** Wholesale distribution, retail, entertainment, food/restaurant, sales and service, or storage.



# 275 NORTH PEARL STREET HISTORIC CHURCH STRATEGIC SITE

<b>Site Number</b>	28	<b>Zoning</b>	Mixed-use, Community Urban Special
<b>Site Classification</b>	620 Religious	<b>Districts</b>	Combined-Sewer Overlay
<b>Address</b>	275 North Pearl Street	<b>Owner</b>	275 North Pearl Street LLC
<b>Municipality</b>	City of Albany	<b>Assessed Value</b>	\$25,000 (total)
<b>Parcel Number</b>	65.75-2-27	<b>Publicly Owned</b>	No
<b>Parcel Size</b>	0.44 Acres	<b>Tax Status</b>	N/A
<b>Buildings</b>	1+	<b>Foreclosure List</b>	No



**Property Use and Conditions.** Vacant stone church in poor condition.

**Description of adjacent Land Uses.** Vacant lot, theater, townhouses, housing.

**Site/Environmental History.** Based on review of historical sources of information, since as early as 1892 the site has been developed with several structures and has been utilized for religious and residential uses. By 1989, only the buildings associated with the church remained on the site and the dwellings on the property had been demolished. Since 1989 the site has been developed in its present configuration.

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 146 Colonie Street, not 375 N. Pearl Street.

Sources: 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.

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

**Access to Transportation:**

- ✓ Adjacent roadway: NY-32
- ✓ 0.7 Miles to Route 9 (closest highway)
- ✓ 0.8 Miles to I-787 (closest Interstate)
- ✓ 9.3 Miles to Albany International Airport (closest airport)
- ✓ 2.3 Miles to Amtrak Albany (closest passenger rail)

**Use Potential.** Art, theater, housing, commercial, mixed-use.

## 4.1.5 NORTH COLONIE HISTORIC CLUSTER

The North Colonie Historic Cluster is located in the southwest corner of the NBOA, where the NBOA ends and the historic Arbor Hill and Ten Broeck Triangle neighborhoods begin. Tucked up on a hill south of, and level with, the raised CSX railroad tracks, this area is distinguished by a collection of historic residential and commercial brick buildings including rowhouses and repurposed factories.

The cluster overlaps with a Heritage Area and the Broadway/Livingston Avenue Historic District. To the southwest is the Arbor Hill Historic District, Ten Broeck Triangle, and the Clinton Avenue Historic District. To the northeast are modern apartment complexes, with the closest being owned by the Albany Housing Authority. To the west, the cluster is bordered by mostly transportation uses including parking lots, railroad tracks, and the historic Warren Truss Railroad bridge. These uses effectively cut the area off from the Hudson Riverfront, which can only be accessed via a roundabout route through the NBOA or Downtown. The shortest routes are Broadway north to North Lawrence Street then Erie Boulevard and Colonie Street, or Broadway south to the Skyway.

As a result, the cluster is more oriented to Arbor Hill and neighborhood uses. It is zoned "Mixed-Use Community District" with residential, community services, and vacant land. Neighboring properties include a bar, theatre, gas station, market, and healthcare facility. It is elevated out of the current floodplain with a partial view toward the Hudson. The area is on two main roads, a bike route, and is served by multiple CDTA bus routes, including a rapid transit line.

## 275 North Pearl Street Historic Church Strategic Site (28)

**DESCRIPTION**

The most distinctive building in the North Colonie Historic Cluster is the Church of the Holy Innocents. Built in the mid-1800s, the stone church is on the U.S. National Register of Historic Places as a significant example of Gothic Revival style by architect Frank Willis. It also features John Bolton-stained glass. The church is currently vacant and in poor condition, with crumbling sections of the roof and wall. It sits on a long 0.44-acre lot with room for additional structures and has frontage on both North Pearl and Colonie Streets. There are no known environmental conditions that would impact redevelopment.

**GOALS**

Redevelopment of Strategic Site 3 Advances NBOA Goals

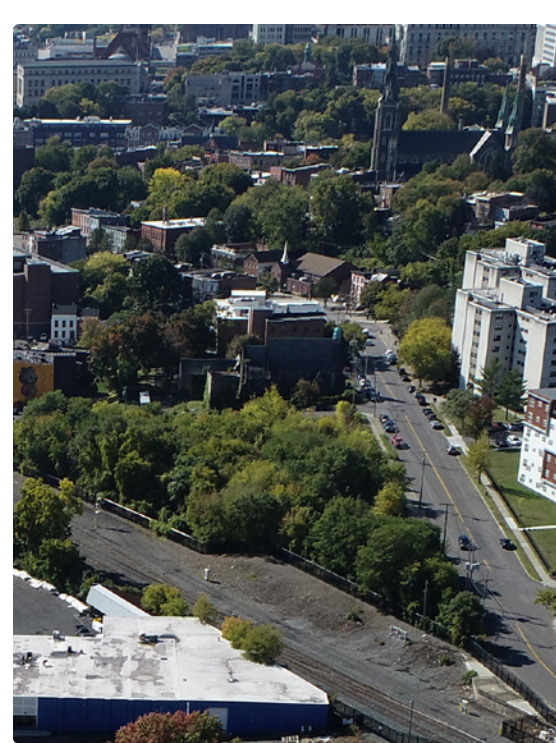
- 1 Distinct and Authentic Character
- 2 Vibrant Urban Activity Center
- 3 Safe, Livable Communities
- 4 Prosperous Economy
- 6 Green City Albany

**REDEVELOPMENT POTENTIAL**

Given its position in an historic, mixed-use area, the Church of the Holy Innocents property could be adapted to a variety of uses including arts and culture, community service, residential, or commercial. A use that engages the community could be particularly fitting given the history of the building. For example, the Albany Strategic Investment Plan (DRI) proposed to adapt the building for reuse as an open-air venue, public park, and historic monument. Other potential uses might include a daycare, community co-op, demonstration community garden, event/retreat/rehearsal space, boutique bed and breakfast, coffee house, training or continuing education center, art gallery, and/or housing.







**Table 4-9 275 North Pearl Street Historic Church Redevelopment Potential Scorecard**

**SCORE/ATTRIBUTES<sup>1</sup>**

- 0 Building eligible for NYS and Federal historic tax credit opportunities
- 0 Not in the floodplain
- 0 No overlap with longer-term existing businesses
- 0 Environmental Risk: Low – no conditions identified
- 0 Highly visible location
- 0 Major Arterial gateway
- 0 Building conditions have a high negative impact on neighbors
- 0 High neighborhood concern regarding the site
- 0 Very high potential to spur revitalization in the NBOA
- 0 High importance to the community

Note that 0 is the lowest risk but highest potential – see footnote): 0 = Lowest Risk, Highest Potential

1. See Section 3.8.3 for information on the strategic sites suitability model including selection criteria and scoring

**POTENTIAL NEXT STEPS**

- Work collaboratively with the property owner on redevelopment by meeting and discussing the vision of this plan and how various incentives could help redevelopment.
- Evaluate zoning and share possibilities of reuse with the building owner.
- Discuss with Capital Repertory Theatre for reuse possibilities.

**Potentially Complementary Sites**

There are seven vacant lots and a key building in the North Colonie Historic Cluster (Table 4-10). These properties, totaling just over two acres, are adjacent to the Historic Church and would be available for the same or complementary uses should 275 North Pearl Street be revitalized. The four parallel lots on the corner of Colonie Street and Broadway are currently used for parking. Two others are vacant grassy lots. These could be repurposed for residential, commercial, cultural, community, or mixed uses. The lot immediately behind the church building is a single-family row house identified as a key building for its architectural significance. It is appropriate for residential or could be adapted to other uses such as offices.

**Table 4-10 North Pearl Street Historic Cluster Potentially Complementary Sites**

BROWNFIELD SITE/ADDRESS	ACRES	DESCRIPTION
27 329 North Pearl Street	1.81	Large vacant hillside lot overgrown with vegetation including large shrubs and trees. Prior industrial use on site, adjacent to CSX rail line and Albany Housing Authority apartments.
29 102 Colonie Street	0.03	Single family residence, 2-story brick rowhouse style (standalone), identified as a key building of architectural significance for reuse, no known environmental concerns.
30 100 Colonie Street	0.03	Vacant grassy lot in a heritage area near a historic district. No known environmental concerns.
31 92 Colonie Street	0.016	Vacant grassy lot in a heritage area near a historic district. No known environmental concerns.
32 816 Broadway	0.04	Vacant corner gravel lot with view of Warren Truss railroad bridge. Heritage area adjacent to a Historic District. No known environmental concerns.
33 814 Broadway	0.04	Vacant gravel lot with view of Warren Truss railroad bridge. Heritage area adjacent to a Historic District. No known environmental concerns.
34 812 Broadway	0.04	Vacant gravel lot with view of Warren Truss railroad bridge. Historic district, former contributing residential property on site demolished. Prior industrial use on site.
35 810 Broadway	0.04	Vacant gravel lot with view of Warren Truss railroad bridge. Historic district, former contributing residential property on site demolished. Prior industrial use on site.

The largest lot at 329 North Pearl Street is strategically located on a hillside in front of residential apartments overlooking the historic Warren Truss bridge. This large, vegetated property could be maintained as community greenspace that provides ecosystem services and a buffer from the train track. It could also be repurposed for commercial, recreational, and/or community uses serving the local neighborhood.



## 4.1.6 380 NORTH PEARL STREET VACANT LOT STRATEGIC SITE (21)

### DESCRIPTION

In addition to the clusters of opportunities profiled above, the 1.02-acre vacant lot at 380 North Pearl Street was identified as a standalone strategic site. The property is strategically located on a main road at the entrance of the NBOA from the Arbor Hill neighborhood on a highly visible corner lot. This portion of the NBOA is designated as a “walkable center” next to “open space,” and “mixed-use core” in the Albany USDO regulating plan, designations which apply well to neighboring uses. To the west and south are the CSX railroad tracks and a small “memorial garden.” To the north are commercial businesses in one-story warehouse buildings. To the east is a residence as well as 403-409 North Pearl Street and 413-425 North Pearl Street. The former is a large vacant warehouse building identified as a strategic building for its reuse potential. The latter is a four-story warehouse being adapted to market-rate apartments and commercial space.

### GOALS

Redevelopment of Strategic Site 21 Advances NBOA Goals

- 1 Distinct and Authentic Character
- 3 Safe, Livable Communities
- 4 Prosperous Economy
- 6 Green City Albany

The site is within walking distance to the Arbor Hill neighborhood, Pleasant Street Park, local employers, a bus rapid transit line, and the NBOA's bars and restaurants that make up an emerging entertainment district on Broadway. It is outside of the current floodplain.

### REDEVELOPMENT POTENTIAL

While the neighborhood can support a variety of uses, reuse of 380 North Pearl Street is limited at present by its brownfield status. The site was previously a filling station with underground storage tanks. There have

**Table 4-11 North Pearl Street Vacant Lot Redevelopment Potential Scorecard**

#### SCORE/ATTRIBUTES\*

3	No Building, No Historic Tax Credit Opportunities
0	Not in the Floodplain
2	Adjacent to Business Over 25 Years in Business
3	Environmental Risk: Environmental Lien
0	Highly Visible Location
0	Major Arterial Gateway Location
2	Site Conditions are Partially Impacting Neighbors
2	Some Neighborhood Concern Regarding the Site
1	High Potential to Spur Revitalization in the Nboa

Note that 0 is the lowest risk but highest potential – see footnote): 0 = Lowest Risk, Highest Potential

\* See Section 3.8.3 for information on the strategic sites suitability model including selection criteria and scoring

been multiple spills on site, most recently in 2001. An environmental lien was filed against the property in relation to this spill. In addition, remedial investigations were conducted by Op-Tech on behalf of the NYSDEC due to soil and groundwater contamination. Remediation onsite occurred between 2003 and 2010, and the underground storage tanks were removed. The closure report was received by the NYSDEC on August 16, 2010, and the site was closed for not meeting standards.

380 North Pearl Street is a strategic site for reuse as a commercial property. Potential uses might include a commercial wholesaler, sales and service office, retail shops, or EV Charging site for commercial and personal vehicles.

### POTENTIAL NEXT STEPS

- Work collaboratively with the property owner on redevelopment by meeting and discussing the vision of this plan and how various incentives could help redevelopment.
- Conduct additional environmental site assessment

# 380 NORTH PEARL STREET VACANT LOT

<b>Site Number</b>	21	<b>Zoning</b>	Mixed-use, Form-Based Warehouse District
<b>Site Classification</b>	330 Vacant Land Located in Commercial Areas	<b>Special Districts</b>	Combined Sewer
<b>Address</b>	380 North Pearl St.	<b>Owner</b>	380 North Pearl Street, LLC
<b>Municipality</b>	City of Albany	<b>Assessed Value</b>	\$100,000 (Total)
<b>Parcel Number</b>	65.16-3-19	<b>Publicly Owned</b>	No
<b>Parcel Size</b>	1.02 Acres	<b>Tax Status</b>	N/A
<b>Buildings</b>	0	<b>Foreclosure List</b>	No



**Property Use and Conditions.** Vacant lot.

**Description of adjacent Land Uses.** Small offices, auto uses, residential.

**Site/Environmental History.** Based on review of historical sources of information, since as early as 1892 the site was developed with multiple buildings (i.e., Malt House and several dwellings). By 1908, two buildings remained on the site, one on the northern section and one on the southern section. By 1935, the site was utilized as a filling station with two gasoline tanks present on the southeast portion of the property. The site remained in this configuration until at least 1997; however, the gasoline tanks are not noted in 1989 and subsequent Sanborn maps. By 2013, the filling station appears to have been demolished and no other buildings or structures appear to be present on the site through 2017.

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.

**Status of Remedial Investigation.** The site is listed on the NY SPILLS database as having a spill (Spill #: 8603805) reported on September 10, 1986. According to the database listing, contaminated soil was found and removed from the site. According to the listing, this spill incident received regulatory closure on September 20, 1986.

Based on sources reviewed and as noted previously, remedial investigations were conducted by Op-Tech, on behalf of NYSDEC, due to soil and ground water contamination related to gas station operations. Remediation on-site occurred between 2003 and 2010. The closure report was received by NYSDEC on August 16, 2010, and the site was closed for not meeting standards. The site is listed in the LIENS database. An environmental lien was filed against the property in relation to Spill # 0012512 in 2005, described above.

#### Access to Transportation:

- ✓ Adjacent roadway: NY-32
- ✓ 1 Mile to NY Route 9 (closest highway)
- ✓ 1.1 Miles to I-787 (closest Interstate)
- ✓ 10.1 Miles to Albany International Airport (closest airport)
- ✓ 2.5 Miles to Amtrak Albany (closest passenger rail)

**Use Potential.** Commercial, light industrial/manufacturing.



## 4.2 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 profile forms attached. 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).

Any site identified as having an "environmental concern" should also undergo comprehensive investigation prior to demolition, renovation, or construction activities at the site. After review of the historical data and based on their environmental histories and rankings, the following strategic sites were identified as potential candidates for site assessment:

**Table 4-12 Strategic Sites Recommended for Site Assessment**

STRATEGIC SITE (#)	ENVIRONMENTAL RANKING
143 Montgomery Street, Former Central Warehouse Building (50)	2
1031 Broadway, Former Argus Press Building (5)	2
991 Broadway: Nipper Building (10)	1
380 North Pearl Street: Vacant Lot (21)	3

For reasons stated below for these sites, it may be necessary to conduct additional environmental site assessment work prior to planning any redevelopment to determine the extents and degree to which these sites are contaminated.

### 4.2.1 FORMER CENTRAL WAREHOUSE BUILDING SITE (50)

Based on sources reviewed, no known remedial investigations have been conducted to date. However, 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 one environmental database related to the following potential environmental condition:

- The site is listed on the NY SPILLS database as having a spill (Spill #: 9601219) reported on April 23, 1996 regarding an odor smell coming from the cold storage facility. The database listing indicates that the smell was associated with cleaning of residual materials from piping. This spill incident received regulatory closure on April 23, 1996.

### 4.2.2 FORMER ARGUS PRESS BUILDING (5)

The main building was identified in Sanborn Maps as the Albany Industrial Building until 1989 and the smaller building to the east is identified as boiler house and coal bin. Argus- Greenwood Co. Inc. Lithographers is identified as occupying the main building from 1989 to at least 1997.

Although 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 given the history of the site a Phase 1 Environmental Assessment is recommended.

### 4.2.3 NIPPER BUILDING (10)

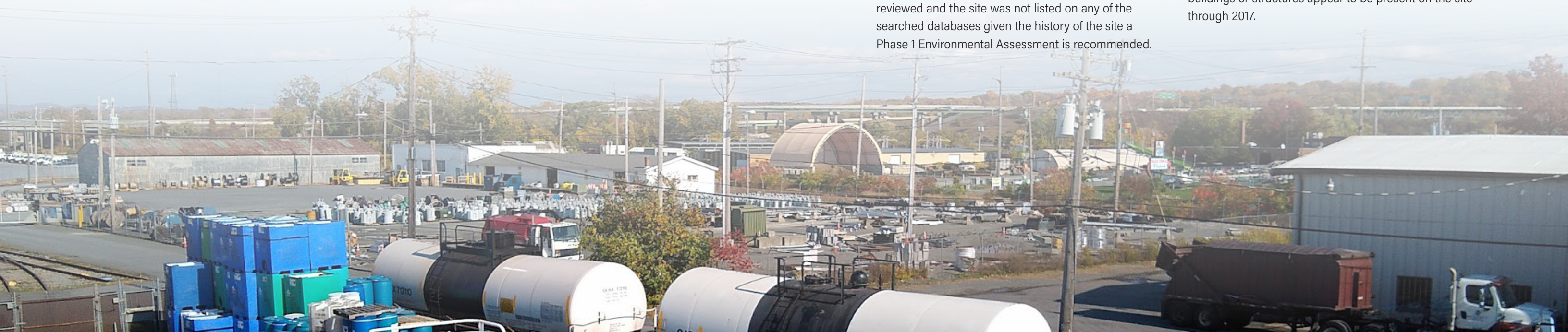
Sanborn Maps from 1951 through 1997 depict an oil room on the southern portion of the facility and identifies 1,000-gallon tanks located in the basement for the storage of cod oil, castor oil, and whale oil.

Based on sources reviewed, no known remedial investigations have been conducted to date. However, 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 one environmental database related to the following potential environmental conditions:

- The site is listed on the NY SPILLS database as having a spill (Spill #: 0706826) reported on September 19, 2007. According to the database listing, the spill was associated with a release of approximately one gallon of non-PCB containing oil from a pole-mounted transformer. According to the listing, the incident received regulatory closure on February 1, 2008.

### 4.2.4 NORTH PEARL STREET VACANT LOT (21)

By 1935, the site is utilized as a filling station with two gasoline tanks on the southeast portion of the property. The site remained in this configuration until at least 1997; however, the gasoline tanks are not noted in 1989 and subsequent Sanborn maps. By 2013, the filling station appears to have been demolished and no other buildings or structures appear to be present on the site through 2017.





Based on sources reviewed, remedial investigations were conducted by Op-Tech, on behalf of NYSDEC, due to soil and groundwater contamination related to gas station operations. Remediation on-site occurred between 2003 and 2010. The closure report was received by NYSDEC on August 16, 2010 and the site was closed not meeting standards.

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 multiple environmental databases related to the following potential environmental conditions:

- The site is listed on the EDR Historic Auto database from 1950 to 1997 under various owners.
- The site is listed in the UST database as having four steel/carbon steel USTs, ranging from 4,000-6,000-gallons, that were used to store diesel and gasoline products which were closed-removed in the early 1990s. These tanks appear to have been replaced at the time with similarly sized tanks for the storage of diesel and gasoline. These replacement tanks were subsequently closed-removed in 2010. In addition, a 275-gallon used oil UST was also removed in 2010; however, the installation date was not listed in the database.
- The site is listed on the NY SPILLS database as having a spill (Spill #: 8603805) reported on September 10, 1986. According to the database listing, contaminated soil was found and removed from the site. According to the listing, this spill incident received regulatory closure on September 20, 1986.
- The site is listed on the NY SPILLS database as having a spill (Spill #: 9310529) reported on November 30, 1993. According to the database listing, contaminated soil was found in an excavation and soil was remediated on-site. Soil samples collected met NYSDEC soil guidance values and this spill incident received regulatory closure on April 30, 1997.
- The site is listed in the LIENS database. An environmental lien was filed against the property in relation to Spill # 0012512 in 2005, described above.

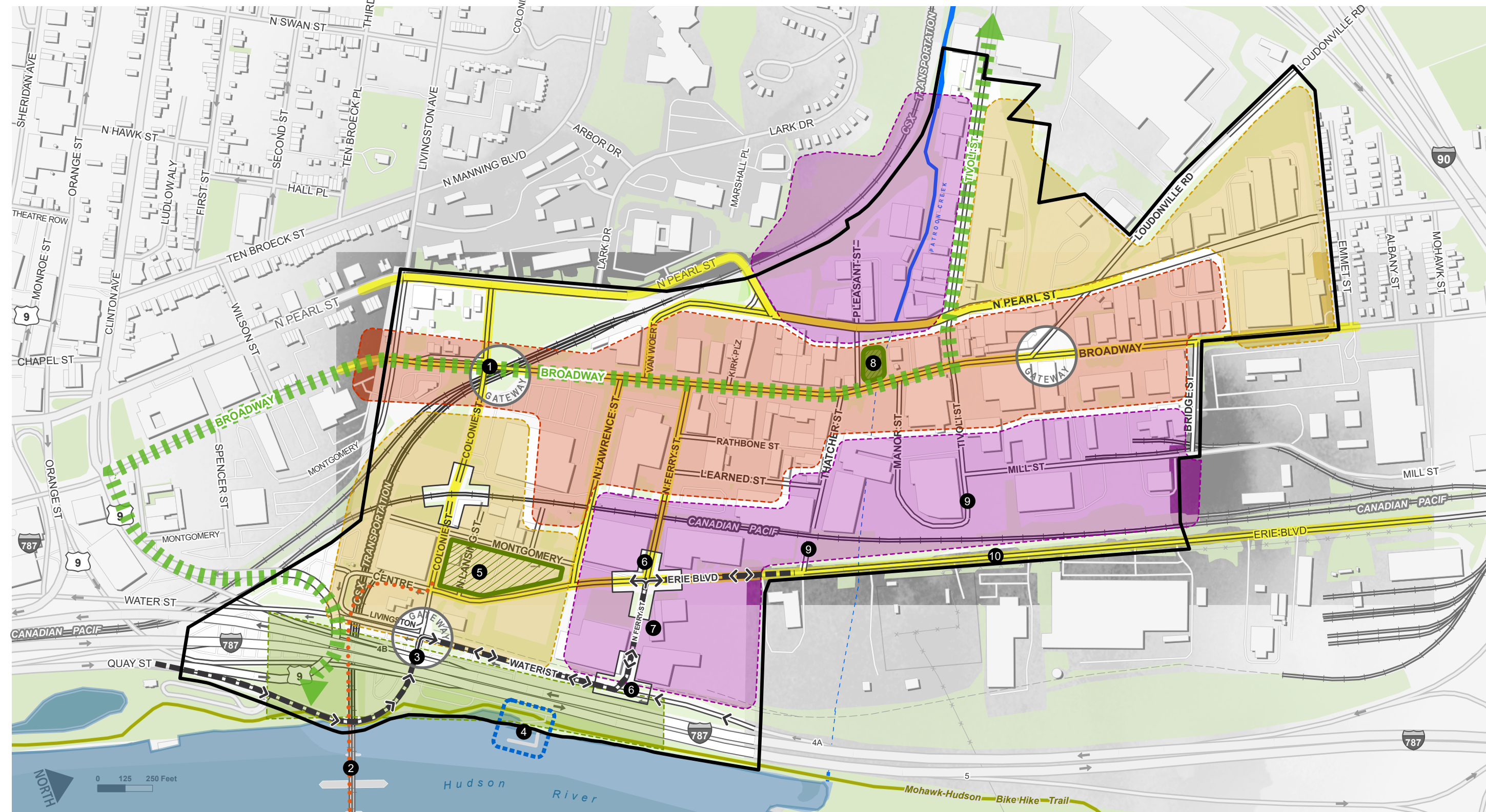
### 4.3 SUMMARY FINDINGS AND RECOMMENDATIONS

#### Physical Enhancement Plan

The NBOA Physical Enhancement Plan graphically illustrates the recommendations associated with infrastructure and the public realm and how they spatially relate and complement each other. The plan builds upon the foundation laid by the Albany 2030 Comprehensive Plan and the 2019 Unified Sustainable Development Ordinance to provide a guide for community leaders and private investors on land use, multimodal connectivity, redevelopment of strategic sites, and open space improvements. It depicts a NBOA that has maintained its distinct and authentic character while evolving into a safe, livable, and vibrant urban activity center powered by a prosperous economy, multimodal transportation options, and sustainable development practices.

The shaded areas of the Physical Enhancement Plan show what types of development are proposed for the NBOA. The central Broadway corridor is designated as "mixed-use." Behind this central corridor to the east and west are "industrial warehouse" zones bounded by rail lines. The northwest and southeast corners, which lead into the North Albany-Shaker Park neighborhood and the downtown neighborhood respectively, are designated as "walkable centers." Finally, the portion of the NBOA that fronts the Hudson River is designated as "waterfront." The layout is compatible with the current Albany USDO described previously and matches the sub-district borders defined in the USDO regulating plan with some minor adjustments near North Ferry Street to accommodate rail and truck traffic connections.

The Physical Enhancement Plan also presents potential redevelopment ideas for public spaces including improvements to pedestrian and bicycle infrastructure, public spaces on Broadway, and the Hudson waterfront gateway. These ideas are explained in the recommendations above. Selected projects are explained under Selected Development Concepts below.



- |   |   |  |  |   |
|---|---|--|--|---|
| <ul style="list-style-type: none"> <li>□ BOA Boundary</li> <li>— Trail / Path</li> <li>— Railroad</li> <li>- - - Disused Railroad</li> <li>— Powerline</li> <li>~ Creek</li> <li>~ Creek (Underground)</li> </ul> | <ul style="list-style-type: none"> <li>Streetscape, Pedestrian, &amp; Bike Enhancements</li> <li>••• Pedestrian Connections</li> <li>Patron Greenway</li> <li>Proposed Park</li> <li>Existing Park</li> </ul> | <ul style="list-style-type: none"> <li>⊕ Intersection Enhancements</li> <li>— New Traffic Pattern</li> <li>↔ Direction of Traffic Flow</li> <li>○ Gateway</li> </ul> | <p>Regulating Plan Districts</p> <ul style="list-style-type: none"> <li>Industrial Warehouse</li> <li>Mixed-Use Core</li> <li>Walkable Center</li> <li>Open Space</li> </ul> | <ul style="list-style-type: none"> <li>1 Improve Stormwater Drainage</li> <li>2 Create Bicycle &amp; Pedestrian Facilities on Livingston Avenue Bridge</li> <li>3 Hudson-Warehouse Gateway</li> <li>4 Enhance Albany Rowing Center and Improve Boat Launch</li> <li>5 Design &amp; Build Little Basin Park</li> <li>6 Improve Intersections to Accommodate Trucks</li> <li>7 Re-Route Truck Traffic</li> <li>8 Enhance Pleasant Street Park</li> <li>9 Improve CSO Regulators</li> <li>10 Add Interpretive Signage within the Original Erie Canal Historic Alignment</li> </ul> |
|---|---|--|--|---|

**Figure 4-1 Physical Enhancement Plan NORTH ALBANY BOA**





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## 4.4 NBOA KEY FINDINGS AND POLICY AND PROJECT RECOMMENDATIONS

The findings and recommendations of the NBOA analysis detailed in previous sections are summarized as follows, organized by topic area:

- Land Use & Real Estate
- Multimodal Connectivity
- Infrastructure & Environment
- Waterfront Gateway.

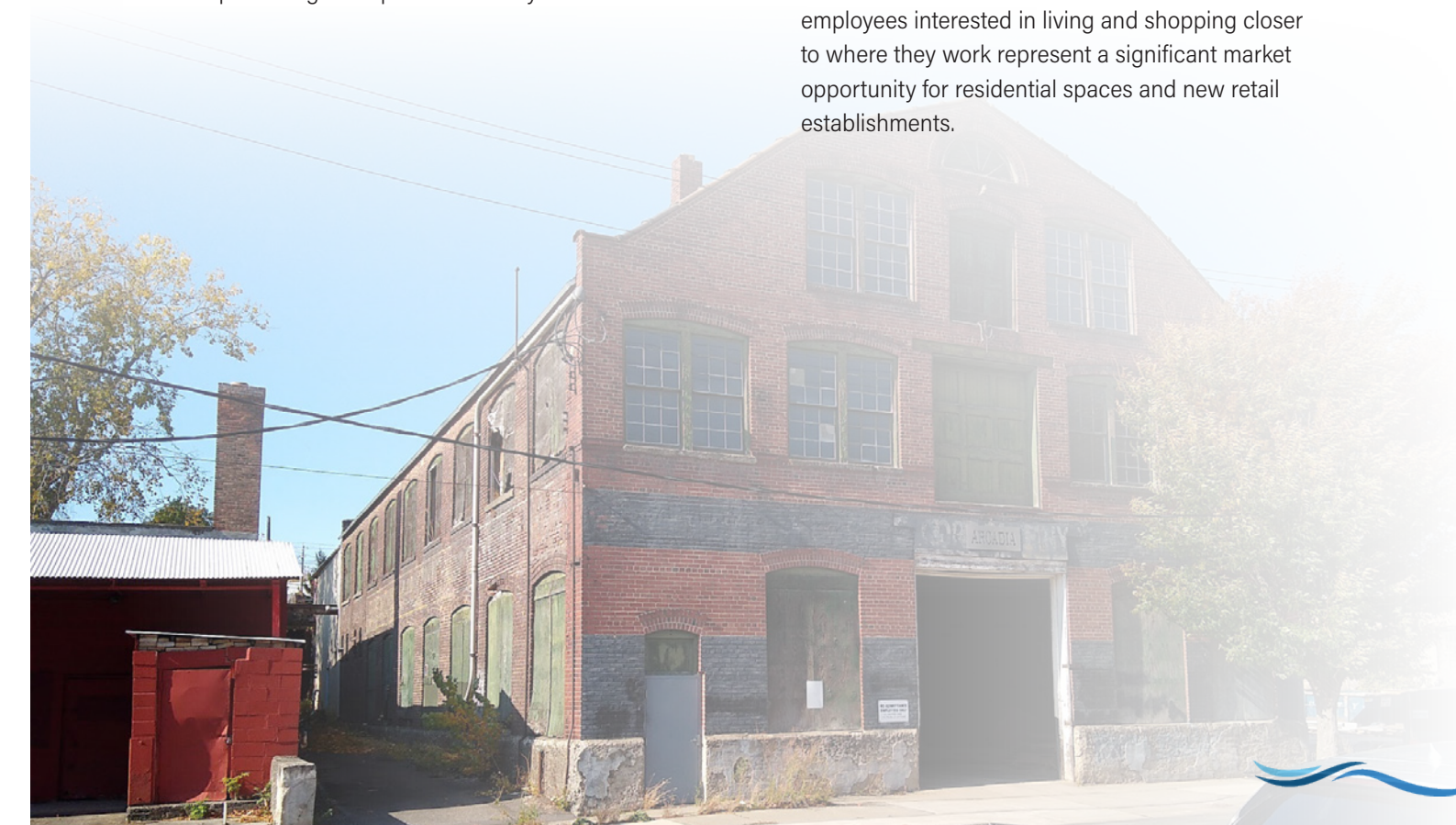
All recommendations are intended to advance the Vision and Goals defined in Section 1.

### 4.4.1 LAND USE & REAL ESTATE

The NBOA is situated in a historic warehouse district and the predominant uses today continue to be commercial and transportation with some industrial uses. Even the waterfront, though classified as community service, is primarily dedicated to major roadways including Interstate 787, parking lots, and paved trails (see Multimodal Connectivity section below.) Due to how the NBOA was built out, public open and green space is severely limited.



The strongest real estate markets in the Albany region are for industrial space and multi-family space. Both have low vacancy rates, good absorption of new spaces, and growing rents. By contrast, the office space market is weaker on all counts, and the retail space market is somewhere in the middle, with shopping malls and general retail faring worse and some specialty retail faring better. Overall employment in the region, including in the industrial sector specifically, is expected to grow modestly over the next 10 years. At present, most employees commute to Albany from neighboring communities. Current and future employees interested in living and shopping closer to where they work represent a significant market opportunity for residential spaces and new retail establishments.





In Albany, successful adaptive reuse has added momentum to the real estate market, particularly in the NBOA. That momentum has largely been built upon the successful adaptive reuse of existing buildings for market- and affordable-rate residential units with some minor, supporting ground-floor commercial amenities. The young professional demographic is also attracted to the potential of an “entertainment district” in the NBOA as well as a textured, walkable neighborhood fabric.

The historic character of the NBOA and its environs increase redevelopment opportunities. Properties located within historic districts realize faster increases in value. The rich history of the NBOA from the pre-colonial era through to the days of the Erie Canal also provides opportunities for tourism, recreational activities, experiential retail, and place-making. A planned North Warehouse Historic District will provide tax benefits to support the redevelopment of historic properties.

Albany’s Unified Sustainable Development Ordinance, adopted in 2019, allows for a mix of commercial, residential, manufacturing, and storage and wholesale distribution in the NBOA. In practice, however, these

uses may not be compatible together in all locations. The regulating plan for the Mixed-use Form-based Warehouse District defines five sub-districts in the NBOA: mixed-use core, walkable center, industrial warehouse, open space (civic/natural) and street connections. The trend toward more residential and entertainment uses in the NBOA is also creating concern that active and long-established businesses will be pushed out of the NBOA and out of the city, eroding the character and tax base of the area.

Ultimately, most land decisions in the NBOA will be made by the private sector. Only 12.6% of land is publicly owned, including just 1.59 acres owned by the city. However, most of it is strategically located on the waterfront along the northern gateway to downtown. Strategic sites for redevelopment are outlined in the previous section. Notably, stakeholders identified “clusters of opportunity” around these sites that could complement the strategic sites from a redevelopment standpoint.

A series of Land Use and Real Estate recommendations were developed based on these findings and are listed in [Table 4-13](#).





**Table 4-13 Land Use and Real Estate Recommendations**

RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Redevelop Strategic Sites</b>	<ul style="list-style-type: none"> <li>Identified based on stakeholder feedback and development considerations and discussed above.</li> <li>Redevelop to advance vision of the NBOA.</li> <li>Considers historic tax credits, other tax incentives, impacts on existing businesses, environmental risks, revitalization potential.</li> <li>Coordinate with other city entities such as Capitalize Albany.</li> </ul>
<b>Redevelop Clusters of Opportunity Around Strategic Sites</b>	<ul style="list-style-type: none"> <li>Strategic sites could act as catalysts for strategic clusters of related sites in the NBOA.</li> <li>Redevelopment efforts for each cluster might target a single use (e.g., light industrial/manufacturing, industrial) or mix of complementary uses as appropriate.</li> <li>Coordinate with other city entities such as Capitalize Albany.</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 in the NBOA.</li> <li>Supports related economic and natural resource strategies in the Albany 2030 Comprehensive Plan.</li> </ul>
<b>Adaptively Reuse Historic and Non-Historic Structures in Brownfields Remediation Project</b>	<ul style="list-style-type: none"> <li>Continue to pursue this architectural character strategy (ARCH-3) from the City of Albany 2030 Comprehensive Plan.</li> <li>Pursue brownfields and land recycling programs to adaptively reuse historic and non-historic structures.</li> <li>Prioritize funding for brownfield projects to favor projects that reuse existing structures and/or incorporate quality architecture and design guidelines.</li> </ul>
<b>Implement USDO Regulating Plan</b>	<ul style="list-style-type: none"> <li>Use the USDO regulating plan as a guide for redeveloping sites according to their USDO sub-district (mixed-use core, walkable center, industrial warehouse, open space (civic/natural) and street connections).</li> <li>Targeting industrial development in the "Industrial warehouse" sub-district, mixed-use entertainment development in the "mixed-use core" district etc. will help to maintain existing jobs and businesses while attracting new uses.</li> </ul>
<b>Maintain Balance of New and Existing Uses</b>	<ul style="list-style-type: none"> <li>Engage neighboring businesses and local organizations such as Capitalize Albany in redevelopment discussions to raise awareness of neighboring uses and avoid potential conflicts between new and existing uses.</li> </ul>
<b>Maintain Good Urban Form and Authentic Design</b>	<ul style="list-style-type: none"> <li>Continue to implement the USDO regulating plan and form-based standards in the NBOA to encourage good urban form that is also true to the character of the area.</li> <li>The USDO includes additional standards and guidelines for the MU-FW Zoning District to encourage new construction that is "sympathetic to the existing architecture and materials and be done in a way that celebrates manufacturing, industrial design, and technology."</li> </ul>
<b>Ensure Diversity and Affordability of Housing</b>	<ul style="list-style-type: none"> <li>Monitor housing development and costs in district to ensure a healthy mix of housing options including workforce housing, middle income housing, and young professional housing.</li> <li>Work with HCR to increase the availability of incentives for affordable housing development in Albany such as the 9% LIHTC credit allocations.</li> <li>Supports housing diversity and choice strategies 1, 6, 7, 8 of the Albany 2030 Comprehensive Plan.</li> </ul>
<b>Leverage Public Rights-of-Way for Public Realm Improvements</b>	<ul style="list-style-type: none"> <li>The public realm will be especially important ahead of further residential and commercial development to serve local residents, employees, and customers visiting the NBOA.</li> <li>Improve the public realm with green and open spaces that also help to reduce flood risk, moderate temperatures, improve air and water quality, and enhance general quality of life.</li> </ul>

RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Enhance Pleasant Street Park</b>	<ul style="list-style-type: none"> <li>Enhance the grassy area on Broadway known as Pleasant Street Park to improve its appeal and usability as a green, public space and focal point of the NBOA (Section 4.5.2).</li> <li>Potential improvements include the addition of shade trees, outdoor seating, public art, and flexible space for events and activities around the perimeter of an open lawn (Section 4.2.7).</li> </ul>
<b>Expand Community Uses on the Waterfront</b>	<ul style="list-style-type: none"> <li>Though classified as community services, much of the land on the waterfront is used for transportation uses.</li> <li>As land becomes available, waterfront areas could be repurposed for community uses such as Little Basin Park, water-dependent uses, and other recreational uses.</li> <li>If desired, shared access agreements could be utilized to facilitate the use of open areas that are not owned by the city.</li> </ul>
<b>Tout the Area with a "Made in Albany" Marketing Campaign</b>	<ul style="list-style-type: none"> <li>While community members may be wary of labels such as "industrial use" and "manufacturing," they are often proud to support local businesses and locally produced goods classified under these uses.</li> <li>Support a modern "Made in Albany" branding campaign for the district to foster local awareness, pride, and support for local businesses and craftspeople who are continuing the tradition of the NBOA as a place of local production.</li> <li>The campaign could be managed by local businesses and promoted by organizations such as the Albany County Convention &amp; Visitors Bureau. Special events might include factory/business/brewery tours for visitors and students.</li> <li>Supports Investment Strategies 1f, 2e, 3a, and 3b of the Albany 2030 Comprehensive Plan.</li> </ul>
<b>Expand and Market NBOA Destinations</b>	<ul style="list-style-type: none"> <li>Capitalize on the attraction of an entertainment district by marketing new and existing attractions in the NBOA including the Capital Craft Beverage Trail, Nipper, restaurants, Hudson Riverfront, and redeveloped Central Warehouse.</li> <li>Curate NBOA "experiences" that celebrate the identity of this working waterfront, such as a craft beverage tour, a designated "social district" along Broadway, a "Made in Albany" tour, a hike-bike-and-paddle trail, an Erie Canal tour, living history tour, etc.</li> </ul>
<b>Secure Designation for a North Warehouse Historic District</b>	<ul style="list-style-type: none"> <li>Support the designation of the NBOA as a historic district (Investment Strategy 3e of the Albany 2030 Comprehensive Plan).</li> <li>Continue to avail of resources and technical assistance from the Certified Local Government program for historic preservation activities.</li> <li>Promote the use of historic tax credits (Investment Strategy 2f. from Albany 2030 Comprehensive Plan).</li> </ul>
<b>Celebrate Albany's Cultural Heritage Through Redevelopment Efforts</b>	<ul style="list-style-type: none"> <li>As streets and sites are being reconstructed, consider ways 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>Highlight the area's former role as the entrance to the Erie Canal role with a series of interpretive placards, historic markers, and public art along Erie Boulevard starting at "Little Basin Park."</li> </ul>
<b>Add Public Art</b>	<ul style="list-style-type: none"> <li>As streets and strategic sites are being reconstructed, incorporate public art such as murals, sculpture, and creative light displays to make streets and underpasses more inviting.</li> <li>Supports Arts and Culture Strategy 3 in the Albany 2030 Comprehensive Plan.</li> </ul>





## 4.4.2 MULTIMODAL CONNECTIVITY

As a primarily commercial district, the NBOA is dominated by vehicular traffic and cut off from the waterfront and neighboring districts by road and rail infrastructure. There are significant gaps in public transportation options and bicycle and pedestrian infrastructure, particularly running east to west. The following paragraphs summarize the findings of the inventory and qualitative evaluation detailed above.

Private automobiles including cars, trucks, and commercial vehicles are the primary form of transport for users of the NBOA. Surface roadways within the NBOA provide sufficient capacity for the current traffic conditions and significant reserve capacity to accommodate the traffic increases associated with redevelopment of the area. NYS Route 32 and I-787, an elevated highway, connect commuters and businesses in the NBOA to the Port and regional destinations. Ensuring easy access for trucks is critical for the continued operation of many businesses in the NBOA, including warehousing and distribution centers, breweries and cideries, and other manufacturers. To avoid potential conflicts, parking should also be considered as new development takes place.

Transit service has recently been expanded in the NBOA to include additional bus lines including rapid transit lines. Service is sufficient on the west side of the Canadian Pacific railroad tracks, but nonexistent east of the tracks. As redevelopment occurs along Erie Boulevard, demand may increase for these services.

Users of the NBOA have expressed an interest in increasing multimodal transportation options. The NBOA has partial pedestrian and bicycle connectivity with some notable gaps. Pedestrian infrastructure is reasonable traveling north and south on the west side of the Canadian Pacific rail line, with sidewalks lining Broadway and North Pearl Street. Broadway has the widest sidewalks and some street trees but includes long stretches with no greenery where pedestrians are uncomfortably exposed to the heat in summer and wind in winter. There are fewer sidewalks on east-west side roads in the NBOA and none on Erie Boulevard. There are no bicycle lanes in the NBOA except a 500-foot connection between the Mohawk-Hudson

Bike Hike Trail and Erie Boulevard. From there, bicyclists travel in the vehicle lanes to Broadway, which has “sharrows” indicating a shared bike lane with cars, buses, and large trucks. At the time of writing, construction of the Albany Skyway has recently been completed and plans were underway to add a pedestrian and bicycle path on the new Livingston Avenue Bridge.

The NBOA hosts active commercial and passenger rail lines. The commercial CSX line runs on an elevated track east to west through the NBOA and across the Livingston Avenue railway bridge. Amtrak passenger trains connecting to the Rensselaer train station use this route as well. The Canadian Pacific commercial rail runs north to south along the Hudson River with a spur serving Surpass Chemical. These rail lines are an important asset for the City of Albany. However, combined with I-787, they also create a barrier between the city and its Hudson River waterfront. East-west connections are limited in the NBOA for all modes of transport. The railroad tracks can only be crossed at two locations – North Lawrence Street and North Ferry Street. Reopening the Colonie Street Highway-Rail Crossing would provide the most direct route to the riverfront from Broadway and for nearby residents. This would improve connectivity but cause more conflict points. Compelling evidence would be needed to justify the time, cost, and risks associated with opening another crossing.

Connectivity to the surface road network and waterfront could also be improved if I-787 was converted to a surface-level boulevard. There is widespread public support for this idea and an in-depth study has been performed for this concept. However, extensive issues make implementation in the short-term unlikely.

Waterway access in the NBOA is through a single roadway, Quay Street, and an adjacent boat launch for motorized and non-motorized watercraft.

Recommendations to increase multimodal connectivity of the NBOA to the waterfront and neighboring districts are listed in [Table 4-14](#).





**Table 4-14 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 by reducing the footprint of I-787, e.g. by converting it to a surface road.</li> <li>Participate in the NYSDOT engineering feasibility study to "reimagine" Interstate 787 in downtown Albany.</li> </ul>
<b>Continue to Convert NBOA Roadways Into Complete Streets</b>	<ul style="list-style-type: none"> <li>Continue to implement the Complete Streets Ordinance (#323-89) 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 multimodal transportation options.</li> <li>Use Ordinance 322-89 and Albany Complete Streets Policy and Design Manual as instructions on how the City should plan for the convenient access and mobility of all street users including motorists, pedestrians, bicyclists, and public transportation users through the use of complete street design features during all stages of design and implementation.</li> <li>Expand sidewalks and bicycle facilities as redevelopment progresses. Refer to the USDO street hierarchy for the Mixed-use Form-based Warehouse district as well as the design guides in the City Bicycle and Pedestrian Master Plan</li> <li>Incorporate bicycle and pedestrian facilities along the shoulder of Erie Boulevard as redevelopment occurs along the road. Accommodate cars, trucks and busses too.</li> <li>Ensure sufficient road and turning space for trucks to access businesses and loading areas.</li> <li>Increase walkability and bikeability with improved lighting and additional street trees along North Pearl Street, Broadway, Colonie Street, and North Lawrence Street.</li> <li>Consider the addition of motorized scooters for pedestrians to rent.</li> <li>Support Community Health and Recreation strategies, Pedestrian strategies, Transit strategies, Urban Forestry strategies, Air Quality, and Energy strategies in the Albany 2030 Comprehensive Plan.</li> </ul>
<b>Review and Implement the City Bicycle and Pedestrian Master Plan in The NBOA</b>	<ul style="list-style-type: none"> <li>Conduct a focused analysis of the plan recommendations in the context of the NBOA findings including public feedback. Adjust and implement the recommendations of the City Bicycle and Pedestrian Master Plan accordingly. These may include:                             <ul style="list-style-type: none"> <li>Add sidewalks along Colonie Street, Montgomery Street, Erie Boulevard, North Lawrence Street, Thatcher Street, and Water Street;</li> <li>Erie Boulevard: consider separate multi-use path on West side of Erie to reduce conflicts with truck traffic;</li> <li>Close other gaps in the bicycle and sidewalk network that separate the NBOA from its waterfront and neighboring districts including downtown, Arbor Hill, and the City of Rensselaer; and</li> <li>Add a bike lane on Broadway and bike paths or shared lanes on secondary streets such as Colonie and North Lawrence Street.</li> </ul> </li> <li>Supports Community Health and Recreation strategies, Bicycle strategies, Open space strategies, Energy strategies, and Waterway strategies in the Albany 2030 Comprehensive Plan.</li> </ul>
<b>Improve the CSX Railroad Underpass on Broadway</b>	<ul style="list-style-type: none"> <li>Add lighting and/or public art to increase the safety and attractiveness of the NBOA's southern entrance on Broadway.</li> <li>Address ponding of stormwater during rain events.</li> </ul>
<b>Accommodate Truck Access and Parking in a Way that Minimizes Conflict with Other Modes of Transport</b>	<ul style="list-style-type: none"> <li>Ensure sufficient truck routes serving local businesses are preserved as development progresses.</li> <li>Prioritize commercial traffic, where reasonable and necessary. For instance, within the "industrial warehouse" areas of the USDO Regulating Plan including the strategic Nipper opportunity cluster (Mill Street and Tivoli Street) and access roads for local businesses (e.g., Manor Street and Learned Street).</li> <li>Consider creating a street sample cross section to serve as a design guide for truck maneuverability, parking, and loading in the NBOA.</li> </ul>

RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Improve Traffic Circulation at Water and Quay (Truck Access)</b>	<ul style="list-style-type: none"> <li>Accommodate the truck access.</li> <li>Complete and implement a traffic study to improve traffic flow and reduce potential conflicts near the Water Street and Quay Street.</li> <li>Explore the potential to reroute truck traffic bound for Erie Boulevard from Quay Street north and Water Street south to North Ferry Street via Water Street as a two-way road with widened intersections at Water and Erie as well as North Ferry and Erie.</li> <li>Eliminate the sharp turn from Colonie street onto Erie Boulevard that crosses multimodal trails leading to the waterfront.</li> <li>Provide a direct route between the NBOA and highway (I-787) that prioritizes truck traffic, with sufficient space for turning at intersections and minimal conflict points with pedestrians and other modes of transportation.</li> </ul>
<b>Complete a Feasibility Study for Opening the Colonie Street Railroad Crossing</b>	<ul style="list-style-type: none"> <li>Opening a pedestrian crossing over (or under) the railroad tracks at Colonie Street between Broadway and Montgomery Street, as shown in the City Bicycle and Pedestrian Master Plan, would significantly improve connectivity and access to the waterfront for the NBOA and surrounding neighborhoods, including Arbor Hill.</li> <li>Perform a detailed, fact driven, feasibility study prior to submitting a petition to reopen this crossing to provide compelling evidence of its benefits.</li> <li>See the Railroad Facility and Crossing Study in the Appendices.</li> <li>Supports Waterways strategy 5 in the Albany 2030 Comprehensive Plan.</li> </ul>
<b>Consider a Dedicated Pedestrian Connection to the Waterfront</b>	<ul style="list-style-type: none"> <li>Dedicate a bike lane or multi-use path in the NBOA outside of the waterfront trail network.</li> <li>Consider connecting the dedicated multi-use path connection where it ends near the former Central Warehouse building to Broadway. If the railroad crossing is opened, Colonie Street could serve as a bicycle and pedestrian only connection to Broadway (with an exception for local traffic and parking).</li> <li>Supports Waterways strategies in the Albany 2030 Comprehensive Plan.</li> </ul>
<b>Open a Bicycle and Pedestrian Path on the New Livingston Avenue Bridge</b>	<ul style="list-style-type: none"> <li>Restoring a Livingston Avenue Bridge Pedestrian Walkway will improve connectivity from the North NBOA to Rensselaer and regional trail networks while providing economic development and recreational opportunities for area residents.</li> <li>Support efforts to ensure pedestrian and bicycle accommodations are included on the new Livingston Avenue Bridge in cooperation with NYS DOT, CSX, Amtrak, and other stakeholders.</li> <li>Supports Relationships and Partnerships strategy 2 and Waterways strategies in the Albany 2030 Comprehensive Plan.</li> </ul>
<b>Implement the Patroon Creek Greenway</b>	<ul style="list-style-type: none"> <li>Support the implementation of the Greenway in cooperation with the Capital Region Transportation Council (CRTC) upon completion of the feasibility study.</li> <li>Connect this multi-use trail at Albany's Hudson River waterfront to Six Mile Waterworks Park and Rensselaer Lake. The preferred route passes through the NBOA, running parallel to the Patroon Creek along Tivoli Street then south along Broadway and east to the Riverfront via the Albany Skyway.</li> <li>Supports Community Health and Recreation strategies, Pedestrian strategies, and waterway strategies in the Albany 2030 Comprehensive Plan.</li> </ul>
<b>Create a Nipper Gateway</b>	<ul style="list-style-type: none"> <li>Craft a gateway feature to provide a sense of arrival to the NBOA. A potential location is the central but non-descript intersection of Broadway and Loudonville Road in front of the Nipper Building. A welcoming feature might include distinct and decorative landscaping, lighting, and/or public art. Branding elements for the NBOA could also be incorporated that celebrate the past and/or present identity of the area.</li> <li>Supports Investment Strategy 3f of the Albany 2030 Comprehensive Plan.</li> </ul>



RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Parking Feasibility Study Including EV Charging Stations</b>	<ul style="list-style-type: none"> <li>Conduct a parking feasibility study to explore solutions that will meet parking needs and avoid conflicts between different uses as development in the NBOA progresses.</li> <li>Explore options such as a parking structure, shared-use agreements, and a payment-in-lieu system.</li> <li>Recommend strategies for expanding EV charging infrastructure.</li> <li>Supports Vehicular strategies in the Albany 2030 Comprehensive Plan.</li> </ul>
<b>Improve Access to the Corning Preserve Boat Launch</b>	<ul style="list-style-type: none"> <li>Expand access to the waterfront parking area at the boat ramp in along Quay Street, as currently the only vehicle access is a one-way roadway across from the terminus of Colonie Street whose nearest access point to the local neighborhoods is located 0.75 miles south of Colonie Street.</li> <li>Partner with the NYSOGS 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.</li> </ul>



### 4.4.3 INFRASTRUCTURE AND ENVIRONMENT

The NBOA has many advantages for future 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 availability of telephone and cable data services as well as a free wireless service.

However, several issues that the area in conflict with its environment and could influence development. First, at least half of the NBOA is in a floodway and/or a flood zone, a proportion that is expected to rise along with sea levels and rates of extreme precipitation due to climate change. To complicate matters further, the shoreline is vulnerable to erosion, which could be exacerbated further by development. The average age of the water and sewer infrastructure is also very old, and approximately 60% of the NBOA relies on a combined sewer system. Lastly, there are neighborhoods and sensitive natural resource areas in or near the NBOA including the Patroon Creek,

Hudson River, Albany Pine Bush Preserve (via the Patroon Creek Greenway), and Hudson Riverfront Preserve which can be negatively impacted by run-off, emissions, urban-heat island effect, road salt, and other side-effects of urban development.

Addressing these issues with climate smart development, blue-green infrastructure, and other means such as increased Design Flood Elevation and freeboard policies could help to expand the development prospects of the NBOA while preserving existing industries and natural resources.

A series of recommendations for infrastructure and environmental improvements have been developed and are included in **Table 4-15**. In addition, a series of recommendations related to the use of Blue-Green Infrastructure are included in **Table 4-16**. These are further detailed in the Blue Green Infrastructure Framework report included in the appendices.





**Table 4-15 Infrastructure and Environment Recommendations**

RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Encourage Brownfield Redevelopment to Reduce Soil Contamination</b>	<ul style="list-style-type: none"> <li>• Supports Topography and Soils strategy 1 from the Albany 2030 Comprehensive Plan.</li> </ul>
<b>Continue to Implement and Update Climate Mitigation 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>• Supports Public Safety Strategy 6 of the Albany 2030 Comprehensive Plan.</li> <li>• Continue to support programs such as “Green Your Commute” and to expand Bike Share options including electric bikes and scooters.</li> </ul>
<b>Continue to Implement and Update Climate Resilience Strategies</b>	<ul style="list-style-type: none"> <li>• Continue to implement and update Climate Change Adaptation and resilience strategies as outlined in the Albany 2030 Climate Action Plan.</li> <li>• Assess areas vulnerable to climate change in NBOA as part of regular assessment and incentivize development away from flood plains and other vulnerable areas.</li> <li>• Implement recommendations throughout Albany County.</li> <li>• Participate in the regular updates of the Albany County Climate Resiliency Plan and Albany County Multi-Jurisdictional Multi-Hazard Mitigation Plan.</li> <li>• Supports Public Safety Strategy 6 and the Land Use strategy 1 of the Albany 2030 Comprehensive Plan.</li> <li>• Increase Design Flood Elevation.</li> <li>• Implement Freeboard Policies.</li> </ul>
<b>Define Flood Resilience Strategy for Hudson Riverfront</b>	<ul style="list-style-type: none"> <li>• Develop a strategy, in cooperation with federal, state, county, and other partners on the Hudson River and in the Hudson River Estuary Watershed, 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> </ul>
<b>Implement the Recommendations from the Hudson River Shoreline Study</b>	<ul style="list-style-type: none"> <li>• As part of a broader flood resilience strategy, advance the recommendations from the Shoreline Study:                             <ul style="list-style-type: none"> <li>+ Create tidal inlets along a curvilinear shoreline to increase flood resilience;</li> <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>+ Construct vegetated berms to protect the Riverfront Preserve from sea level rise and future flooding;</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); and</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> </ul> </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>

RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Other Resilience Actions</b>	<ul style="list-style-type: none"> <li>• Sample list of other specific resilience actions that could be considered:                             <ul style="list-style-type: none"> <li>+ Appoint/support a City Resilience Officer;</li> <li>+ Raise living standards for vulnerable communities;</li> <li>+ Sculpture competition in corning preserve showing where the river would be at different sea levels;</li> <li>+ Open Space plan (review/implement from resilience perspective);</li> <li>+ Establish a Resilience Fund;</li> <li>+ Educational programming for shoreline users/visitors;</li> <li>+ Watershed or tributary study;</li> <li>+ Update zoning / building code to incentivize resilient building practices and upgrades;</li> <li>+ Add land use restrictions and/or offer incentives for resilience upgrades in flood risk areas; and</li> <li>+ Adopt “no Adverse Impact principle” into local policies for actions taken in floodplain.</li> </ul> </li> <li>• FEMA Community Rating System program.</li> </ul>
<b>Waste Reduction Goals</b>	<ul style="list-style-type: none"> <li>• Continue to pursue goals for waste reduction, reuse, and recycling such as those outlined in the Albany 2030 comprehensive plan to maintain capacity and protect local resources including the Albany Pine Bush Preserve.</li> <li>• Continue public education campaigns and support programs for waste reduction.</li> <li>• Ensure access to recycling facilities for residential and commercial users.</li> </ul>
<b>CSO Infrastructure Replacement</b>	<ul style="list-style-type: none"> <li>• Continue to replace combined sewer systems with separate storm water and sanitary sewage collection systems as part of the long-term control plan with specific attention to Regulators 19 and 22 at Thatcher and Tivoli Street.</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>• Replace infrastructure by way of in-kind contribution in and around any new development.</li> <li>• Upgrade systems to accommodate present and future climate conditions including increased precipitation</li> </ul>
<b>Internet Accessibility</b>	<ul style="list-style-type: none"> <li>• Increase if public and/or residential uses are increased in the NBOA, to close the digital divide.</li> </ul>
<b>Reclaim Vacant Lots for Open Space and Community Gardens</b>	<ul style="list-style-type: none"> <li>• Open Space strategy 2 of the Albany 2030 Comprehensive Plan</li> </ul>
<b>Incentivize Green Jobs and Green Buildings</b>	<ul style="list-style-type: none"> <li>• EMP-5 strategy coordinates the city’s economic development and energy/ sustainability efforts to promote and incentivize “green” jobs.</li> <li>• Incorporate green improvements into performance and construction requirements associated with city infrastructure development/ repair projects.</li> <li>• Streamline permitting and other regulatory procedures and provide incentives for buildings incorporating green improvements into their construction or renovation plans.</li> <li>• Create an awards program to honor businesses that employ environmentally sensitive or green building practices identify funding mechanisms to establish a revolving loan fund for municipal and private energy related improvements.</li> <li>• Promote the use of green building related incentives to encourage rehabilitation and reuse of historic buildings (Investment Strategy 2f. from Albany 2030 Comprehensive Plan).</li> </ul>





**Blue-Green Infrastructure (BGI):**

- Strengthens urban ecosystems by employing natural processes in manmade environments, providing a range of co-benefits in the process.
- Mitigates the impact of development by retaining, diverting, delaying, or infiltrating runoff, helping the city to achieve its CSO goals.
- Supports Waterways, Stormwater, Social Services (environmental justice), Urban Forestry, and Water and Sewer strategies in the Albany 2030 Comprehensive Plan.

The following infrastructure and environment recommendations relate to the installation of BGI:

**Table 4-16 Blue-Green Infrastructure Recommendations**

RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Prioritize "Blue Spot" Areas for BGI</b>	<ul style="list-style-type: none"> <li>• Target problem areas for runoff based on existing and projected conditions (e.g. "Blue Spot" surface flow path modeling) including:                             <ul style="list-style-type: none"> <li>+ The CSX underpass on Broadway</li> <li>+ Periphery of I-787 along the waterfront</li> <li>+ Colonie Street, Montgomery Street, and Erie Boulevard triangle</li> <li>+ Patroon Creek floodway</li> <li>+ Mill Street area</li> <li>+ Erie Boulevard</li> </ul> </li> </ul>
<b>Add BGI Streetscaping</b>	<ul style="list-style-type: none"> <li>• Green streetscapes can improve stormwater management, urban heat indexes, and general livability. They include a mix of BGI such as tree pits, infiltration swales, rain gardens, and permeable pavers along sidewalks, trails, bike paths, and parking areas.</li> <li>• Green streetscapes are recommended for the NBOA along North Pearl Street, Broadway, Erie Boulevard, Water Street, Loudonville Road, Bridge Street, Tivoli Street, Pleasant Street, Thatcher Street, North Ferry Street, North Lawrence Street, Van Woert Street, and Centre Street.</li> </ul>
<b>Add Constructed Wetlands</b>	<ul style="list-style-type: none"> <li>• Constructed wetlands promote retention, treatment, and infiltration of runoff. Strategically placed, they would intercept polluted runoff before it drains into the Hudson.</li> <li>• Constructed wetlands would be beneficial in low-lying areas prone to ponding during storm events. If land is available, recommended locations are:                             <ul style="list-style-type: none"> <li>+ Across from 15 Erie Boulevard. Green space bounded by Erie Boulevard to the west, the Canadian Pacific Railroad tracks to the east, Thatcher Street to the south, and a line level with Tivoli Street to the north.</li> <li>+ Northeast of the former Central Warehouse. Area bounded by Montgomery Street, North Lansing Street, Water Street, North Lawrence Street, and south lot line of 10 North Ferry Street.</li> </ul> </li> </ul>
<b>Add Raingardens</b>	<ul style="list-style-type: none"> <li>• Raingardens are vegetated infiltration areas consisting of a conditioned soil bed with attractive shrubs and flowers in a shallow depression. They manage and treat small volumes of stormwater runoff from impervious surfaces while improving vibrancy and livability.</li> <li>• Raingardens are recommended for main public avenues and rights of way in the NBOA. Potential locations are:                             <ul style="list-style-type: none"> <li>+ Intersection of North Pearl Street and Loudonville Road, northwest corner</li> <li>+ Intersection of Broadway and the CSX Railroad (overpass), northeast corner</li> <li>+ Closed intersection of Colonie Street and Canadian Pacific Railroad, northwest and southwest corners</li> <li>+ Junction of Livingston Avenue and Montgomery Street, northeast side along the tracks</li> <li>+ CSX railroad overpass on Livingston Avenue next to the Water Street NYS Parking lot</li> </ul> </li> </ul>





### 4.4.4 WATERFRONT GATEWAY

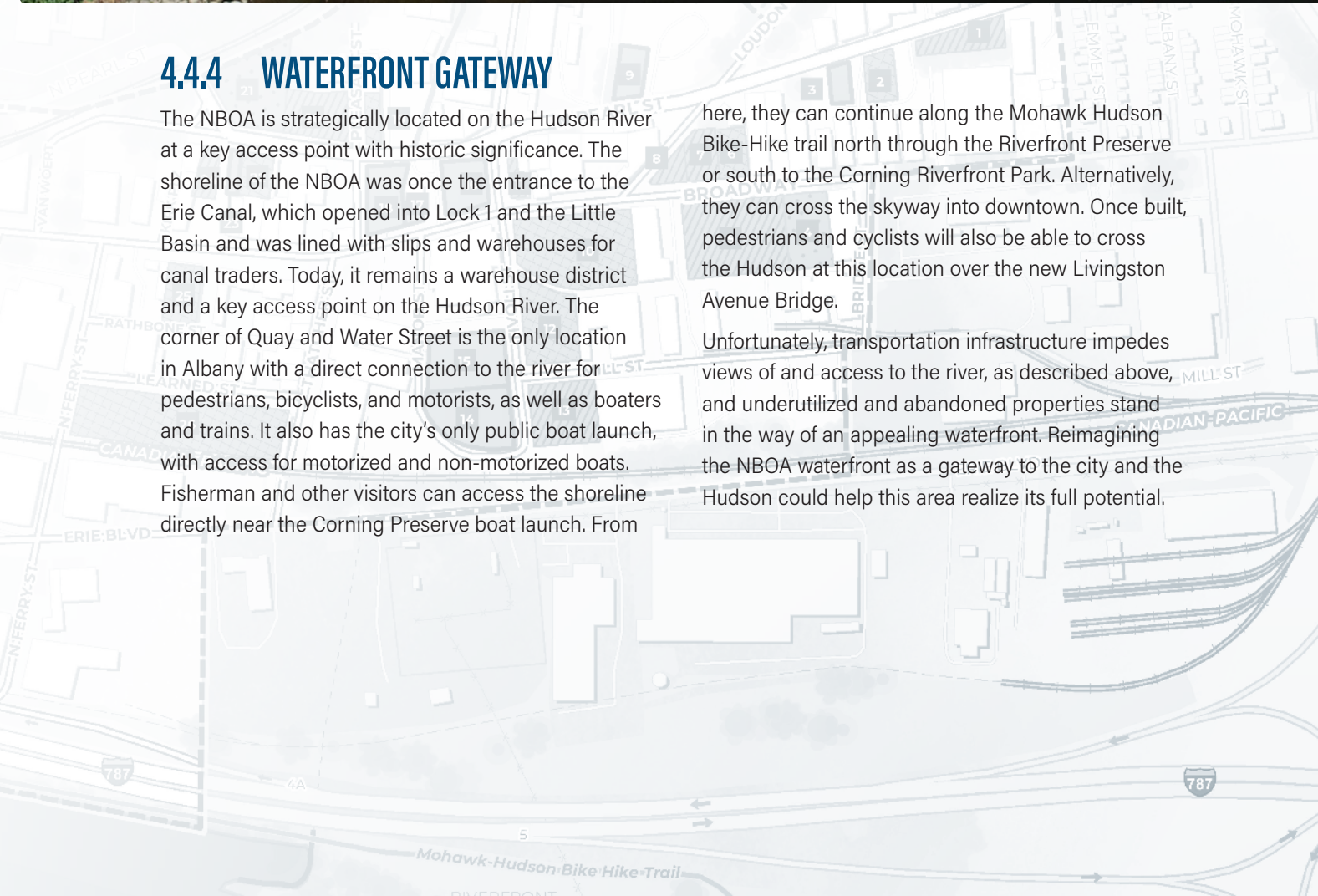
The NBOA is strategically located on the Hudson River at a key access point with historic significance. The shoreline of the NBOA was once the entrance to the Erie Canal, which opened into Lock 1 and the Little Basin and was lined with slips and warehouses for canal traders. Today, it remains a warehouse district and a key access point on the Hudson River. The corner of Quay and Water Street is the only location in Albany with a direct connection to the river for pedestrians, bicyclists, and motorists, as well as boaters and trains. It also has the city's only public boat launch, with access for motorized and non-motorized boats. Fisherman and other visitors can access the shoreline directly near the Corning Preserve boat launch. From

here, they can continue along the Mohawk Hudson Bike-Hike trail north through the Riverfront Preserve or south to the Corning Riverfront Park. Alternatively, they can cross the skyway into downtown. Once built, pedestrians and cyclists will also be able to cross the Hudson at this location over the new Livingston Avenue Bridge.

Unfortunately, transportation infrastructure impedes views of and access to the river, as described above, and underutilized and abandoned properties stand in the way of an appealing waterfront. Reimagining the NBOA waterfront as a gateway to the city and the Hudson could help this area realize its full potential.

**Table 4-17 Waterfront Gateway Recommendations**

RECOMMENDATION	DESCRIPTION AND BENEFITS
<b>Implement Hudson River Waterfront Gateways Improvement Project</b>	<ul style="list-style-type: none"> <li>Improve the waterfront gateway area at Colonie and Water Streets.</li> <li>Promote and enhance the connections between Downtown Albany, the Warehouse District, North Albany residential areas, and the Waterfront Gateway at the intersection of Water, Quay, and Erie Streets including bicycle and pedestrian connections to Arbor Hill, the NBOA, Clinton Square, the Skyway entrance, the new Livingston Avenue Bridge, and new residential developments.</li> <li>Expand recreational resources and improve the overall perception of the city held by visitors and residents alike entering the city from the North.</li> <li>Improvements may include lighting displays; safety, landscaping, pedestrian, and bicycle improvements; wayfinding signage; environmental improvements (e.g., green spaces); and interpretative elements from Albany's history and culture (e.g., related to the Erie Canal, Native American, African American, immigrant cultures etc.), as appropriate.</li> <li>Supports Waterways strategies in the Albany 2030 Comprehensive Plan.</li> </ul>
<b>Reconstruct the Corning Preserve Boat Launch</b>	<ul style="list-style-type: none"> <li>Improve waterway connections by reconstructing the boat launch to ensure it is safe for visitors and accommodating for a variety of boating activities.</li> <li>Further evaluation of the boat ramp will be required to ensure the launch is stable for motor craft and resilient to changing climate conditions. An accessible soft launch for kayaks and canoes will provide expanded opportunities for recreation in the Hudson River.</li> <li>The bulkhead will require further evaluation for upgrades to expand opportunities for recreation.</li> <li>A long-term maintenance plan should also be prepared to ensure debris is kept clear from the boat launch.</li> </ul>
<b>Create Little Basin Park (See Section 4.5.2)</b>	<ul style="list-style-type: none"> <li>Redeveloping the waterfront gateway in the vicinity of the Central Warehouse building and the original Erie Canal Lock 1 at Erie Boulevard, Colonie Street, and Water Street. If lands become available, a public park could be created on the former site of the Erie Canal "Little Basin" with active and passive recreation for residents and visitors.</li> <li>Include green space, trees, plaza/event space, public art, children's play areas, a dog park, seating, vendor space, and historic interpretation.</li> <li>Complement and enhance the redevelopment of the Central Warehouse and other properties that are adjacent.</li> <li>Incorporate flood mitigation elements recommended by the Hudson River Shoreline Stabilization Study to increase resilience to projected climate change impacts including sea level rise and inland flooding.</li> <li>Supports Open Space Strategy 2 of the Albany 2030 Comprehensive Plan.</li> </ul>
<b>Feasibility Study to Enhance Albany Rowing Club Facilities</b>	<ul style="list-style-type: none"> <li>Feasibility study for a new boat shed for the Albany Rowing Club.</li> <li>The Albany Rowing Center is a not-for-profit organization providing recreational and competitive rowing opportunities for both youth and adults. They currently operate from a boat shed under I-787 with limited space and amenities.</li> <li>The project would seek to replace the existing facilities at the Corning preserve boat launch with a larger facility on the same site or nearby that could accommodate more, varied watercraft and amenities such as running water. This would allow the center to host more events and programs for a broader audience.</li> <li>Supports Community Health and Recreation Strategy 7 and Waterway strategies in the Albany 2030 Comprehensive Plan.</li> </ul>
<b>Implement Shoreline Study Recommendations for Shoreline Access</b>	<ul style="list-style-type: none"> <li>Provide a variety of formal access points to the shoreline with proper signage and buffers to increase public access while protecting sensitive areas.</li> </ul>
<b>Expand Waterfront Recreational Resources</b>	<ul style="list-style-type: none"> <li>[In partnership with community groups and private organizations], add flexible recreation amenities that would work with or without I-787.</li> <li>Supports Waterways strategies in the Albany 2030 Comprehensive Plan.</li> </ul>





## 4.5 SELECTED REDEVELOPMENT CONCEPTS

Publicly controlled land in the NBOA is limited to rights of way, Pleasant Street Park (City), and a parking lot on Colonie Street (Albany Water Board and City). In addition, New York State owns the I-787 corridor between Water Street and the Hudson Riverfront. NYS OGS controls parking lots under I-787. While the riverfront area is strategic, development here is limited by transportation infrastructure until such time as the elevated I-787 roadway is reconfigured. As a result, there are few opportunities for the city to sponsor redevelopment projects directly. Two redevelopment concepts are provided below. The first is for Pleasant Street Park, a city-owned parcel on Pleasant Street and Broadway. The second, for "Little Basin Park," illustrates how underutilized properties near the waterfront could be reimagined or public use, should they become available in the future.

### 4.5.1 PLEASANT STREET PARK CONCEPT

Pleasant Street Park is a 0.49 acre grassed area on Broadway in the heart of the NBOA. It is surrounded by a mix of local businesses, residential buildings, recreational amenities, and bars and restaurants including Lionheart on the Green, Lost and Found, Nine Pin Cider Works, and Thatcher Street Pub. Development of the site is limited by the Patroon Creek, which diverts underground at this location. The lot is also one of the only green and unpaved spaces in the NBOA, and thus a valuable resource for public use and ecosystem services.

The Pleasant Street Park concept illustrates how the area could be enhanced to serve as a "commons" that supports the NBOA community and responds to

adjacent uses. The design for the park creates four corners that would target different users and preserves a central open space. The central area would serve as the commons between these uses and support other activities. Most spaces would be flexible enough to support a variety of activities including informal gatherings, picnics, lawn games, exercise classes, and small outdoor events. Park features would include:

- Central oval lawn space with seat wall
- Park entryway that can also serve as a plaza or performance space
- Lawn area for casual recreation (e.g. beanbag toss, bocci, croquet, etc.)
- Board game plaza with tables and chairs (e.g. chess, checkers, card games)
- Food corner/plaza with tables and chairs
- Plaza space for eating near adjacent restaurant/brew pubs
- Use of permeable pavers/decks/furniture to maximize greenspace and stormwater retention
- Landscaping with shade trees and hardy, easy-to maintain native plants

An enhanced park space would be a valuable asset for all users of the NBOA. In addition to the recreational uses listed above, local businesses could engage with the community including employees and potential customers by sponsoring park facilities (e.g., tables, seasonal beer garden), events (e.g., outdoor gym, food truck Wednesdays, craft beverage showcase, snow sculpture contest), sports leagues (e.g. Bocci or Beanbag toss tournaments), or other activities. Enhancing the park would make it more of a destination and/or amenity for visitors, cyclists, CDTA riders, and local employees and residents. It would also preserve a welcome green space to help moderate urban heat island effect, filter dust, and absorb runoff.

**Responsible Party:** Private Owners, City of Albany

**Potential Partners:** Area businesses including breweries/cideries and pubs; Capitalize Albany Corporation

**Estimated Cost:** \$75,000 - \$200,000 (depending on amenities and types of materials desired)

**Possible Funding Sources:** NYS DOS, NYSOPRHP, NYS EFC Green Infrastructure Grant Program, Local businesses and organizations

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

### 4.5.2 LITTLE BASIN PARK

The Little Basin Park concept is a long-term vision of redeveloping the lands in the vicinity of the Central Warehouse into a welcoming downtown and waterfront gateway. This area was once the entrance to the Erie Canal's Little Basin from Lock 1. The basin occupied most of the area between North Lawrence Street, Water Street, Lansing Street, and Montgomery Street. Today, the area is a collection of vacant or underutilized sites used for parking, outdoor storage, and warehouse uses as described above under the Central Warehouse cluster. Should lands become available, a multipurpose public park could be created as a gateway feature celebrating Albany's history that would complement surrounding waterfront, residential, transport, and commercial uses. The park would provide:

- **Historic Interpretation and Public Art.** The Little Basin Park concept is organized around a long curving arc which follows the historic edge of the canal basin. Historic markers, wayfinding signage, and public art would be included to educate visitors on the area's canal history, natural history, and many historic communities. A thematic element such as a canal boat structure could anchor the park and add a distinct local flavor. Equal parts historic landmark, public art, play feature, and sitting/stage area, such a feature could link past and present uses of the Albany waterfront.

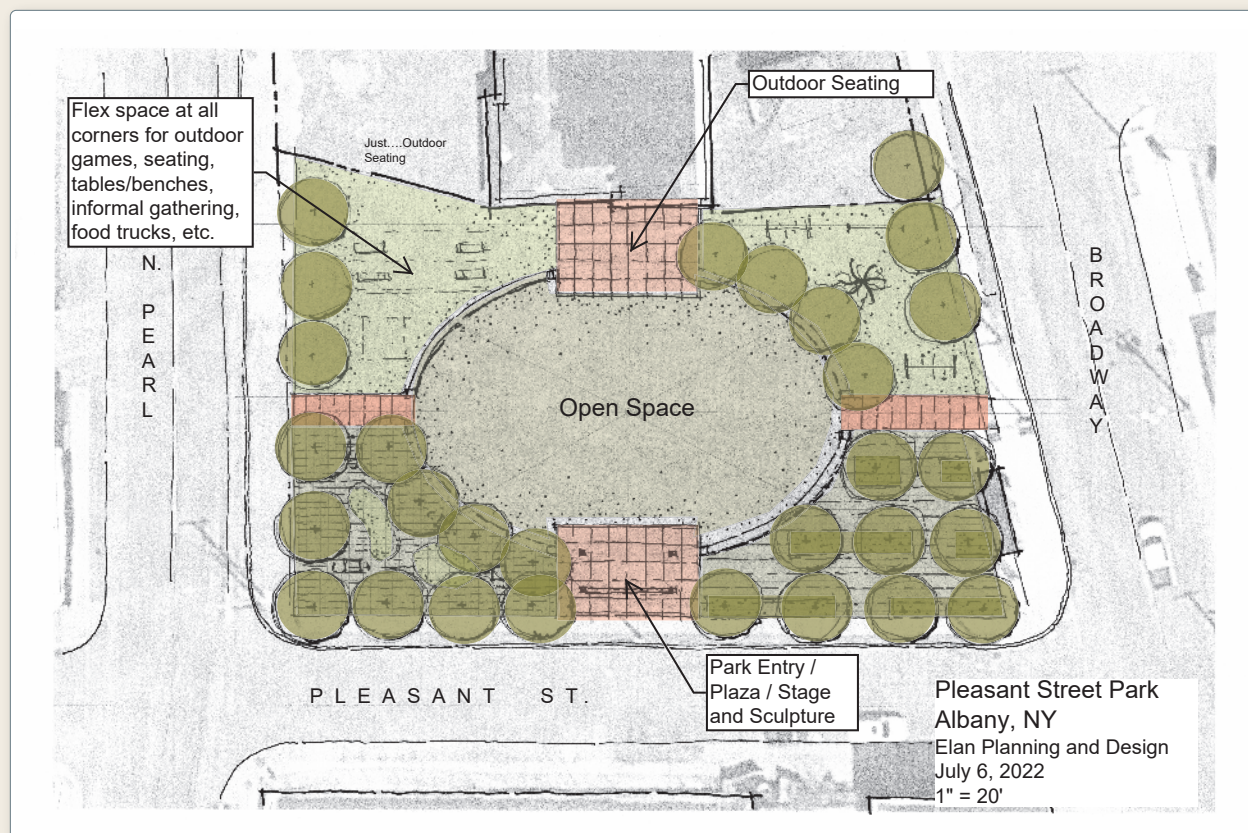


Figure 4-2 NBOA Pleasant Street Park Concept





- **A Welcoming Gateway Feature.** Little Basin Park would be an attractive feature at the northern gateway to downtown, the waterfront, and the NBOA. Seating and multimodal amenities would provide a respite for visitors arriving by foot, bike, bus, car, truck, boat, or rail befitting Albany's continued role as a transportation hub. This would benefit visitors from local neighborhoods/districts as well as users of the Mohawk-Hudson Bike Hike Trail/NY Empire Trail, Albany Skyway, Corning Riverfront Preserve boat launch, and Livingston Avenue Bridge. A place for food trucks would be preserved to serve local employees, drivers, and other visitors.
- **A Multipurpose Recreational Amenity.** The park would have several distinct areas that could support a wide variety of events and recreational activities. These include a large plaza space with pavilions, children's adventure play area, dog park, a lightly wooded zone, and an open lawn area. These amenities would support revitalization of the Central Warehouse strategic sites and the broader NBOA.

- **Ecosystem Services for Increased Resilience.** The design of the park includes green infrastructure bioretention elements to support stormwater infiltration, flood mitigation, temperature moderation, and air quality improvements in the area. It aligns with recommendations from the Hudson River Shoreline Stabilization Study to include passive uses on the waterfront with flood mitigation elements to combat 27-inch sea level rise by 2050 and inland flooding from larger storms.

**Responsible Party:** City of Albany

**Potential Partners:** Capitalize Albany, Art/History organization, Local developers, National Park Service, Albany County Historical Association, Albany Institute of History and Art, NYS DOS, NYSDEC, NYS EFC Green Infrastructure Grant Program,

**Estimated Cost:** \$4,000,000

**Possible Funding Sources:** NYS DOS LWRP, NYS OPRHP

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

## 4.6 IMPLEMENTATION STRATEGY

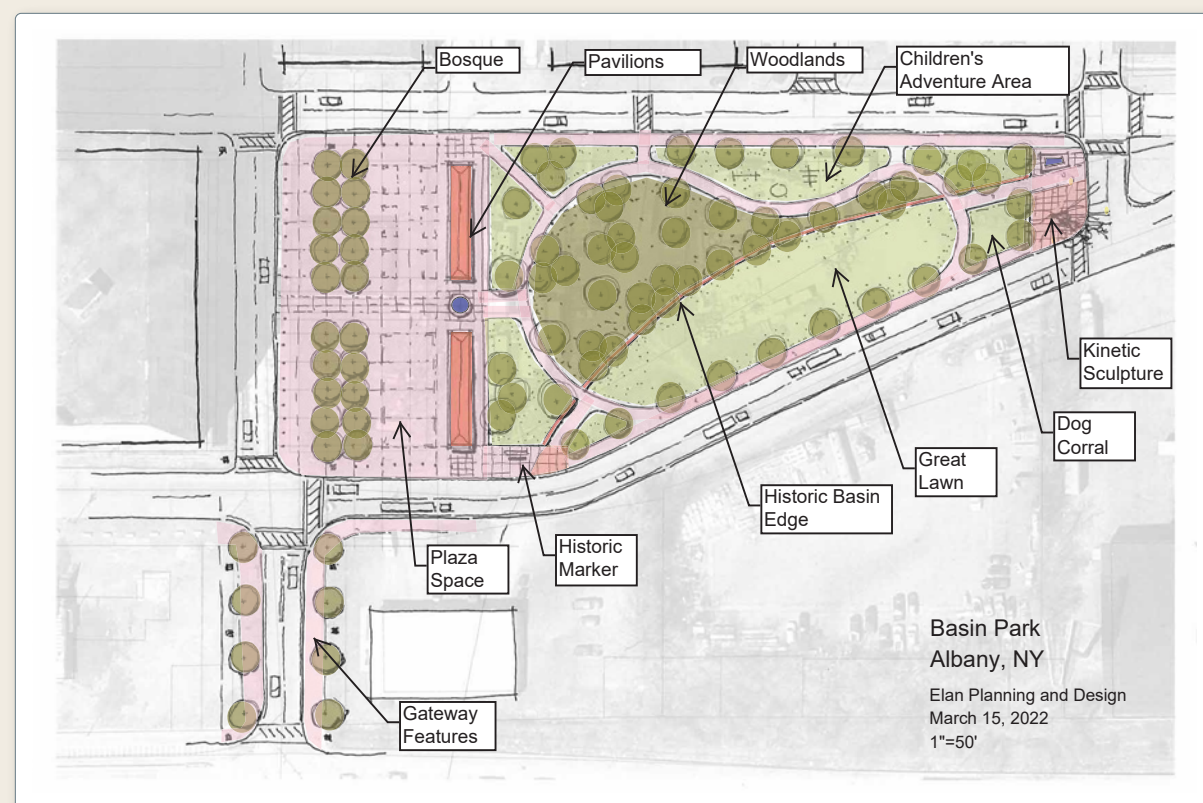
### Implementation Matrix

To assist in the implementation of the NBOA revitalization strategy, priority actions are summarized in the matrix in **Table 4-18**. For each action, potential partners, funding sources, estimated costs, and an implementation timeline are identified. The matrix is organized around the same four topic areas introduced in the recommendations section:

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

Some recommendations are listed under multiple topic areas.

**Figure 4-3 Little Basin Park Concept**





**Table 4-18 Implementation Matrix Timeline**

RECOMMENDATION AND KEY NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
<b>LAND USE AND REAL ESTATE (LURE)</b>					
<p><b>LURE-1: Redevelop Strategic Sites</b> Strategic sites must be redeveloped to advance the vision of the NBOA. The city should coordinate with entities like Capitalize Albany to consider specific development incentives for each site, identify potential developers, and make the sites development ready.</p>	Capitalize Albany, Albany County Land Bank, Local Developers	\$	Short Term	Y	Capital Region REDC, NYESD, NYSDOS LWRP, HUD CDBG
<p><b>LURE-2: Redevelop Clusters of Opportunity Around Strategic Sites</b> Several strategic sites exist within a cluster of vacant or underutilized parcels. As strategic sites are redeveloped, the city should promote and advance redevelopment at adjacent sites.</p>	Capitalize Albany, Capital Region REDC, NYESD, NYSDOS LWRP, HUD CDBG	\$	Medium Term	Y	Capital Region REDC, NYESD, NYSDOS LWRP, HUD CDBG
<p><b>LURE-3: 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.</p>	Capitalize Albany, Albany County Land Bank, Advance Albany County Alliance	\$\$	Short Term	N	NYSDOS BOA, Capital Region REDC, NYESD, NYSDOS LWRP
<p><b>LURE-4: Adaptively Reuse Historic and Non-Historic Structures in Brownfields Remediation Project</b> The city should prioritize projects and sites that reuse existing structures and incorporate quality architecture and design guidelines.</p>	Capitalize Albany, Albany County Land Bank, Advance Albany County Alliance, Local Developers	\$	Medium Term	Y	NYSDOS BOA, Capital Region REDC, NYESD, NYSDOS LWRP
<p><b>LURE-5: Implement USDO Regulating Plan</b> The USDO regulating plan provides framework for redeveloping sites according to their USDA sub-district to promote certain industry clusters. The city should use this framework to target specific types of development</p>	Capitalize Albany, Albany County Land Bank	\$	Immediate	Y	NYSDOS LWRP, NYSDOS BOA
<p><b>LURE-6: Maintain Balance of New and Existing Uses</b> Engagement with existing businesses and organizations in the NBOA area will encourage collaboration and redevelopment in a manner that avoids potential conflicts between new and existing uses.</p>	Capitalize Albany, Local Developers	\$	Immediate	Y	NYSDOS LWRP, NYSDOS BOA

RECOMMENDATION AND KEY NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
<p><b>LURE-7: Maintain Good Urban Form and Authentic Design</b> The USDA form-based standards should be followed to encourage good urban form that is true to the character of the area.</p>	Historic Albany Foundation, Local Developers	\$	Immediate	Y	NYSDOS LWRP, NYSDOS BOA
<p><b>LURE-8: Ensure Diversity and Affordability of Housing</b> The city should monitor housing development and costs in the NBOA to ensure a healthy mix of housing options. Collaboration with HCR for LIHTC credit allocations will help to incentivize affordable housing development.</p>	NYSHCR, Albany County Land Bank, Local Developers		Short Term	Y	NYSDOS LWRP, NYSDOS BOA, HUD CDBG, NYSHCR
<p><b>LURE-9: Leverage Public Rights-of-Way for Public Realm Improvements</b> Public realm improvements will help to promote residential and commercial development in the NBOA. The city can utilize the public right-of-way to add green and open spaces that also promote sustainability. The city can begin experimenting with changes to public right of way by using the tactical urbanism resource library available through the Albany County Department of Health.</p>	Albany County DOH, CDRTC, CDRPC, CDTA		Short Term	N	CRTC, HUD CDBG, NYSDOS LWRP, NYSDOH CHSCH (St. Peter's Hospital & Capital Roots are the local administrators of this program)
<p><b>LURE-10: Enhance Pleasant Street Park</b> The Pleasant Street Park is an existing grassy area on Broadway that could be improved as a public space. Adding shade trees, seating, art, and flexible spaces for events would make it a focal point of the NBOA.</p>	Local Businesses, Capitalize Albany Corporation	\$\$	Medium Term	N	NYSDOS LWRP, OPRHP, HUD CDBG
<p><b>LURE-11: Expand Community Uses on the Waterfront</b> As land becomes available waterfront areas could be repurposed for community uses. The city could explore shared access agreements in the interim to facilitate the use of open areas that are not owned by the city.</p>	Parks and Trails NY, Albany Rowing Center, Local Property Owners	\$	Short Term	Y	NYSDOS LWRP



RECOMMENDATION AND KEY NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
<p><b>LURE-12: Tout the Area with a “Made in Albany” Marketing Campaign</b></p> <p>The development of a “Made in Albany” brand could reduce stigma around industrial and manufacturing uses in the NBOA while fostering awareness and pride of local businesses and craftspeople continuing the tradition of the NBOA as a place of local production. The city should foster connections between local businesses and promotional groups like Capitalize Albany, the Albany County Convention &amp; Visitors Bureau, and Discover Albany.</p>	Capitalize Albany, Albany County Convention & Visitors Bureau, Discover Albany, Local Businesses	\$	Short Term	Y	ESD Market NY
<p><b>LURE-13: Expand and Market NBOA Destinations</b></p> <p>The city should capitalize on the attraction of the NBOA’s growing entertainment district by promoting experiences that celebrate the identity of this working waterfront.</p>	City of Albany, Capitalize Albany, Local Businesses	\$	Short Term	Y	ESD Market NY
<p><b>LURE-14: Secure Designation for a North Warehouse Historic District</b></p> <p>The city could support the designation of the NBOA as a historic district. Collaboration with the NYSDOS Certified Local Government Program will help with technical assistance and resources for historic preservation activities; additionally historic tax credits could be used to promote historically appropriate development.</p>	Historic Albany Foundation	\$	Medium Term	N	OPRHP, NYSDOS
<p><b>LURE-15: Celebrate Albany’s Cultural Heritage Through Redevelopment Efforts</b></p> <p>The City of Albany should use redevelopment of sites and streets as an opportunity to incorporate historic and cultural heritage into the design.</p>	Albany Cultural Heritage and Tourism Partnership Advisory Board, Discover Albany, Historic Albany Foundation, Erie Canal National Heritage Corridor	\$	Short Term	Y	NYSDOS LWRP
<p><b>LURE-16: Add Public Art</b></p> <p>The City of Albany should use redevelopment of sites and streets as an opportunity to incorporate public art. Partnering with the Albany Center Gallery to expand the CapitalWalls program would be a first step.</p>	Albany Center Gallery, Albany Barn, Park Albany, Discover Albany	\$	Short Term	Y	ESD Market NY, Local Business Sponsorship

RECOMMENDATION AND KEY NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
<b>MULTIMODAL CONNECTIVITY (MM)</b>					
<p><b>MM-1: Reduce highway infrastructure Along the Hudson</b></p> <p>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.</p>	NYSDOT, Albany Riverfront Collaborative, CRTC	\$	Long Term	N	NYSDOT, FHWA
<p><b>MM-2: Continue to convert NBOA Roadways into Complete Streets</b></p> <p>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 multimodal transportation. The city can experiment with alternative designs with temporary installations using the Albany County DOH’s tactical urbanism resource library.</p>	NYSDOT, CDTA, CRTC, NYSDOH	\$\$	Short Term	Y	NYSDOT TAP/CMAQ, NYSDOH CHSC Funds (St. Peters Hospital & Capital Roots are local administrators)
<p><b>MM-3: Review and Implement the City Bicycle and Pedestrian Master Plan in the NBOA</b></p> <p>The city should advance relevant recommendations from the Bicycle and Pedestrian Master Plan in the NBOA. The city can begin a phased implementation of these recommendations beginning with a rapid buildout using temporary materials available through the Albany County DOH’s tactical urbanism resource library.</p>	NYSDOT, CDTA, CRTC, Albany County DOH	\$\$\$	Immediate	Y	NYSDOT TAP/CMAQ, NYSDOH CHSC Funds (St. Peters Hospital & Capital Roots are local administrators)
<p><b>MM-4: Improve the CSX Railroad Underpass on Broadway</b></p> <p>Adding lighting and/or public art and addressing ponding of stormwater during rain events is needed to increase safety and attractiveness of the NBOA’s southern entrance. The city can begin by collaborating with the Albany Center Gallery to make the site a priority for murals and aesthetic improvements.</p>	CSX, Albany Center Gallery	\$	Short Term	N	ESD Market NY
<p><b>MM-5: Accommodate Truck Access and Parking in a Way That Minimizes Conflict With Other Modes Of Transport</b></p> <p>Ensure sufficient truck routes are preserved to serve local businesses as development progresses. The city should create a street sample cross section to serve as a design guide for truck maneuverability, parking, and loading in the NBOA.</p>	CRTC, NYSDOT	\$	Short Term	Y	CRTC, NYSDOT
<p><b>MM-6: Improve Traffic Circulation at Water and Quay (truck access)</b></p> <p>The city should conduct and implement a traffic study to improve traffic flow and potentially re-route truck traffic away from multi-use trail crossings and minimize conflict points with other modes of transportation.</p>	CRTC, NYSDOT	\$\$	Medium Term	N	CRTC



RECOMMENDATION AND KEY NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
<p><b>MM-7: Complete a Feasibility Study for Opening the Colonie Street Railroad Crossing</b></p> <p>As identified in the Bicycle and Pedestrian Master Plan, a pedestrian crossing at the railroad tracks at Colonie Street would significantly improve connectivity and access to the waterfront and surrounding neighborhoods. The city should seek funds to conduct a robust feasibility study for this crossing before petitioning the railroad operator to reopen this crossing.</p>	CRTC, CSX	\$\$	Short Term	N	CRTC, NYSDOT TAP/CMAQ
<p><b>MM-8: Consider a Dedicated Pedestrian Connection to the Waterfront</b></p> <p>The waterfront trail network is the only dedicated bike lane or multi-use path in the NBOA. The city should consider connecting this path to Broadway. If the Colonie Street railroad crossing is opened it could serve as a bicycle and pedestrian only connection to Broadway.</p>	CRTC, CSX, Albany County, Parks and Trails NY	\$\$	Medium Term	N	CRTC, NYSDOT TAP/CMAQ, OPRHP Recreational Trails Program
<p><b>MM-9: Open a Bicycle and Pedestrian Path on the New Livingston Avenue Bridge</b></p> <p>Restoring the Livingston Avenue Bridge Pedestrian Walkway will improve connectivity from the North NBOA to Rensselaer and regional trail networks while providing economic development and recreational opportunities for area residents. The city should collaborate with NYSDOT, CSX, Amtrak, and other stakeholders to ensure bicycle and pedestrian accommodations are included in the new Livingston Avenue Bright.</p>	NYSDOT, CSX, Amtrak, CRTC	\$	Short Term	N	N/A
<p><b>MM-10: Implement the Patroon Creek Greenway</b></p> <p>This multi-use trail would connect Albany's Hudson River waterfront to Six Mile Waterworks Park and Rensselaer Lake. The city should continue to collaborate with the CRTC to advance the project through phased implementation.</p>	CRTC	\$\$\$	Medium Term	N	CRTC, OPRHP Recreational Trails Program, NYSDOT TAP/CMAQ
<p><b>MM-11: Create a Nipper Gateway</b></p> <p>A gateway feature will provide a sense of arrival to the NBOA. The intersection of Broadway and Loudonville Road in front of the Nipper Building is a potential location.</p>		\$	Short Term	N	ESD Market NY

RECOMMENDATION AND KEY NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
<p><b>MM-12: Inner City Public Transit For Nights and Weekends</b></p> <p>The city can promote the NBOA entertainment district by adding a local public transit connection that runs on evenings and weekends between Broadway and other parts of the city. This would reduce emissions, drunk driving, and parking needs while promoting the NBOA.</p>	CDTA	\$	Short Term	Y	Private Sponsorship
<p><b>MM-12: Parking Feasibility Study Including EV Charging Stations</b></p> <p>A parking feasibility study will help the city understand parking needs and avoid conflicts between different uses. The study should explore parking options as well as opportunities to expand EV charging infrastructure.</p>	CRTC, NYSDOT, Albany Parking Authority	\$	Short Term	N	NYSDOT, CRTC
<p><b>MM-13: Improve Access to the Corning Preserve Boat Launch</b></p> <p>Current access to the boat ramp along Quay Street is limited. The city should partner with NYSOGS to explore options to allow entry from Colonie Street and/or modify Quay Street to allow two-way traffic to the point of the boat launch.</p>	NYSOGS	\$\$	Medium Term	N	NYSOPRHP, NYS Canal Corp
INFRASTRUCTURE AND ENVIRONMENT (IE)					
<p><b>IE-1: Encourage Brownfield Redevelopment to Reduce Soil Contamination</b></p> <p>The city should advance redevelopment of known brownfield sites to minimize soil contamination.</p>	Capitalize Albany	\$	Immediate	Y	NYSDOS, NYSESD, NYSDEC, USEPA
<p><b>IE-2: Continue to Implement and Update Climate Mitigation Strategies</b></p> <p>The city should continue to implement Climate Change mitigation strategies identified in the Albany 2030 Climate Action Plan.</p>	Albany Sustainability Advisory Committee	\$	Immediate	Y	NYSDOT, NYSDEC
<p><b>IE-3: Continue to Implement and Update Climate Resilience Strategies</b></p> <p>The city should continue to implement and update strategies as outlined in the Albany 2030 Climate Action Plan. The NBOA should be regularly assessed for areas vulnerable to climate change and development should be incentivized away from flood plains and other vulnerable areas.</p>	Albany Sustainability Advisory Committee	\$	Immediate	Y	NYSDEC, NYSDOT, NYSOGS, NYSEFC



RECOMMENDATION AND KEY NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
<p><b>IE-4: Define Flood Resilience Strategy for Hudson Riverfront</b></p> <p>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 risks.</p>	Albany Sustainability Advisory Committee, NYSDEC, Albany County, Radix Center	\$\$	Short Term	N	FEMA, NYSDEC, NYSERDA, NYSEFC
<p><b>IE-5: Implement the Recommendations from the Hudson River Shoreline Study</b></p> <p>The city should advance the recommendations from the Shoreline Study as part of a broader flood resilience strategy.</p>	Albany Sustainability Advisory Committee, NYSDEC, Albany County, Radix Center	\$	Long Term	Y	FEMA, NYSDEC, NYSERDA, NYSEFC
<p><b>IE-6: Other Resilience Actions</b></p> <p>There are several resiliency strategies the city could implement, including but not limited to establishing a resilience fund, adding land use restrictions in flood risk areas, updating building codes to incentivize resilient building practices, and joining the FEMA Community Rating System program.</p>	FEMA, Albany Sustainability Advisory Committee, NYSDEC, Radix Center	-\$\$\$	Long Term	Y	FEMA, NYSDEC, NYSEFC
<p><b>IE-7: Waste Reduction Goals</b></p> <p>To advance goals for waste reduction, reuse, and recycling outlined in the Albany 2030 Comprehensive Plan the city will need to support public education campaigns and programs for waste reduction.</p>	Radix Center, Albany Sustainability Advisory Committee	\$\$	Short Term	Y	NYSDEC, NYSERDA
<p><b>IE-8: CSO Infrastructure Replacement</b></p> <p>The city should continue to replace combined sewer systems with separate storm water and sanitary sewer collection systems.</p>	CDRPC	\$\$\$	Long Term	N	CDRPC POOL Communities Program, NYSOGS, NYSDEC, NYSDOH
<p><b>IE-9: Water and Sewer Infrastructure Upgrades</b></p> <p>The city should provide replacement infrastructure in and around new development taking into consideration present and future climate conditions.</p>		\$\$\$	Short Term	Y	NYSOGS, NYSDEC

RECOMMENDATION AND KEY NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
<p><b>IE-10: Internet Accessibility</b></p> <p>The city should continue to explore internet access options – like municipal broadband – to close the digital divide for public and/or residential uses in the NBOA.</p>	Albany Municipal Internet Broadband Commission	\$\$\$	Medium Term	N	NYS ConnectALL program, Federal BEAD program
<p><b>IE-11: Reclaim Vacant Lots for Open Space and Community Gardens</b></p> <p>The city should utilize existing vacant lots to increase green spaces in the NBOA. 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.</p>	Albany County Land Bank	\$\$	Short Term	N	HUD CDBG, NYSDEC UCF
<p><b>IE-12: Incentivize Green Jobs and Green Buildings</b></p> <p>The city should streamline permitting and other regulatory procedures while providing incentives for buildings and projects that incorporate green improvements in their construction or renovation plans. The city may also investigate funding mechanisms to establish a revolving loan fund for municipal and private energy related uses. The city should begin by analyzing its permitting process and identifying steps that may be eliminated for green projects.</p>	Capitalize Albany	\$	Short Term	Y	NYSERDA, NYSDOS LGE
<p><b>IE-13: Reduce Run-Off and Improve Water Quality</b></p> <p>The city should install green and blue spaces to capture and filter stormwater before it runs into streets and waterways, particularly in areas of increased runoff. As many BGI elements occur within the public right of way the city should begin by amending its Complete Street Design Manual to include BGI elements.</p>	CRTC, CDRPC POOL CSO, Albany Sustainability Advisory Committee	\$\$\$	Medium Term	Y	CRTC, NYSEFC Green Innovation Grant Program
<p><b>IE-14: Improve Walkability and Moderate Temperatures to Improve Air Quality</b></p> <p>Green spaces and trees will provide shade, wind breaks, natural air filtration, and a more welcoming streetscape to promote walkability. The city should explore all options to advance its tree planting program in the NBOA, including urban forest sponsorships from local businesses.</p>	Albany Sustainability Advisory Committee	\$	Short Term	Y	NYSDEC UCF

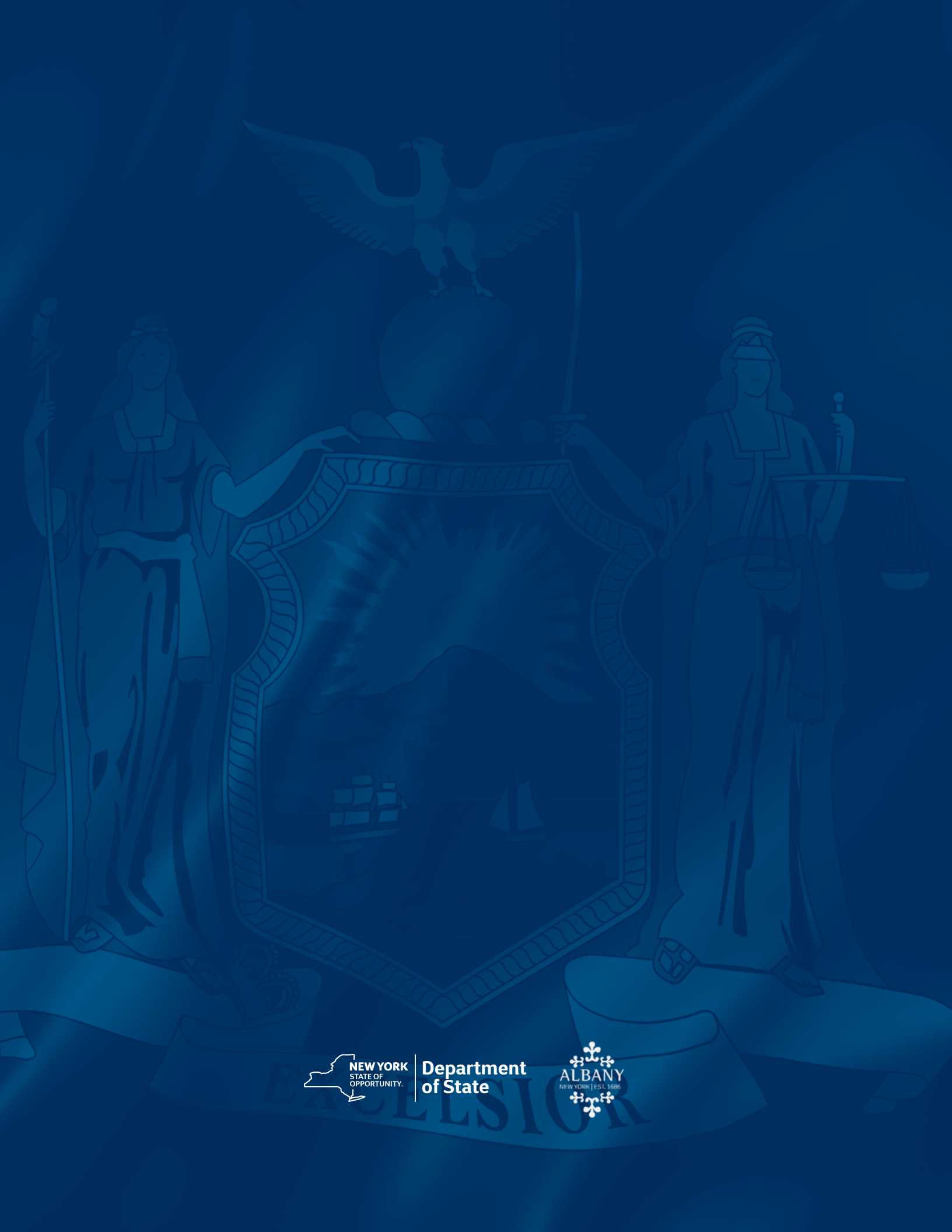


RECOMMENDATION AND KEY NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
<p><b>IE-15: Reduce Flooding and Erosion While Providing Recreation and Habitats</b></p> <p>BGI – like constructed wetlands – provide passive recreation during dry conditions and absorb floodwaters during wet conditions to reduce flood risk. The city should identify areas of overlap with flood risk, intensive land uses, and proximity to the shoreline to maximize the efficacy of BGI.</p>	Hudson River Watershed Alliance, CDRPC, Albany County, Albany Sustainability Advisory Committee	\$\$\$	Medium Term	N	NYSEFC Green Innovation Grant Program
<p><b>IE-16: Prioritize “Blue Spot” Areas for BGI</b></p> <p>The city should analyze water flow during storm events and identify problem areas for runoff to install BGI.</p>	Hudson River Watershed Alliance, CDRPC, Albany County	\$	Short Term	N	NYSEFC Green Innovation Grant Program
<p><b>IE-17: Add BGI Streetscaping</b></p> <p>Streetscapes can be used to improve stormwater management, urban heat indexes, and general liveability. Green streetscapes are recommended along North Pearl Street, Broadway, Erie Boulevard, Water Street, Loudonville Road, Bridge Street, Tivoli Street, Pleasant Street, Thatcher Street, North Ferry Street, North Lawrence Street, Van Woert Street, and Centre Street. Additionally, the city should amend its complete streets design guidelines to include BGI streetscaping elements.</p>	CRTC, CDTA, CDRPC	\$\$	Medium Term	N	CRTC, NYSDEC UCF, NYSEDA
<p><b>IE-18: Add Constructed Wetlands</b></p> <p>Strategically placed constructed wetlands would intercept polluted runoff before it drains into the Hudson. The city should identify low-lying areas prone to ponding during storm events. As land becomes available in these areas the city should acquire the land for these installations.</p>	CDRPC, Radix Center, Albany County Land Bank	\$\$	Long Term	N	NYSEFC Green Innovation Grant Program
<p><b>IE-19: Add Raingardens</b></p> <p>Raingardens manage and treat small volumes of stormwater runoff from impervious surfaces and are recommended for main public avenues and rights of way in the NBOA. Intersections may be narrowed, and parking areas may be reduced in many areas throughout the NBOA; rain gardens could be added to the reclaimed space.</p>	CRTC, Radix Center	\$\$	Medium Term	N	NYSEFC Green Innovation Grant Program
<p><b>IE-19: Add Raingardens</b></p> <p>To build on recent investments like the Skyway and future investments like the Livingston Avenue Bridge, the city should advance the waterfront gateway improvements to a shovel-ready state. Broad recommendations for connectivity improvements, aesthetic improvements, and new recreational resources should be refined to construction ready plans and implemented.</p>	CRTC, Parks and Trails NY	\$\$	Short Term	N	NYSDOS LWRP, OPRHP, CRTC

RECOMMENDATION AND KEY NEXT STEPS	POTENTIAL PARTNERS	ESTIMATED COST	TIMEFRAME	ONGOING (Y/N)	POTENTIAL FUNDING SOURCES
<b>WATERFRONT GATEWAY (WG)</b>					
<p><b>WG-2: Reconstruct the Corning Preserve boat launch</b></p> <p>The existing boat launch requires improvements to safely accommodate a variety of boating activities while remaining resilient to a changing climate. The city should begin by evaluating stability of the existing ramp and the shoreline, identifying necessary improvements and locations for additional soft launches, and developing a long-term maintenance plan for the boat launch. Then, a revised boat launch area should be developed to a construction-ready level and implemented.</p>	NYSDEC, Albany Rowing Center, Parks and Trails NY, NYS Canal Corp, Erie Canalway National Heritage Corridor	\$\$	Medium Term	N	NYSDOS LWRP, NYS Canal Corp, NYSDEC, OPRHP BIG Program
<p><b>WG-3: Create Little Basin Park (see section 4.2.8)</b></p> <p>The Little Basin Park would serve as a gateway feature celebrating Albany’s history that would complement surrounding waterfront, residential, transport, and commercial uses. The city should begin acquiring property as it becomes available to accumulate land to develop the park.</p>	Capitalize Albany, Erie Canalway National Heritage Corridor, Albany County Land Bank	\$\$\$	Long Term	N	NYSDOS LWRP, OPRHP, NYSDEC, NYSEFC Green Infrastructure Grant Program
<p><b>WG-4: Feasibility Study to Enhance Albany Rowing Club Facilities</b></p> <p>The Albany Rowing Center provides recreational and competitive rowing opportunities and operates with limited space from a shed under I-787. The city should conduct a feasibility study to replace existing facilities with a larger facility that can accommodate a wider variety of watercraft and amenities.</p>	Albany Rowing Center	\$	Short Term	N	OPRHP BIG Program, NYSDOS LRWP, NYS Canal Corp
<p><b>WG-5: Implement Shoreline Study Recommendations for Shoreline Access</b></p> <p>The city should explore all opportunities for additional access to the Hudson River shoreline, including proper signage and buffers to increase access while protecting sensitive areas. The city should apply for funding to conduct a study to identify additional access points.</p>	NYSDEC, Parks and Trails NY, NYS Canal Corp, Erie Canalway National Heritage Corridor	\$	Short Term	N	NYSDOS LWRP, OPRHP Recreational Trails Program,
<p><b>WG-6: Expand Waterfront Recreational Resources</b></p> <p>The city should identify a variety of flexible recreational amenities that would work with or without I-787 as removal of the highway is not guaranteed.</p>	Parks and Trails NY, OPRHP, Radix Center, Albany Rowing Center, Boys & Girls Club	\$\$	Medium Term	N	OPRHP, NYS Canal Corp, NYSDOS LWRP

References: Erin Tobin, April 17, 2015, Industrial Evolution: Adaptive Use Strategies for Historic Industrial Buildings; “The Art of Preservation: NYA Preservation Conference (Session 1A) – Conference presentation by the Preservation League of New York on the Industrial Heritage Reuse Project findings.





Department  
of State





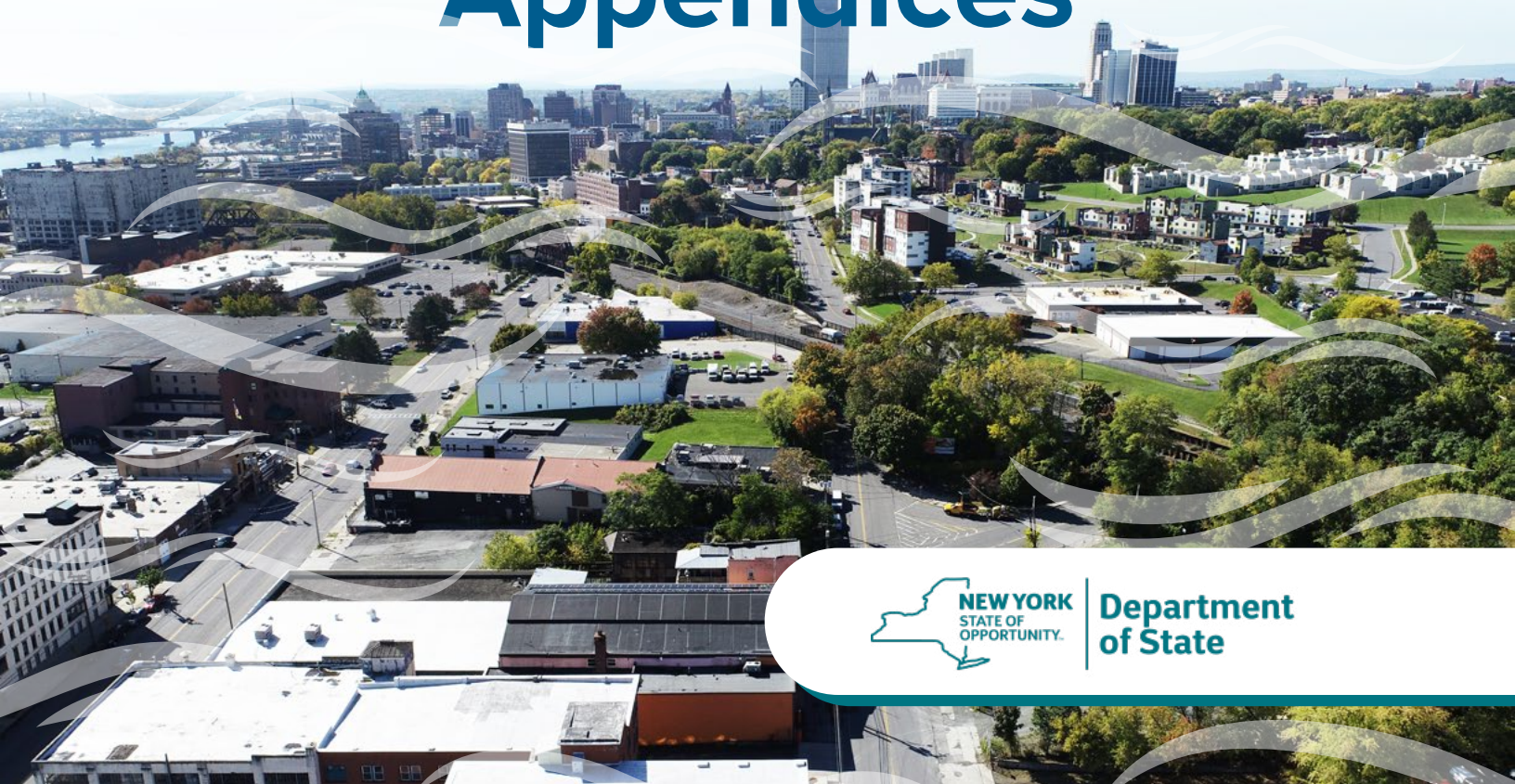


# WAVES

Waterfront Access • Vitality • Economic Strategy

**Albany North Warehouse 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)







**Use and Environmental History:**

Based on a review of historical sources of information<sup>1</sup>, from 1942 to 1952 the site appears to be undeveloped, from 1960 to 1977 the site appears to be developed as a parking area with vegetation along the eastern boundary, and beginning in 1986 several small buildings appear on the southern portion of the site. Several small buildings appear on the site from 1986 to at least 1995. From 2013 and 2017 the site appears to be utilized as a parking area with vegetation along the eastern boundary.

Ramboll reviewed the results of the state and federal environmental database searches performed by EDR. The site is listed on one environmental database related to potential environmental conditions, as discussed below:

- The site is listed on the EDR Historic Cleaner database. The EDR Historic Cleaner database identifies as ROXY United Cleaners, Inc. from 1969 to 1982 and RAMSCO, Inc. in 1985.

The site is also listed on the following databases related to regulatory compliance: RCRA NonGen/ No Longer Regulated (NLR), US AIRS, Facility Index System/Facility Registration System (FINDS), Enforcement and Compliance Data (ECHO), RCRA-VSQG and NY Manifest. Listings on these databases, by themselves, are not necessarily indicative of potential environmental conditions.

**Status of Remedial Investigation:**

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

**Use Potential and Redevelopment Opportunities:**

**Mixed- Use/ Light Industrial**

**Ranking Explanation:**

Low ranking according to too strategic site analysis

**Site Location**

**Site Photo**

See NBOA Sites Map



<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.







**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1935 the site has been developed with the one building in its present configuration. The site was used by Albany National Mattress Company until approximately 1951 and by Wholesale Floor Covering from approximately 1989 to 1997.

Ramboll reviewed the results of the state and federal environmental database searches performed by EDR. The site is listed on one environmental database related to potential environmental conditions, as discussed below:

The site is listed on the NY SPILLS database as having one spill (Spill #: 0106293) reported on September 14, 2001. Based on information provided in this database listing, seven USTs were removed with no signs of contamination. NYSDEC received a closure report on October 29, 2001. According to the listing, this incident was addressed and received regulatory closure on October 29, 2001.

**Status of Remedial Investigation:**

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

**Use Potential and Redevelopment Opportunities:**

**Mixed-Use/ Light Industrial**

**Ranking Explanation:**

**Low ranking according to strategic site analysis**

**Site Location**  
See NBOA Sites 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 #:** 65.12-4-24  
**Name:** 443 NP Inc.  
**Address:** 443 N Pearl St  
**Owner:** 443 NP Inc.  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.16  
**Existing Buildings:** Yes  
**Condition:** Poor  
**Zoning:** MU-FW

**BOA Site #:** 3

Assessment of Overall Importance and Ranking:	
High:	<input checked="" type="checkbox"/>
Medium:	<input type="checkbox"/>
Low:	<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: 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:** North Pearl St.  
 Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;  
**Miles to Highway:** 0 miles      **Rail Service:** CSX, West Albany Yard  
**Closest Interstate:** I-787      **Closest Airport:** 9.9 miles  
**Miles to Interchange:** 1.0 miles

**Site Status:** Vacant Building  
**Property Description:** Storage, Warehouse and Distribution Facilities  
**Description of Adjacent Land Uses:** Warehouse and Distribution Facilities and Commercial



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1952 the site has been developed with the one building in its present configuration. Sanborn maps indicate the building on the site was used for janitor and cleaning supplies from 1989 to at least 1997.

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:**

**Wholesale distribution, retail, entertainment, food/restaurant, sales and service, or storage**

**Ranking Explanation:**

**Identified as high priority based on strategic site analysis**

**Site Location**  
**See NBOA Sites 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 #:** 65.16-4-2  
**Name:** 1043 Broadway LLC  
**Address:** 1043 Broadway  
**Owner:** 1043 Broadway LLC  
**Municipality:** Albany  
**Publicly Owned:** No  
**Foreclosure List:** No  
**Size:** 0.67 Acres  
**Existing Buildings:** Yes  
**Condition:** Fair  
**Zoning:** MU-FW

**BOA Site #:** 4

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"/>

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other: 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, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard; CSX, West Albany Yard  
**Miles to Highway:** .2 miles      **Rail Service:** Yard; CSX, West Albany Yard  
**Closest Interstate:** I-787      **Closest Airport:** 10.0 miles  
**Miles to Interchange:** 1.0 miles

**Site Status:** Vacant Building  
**Property Description:** Auto Body, Tire Shops, Other Related Auto Sales  
**Description of Adjacent Land Uses:** Other Storage, Warehouse and Distribution Facilities, Manufacturing and Processing, Commercial, and Fuel Storage and Distribution Facilities



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1935 the site was developed with one building and by 1951 an addition was constructed to the south and east corner of the building, expanding its footprint. Since 1951 the site has been developed in its present configuration. The site building was originally used for a tire warehouse and auto servicing with gasoline tanks and a filling station on the western portion of the site. The building continued to be used as a tire sales and service until at least 1997 but the gasoline tanks and filling station are no longer noted in the 1989 through 1997 Sanborn maps.

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 multiple environmental databases related to potential environmental conditions, as discussed below.

- The site is listed on the NY SPILLS database as having a spill (Spill #: 1405040) reported on August 8, 2014. The listing indicates that high levels of chlorinated solvents were detected in a soil boring during collected during a sub-surface investigation and reported to NYSDEC. Subsequent investigations also detected chlorinated solvents in groundwater. The spill was closed on November 20, 2016 and the database listing indicates that the spill is being handled under hazardous waste site ID #401073. Based on review of information on NYSDEC’s website, no information relating to this hazardous waste site ID was available. However, it should be noted that hazardous waste site ID # 401040 is located to the north of the site at 1125 Broadway.
- The address 1047 Broadway is listed in the NY SPILLS database as having a spill (Spill #: 1310660) reported on February 10, 2014. Based on information provided in the database listing, petroleum impacted groundwater was detected in a sample collected from the site. This spill incident received regulatory closure on March 11, 2014 with the notation that cleanup does not meet standards.
- The site is identified on the EDR Historical Auto database. The EDR Historical Auto database listing indicates the building was used by MACS Service Station in 1930, Goodrich BF Company in 1987 and Tire Center, Inc. in 1988.

**Status of Remedial Investigation:**

Based on sources reviewed and as noted previously, site investigations have been performed at the site, but reports associated with these activities were not available for review.

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

**Mixed-Use/ Light Industrial**  
**Low ranking according to strategic site analysis**

**Site Location**  
**See NBOA Sites Map**

**Site Photo**



<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.







**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1935 the site has been developed with one main building and a smaller building located to the east of the main building. The site was developed in this configuration until at least 1997 and by 2013 the smaller building to the east was demolished. Since 2013 the site has been developed in its present configuration. The main building was identified in Sanborn Maps as the Albany Industrial Building until 1989 and the smaller building to the east is identified as boiler house and coal bin. Argus- Greenwood Co. Inc. Lithographers is identified as occupying the main building from 1989 to at least 1997.

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, known remedial investigations have been conducted to date.

**Use Potential and Redevelopment Opportunities:**

**Manufacturing, institutional, offices, residential, and warehousing**

**Ranking Explanation:**

**Identified as high priority based on strategic site analysis**

**Site Location**

**Site Photo**

See NBOA Sites Map



<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 #:** 65.16-1-4  
**Name:** Chiu, Wen-Chau  
**Address:** 1028 Broadway  
**Owner:** Chiu, Wen-Chau  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.29 acres  
**Existing Buildings:** Yes  
**Condition:** Fair  
**Zoning:** MU-FW

**BOA Site #: 6**

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"/>

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other: 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, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;  
**Miles to Highway:** .1 miles      **Rail Service:** CSX, West Albany Yard  
**Closest Interstate:** I-787      **Closest Airport:** 9.9 miles  
**Miles to Interchange:** 1.0 miles

**Site Status:** Vacant Building  
**Property Description:** Other Storage, Warehouse and Distribution Facilities  
**Description of Adjacent Land Uses:** Other Storage, Warehouse and Distribution Facilities, Gas Stations and Services, Manufacturing and Processing



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1935 the site has been developed with one building and was occupied by a truck sales and service business. By 1951, the site was occupied by a road machine sales and service company. By 1989, an addition was constructed on the northeast corner of the building, expanding its footprint. The site was identified in the Sanborn Maps vacant from 1992 through 1997.

A filling station was identified to the west of the site in the Sanborn Maps from 1935 to 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 one environmental database related to potential environmental conditions, as discussed below.

- The site is listed on the NY SPILLS database as having a spill (Spill #: 1611646) reported on March 30, 2017. According to the database listing, a neighboring site was previously utilized as a gas station and a UST was present near the shared property line. As noted above a former gas station was identified to the west of the site. The database listing indicates that an environmental assessment was performed as part of the potential sale of the site and the results of laboratory analysis of soil borings indicated soils located near the shared property line were impacted with petroleum. No additional information was provided relative to further investigation or remediation. The spill has not received regulatory closure.

**Status of Remedial Investigation:**

Based on sources reviewed and as noted previously, an environmental site assessment was performed at the site; however, no additional information pertaining to site investigation or remedial activities was provided in the database listing.

**Use Potential and Redevelopment Opportunities:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Low Ranking according to Strategic Site Analysis**

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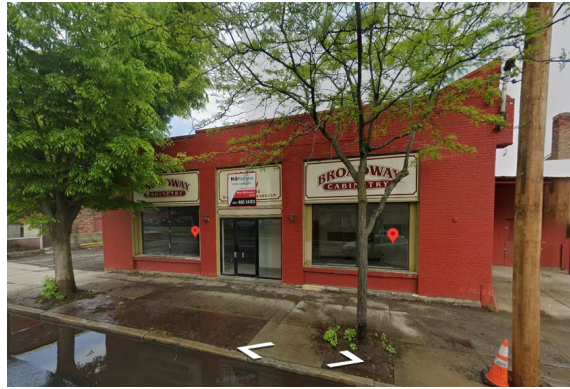
<sup>1</sup> The following sources of historical information were reviewed: historical aerial photographs; Sanborn Maps; and a radius report prepared by Environmental Data Resources, LLC (EDR), which presents the results of searches of federal and state databases for the BOA.



**Site Location**

See NBOA Site Map

**Site Photo**









**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site was developed with a shed in 1908. By 1935, the shed was demolished and structures on the site included a residence, storefront, shed and garage. The shed and garage are no longer present on the site in the 1950 Sanborn Map. By 1986, the site appears to be a paved parking area.

Ramboll reviewed the results of the state and federal environmental database searches performed by EDR. The address 1000 North Broadway is listed in one environmental database related to site conditions in the Formerly Utilized Sites Remedial Action Program (FUSRAP) database. Based on the database listing, Simmons Machine and Tool, Inc., a manufacturer of tool and dye equipment, utilized uranium to test equipment. The site was eliminate from consideration under FUSRAP based on the remote potential for contamination due to limited scope and duration of activity performed at the site (reportedly a one-time event).

**Status of Remedial Investigation:**

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

**Use Potential and Redevelopment Opportunities:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Medium ranking according to Strategic Site Analysis**

**Site Location**

See NBOA Site Map

**Site Photo**



<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 #:** 65.16-1-5  
**Name:** 1024 Broadway LLC  
**Address:** 1024 Broadway  
**Owner:** 1024 Broadway LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.32 acres  
**Existing Buildings:** Yes  
**Condition:** Poor  
**Zoning:** MU-FW

**BOA Site #:** 7

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input checked="" type="checkbox"/>
Low:	<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: 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, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;  
**Miles to Highway:** .1 miles      **Rail Service:** CSX, West Albany Yard  
**Closest Interstate:** I-787      **Closest Airport:** 9.9 miles  
**Miles to Interchange:** .9 miles

**Site Status:** Vacant Building  
**Property Description:** Other Storage, Warehouse and Distribution Facilities  
**Description of Adjacent Land Uses:** (Commercial) Parking Lot, Manufacturing and Processing, Other Storage, Warehouse and Distribution Facilities, Gas Stations and Services



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site was developed with a shed in 1908. By 1935, the shed was demolished and a larger building was constructed and utilized as a private garage. Subsequent use of the building included a road machinery sales and service center. A small storage shed is constructed on the northwest corner of the building by 1989. The building is noted as vacant in the 1992, 1993, 1994, 1995 and 1997 Sanborn Maps.

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, known remedial investigations have been conducted to date.

**Use Potential and Redevelopment Opportunities:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Medium Ranking according to the Strategic Sites Analysis**

**Site Location**

See NBOA Site Map

**Site Photo**



<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 #:** 65.16-1-11.2                      **BOA Site #:** 9  
**Name:** 980 Broadway Associates, LLC  
**Address:** 440B N Pearl St  
**Owner:** 980 Broadway Associates, LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.28 Acres  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-FW

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"/>

**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:** North Pearl St.  
**Miles to Highway:** 0 Miles                      **Rail Service:** Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;  
**Closest Interstate:** I-787                      **Closest Airport:** CSX, West Albany Yard  
**Miles to Interchange:** 0.9 miles                      9.8 miles

**Site Status:** Vacant/Storage  
**Property Description:** Parking Lot  
**Description of Adjacent Land Uses:** Storage, Warehouse and Distribution Facilities and (Commercial) One Story Small Structure



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site appears to be undeveloped until 1952. From 1952 to 1973, the site appears to be used as a parking and equipment storage area. Beginning in 1977, a fenced area appears on the eastern section of the property. The site was developed in this configuration until 1995 where it appears the fencing was demolished. Since 1995, the site has been developed in its present configuration and appears to be used as a parking and equipment storage area. No other buildings or structures were identified in the historical information.

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:**

**Mixed-Use/ Light Industrial**

**Low ranking according to strategic site analysis**

**Site Location**

See NBOA Site Map

**Site Photo**



<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.







**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1908 the site has been developed and was used for manufacturing gas meters. These operations continued until approximately 1951. From 1989 to at least 1997 the site building was occupied by R.T.A. Appliance Distributors.

Sanborn Maps from 1951 through 1997 depict an oil room on the southern portion of the facility and identifies 1,000-gallon tanks located in the basement for the storage of cod oil, castor oil and whale oil.

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 one environmental database related to potential environmental conditions, as discussed below.

The site is listed on the NY SPILLS database as having a spill (Spill #: 0706826) reported on September 19, 2007. According to the database listing, the spill was associated with a release of approximately 1 gallon of non-PCB containing oil from a pole-mounted transformer. According to the listing, the incident received regulatory closure on February 1, 2008.

**Status of Remedial Investigation:**

Based on sources reviewed, known remedial investigations have been conducted to date.

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

**Site Location**  
See NBOA Sites Map

**Mixed Use**  
**Strategic Site Analysis indicated site as high priority**

**Site Photo**



<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 #:** 65.16-1-8.4  
**Name:** Paul Zabinski  
**Address:** 962 Broadway  
**Owner:** Paul Zabinski  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** .10 Acres  
**Existing Buildings:** Yes  
**Condition:** Fair  
**Zoning:** MU-FW

**BOA Site #:** 11

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"/>

**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:** North Pearl St.  
 Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard; CSX, West Albany Yard  
**Miles to Highway:** .1miles      **Rail Service:** Yard; CSX, West Albany Yard  
**Closest Interstate:** I-787      **Closest Airport:** 9.9 miles  
**Miles to Interchange:** .8 miles

**Site Status:** Vacant Building  
**Property Description:** Other Storage, Warehouse and Distribution Facilities  
**Description of Adjacent Land Uses:** 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 1908 until at least 1997, the site was part of a larger area facility utilized by JAS Ackroyd and Sons for roofing and sheet metal work. During this period, the site was utilized for storage of paint, tar and roofing supplies. A section of the site is noted as partially burned in the 1908 Sanborn Map. Since 1935 the site was developed with a building and is in its present configuration.

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:**

**Mixed-Use/ Light Industrial**

**Ranking**

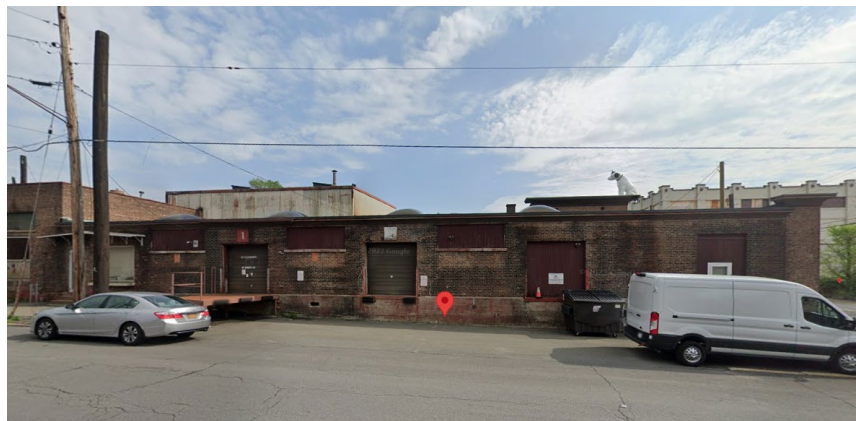
**Low ranking according to strategic site analysis**

**Explanation:**

**Site Location**

See NBOA 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.







**Use and  
Environmental  
History:**

Based on review of historical sources of information<sup>1</sup>, the site was utilized as a lumber warehouse and storage yard from at least 1935 until at least 1989. The site footprint remained relatively the same until 1992 when an addition was constructed off the northeast corner of the building, expanding its footprint into its present configuration. The site building is labeled as being occupied by One-T from 1992 to at least 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 multiple times in the NY SPILLS database, as discussed below.

- The site is listed on the NY SPILLS database as having a spill (Spill #: 9513081) reported on January 19, 1996. According to the database listing, an underground tank failed and approximately 1,000 gallons of an oil was spilled to the sewer. According to the listing, this spill incident received regulatory closure on July 9, 1996. The listing indicates no further remediation was required. No additional information pertaining to remedial activities was provided in the database listing.
- The site is listed on the NY SPILLS database as having a spill (Spill #: 0710569) reported on January 7, 2008. According to the database listing, approximately 5 gallons of diesel fuel was released as a result of a tanker truck hose failure. The material was cleaned up by the responsible party. According to the listing, this spill incident received regulatory closure on February 27, 2008.
- The site is listed on the NY SPILLS database as having a spill (Spill #: 1610058) reported on February 3, 2017. According to the database, approximately 10 gallons of petroleum was released to a storm drain as a result of parking a truck inappropriately. The spilled material was reportedly cleaned up and this spill incident received regulatory closure on February 3, 2017.

The site is also listed on the following databases related to regulatory compliance: Facility Index System/Facility Registration System (FINDS), Enforcement and Compliance Data (ECHO), RCRA NonGen/ No Longer Regulated (NLR) and NY Manifests. Listings on these databases, by themselves, are not necessarily indicative of potential environmental impacts.

**Status of  
Remedial  
Investigation:**

Based on sources reviewed and as noted previously, remedial activities associated with Spill # 9513081 were performed and no further remediation was required. No additional information pertaining to remedial activities was provided in the database listing.

**Use Potential and  
Redevelopment  
Opportunities:**

**Mixed Use/ Light Industrial**

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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.



**Ranking**

**Explanation:**

**Site Location**

**See NBOA Sites Map**

**Medium ranking according to strategic site analysis**

**Site Photo**





**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 65.16-4-17                      **BOA Site #:** 13  
**Name:** Nipper Apartments, LLC  
**Address:** 15 Mill Street  
**Owner:** Nipper Apartments, LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.83  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-FW

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input checked="" type="checkbox"/>
Low:	<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: 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> Tivoli St. Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard
<b>Miles to Highway:</b> .2 miles	<b>Rail Service:</b> CSX, West Albany Yard
<b>Closest Interstate:</b> I-787	<b>Closest Airport:</b> 10.1 miles
<b>Miles to Interchange:</b> 1.0 miles	

**Site Status:** Vacant Lot  
**Property Description:** Industrial Vacant Land with Minor Improvements  
**Description of Adjacent Land Uses:** Other Storage, Warehouse and Distribution Facilities, Manufacturing and Processing



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1892 the site was used as a lumber storage yard. By 1908 the site was being used by United American Iron & Steel Co. Site features at this time include a diesel engine and tank, two shed for the storage of “junk” and railroad spur. By 1935, with the exception of the railroad spur, the previous features are no longer present. Two new structures are present on the site which were utilized for the storage of carbide. The site appears to be associated with a larger facility located to the north of the site which is labeled “junkyard”. By 1951, one of the carbide storage structures is no longer present on the site. the carbide warehouse was demolished. The larger facility to the north of the site appears to be utilized for parking. By 1973, the site appears to be developed as parking area and no additional building or structures appear to be on the site from 1973 to 2017.

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:**

**Mixed Use/Light Industrial**

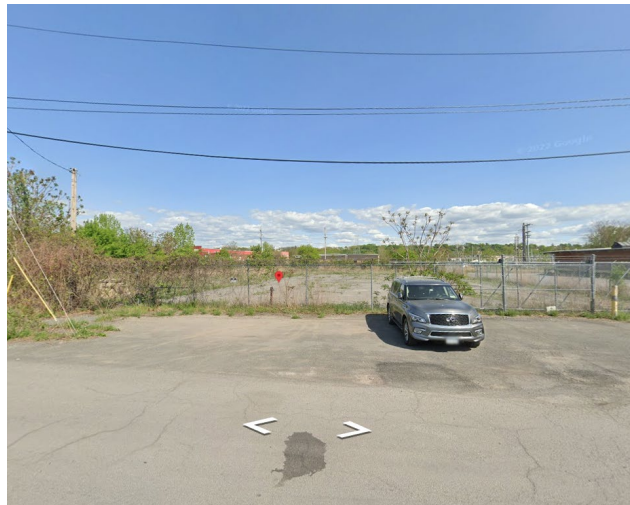
**Ranking Explanation:**

**Medium ranking according to Strategic Site Analysis**

**Site Location**

See NBOA Sites Map

**Site Photo**



<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.







**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1908 the site has been developed with one building and railroad tracks along the eastern boundary. Since at least 1952, the site has been developed in its present configuration. Limited Sanborn Map coverage was available for this parcel; however, railroad tracks are noted to the east of the site since 1892 and a lumber yard was present to the north of the site in the 1892 map.

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:**

**Mixed Use/Light Industrial**

**Ranking**

**Medium ranking according to Strategic Site Analysis**

**Explanation:**

**Site Location**

See NBOA Sites 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.







**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1952 the site has been developed in its present configuration with one building and a parking area along the western portion. Limited Sanborn Map coverage was available for this parcel; however, railroad tracks are noted east of the site since 1892.

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:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Medium ranking according to Strategic Site Analysis**

**Site Location**  
See NBOA Sites 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.







**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1908 the site has been developed with one building. By 1935 the previous structure was demolished, and a larger building was constructed in its place. Since 1935 the site has been developed in its present configuration. The original structure was originally occupied by Northend Wheelmen Clubhouse in 1908. By 1935 the current building was occupied by International Harvester Company of America and utilized as a warehouse and repair shop. Beginning in 1951 through 1997 the building is listed as being occupied by a wholesale liquor company.

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:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Medium ranking according to Strategic Site Analysis**

**Site Location**

See NBOA Site Map

**Site Photo**



<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 #:** 65.16-1-32                      **BOA Site #:** 17  
**Name:** City of Albany  
**Address:** 948 Broadway  
**Owner:** City of Albany  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.06  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-FW

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"/>

**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, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard; CSX, West Albany Yard

**Miles to Highway:** .1 miles                      **Rail Service:** Yard; CSX, West Albany Yard

**Closest Interstate:** I-787                      **Closest Airport:** 10.0 miles

**Miles to Interchange:** .8 miles

**Site Status:** Under construction

**Property Description:** Public Service – Water Supply

**Description of Adjacent Land Uses:** (Commercial) One Story Small Structure (Multi-Occupant), City/Town/Village Public Parks and Recreation, 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 1952 the site has been developed with one small building. Since 1997, the site has been developed in its present configuration. Sanborn Map coverage was not available for this parcel.

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:**

**Mixed Use/ Light Industrial**

**Low ranking according to Strategic Site Analysis**

**Site Location**

**Site Photo**

See NBOA 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.







**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, it does not appear that any structures were housed on this parcel. Sanborn Map coverage was not available for this parcel.

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:**

**Mixed Use/ Light Industrial**

**Low ranking according to Strategic Site Analysis**

**Site Location**

See NBOA 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 #:** 65.16-1-27  
**Name:** 402 North Pearl LLC  
**Address:** 402 N Pearl Street  
**Owner:** 402 North Pearl LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.15 acres  
**Existing Buildings:** Yes  
**Condition:** Good  
**Zoning:** MU-FW

**BOA Site #:** 19

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"/>

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other:**

**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:** North Pearl St.  
 Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;  
**Miles to Highway:** 0 miles      **Rail Service:** CSX, West Albany Yard  
**Closest Interstate:** I-787      **Closest Airport:** 10.0 miles  
**Miles to Interchange:** .8 miles

**Site Status:** Vacant Building  
**Property Description:** Other Storage, Warehouse and Distribution Facilities  
**Description of Adjacent Land Uses:** Other Storage, Warehouse and Distribution Facilities, City/Town/Village Public Parks and Recreation, (Commercial) Office Building



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the 1892 Sanborn Map indicates that the site was associated with Littlefield Stove Company. Their main operations were present north and west of the site and included a foundry and ancillary buildings/structures. However, none of these structures were present on this site. The 1908 Sanborn Map depicts a small oil house on the site. By 1935, the oil house is no longer present and has been replaced by a larger building has been constructed which encompasses the site. Since 1935, the site has been developed in its present configuration and has been utilized for a variety of uses including warehouse, private garage, liquor store and electronic repairs.

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 two environmental databases related to potential environmental conditions, as discussed below.

- The address 404 N. Pearl is listed in the LTANKS database and is associated with Henzel Electric Pearl Street. According to the database listing, two 1,000-gallon USTs were removed and petroleum-impacted soils and groundwater were encounter in the vicinity of the tanks. Following removal of impacted soils, subsequent sampling indicated that remaining soils meet TAGMs; however, not all of the groundwater sampled met groundwater standards. The LTANK listing was closed by the NYSDEC on April 13, 2001 with the notation that groundwater did not meet groundwater standards and that no further remediation was required at that time.
- The address 35 Pleasant is listed in the UST database and is associated with Henzel Electric Co Inc. According to the database listing, two 1,000-gallon steel/ carbon steel gasoline USTs were closed-removed in 2001.

**Status of Remedial Investigation:**

Based on sources reviewed and as noted previously, remedial activities associated with the two LUSTs was performed and no further remediation was required at that time. No additional information pertaining to site investigation and remedial activities was provided in the database listing.

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

**Mixed Use/ Light Industrial  
Low Ranking according to strategic site analysis**

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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.



**Site Location**  
See NBOA Site Map

**Site Photo**









**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site was developed by 1892 and housed residential structures. By 1935, and until at least 1997, the site was utilized for residential, commercial, and industrial uses. Industrial and commercial activities during this time included truck body builders, lumber storage, lacquer spraying and an automotive garage. By 1989, the structures on the southern portion of the site were demolished and this area was utilized for exterior storage.

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:**

**Mixed Use/ Light Industrial**

**Ranking**

**Low ranking according to Strategic Site Analysis**

**Explanation:**

**Site Location**

See NBOA Site Map

**Site Photo**



<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.







**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 multiple buildings (i.e., Malt House and several dwellings). By 1908, one dwelling remained on the site, one on the northern section and one on the southern section. By 1935, the site is utilized as a filling station with two gasoline tanks are present on the southeast portion of the property. The site remained in this configuration until at least 1997; however, the gasoline tanks are not noted in 1989 and subsequent Sanborn maps. By 2013, the filling station appears to have been demolished and no other buildings or structures appear to be present on the site through 2017.

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 multiple environmental databases related to potential environmental conditions, as discussed below.

- The site is listed on the EDR Historic Auto database from 1950 to 1997 under various owners.
- The site is listed in the UST database as having four steel/ carbon steel USTs, ranging from 4,000-6,000- gallons, that were used to store diesel and gasoline products which were closed-removed in in the early 1990s. These tanks appear to have been replaced at the time with similarly sized tanks for the storage of diesel and gasoline. These replacement tanks were subsequently closed-removed in 2010. In addition, a 275-gallon used oil UST was also removed in 2010; however, the installation date was not listed in the database.
- The site is listed on the NY SPILLS database as having a spill (Spill #: 8603805) reported on September 10, 1986. According to the database listing, contaminated soil was found and removed from the site. According to the listing, this spill incident received regulatory closure on September 20, 1986.
- The site is listed on the NY SPILLS database as having a spill (Spill #: 9310529) reported on November 30, 1993. According to the database listing, contaminated soil was found in an excavation and soil was remediated on-site. Soil samples collected met NYSDEC soil guidance values and this spill incident received regulatory closure on April 30, 1997.
- The site is listed on the NY SPILLS database as having a spill (Spill #: 0012512) reported on February 22, 2001. According to the database listing, active remediation on-site was taken over by Op-Tech, on behalf of NYSDEC, in November 2001. Subsurface soils were heavily contaminated and contamination was wide spread throughout site. Remediation occurred on-site through 2010 and a closure report was received by NYSDEC on August 16, 2010. The NYSDEC information indicated that the site was closed not meeting standards.
- The site is listed in the LIENS database. An environmental lien was filed against the property in relation to Spill # 0012512 in 2005, described above.

**Status of Remedial Investigation:**

Based on sources reviewed and as noted previously, remedial investigations were conducted by Op-Tech, on behalf of NYSDEC, due to soil and groundwater

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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.



contamination related to gas station operations. Remediation on-site occurred between 2003 and 2010. The closure report was received by NYSDEC on August 16, 2010 and the site was closed not meeting standards. A copy of the closure report was not available for review.

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

**Commercial, Light Industrial/Manufacturing**

**High ranking based on Strategic Site analysis**

**Site Location**

**See NBOA Site Map**

**Site Photo**





**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 65.16-3-14                      **BOA Site #:** 22  
**Name:** 403-409 North Pearl St LLC  
**Address:** 403-409 N Pearl Street  
**Owner:** 403-409 North Pearl St LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.28 acres  
**Existing Buildings:** Yes  
**Condition:** Fair  
**Zoning:** MU-FW

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"/>

**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</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> North Pearl St. Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;
<b>Miles to Highway:</b> 0 miles	<b>Rail Service:</b> CSX, West Albany Yard
<b>Closest Interstate:</b> I-787	<b>Closest Airport:</b> 10.0 miles
<b>Miles to Interchange:</b> .7 miles	

**Site Status:** Vacant Building  
**Property Description:** Other Storage, Warehouse and Distribution Facilities  
**Description of Adjacent Land Uses:** (Commercial) Office Building, Three Family Year-Round Residence, Vacant Land Located in Commercial Areas, 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 the site was developed and utilized for industrial (foundry) and residential use. By 1908, the one dwelling had been demolished and the building footprint was expanded to the south. Since 1908 the site has been developed in its present configuration. Since 1908 industrial operations at the site included an architectural iron and steel machine shop and a paper products manufacturing center. The building is identified as vacant from 1993 to at least 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 multiple environmental databases related to potential environmental conditions, as discussed below.

- The address 407 N. Pearl Street is listed in the SPILLS, LTANKS and UST databases. According to the database listings, in November 1987 a UST on-site failed a tank test and was reported to the NYSDEC. The UST was subsequently retested and passed. This incident received regulatory closure on March 21, 1988. In addition, a spill (Spill #: 0305708) was reported to the NYSDEC on August 28, 2003. According to the database listing, impacted soils were encountered during the removal of a #2 fuel oil UST. The tank closure report indicated that soils beneath the UST exceeded TAGMs for 1,2,4 & 1,3,5-Trimethylbenzene and for total Xylenes and that groundwater was not encountered. The database listing indicates that excavation of impacted soils was limited due to the presence of gas and electrical lines. This spill incident received regulatory closure on October 16, 2003 with the notation that that soils do not meet TAGMs. The UST database listing indicates that a 2,500-gallon steel/carbon steel No. 2 Fuel Oil UST was closed-removed in 2003.
- The address 403 N. Pearl Street is listed in the NY SPILLS database and is identified as Old Gas Station N. Pearl. The spill (Spill #: 509913) reported on November 18, 2005. According to the database listing, the spill resulted when a treatment system was malfunctioned. This spill incident received regulatory closure on November 23, 2005.
- The address 403-409 N. Pearl Street is listed in the NYAST database. According to the database listing, two 275-gallon waste oil ASTs are currently in-service at the site. One 1,000-gallon diesel AST is also listed as closed - in place.

**Status of Remedial Investigation:**

Based on sources reviewed and as noted previously, a tank closure report was prepared for the removal of a #2 fuel oil UST; however, a copy of the closure report was not available for review.

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

**Mixed Use/ Light Industrial**

**Low Ranking according to Strategic Site Analysis**

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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.



**Site Location**  
See NBOA Site Analysis

**Site Photo**









**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site consisted of a shed in 1892 followed by use as a dwelling or flat from 1908 to at least 1997. 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:**

**Mixed Use/ Light Industrial**

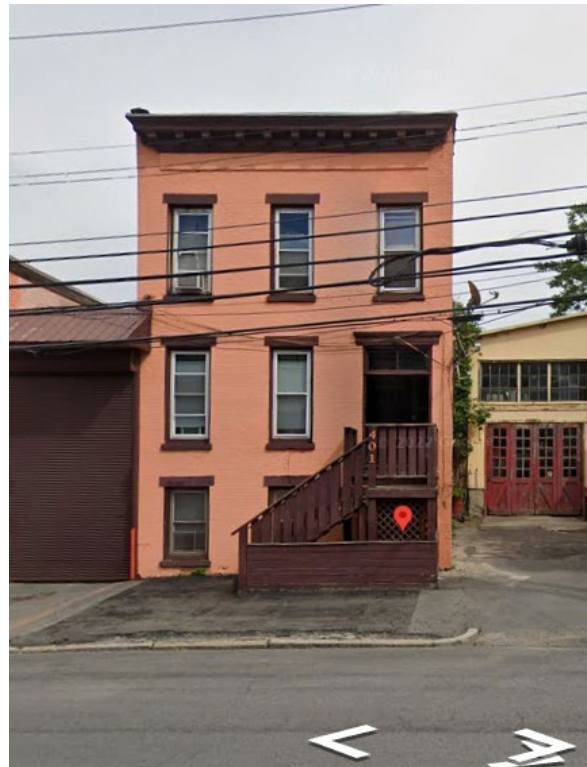
**Ranking Explanation:**

**Low ranking**

**Site Location**

See NBOA 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 #:** 65.16-3-11.1      **BOA Site #:** 24  
**Name:** Cuttler Properties LLC  
**Address:** 395 N Pearl Street  
**Owner:** Cuttler Properties LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.21  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-FW

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"/>

**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</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> North Pearl St. Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;
<b>Miles to Highway:</b> 0 miles	<b>Rail Service:</b> CSX, West Albany Yard
<b>Closest Interstate:</b> I-787	<b>Closest Airport:</b> 10.1 miles
<b>Miles to Interchange:</b> .7 miles	

**Site Status:** Vacant Lot  
**Property Description:** Vacant Land Located in Commercial Areas  
**Description of Adjacent Land Uses:** Inns, Lodges, Boarding and Rooming Houses, Tourist Homes, Fraternity and Sorority Houses, Bar, Vacant Land Located in Industrial Areas, Auto Body, Tire Shops, Other Related Auto Sales



**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 a few small structures and used as a lumber storage area beginning in 1908. By 1935, these smaller structures are no longer present on the site. Industrial activities at the site from 1935 to at least 1951 included manufacturing of store fixtures and lumber storage.

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:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Low ranking according to Strategic Site Analysis**

**Site Location**

See NBOA 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 #:** 65.16-4-30                      **BOA Site #:** 25  
**Name:** Tribeca897, LLC  
**Address:** 897 Broadway  
**Owner:** Tribeca897, LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.41 acres  
**Existing Buildings:** Yes  
**Condition:** Good  
**Zoning:** MU-FW

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"/>

**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**

**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, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;  
**Miles to Highway:** .1 miles      **Rail Service:** CSX, West Albany Yard  
**Closest Interstate:** I-787      **Closest Airport:** 10.1 miles  
**Miles to Interchange:** .6 miles

**Site Status:** Vacant Building  
**Property Description:** Night Clubs  
**Description of Adjacent Land Uses:** (Commercial) Parking Lot, Bar, Industrial Vacant Land with Minor Improvements, Light Industrial Manufacturing and Processing, Vacant Land Located in Industrial Areas, Auto Body, Tire Shops, Other Related Auto Sales



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1908 the site has been developed with several small structures and a dwelling. The 1935 Sanborn Map identifies the site as a junked auto yard and additional small structures are present. By at least 1951 when the smaller structures and dwelling were replaced with a large building identified as a parcel post garage, and as a private garage for auto and truck parking in subsequent Sanborn Maps.

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 multiple environmental databases related to potential environmental conditions, as discussed below.

- The site listed on the EDR HIST AUTO database. According to the database listing, the site was occupied by Circle Auto Body Co from 1955 to 1960, Capital Custom and Repair Auto in 1981 and by SICE USA LTD from 2005 to 2007.
- The site is listed on the SPILLS database as having a spill (Spill #: 1701048) reported on May 3, 2017. According to the database listing, a Phase II investigation was completed on-site and focused on the following potential environmental concerns: an automotive shop area, USTs that were buried in a vault in the basement and a neighboring printing facility. Borings and temporary monitoring wells were installed in these areas of concern. The spill incident was reported to NYSDEC when results of the investigation indicated that detected concentrations of SVOCs in soil and ground water exceeded NYSDEC guidance values. The database listing also indicates that the USTs were not registered with NYSDEC. This spill incident received regulatory closure on May 9, 2017 with the notation that the incident was closed not meeting standards.

**Status of Remedial Investigation:**

Based on sources reviewed and as noted previously, a Phase II investigation was completed on-site; however, a copy of the Phase II investigation report was not available for review.

**Use Potential and Redevelopment Opportunities:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Low ranking according to Strategic Site analysis**

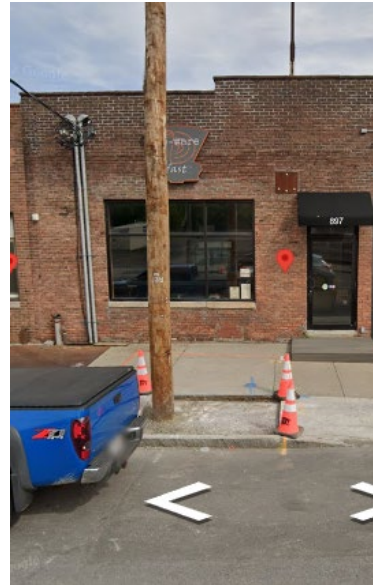
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<sup>1</sup> The following sources of historical information were reviewed: historical aerial photographs; Sanborn Maps; and a radius report prepared by Environmental Data Resources, LLC (EDR), which presents the results of searches of federal and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

**Site Location**

See NBOA Site Map

**Site Photo**







## **Use and Environmental History:**

This property extends from Thatcher Street to N. Ferry Street and is bordered by Learned Street to the northwest and railroad tracks to the southeast, based on review of historical sources of information<sup>1</sup>, as early as 1892 the site was developed with multiple buildings in support of foundry operations which continued until at least 1908. In support of the foundry operations, the facility also included cupolas, a core oven, rattles, sand storage, coal sheds, woodshed, sand shed, coke shed, carpenter shop, molding rattles, front mounting shop, an engine room and back mounting shop.

By 1935, the northern portion of the site was occupied by Capitol City Container Corporation. This facility included boiler room shipping space, storage, tractor parts warehouse, paperware house cutting, seed warehouse and planting implements, building materials warehouse, Office Furniture and private barrel storage. At this time, the southern portion of the site included various storage/warehouse facilities as well as vacant building.

By 1951, the northern portion of the building was used as a motor art station and contained a boiler room and sheet metal warehouse. The lower half of the building was utilized by F&M Schaefer Brewing Co. and contained carton storage, barrel storage and a stock house. From 1989 to 1997 the northern portion of the site was utilized as a warehouse for a motor company. The southern portion of the site appears to be vacant. By 2017, the southern portion of the site is paved and 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 two environmental databases related to potential environmental conditions, as discussed below.

- The site is listed on the UST database. The 15 Learned Street address is listed as having 3 steel/ carbon steel USTs which were used to store diesel and gasoline. According to the database listing, these tanks were closed-removed in 1998.
- The site is listed on the NY SPILLS database as having a spill (Spill #: 1205617) reported on June 7, 2012. According to the database listing, a Phase II investigation was completed which identified low levels of petroleum in soil and groundwater. Concentrations of petroleum were noted as above standards; however, NYSDEC required no further action at that time. According to the listing, the incident received regulatory closure on September 12, 2012. No additional information pertaining to the Phase II investigation was provided in the database listing.

The site is also listed in the NY Manifests database which relates to regulatory compliance. Listing on this database, by itself, is not necessarily indicative of potential environmental impacts.

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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 and as noted previously, a Phase II investigation was previously conducted on the property. However, no additional information pertaining to the Phase II investigation was provided in the database listing.

**Use Potential and Redevelopment Opportunities:**

**Mixed Use/ Light Industrial**

**Ranking Explanation: Low ranking according to Strategic Site analysis**

**Site Location**  
See NBOA Site Map

**Site Photo**







**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1892 through at least 1951 the site has been developed with multiple structures utilized for industrial, commercial, and residential use. Industrial uses at during this the time included a tobacco company, a carriage and sleigh manufacturer a venetian blind company, Albany Steam Trap Co., auto repair and wrecking, and a brass foundry and associated machine shop.

By 1989, several of the structures have been demolished and no industrial use is noted. The number of structures on the site continue to dwindle and by 2013 no structures remain on the site.

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, known remedial investigations have been conducted to date.

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

**Mixed Use/ Light Industrial**

**Medium ranking according to Strategic Site analysis**

**Site Location**  
See NBOA 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 #:** 65.75-2-27  
**Name:** 275 North Pearl LLC  
**Address:** 275 N Pearl St.  
**Owner:** 275 North Pearl LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.44 acres  
**Existing Buildings:** Yes  
**Condition:** Poor  
**Zoning:** MU-CU

**BOA Site #:** 28

Assessment of Overall Importance and Ranking:	
High:	<input checked="" type="checkbox"/>
Medium:	<input type="checkbox"/>
Low:	<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, Heritage Area**

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

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

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

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

**Access:**

**Closest Highway:** NYS-32      **Access Road:** North Pearl St.  
**Miles to Highway:** 0 miles      **Rail Service:** Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard; CSX, West Albany Yard  
**Closest Interstate:** I-787      **Closest Airport:** 9.9 miles  
**Miles to Interchange:** .4 miles

**Site Status:** Dilapidated Church  
**Property Description:** Religious  
**Description of Adjacent Land Uses:** Orphanages, Benevolent and Moral Associations, Apartments (Commercial), Residential Vacant Land, Vacant Land Located in Commercial Areas, One Family Year-Round Residence



**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 several structures and has been utilized for religious and residential uses. By 1989, only the buildings associated with the church remained on the site and the dwellings on the property had been demolished. Since 1989 the site has been developed in its present configuration.

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 146 Colonie Street, not 375 N. Pearl Street.

**Status of Remedial Investigation:**

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

**Use Potential and Redevelopment Opportunities:**

**Arts/Culture, Community Service, Mixed-use, Commercial**

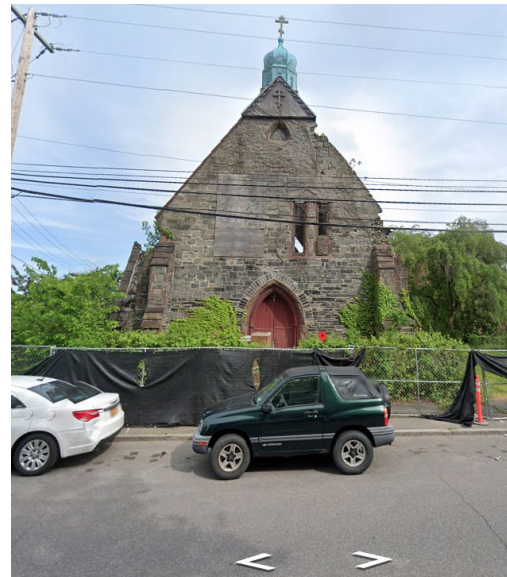
**Ranking Explanation:**

**High ranking according to Strategic Site analysis**

**Site Location**

See NBOA Site Map

**Site Photo**



<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.





**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site has been utilized as a residential since as early as 1892.

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:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Medium ranking according to Strategic Site Analysis**

**Site Location**

See NBOA 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 #:** 65.75-2-2  
**Name:** 275 North Pearl LLC  
**Address:** 100 Colonie Street  
**Owner:** 275 North Pearl LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.03 acres  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-CU

**BOA Site #:** 30

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input checked="" type="checkbox"/>
Low:	<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, Heritage Area**

**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:** Colonie St.  
**Miles to Highway:** .1 miles      **Rail Service:** Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;  
**Closest Interstate:** I-787      **Closest Airport:** CSX, West Albany Yard  
**Miles to Interchange:** .4 miles

**Site Status:** Vacant lot  
**Property Description:** Vacant Land Located in Commercial Areas  
**Description of Adjacent Land Uses:** Residential, One Family Year-Round Residence, Vacant land in commercial areas



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site has been utilized as a residential since as early as 1892 through 1950. It does not appear that any other structures were constructed on this parcel since that time.

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:**

**Mixed Use/ Light Industrial**

**Medium ranking according to Strategic Site Analysis**

**Site Location**

See NBOA 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.





**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup> the site was utilized as a dwelling or garage from 1892 to at least 1950. By 1952 the structure on the site appears to have been demolished and the site has remained vacant.

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:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Medium ranking according to strategic site analysis**

**Site Location**

See NBOA Site Map

**Site Photo**



<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.





**Use and Environmental History:** Based on review of historical sources of information<sup>1</sup> the site was utilized as a storefront from 1892 to at least 1950. By 1977, the structure on the site appears to have been demolished and the site has remained vacant.

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:**

**Site Location**  
See NBOA Site Map

**Mixed Use/ Light Industrial**  
**Medium 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.





**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup> the site was utilized as a storefront, dwelling or grocery storage from 1892 to at least 1950. By 1973, the dwelling on the site appears to have been demolished and the site has remained vacant.

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:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Medium ranking according to Strategic Site Analysis**

**Site Location**

See NBOA Site Map

**Site Photo**



<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 #:** 65.75-2-9                      **BOA Site #:** 34  
**Name:** 810-812 Broadway LLC  
**Address:** 812 Broadway  
**Owner:** 810-812 Broadway LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** .04 acres  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-CU

<b>Assessment of Overall Importance and Ranking:</b>	
<b>High:</b>	<input type="checkbox"/>
<b>Medium:</b>	<input checked="" 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, Heritage Area**

**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:** Colonie St.  
Amtrak, Albany-Rensselaer  
Canadian Pacific, Mill Street / North  
Warehouse District  
Canadian Pacific, Kenwood Yard  
CSX, West Albany Yard

**Miles to Highway:** .1 miles                      **Rail Service:** CSX, West Albany Yard  
**Closest Interstate:** I-787                      **Closest Airport:** 10.0 miles  
**Miles to Interchange:** .4 miles

**Site Status:** Vacant Lot  
**Property Description:** Vacant Land Located in Commercial Areas  
**Description of Adjacent Land Uses:** Railroad, Vacant Land Located in Commercial Areas, and Religious



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1892 the site was developed and used as a storefront. By 1950, the site appears to be used for manufacturing of store fixtures which extends to the adjacent property, 810 Broadway. From at least 1989 until 1995, the structure appears to be utilized for warehousing. The structure is noted as vacant in the 1997 Sanborn Map. By 2013, the building was demolished and the site remains vacant.

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:**

**Mixed Use/ Light Industrial**

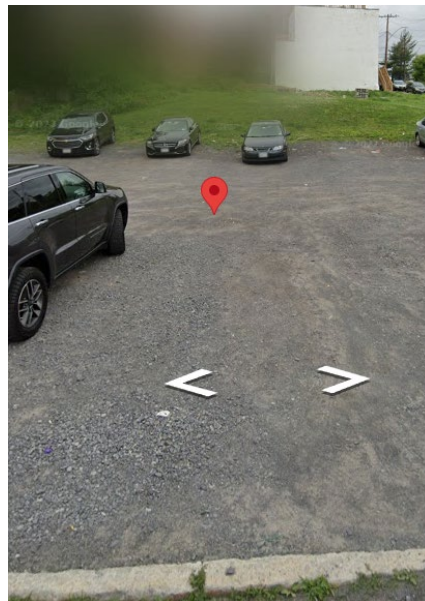
**Ranking Explanation:**

**Medium ranking according to Strategic Site Analysis**

**Site Location**

See NBOA 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 #:** 65.75-2-10                      **BOA Site #:** 35  
**Name:** 810-812 Broadway LLC  
**Address:** 810 Broadway  
**Owner:** 810-812 Broadway LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** .04 acres  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-CU

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input checked="" type="checkbox"/>
Low:	<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 checked="" type="checkbox"/>
<b>Federal Enterprise Business Zone:</b>	<input type="checkbox"/>	<b>Archeologically Significant Area:</b>	<input type="checkbox"/>
<b>Other: Combined Sewer Overlay, Heritage Area</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> Colonie St. Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;
<b>Miles to Highway:</b> .2 miles	<b>Rail Service:</b> CSX, West Albany Yard
<b>Closest Interstate:</b> I-787	<b>Closest Airport:</b> 10.0 miles
<b>Miles to Interchange:</b> .4 miles	

**Site Status:** Vacant Lot  
**Property Description:** Vacant Land Located in Commercial Areas  
**Description of Adjacent Land Uses:** Residential Vacant Land, Religious, Ceiling Railroad, and Vacant Land Located in Commercial Areas



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, since as early as 1892 the site was developed and used for sheet metal working and fixture manufacturing. By 2013, the building on the site appears to have been demolished and the site has remained vacant.

Based on review of historical sources of information<sup>2</sup>, since as early as 1892 the site was developed and used as a storefront. By 1934, site use includes sheet metal working. By 1950, the site appears to be used for manufacturing of store fixtures which extends to the adjacent property, 812 Broadway. From at least 1989 until 1995, the structure appears to be utilized for warehousing. The structure is noted as vacant in the 1997 Sanborn Map. By 2013, the building was demolished, and the site remains vacant.

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:**

**Mixed Use/ Light Industrial**

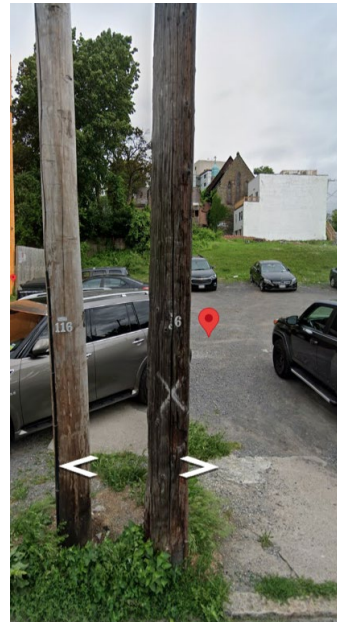
**Ranking Explanation:**

**Medium ranking according to Strategic Site Analysis**

**Site Location**

See NBOA Site Map

**Site Photo**



<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.

<sup>2</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 #:** 65.75-2-11                      **BOA Site #:** 36  
**Name:** Moses Devanandan  
**Address:** 806 Broadway  
**Owner:** Moses Devanandan  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** .05 acres  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-CU

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input checked="" type="checkbox"/>
Low:	<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 checked="" type="checkbox"/>
<b>Federal Enterprise Business Zone:</b>	<input type="checkbox"/>	<b>Archeologically Significant Area:</b>	<input type="checkbox"/>
<b>Other: Combined Sewer Overlay, Heritage Area</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> Colonie St. Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;
<b>Miles to Highway:</b> .1 miles	<b>Rail Service:</b> CSX, West Albany Yard
<b>Closest Interstate:</b> I-787	<b>Closest Airport:</b> 10.0 miles
<b>Miles to Interchange:</b> .4 miles	

**Site Status:** Vacant Lot  
**Property Description:** Residential Vacant Land  
**Description of Adjacent Land Uses:** Orphanages, Religious, Ceiling Railroad, and Vacant Land Located in Commercial Areas



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site included a dwelling or flat from at least 1892 to at least 1997. By 2013, the structure appears to have been demolished and the site remains vacant.

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:**

**Mixed Use/ Light Industrial**

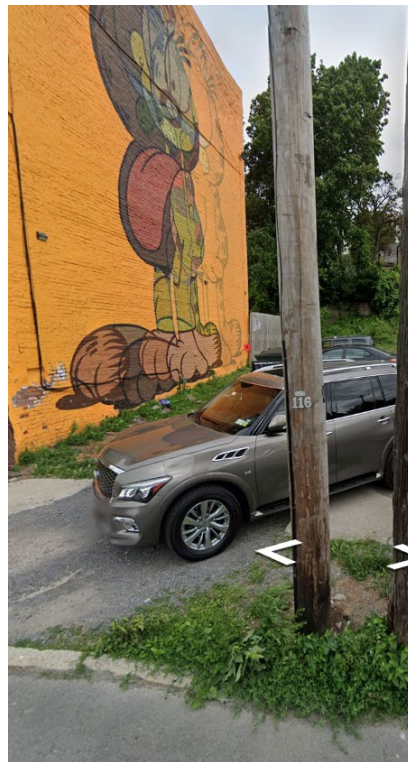
**Ranking Explanation:**

**Medium ranking according to Strategic Site analysis**

**Site Location**

See NBOA 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 #:** 65.75-2-18                      **BOA Site #:** 37  
**Name:** Capital Repertory Company  
**Address:** 794 Broadway  
**Owner:** Capital Repertory Company  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.18 acres  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-CU

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"/>

**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, Heritage Area**

**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:**

<b>Closest Highway:</b> NYS-32	<b>Access Road:</b> Broadway
<b>Miles to Highway:</b> .1 miles	<b>Rail Service:</b> N/A
<b>Closest Interstate:</b> I-787	<b>Closest Airport:</b> 10.0 miles
<b>Miles to Interchange:</b> .4 miles	

**Site Status:** Vacant Lot  
**Property Description:** Vacant Land Located in Commercial Areas  
**Description of Adjacent Land Uses:** Vacant Land Located in Commercial Areas, Two Family Year-Round Residence, (Commercial) Downtown Row Type (Common Wall), Gas Stations and Services



**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 several buildings use as storefronts, residencies, and warehousing. Commercial and residential use continues until at least 1935; however, plating operations are denoted in the 1908 Sanborn Map. The site remained in a similar configuration until 1950 when several of the buildings on the southern portion of the site were demolished. This portion of the site appears to be utilized for sale of used cars. By at least 1989 until at least 1997, two structures remained on site, one is listed in the Sanborn Maps as a vacant storefront and the other as a dwelling. These structures were subsequently demolished, and the property remains vacant.

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:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Low ranking according to Strategic Site Analysis**

**Site Location**

See NBOA Site Map

**Site Photo**



<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 #:** 65.75-2-23                      **BOA Site #:** 38  
**Name:** Madison Avenue One LLC  
**Address:** 71 Livingston Avenue  
**Owner:** Madison Avenue One LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** .02 acres  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-CU

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"/>

**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, Heritage Area</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> Livingston Ave. Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;
<b>Miles to Highway:</b> .1 miles	<b>Rail Service:</b> CSX, West Albany Yard
<b>Closest Interstate:</b> I-787	<b>Closest Airport:</b> 9.9 miles
<b>Miles to Interchange:</b> .4 miles	

**Site Status:** Vacant Lot  
**Property Description:** Vacant Land Located in Commercial Areas  
**Description of Adjacent Land Uses:** (Commercial) Downtown Row Type (Common Wall, Two Family Year-Round Residence, Vacant Land Located in Commercial Areas, Residential, Multi-Family



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site consisted of two storefronts from 1892 to 1934. The site was then occupied by one storefront in at least 1950. By 1989 the building on the site appears to have been demolished and the site has remained vacant.

The results of the state and federal environmental database searches performed by Environmental Data Resources, LLC (EDR) were reviewed and the site is listed on one environmental database related to site conditions, as discussed below:

- The site is listed on the EDR HIST CLEANER database. According to the database report, the site was occupied by McCarthy Mary L Laundry/ Laundries in 1921. No additional information pertaining to this listing was available for review.

**Status of Remedial Investigation:**

Based on sources reviewed, known remedial investigations have been conducted to date.

**Use Potential and Redevelopment Opportunities:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Low ranking according to Strategic Site Analysis**

**Site Location**

See NBOA Site Map

**Site Photo**



<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.





**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site consisted of three residential structures from at least 1892 until circa 1992. The three structures are noted as vacant beginning in 1989. By 1992, only one of the three structures remained on the property.

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 AUTO database; however, this listing is associated with 61 Livingston Ave, not 67 Livingston Ave.

**Status of Remedial Investigation:**

Based on sources reviewed, known remedial investigations have been conducted to date.

**Use Potential and Redevelopment Opportunities:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Low Ranking according to Strategic Site Analysis**

**Site Location**

See NBOA Site Map

**Site Photo**



<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 #:** 65.75-2-19                      **BOA Site #:** 40  
**Name:** Capital Repertory Company  
**Address:** 788 Broadway  
**Owner:** Capital Repertory Company  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** .03 acres  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-CU

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"/>

**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 checked="" type="checkbox"/>
<b>Federal Enterprise Business Zone:</b>	<input type="checkbox"/>	<b>Archeologically Significant Area:</b>	<input type="checkbox"/>
<b>Other: Combined Sewer Overlay, Heritage Area</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, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;  
**Miles to Highway:** .1 miles                      **Rail Service:** CSX, West Albany Yard  
**Closest Interstate:** I-787                      **Closest Airport:** 10.0 miles  
**Miles to Interchange:** .4 miles

**Site Status:** Vacant Lot  
**Property Description:** Vacant Land Located in Commercial Areas  
**Description of Adjacent Land Uses:** Apartments (Commercial), Two Family Year-Round Residence, Gas Stations and Services, Vacant Land Located in Commercial Areas, and One Family Year-Round Residence



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site was utilized as a storefront or saloon from at least 1892 until at least 1950. The structure is listed as vacant in the 1989 and 1990 Sanborn Maps. By 1992, the building appears to have been demolished and the site has remained vacant.

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:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Low ranking according to Strategic Site Analysis**

**Site Location**

See NBOA 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.





**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site was occupied by a dwelling and saloon in 1892 followed by use as a storefront from at least 1908 to 1934, and again used as a dwelling in 1950. Subsequently, the structure was demolished, and the site was used for parking since at least 1984. Two gasoline storage tanks are denoted on the 1989 through 1997 Sanborn Maps on the adjoining parcel to the west of the site.

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:**

**Mixed Use/ Light Industrial  
Medium ranking according to Strategic Site Analysis**

**Site Location  
See NBOA 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.





**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 multiple structures including numerous dwellings and commercial buildings, as well as lumber storage facilities. By 1950, several of these structures were demolished and a parking area is present on the northwest portion of the site. five dwellings and two vacant buildings remained on the site. By 1973, each of the buildings on the site appear to have been demolished. The site is labeled on the 1989 - 1997 Sanborn Maps as a parking area with a propane tank present on the eastern corner of the property.

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:**

**Mixed Use/ Light Industrial**

**Medium Ranking according to Strategic Site Analysis**

**Site Location**  
See NBOA 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 #:** 65.20-2-22  
**Name:** Joseph Gimondo  
**Address:** 1 Erie Boulevard  
**Owner:** Joseph Gimondo  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 1.05 acres  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-FW

**BOA Site #:** 43

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:** Colonie St.  
**Miles to Highway:** .4 miles      **Rail Service:** Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;  
**Closest Interstate:** I-787      **Closest Airport:** CSX, West Albany Yard  
**Miles to Interchange:** .6 miles

**Site Status:** Vacant Parking Lot  
**Property Description:** (Commercial) Parking Lot  
**Description of Adjacent Land Uses:** Other Storage, Warehouse and Distribution Facilities, (Commercial) Parking Lot, Diners and Luncheonettes



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site consisted of a connecting water basin between the Erie Canal and the Hudson River from as early as 1892 to 1908. By 1934, the site no longer appears to be occupied by a water basin and is covered with vegetation by 1942. The site appears to remain undeveloped from at least 1934 to at least 1952 where it appears the site is being 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:**

**Mixed-use, commercial, recreational, or cultural**

**Ranking**

**High ranking according to Strategic Site Analysis**

**Explanation:**

**Site Location**

See NBOA 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.





**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site was vacant until the it was utilized used for lumber storage from at least 1908 to at least 1934. The site is identified as F.F. Grannell lumber company in the 1934 Sanborn Map. From 1935 to 2017 the site appears to be vacant vegetated land.

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:**

**Mixed Use/ Light Industrial**

**Medium ranking according to Strategic Site Analysis**

**Site Location**

See NBOA 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.





**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site was vacant until the it was utilized used for lumber storage from at least 1908 to at least 1934. The site is identified as F.F. Grannell lumber company in the 1934 Sanborn Map. From 1935 to 2017 the site appears to be vacant vegetated land.

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:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Medium ranking according to Strategic Site analysis**

**Site Location**

See NBOA 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 #:** 65.20-2-19                      **BOA Site #:** 46  
**Name:** Colonie ABD Erie LLC  
**Address:** 190 Water Street  
**Owner:** Colonie ABD Erie LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.06 acres  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-FW

Assessment of Overall Importance and Ranking:	
<b>High:</b>	<input type="checkbox"/>
<b>Medium:</b>	<input checked="" 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:** Water St.  
Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;  
**Miles to Highway:** .6 miles                      **Rail Service:** CSX, West Albany Yard  
**Closest Interstate:** I-787                      **Closest Airport:** 11.4 miles  
**Miles to Interchange:** .6 miles

**Site Status:** Vacant Wooded Lot  
**Property Description:** (Commercial) Parking Lot  
**Description of Adjacent Land Uses:** (Commercial) Parking Lots



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site was utilized by the lumber industry from as early as 1892. The site is identified as F.F Grannell lumber company in the 1934 Sanborn Map. From 1935 to 2017 the site appears to be vacant vegetated land.

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:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Medium ranking according to Strategic Site Analysis**

**Site Location**

See NBOA 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.





**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site was utilized by the lumber industry from as early as 1892. The site is identified as F.F Grannell lumber company in the 1934 Sanborn Map. From 1935 to 2017, the site appears to be vacant vegetated land.

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:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Medium ranking according to Strategic Site Analysis**

**Site Location**

See NBOA 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 #:** 65.20-2-21                      **BOA Site #:** 48  
**Name:** Colonie ABD Erie LLC  
**Address:** 186 Water Street  
**Owner:** Colonie ABD Erie LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.04 acres  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-FW

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input checked="" type="checkbox"/>
Low:	<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> Water St. Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;
<b>Miles to Highway:</b> .6 miles	<b>Rail Service:</b> CSX, West Albany Yard
<b>Closest Interstate:</b> I-787	<b>Closest Airport:</b> 11.4 miles
<b>Miles to Interchange:</b> .6 miles	

**Site Status:** Vacant Wooded Lot  
**Property Description:** (Commercial) Parking Lot  
**Description of Adjacent Land Uses:** Other Storage, Warehouse and Distribution Facilities, (Commercial) Parking Lot



**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, the site was utilized by the lumber industry from as early as 1892. The site is identified as F.F Grannell lumber company in the 1934 Sanborn Map. From 1935 to 2017, the site appears to be vacant vegetated land.

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:**

**Mixed Use/ Light Industrial**

**Ranking Explanation:**

**Medium Ranking according to Strategic Site Analysis**

**Site Location**  
See NBOA Site Map

**Site Photo**



<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 #:** 65.20-3-18-2                      **BOA Site #:** 49  
**Name:** CW Development LLC  
**Address:** 146 Montgomery Street  
**Owner:** CW Development LLC  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.33 acres  
**Existing Buildings:** No  
**Condition:** N/A  
**Zoning:** MU-FW

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input checked="" type="checkbox"/>
Low:	<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> Montgomery St. Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;
<b>Miles to Highway:</b> .6 miles	<b>Rail Service:</b> CSX, West Albany Yard
<b>Closest Interstate:</b> I-787	<b>Closest Airport:</b> 11.5 miles
<b>Miles to Interchange:</b> .6 miles	

**Site Status:** Vacant Lot  
**Property Description:** Vacant Land Located in Commercial Areas  
**Description of Adjacent Land Uses:** Other Storage, Warehouse and Distribution Facilities, Ceiling Railroad, (Commercial) Parking Lot



**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 structures associated with the railroad, including a turn table and water hydrants which were used to water locomotives. The site remained in this configuration until at least 1908. By 1950, only one structure is present on the southern portion of the site. The structure was subsequently demolished and by 2017 the site appears to be vacant vegetated land.

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. However, it should be noted that EDR mapped NY SPILLS and LTANKS listings at this location; However, upon further review, these listing appear to be associated with the Central Warehouse Ammonia facility which is located at 143 Montgomery Street to the southeast of the site.

**Status of Remedial Investigation:**

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

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

**Mixed Use/ Light Industrial**

**Medium Ranking according to Strategic Site Analysis**

**Site Location**

See NBOA Site Map

**Site Photo**



---

<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.





**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 and used for lumber storage, as well as residential properties. By 1934, the site is developed with a one building in its present configuration. The building was occupied by Central RY Terminal and Cold Storage Company, Inc. by 1934 through at least 1950. From at least 1989 through at least 1997, the site was occupied by Central Warehouse Corporation.

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 one environmental database related to potential environmental conditions, as discussed below.

- The site is listed on the NY SPILLS database as having a spill (Spill #: 9601219) reported on April 23, 1996 regarding an odor smell coming from the cold storage facility. The database listing indicates that the smell was associated with cleaning of residual materials from piping. This spill incident received regulatory closure on April 23, 1996.

**Status of Remedial Investigation:**

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

**Use Potential and Redevelopment Opportunities:**

**Mixed-Use, Recreational, Commercial**

**Ranking Explanation:**

**High ranking according to Strategic Site Analysis**

**Site Location**

See NBOA Site Map

**Site Photo**



<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 #:** 65.20-2-33  
**Name:** Wolf Coal Co Inc.  
**Address:** 15 Centre Street  
**Owner:** Wolf Coal Co Inc.  
**Municipality:** Albany  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** .46 acres  
**Existing Buildings:** Yes  
**Condition:** Fair  
**Zoning:** MU-FW

**BOA Site #: 51**

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input checked="" type="checkbox"/>
Low:	<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:** Water St.  
**Miles to Highway:** .4 miles      **Rail Service:** Amtrak, Albany-Rensselaer; Canadian Pacific, Mill Street / North Warehouse District; Canadian Pacific, Kenwood Yard;  
**Closest Interstate:** I-787      **Closest Airport:** CSX, West Albany Yard  
**Miles to Interchange:** .5 miles

**Site Status:** Vacant Garage  
**Property Description:** Auto Body, Tire Shops, Other Related Auto Sales  
**Description of Adjacent Land Uses:** (Commercial) Parking Lot, Ceiling Railroad, Other Storage, Warehouse and Distribution Facilities, Vacant Land Located in Industrial Areas



**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 sheds used for lumber storage. The site remained in the same basic configuration until 1934. By 1950, the lumber storage sheds were demolished and the site was developed with several small storage structures. By 1973, the storage structures had been demolished and the site is developed two buildings used for an auto wash and a filling station. Since 1973 the site has been developed in its present configuration. The site was utilized as a lumber yard from 1892 to at least 1934. The site appears to be occupied by Wolf Coal Co. Inc. and was utilized for coal storage in 1950. From 1973 to at least 1997 the site was utilized as a car wash and filling station.

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 multiple environmental databases related to potential environmental conditions, as discussed below. The site is identified in the EDR Report as 116 Water Street and Colonie Street & Erie Boulevard.

- The site is listed on the EDR HIST AUTO database. The EDR HIST AUTO database indicates the site was occupied by Wolf Coal Co Inc from 1969 to 1973 and Khadas Petroleum in 2008.
- The site is listed on the UST database. The database listing indicates the site maintained one fiberglass coated steel 6,000-gallon UST for the storage of diesel fuel from 1986 until 2008, when it was closed-removed. In addition, the site maintained two steel/ carbon steel 8,000-gallon USTs for the storage of gasoline from 1991 until 2008, when they were closed-removed.
- The site is listed on the AST database. The database listing indicates the site previously maintained 3 diesel containing ASTs ranging from 4,000-gallons to 8,000 gallons from 1975-1991, when they were closed-removed. In addition, the site previously maintained one 300-gallon AST for the storage of used oil from 2005 until 2008 when it was closed in place. Currently, the site maintains one 275-gallon AST (installed in 2002) for the storage of #2 fuel oil.
- Wolf Coal and Oil Mobile Erie Blvd is listed on the LTANKS database. According to the database, on June 10, 1986 a tank on-site failed a tank test and the department was notified by the tank testing company.
- The site is listed several times on the SPILLS database, each of which related to releases of petroleum. Five of the six listings have received regulatory closure; however, one of these closed spill events is noted as closed but not meeting NYS GW standards (Spill # 0804261). The remaining (Spill #: 1908330) was reported on November 19, 2019. According to the database listing, a sheen was noticed on a gravel surface and an oil/water mixture was flowing into a storm drain. An oily sheen was subsequently seen along the shoreline of the Hudson River. The

---

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.

source was identified to be a UST with an unsecure fill pipe. The waste oil UST was subsequently removed. Contamination was identified below the UST and widespread contamination was later discovered throughout the site. The database listing indicates that the investigation is on-going and the spill has not received regulatory closure.

The site is also listed on the following database related to regulatory compliance: NY Manifest. Listings on this database, by itself, is not necessarily indicative of contamination.

**Status of Remedial Investigation:**

Based on sources reviewed, site investigations have been performed at the site but reports associated with these activities were not available for review. Active remedial investigation is on-going in relation to Spill # 1908330.

**Use Potential and Redevelopment Opportunities:**

**Mixed Use/ Light Industrial**

**Ranking Explanation: Medium ranking according to the Strategic Site Analysis**

**Site Location**  
See NBOA Site Map

**Site Photo**







**Use and Environmental History:**

Based on review of historical sources of information<sup>1</sup>, multiple rail lines were present on the southern portion of the property as early as 1892 and rail lines remain on this portion of the property today. The northern portion of the site was utilized as a lumber and/or storage yard from at least 1892 to 1950. Based on review of aerial photographs from 2013 to present day, the site appears to be paved and utilized for the staging of motor vehicles and miscellaneous equipment.

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, known remedial investigations have been conducted to date.

**Use Potential and Redevelopment Opportunities:**

**Mixed Use/ Light Industrial**

**Ranking**

**Medium ranking according to Strategic Site Analysis**

**Explanation:**

**Site Location**

See NBOA 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.

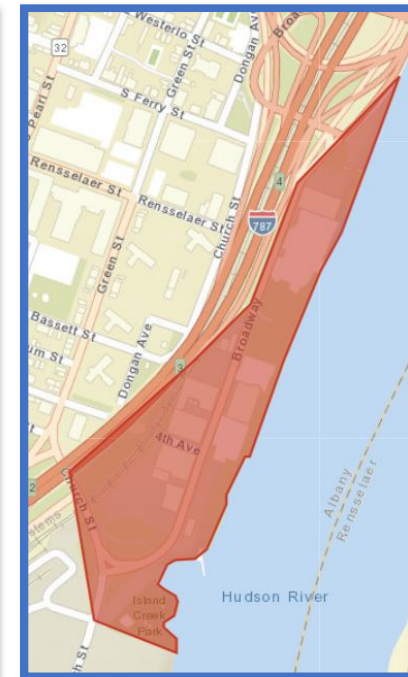
### Data Findings

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.

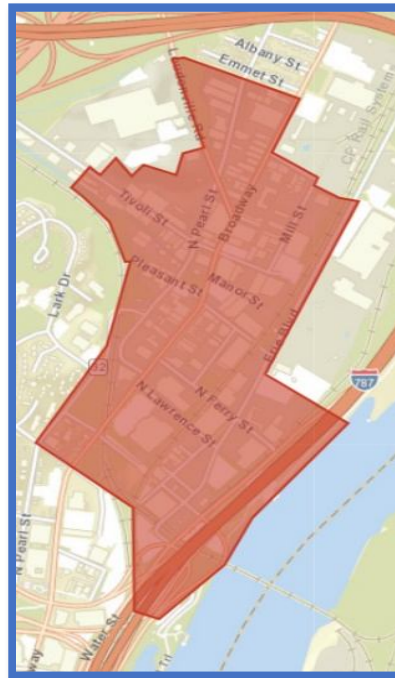
The following market overview presents information on the current economic conditions of the Brownfield Opportunity Areas (BOAs) in the City of Albany and surrounding geographies, in terms of demographic, industrial, and real estate trends. The data displayed throughout the market profile was collected 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

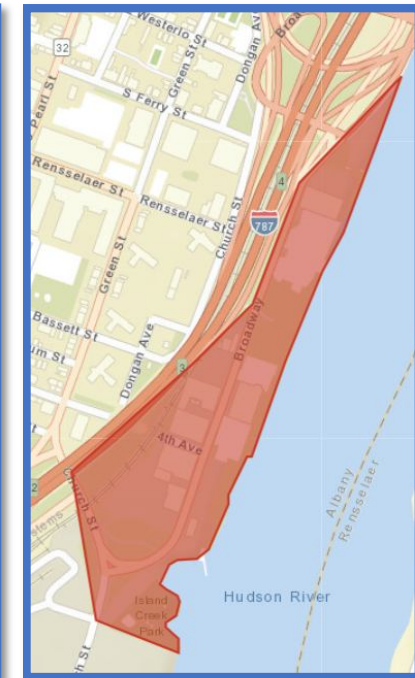
Data included in the following analysis was sourced from the 2010 US Census, American Community Survey estimates from the US Census Bureau, Esri, Emsi, and CoStar.

### 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.

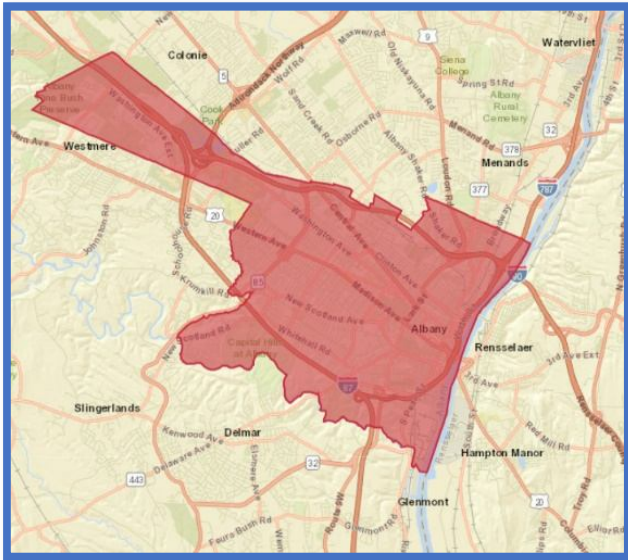


Northern Warehouse BOA

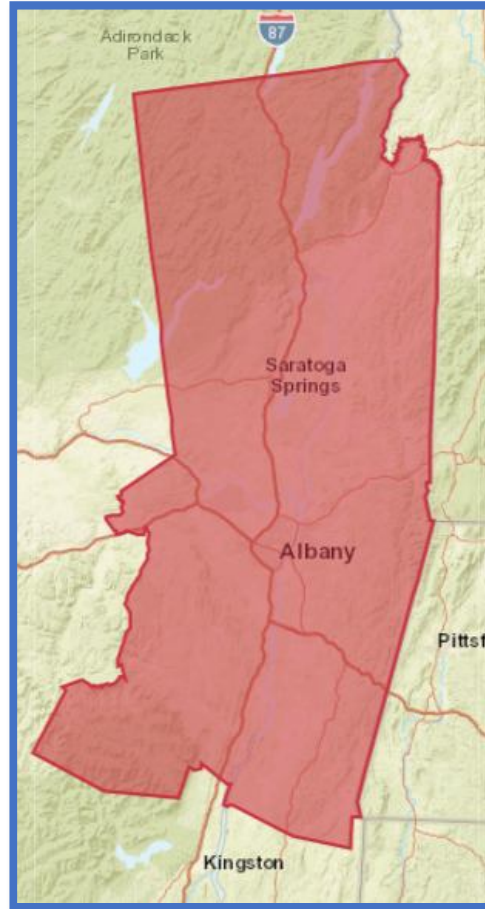


Southern Waterfront BOA

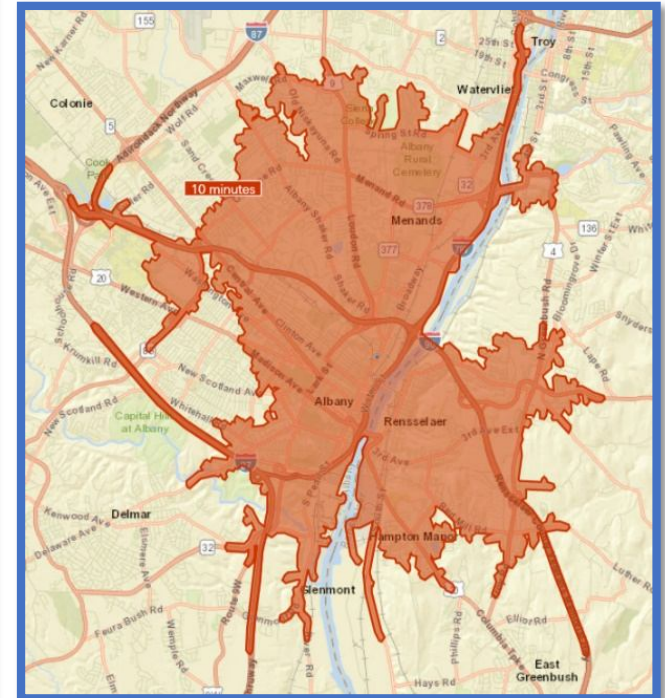




City of Albany, NY



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%

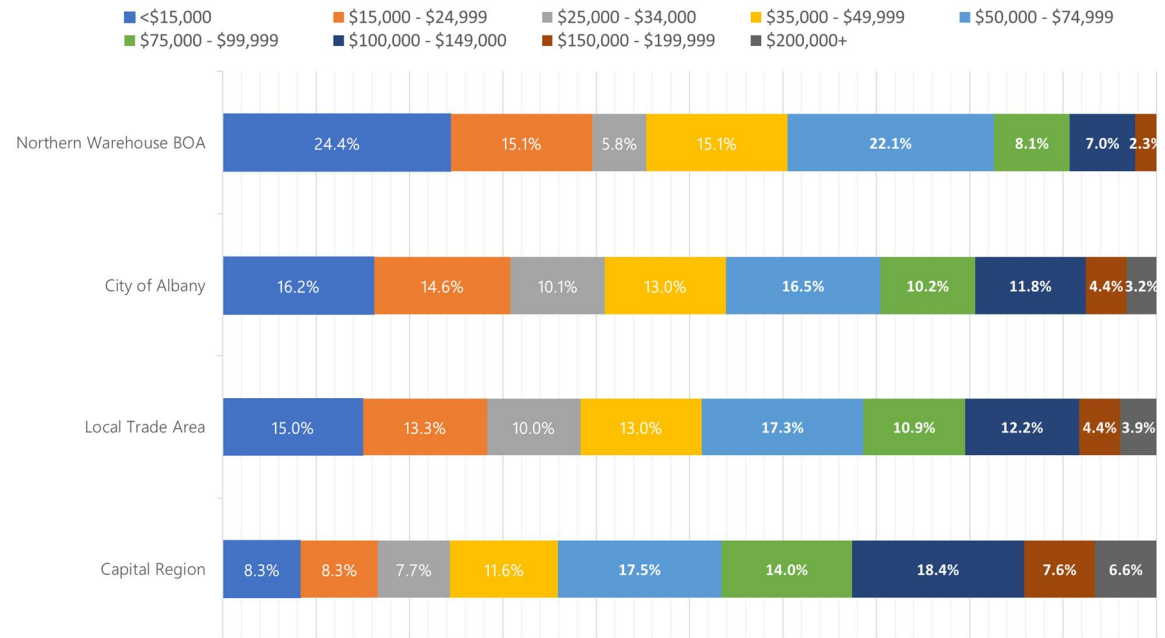
Source: ESRI

<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.

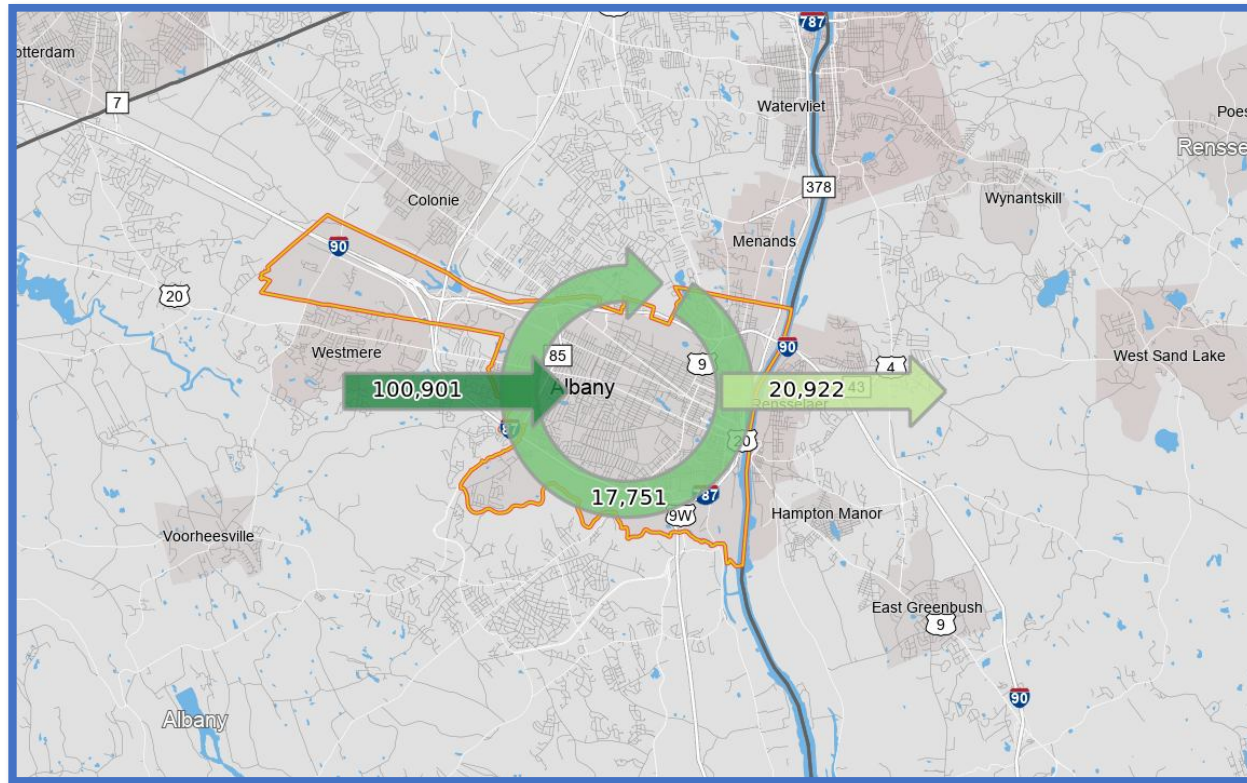
### Income Comparison, 2020

	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.



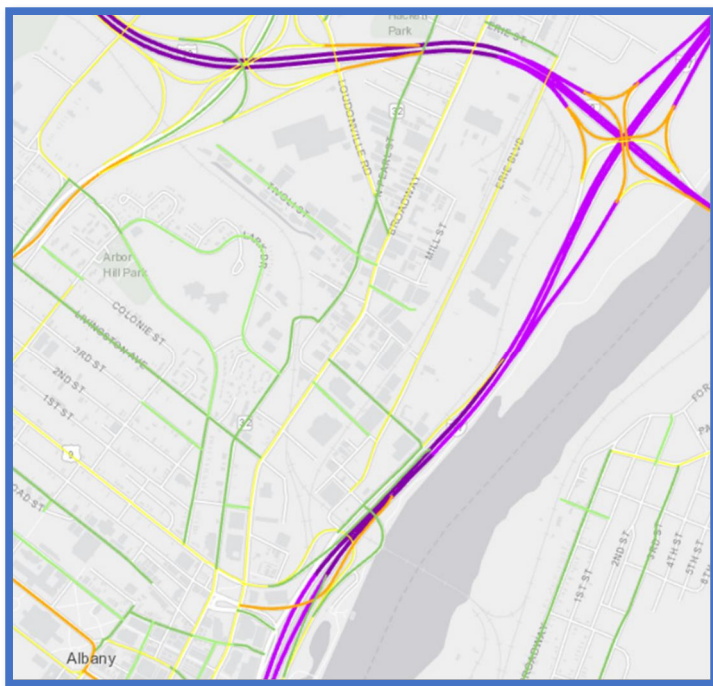
Source: CES OnTheMap

<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.

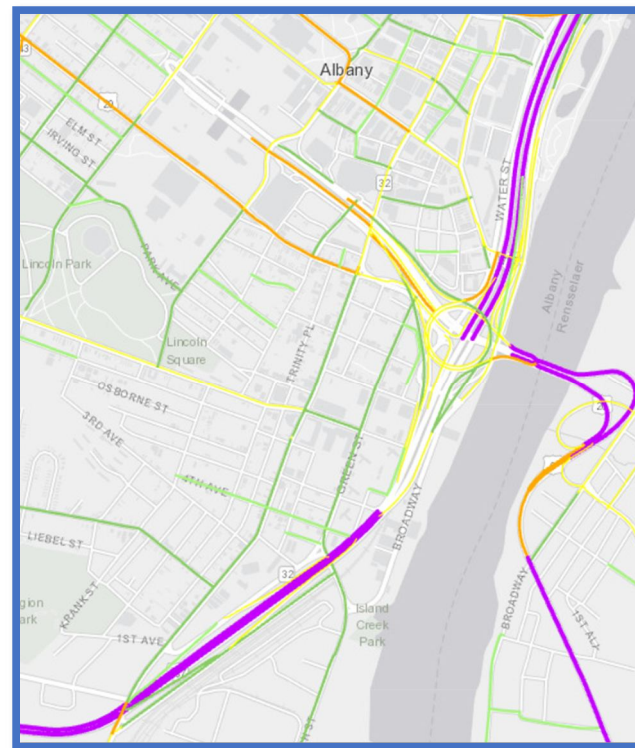


### Daily Traffic Volume

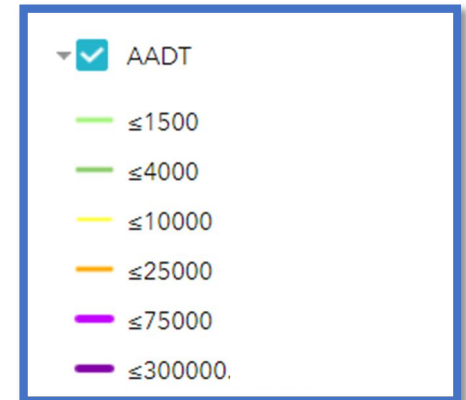
Daily traffic volume, as measured by annual average daily traffic (AADT), for the Northern Warehouse BOA (left) and Southern Waterfront BOA (right) are shown in the maps below. Both BOA areas are bordered by I-787 with average daily trips of over 75,000. Smaller streets of the Northern Warehouse BOA 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

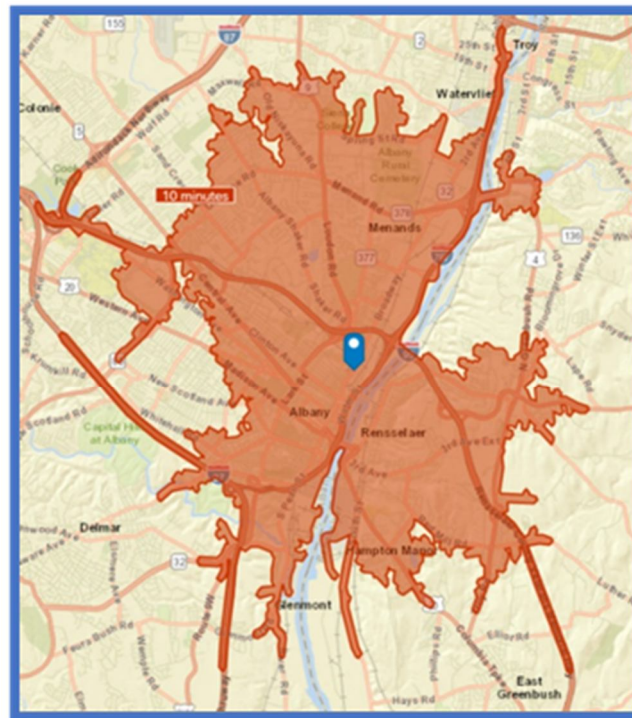


Source: NYS DOT Traffic Data Viewer

## 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.

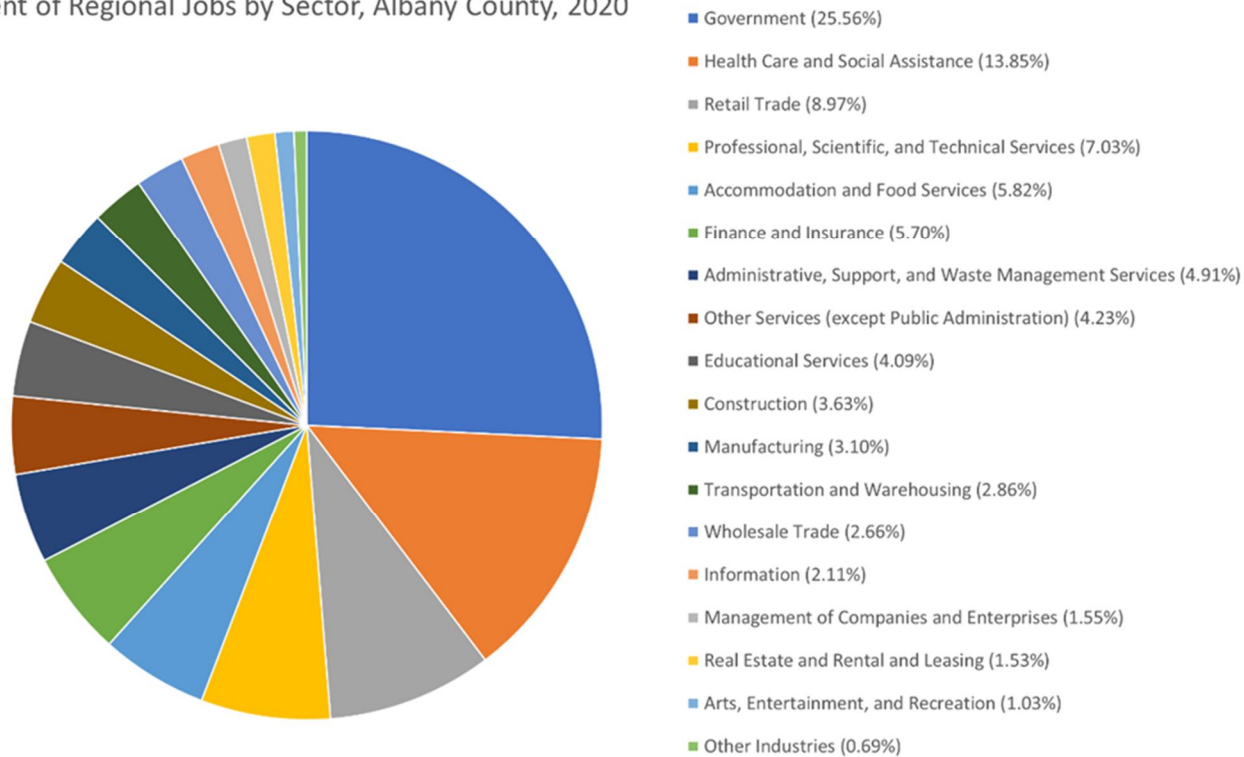


# Industry Analysis

## 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

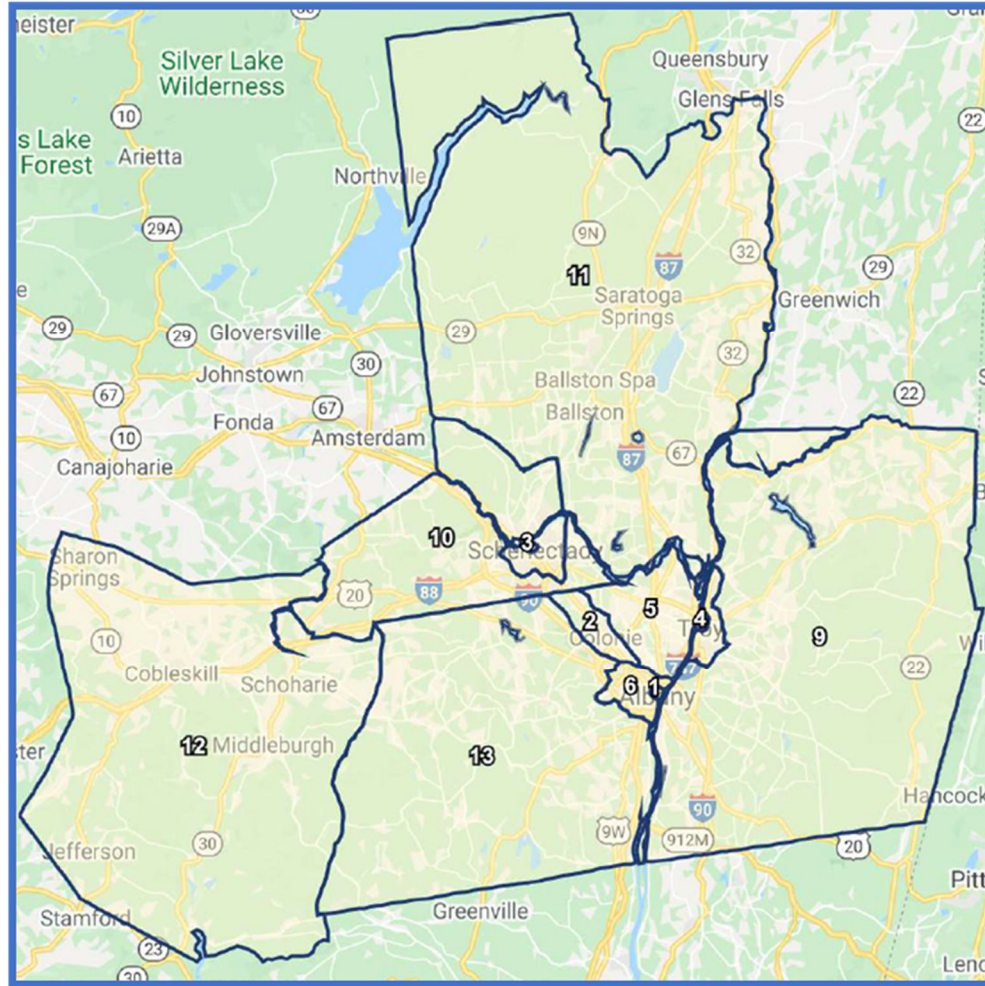
NAICS	Description	2020 Jobs	2030 Jobs	Change	% Change
3329	Other Fabricated Metal Product Manufacturing	461	659	198	43%
3359	Other Electrical Equipment and Component Manufacturing	449	551	102	23%
3116	Animal Slaughtering and Processing	149	218	69	46%
3344	Semiconductor and Other Electronic Component 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:

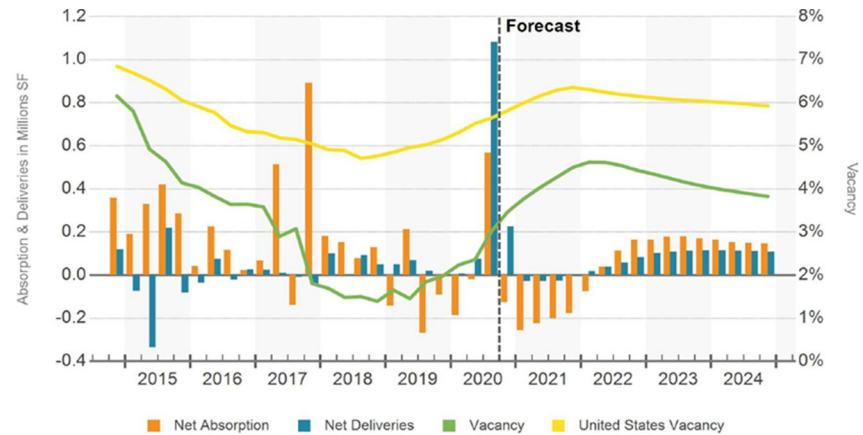
The Greater Albany industrial real estate market has shown persistently strong fundamentals over the last six years. Vacancy rates have gradually declined from 8% in 2014 to around 3% in Q4 2020. Over one million square feet of industrial space was delivered to the market in Q4 2020, accounting for the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

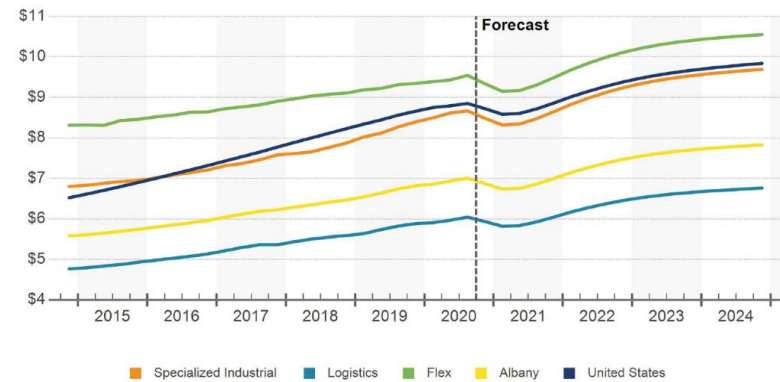
Currently, flex space in the Greater Albany market is priced at \$9.54 per square foot, specialized industrial at \$8.66 per square foot, and logistics at \$6.05 per square foot<sup>6</sup>.

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:

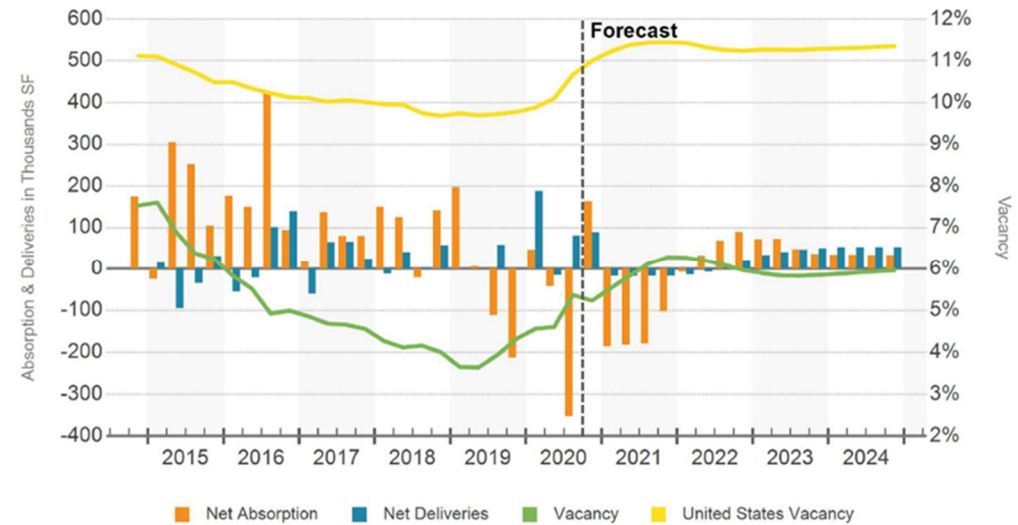
Vacancy rates in the Greater Albany market are substantially lower than national averages. From 2014, vacancy rates have dropped from roughly 7.5% to 5.5% in Q4 2020.

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.

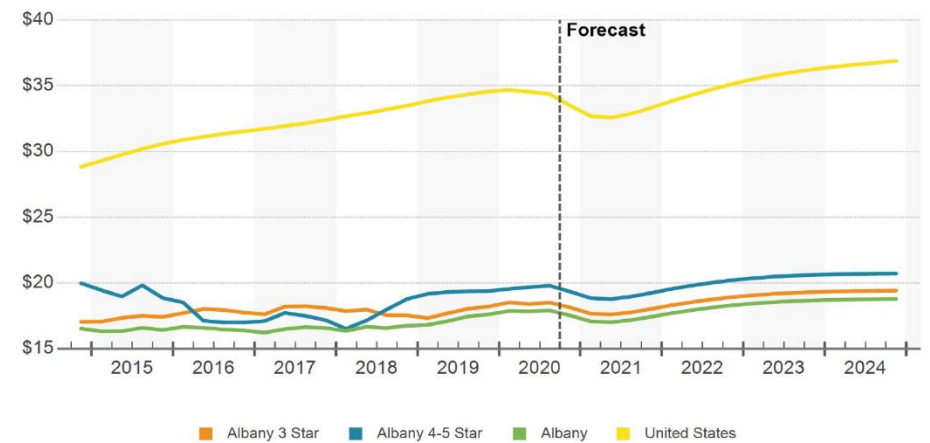
Current market rent is \$17.94 per square foot for office space in the Greater Albany market. As a subset of that, 4-5 Star-rated office space is priced at \$19.82 per square foot.

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.

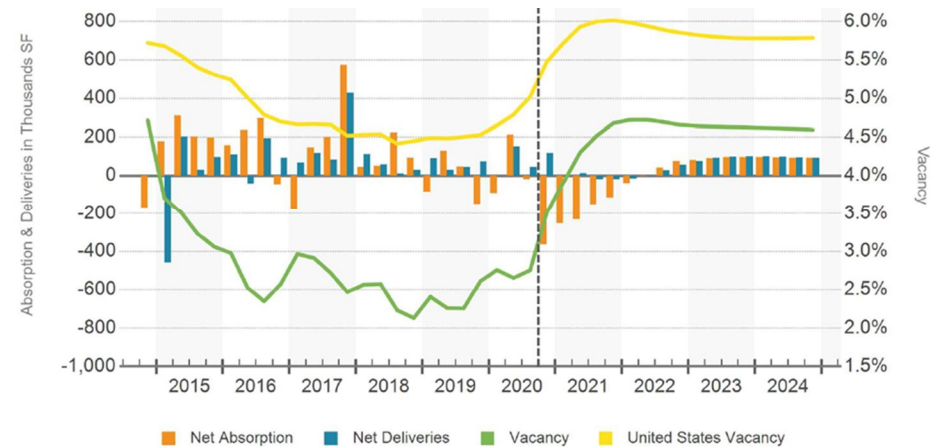
Current asking rents across retail categories for the Greater Albany market are as follows:

- 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

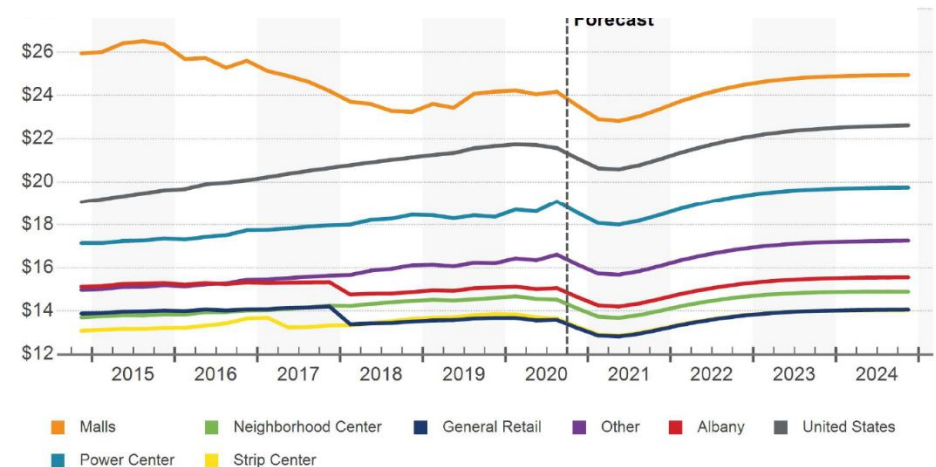
<sup>7</sup> Power centers are large-footprint (over 200,000 square feet) retail centers that usually contain three or more “big-box” stores.

## 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.

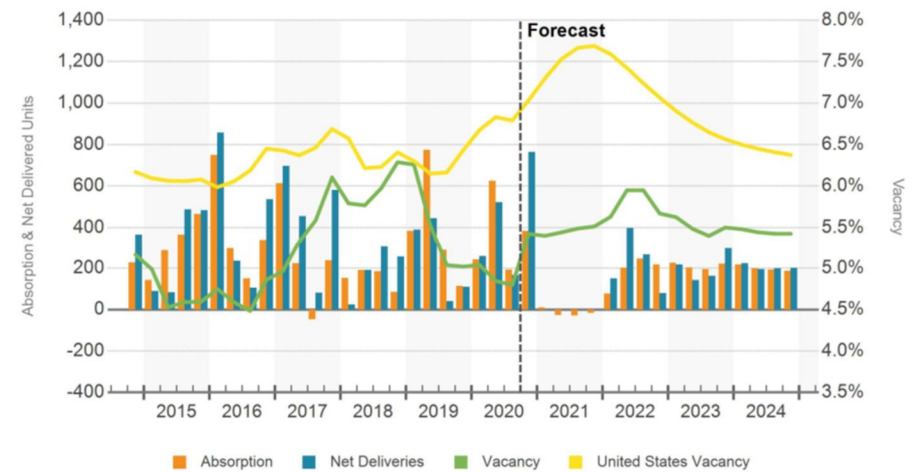
The Greater Albany multifamily market has had significant deliveries over the last six years, a result of strong demand for multi-family housing. Deliveries were largely leased up in the same year as they were brought to the market. Vacancy rates have also been consistently lower than national figures,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

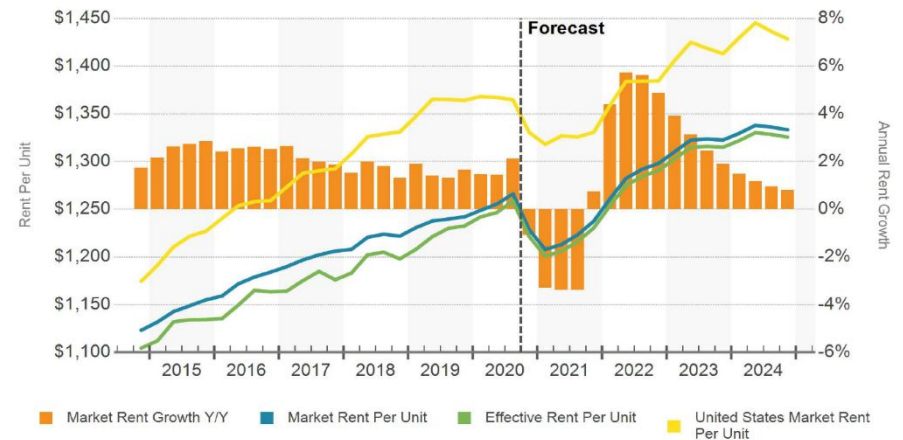
Market rents currently stand at \$1,266 per month per unit for multifamily properties.

### 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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# 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.



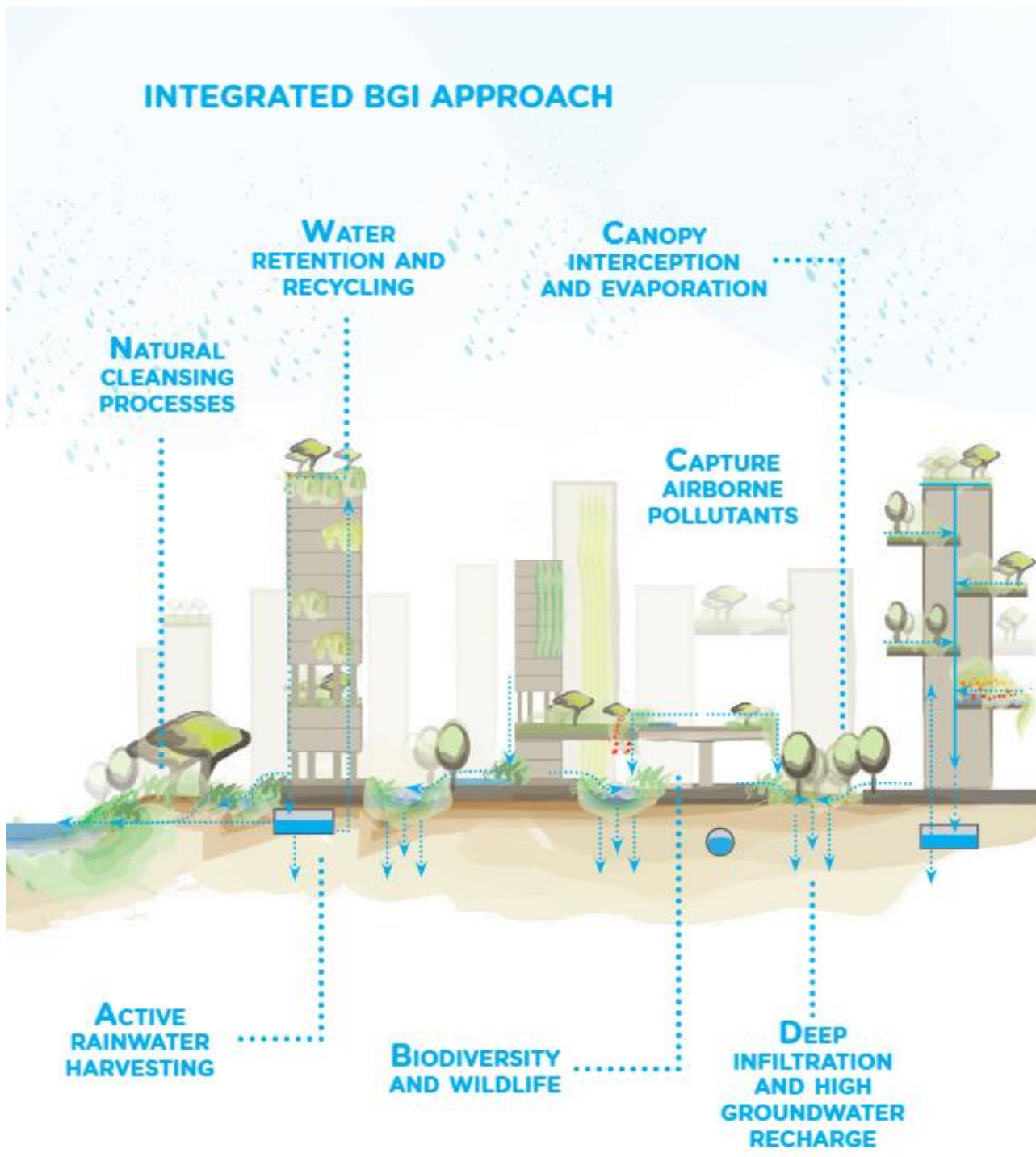


Figure 1. The integrated BGI approach closes the loop between natural climatic processes and urban systems.

## 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

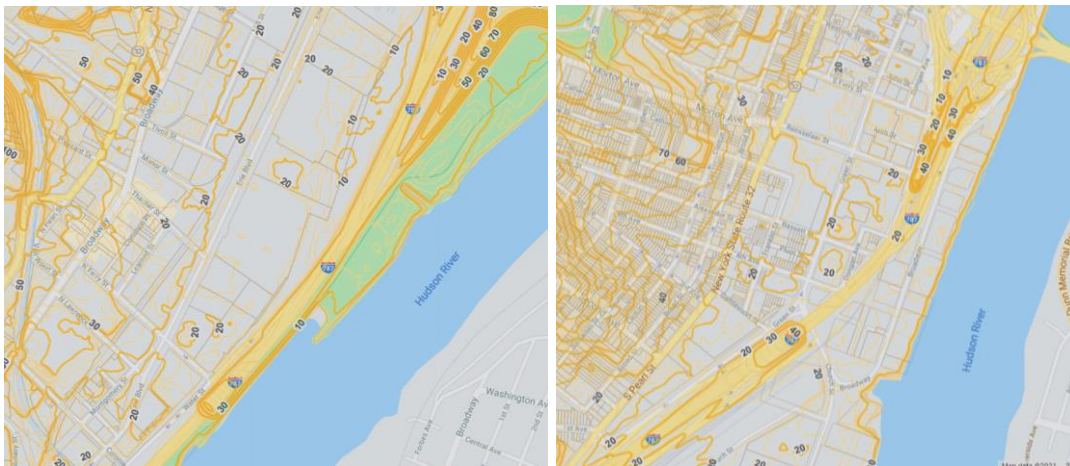
<sup>3</sup> ALBANY 2030. The City of Albany Comprehensive Plan Appendix A. Brownfield Opportunity Areas



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

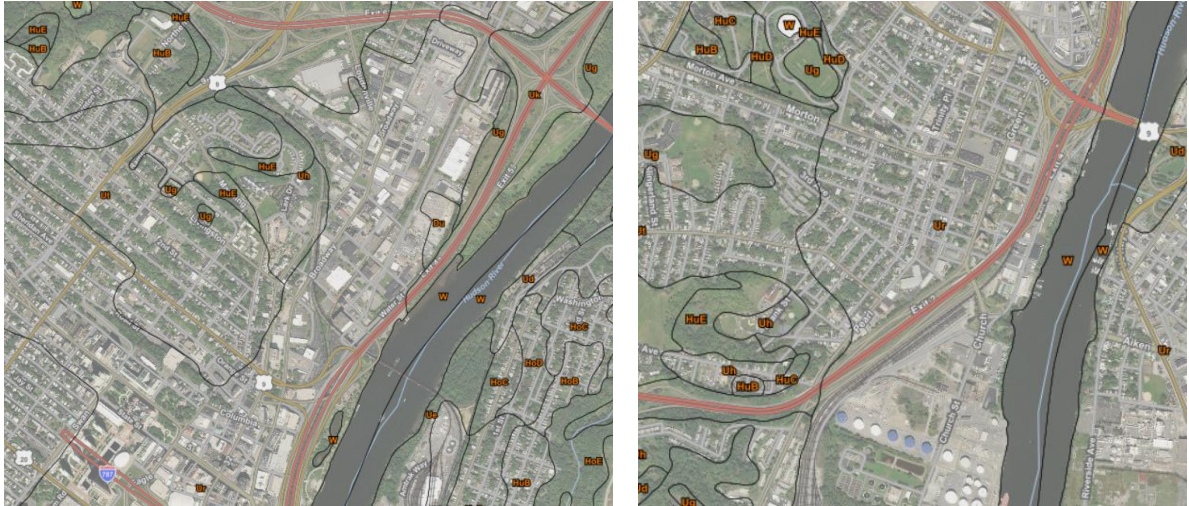
The topographical regime in the North Warehouse and South Waterfront Districts is characterized largely by grades sloping down to the Hudson River. 2008 Lidar mapping performed by Albany County is shown in Figures 2 and 3. In general, low-lying regions of cities are more vulnerable to flood risk. As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



**Figure 2. (left) N-BOA 2 ft 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

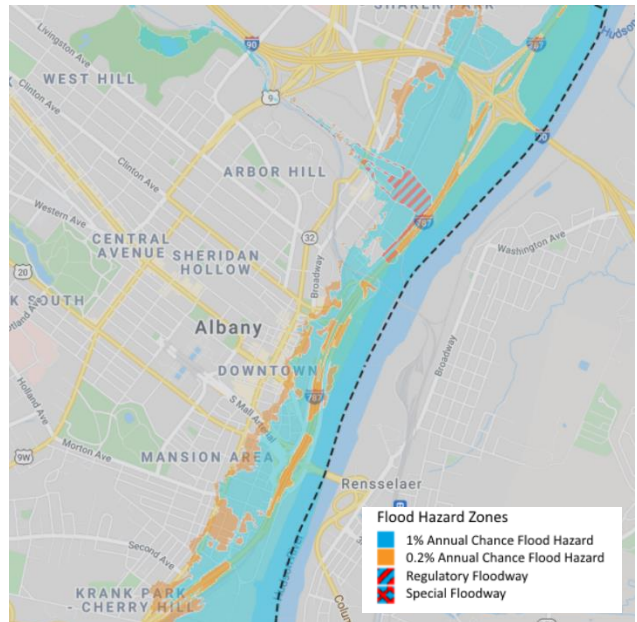
Soil survey data for Albany County was collected from the National Resources Conservation Service (NRCS) Web Soil Survey. The NRCS Soil Classification Map of Albany is shown in Figures 4 and 5 for N-BOA and S-BOA respectively. With the exception of a few acres of "Dumps" (Du) in the N-BOA territory between 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.

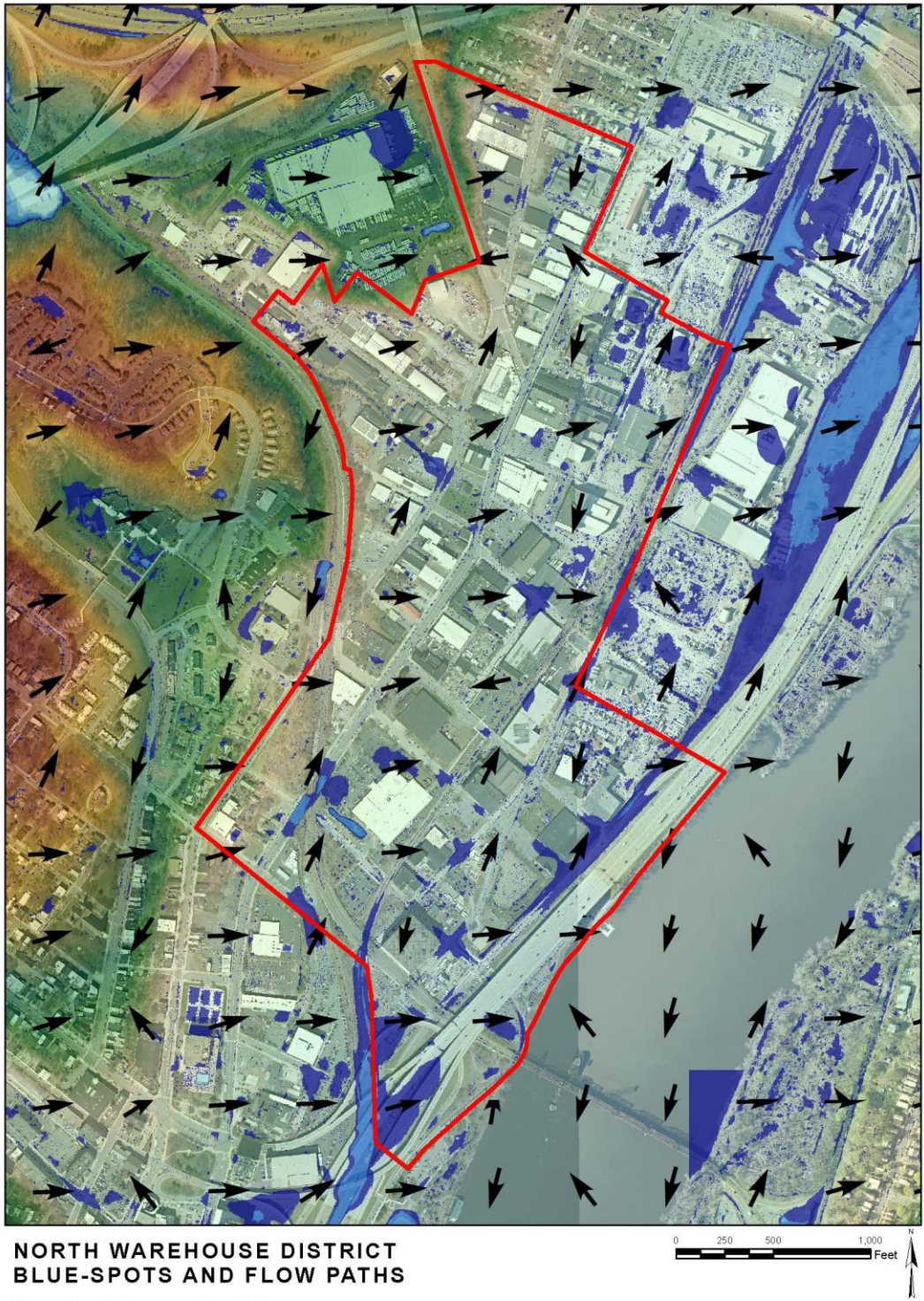
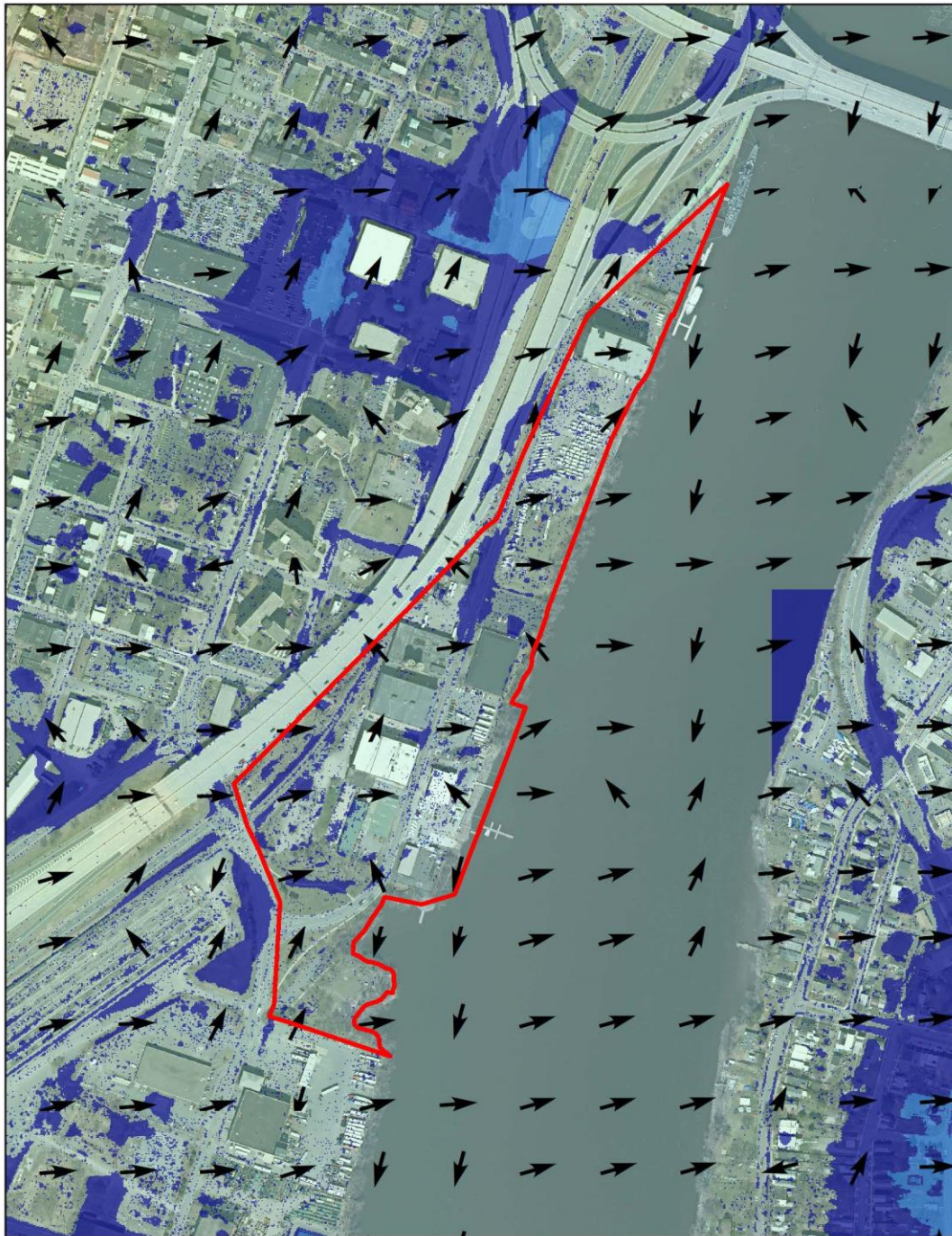
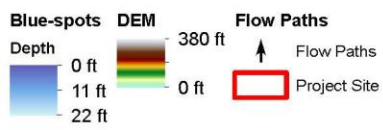


Figure 7. North Warehouse BOA Blue Spot Model Results





**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>

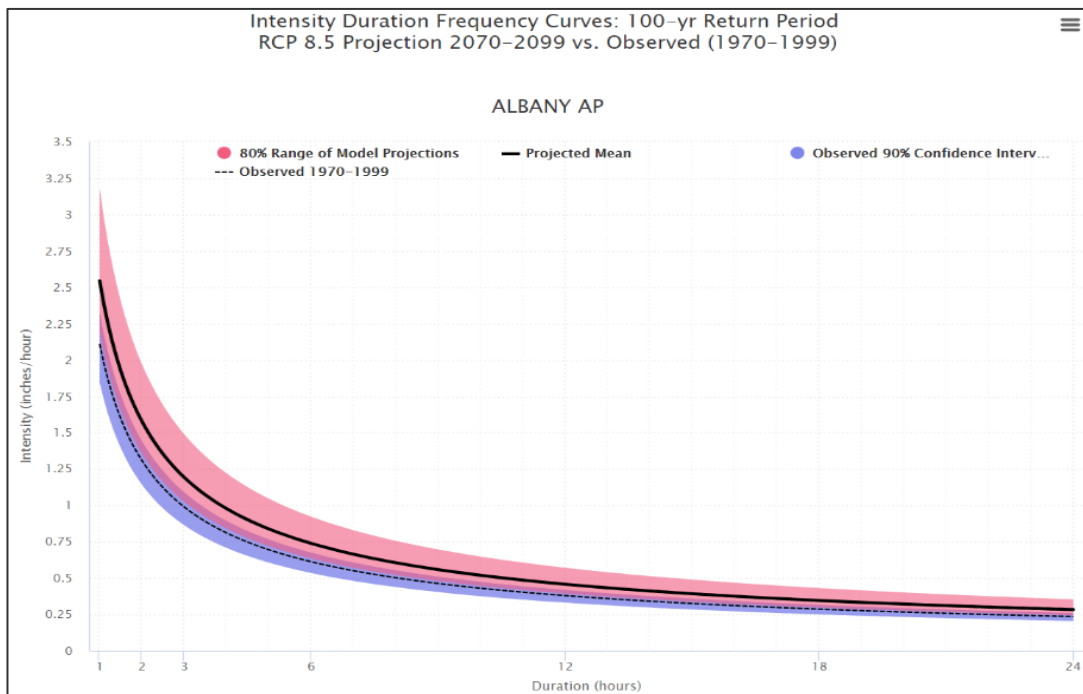
Figure 9. Northeast Regional Climate Center Extreme Precipitation Estimates

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.





### 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.

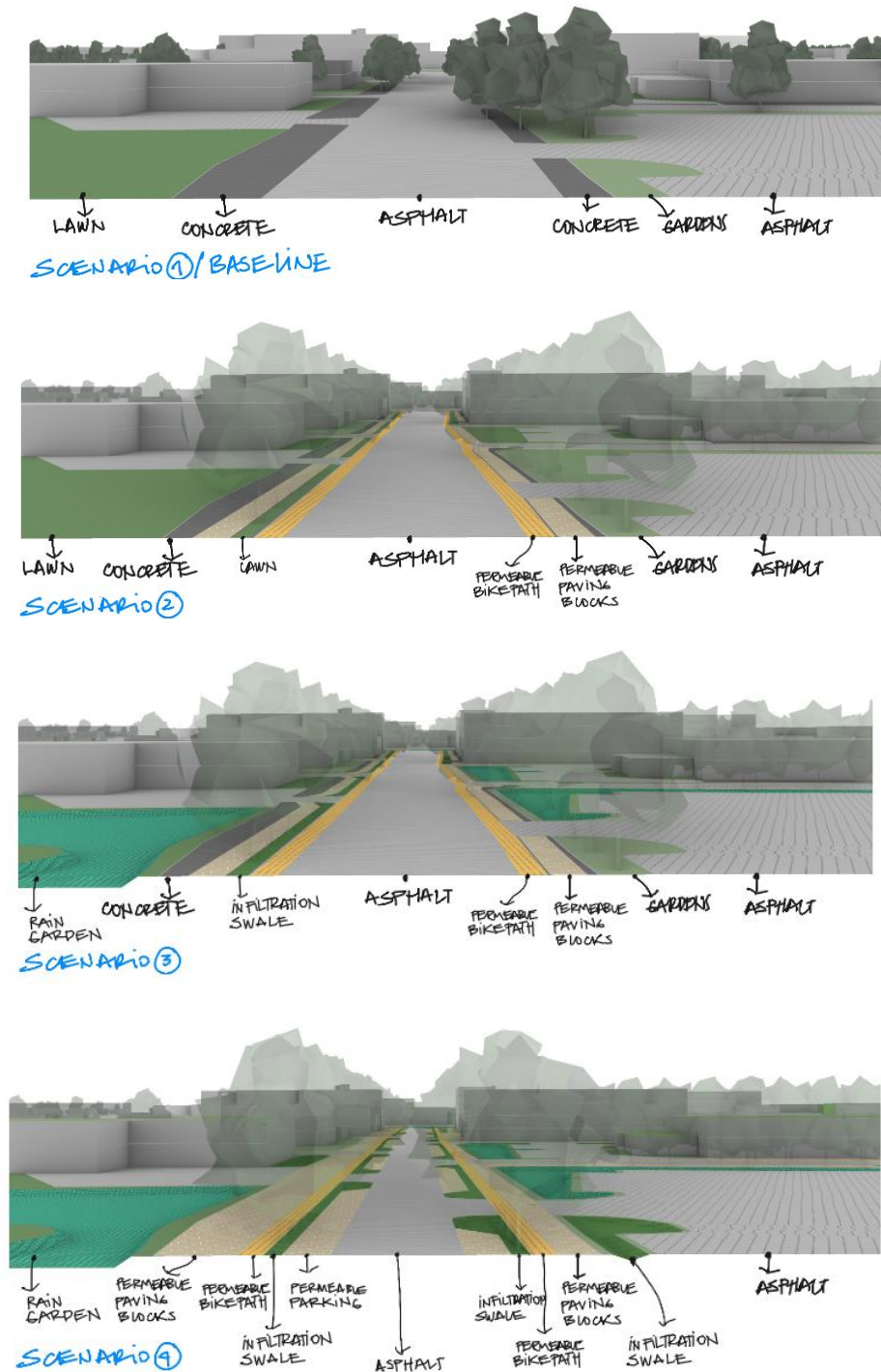
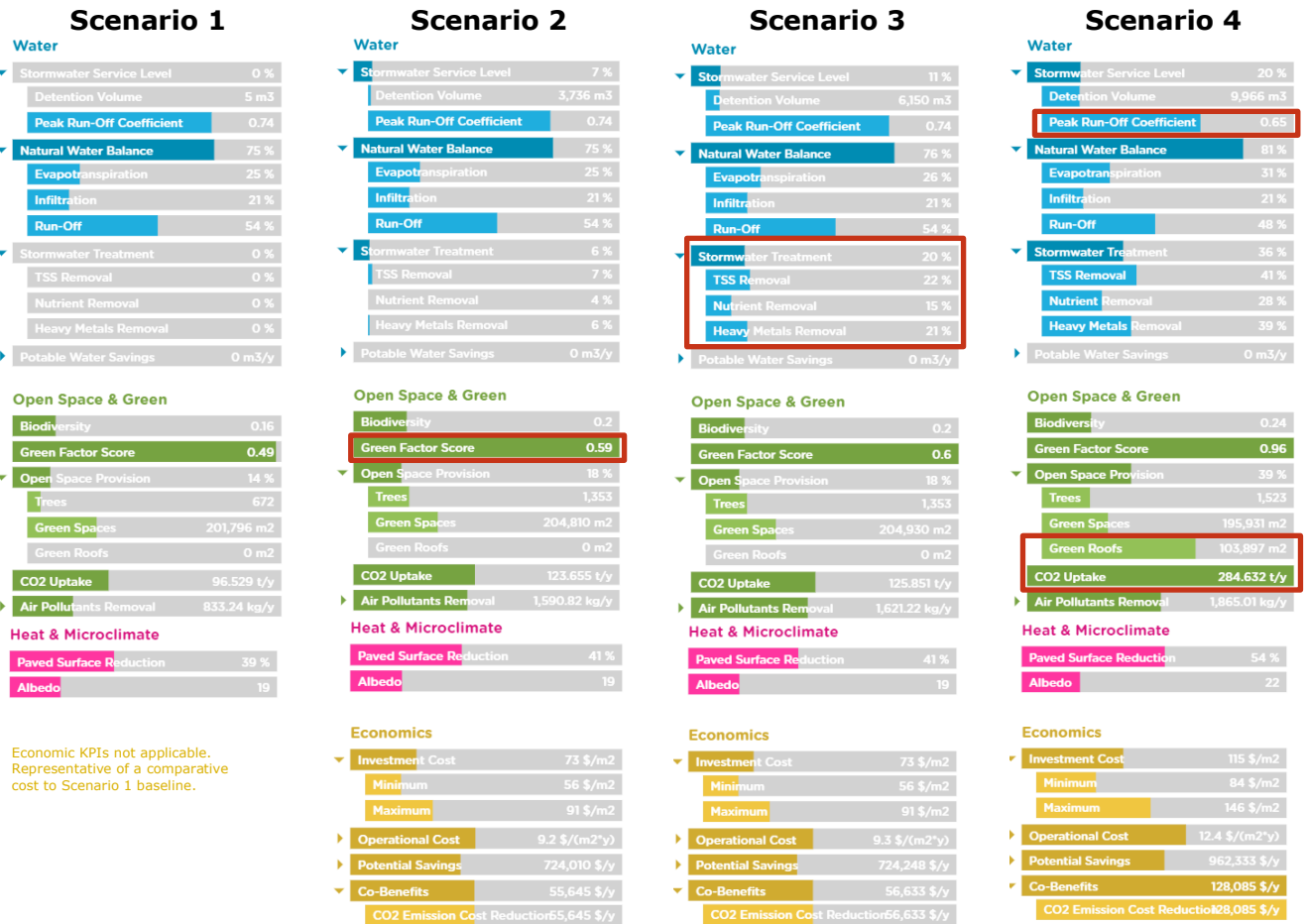


Figure 17. Green Streetscape Scenario examples for the N-BOA.



### 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.



#### 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.

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

## 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

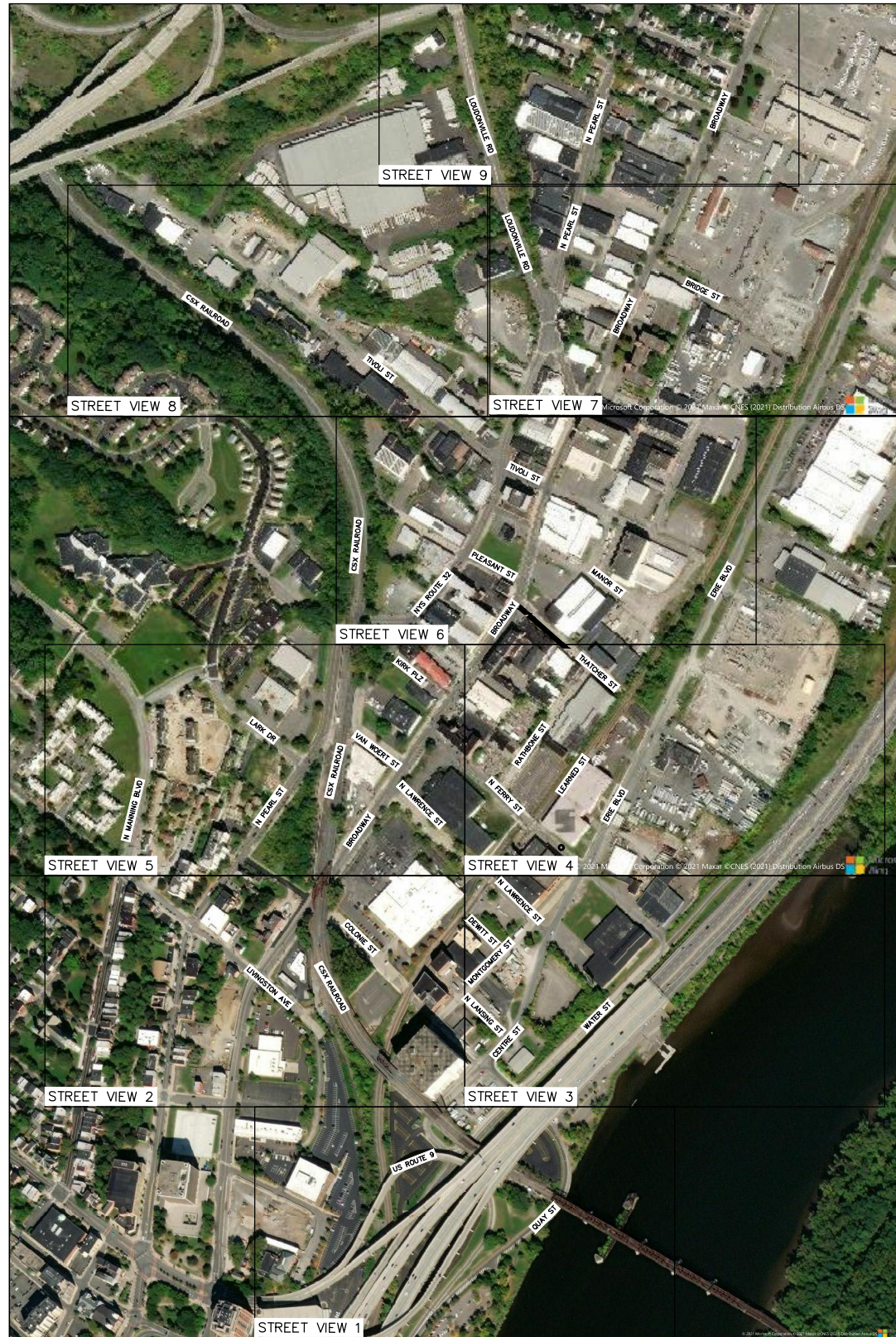
The integration of Blue Green Infrastructure into the redevelopment plan for the Albany Brownfield Opportunity Areas will serve to further the social, environmental, and economic goals of Albany's 2030 and BOA visions.

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**





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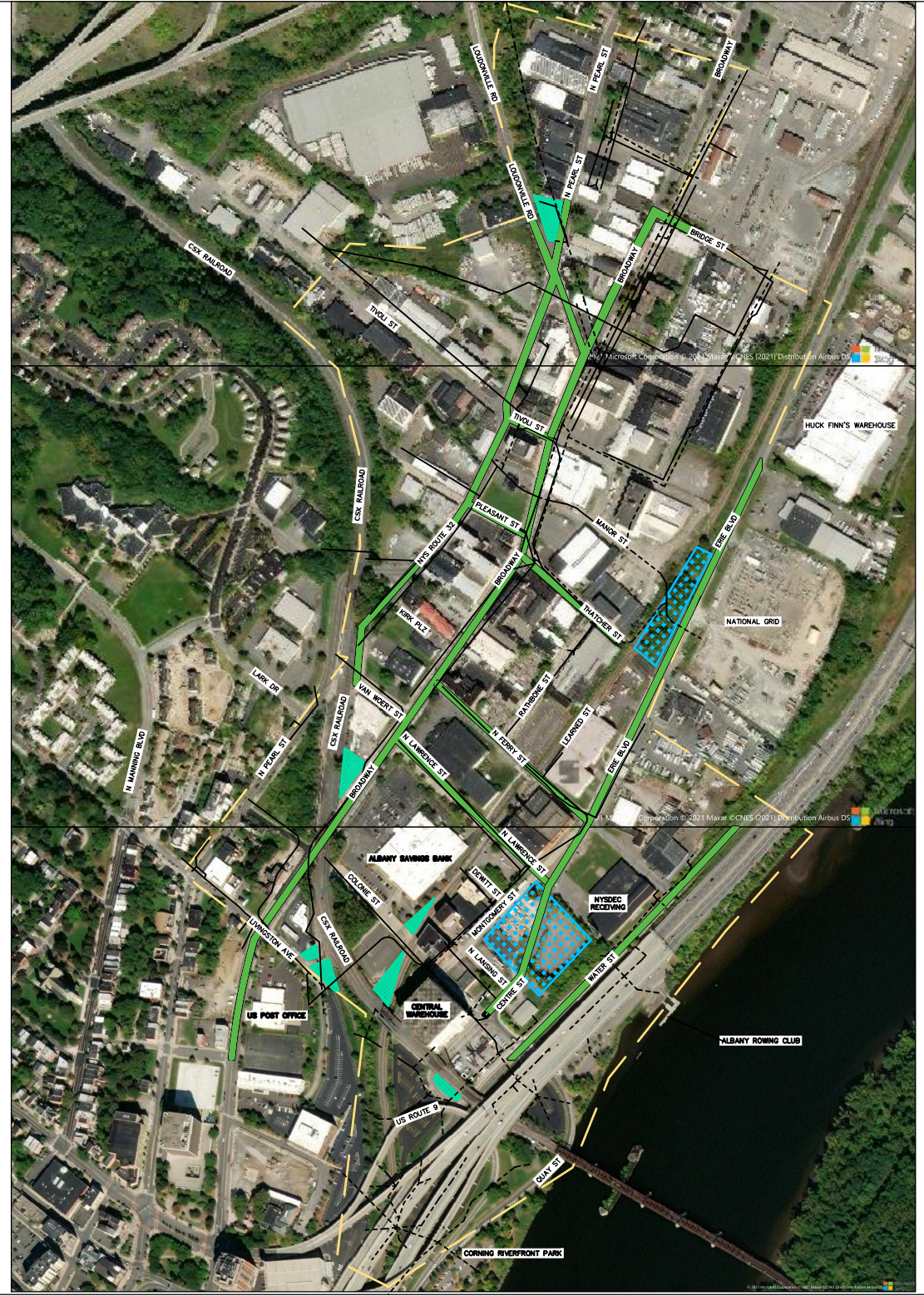
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**KEY**





**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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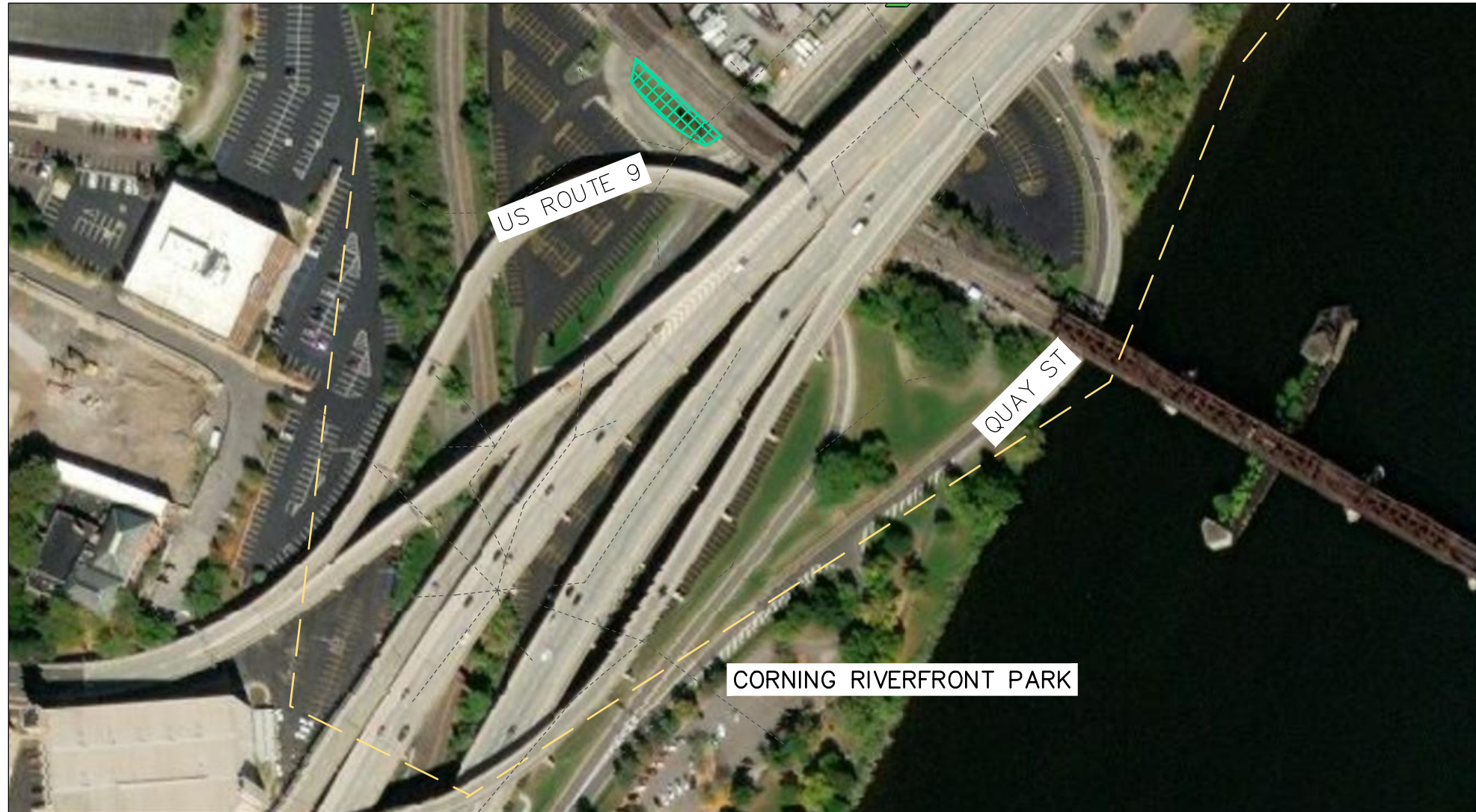


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	PROPOSED BGI STREETSCAPING
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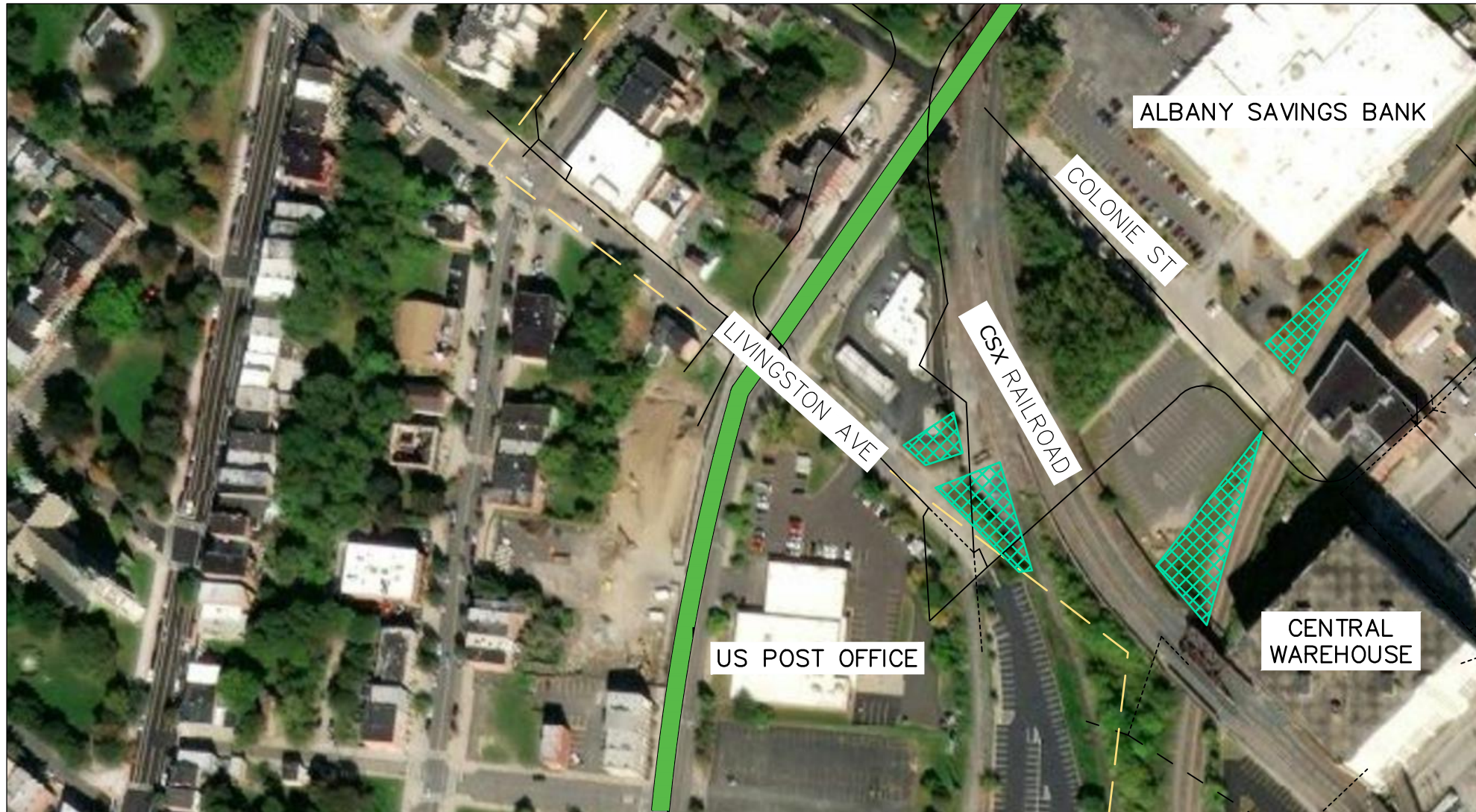
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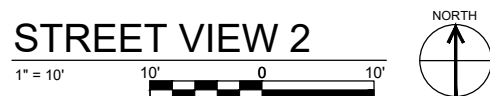
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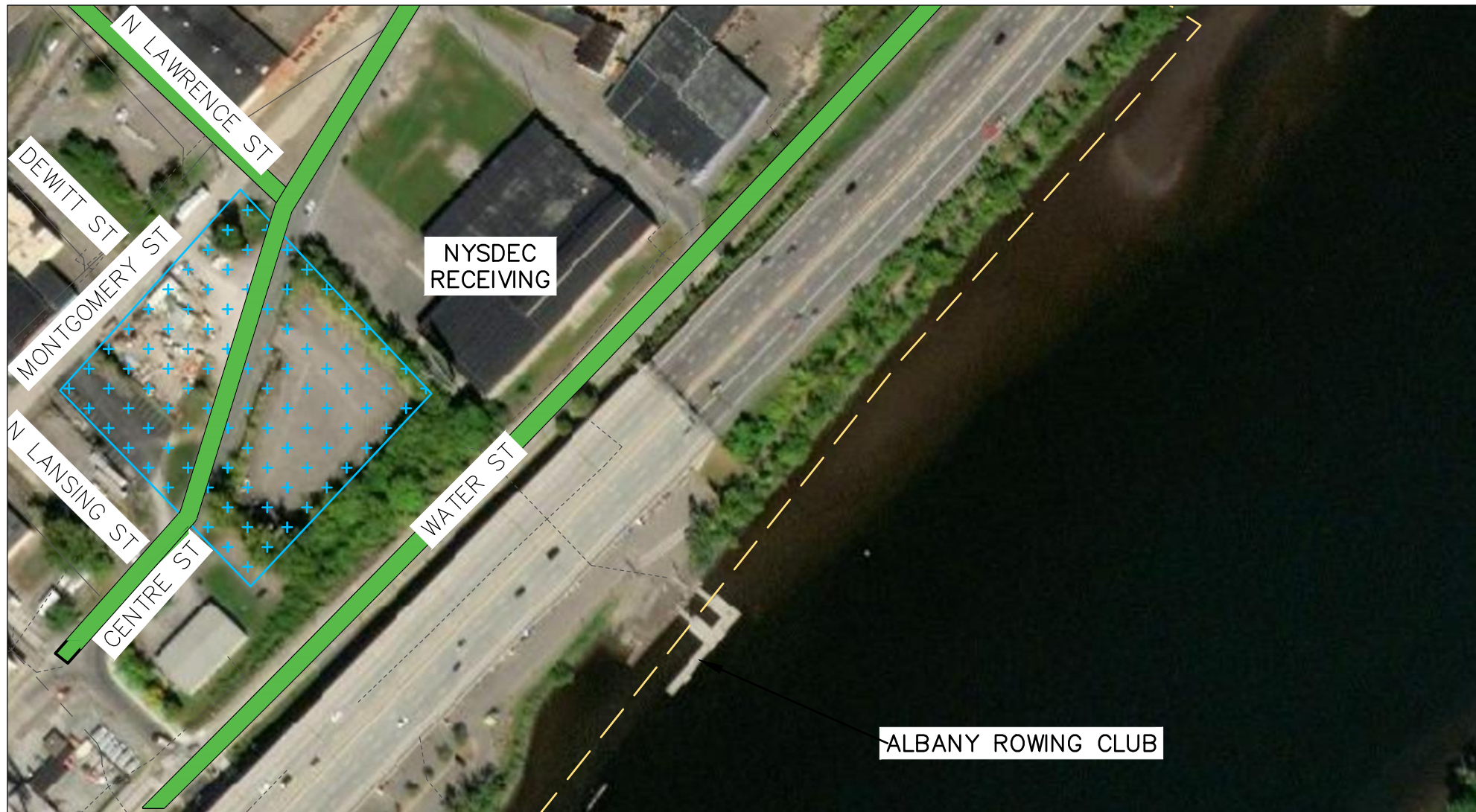
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	EXISTING STORMWATER GRAVITY MAINS
	PROPOSED BGI STREETSCAPING
	PROPOSED CONSTRUCTED WETLANDS
	PROPOSED RAINGARDEN

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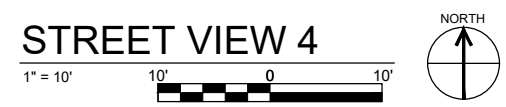
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	EXISTING STORMWATER GRAVITY MAINS
	PROPOSED BGI STREETSCAPING
	PROPOSED CONSTRUCTED WETLANDS
	PROPOSED RAINGARDEN

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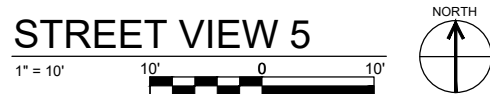
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	EXISTING STORMWATER GRAVITY MAINS
	PROPOSED BGI STREETSCLAPING
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- PROPOSED BGI STREETSCLAPING
- PROPOSED CONSTRUCTED WETLANDS
- PROPOSED RAINGARDEN

**STREET VIEW 6**  
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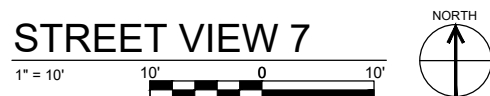
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



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	EXISTING STORMWATER GRAVITY MAINS
	PROPOSED BGI STREETSCAPING
	PROPOSED CONSTRUCTED WETLANDS
	PROPOSED RAINGARDEN

**STREET VIEW 8**  
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



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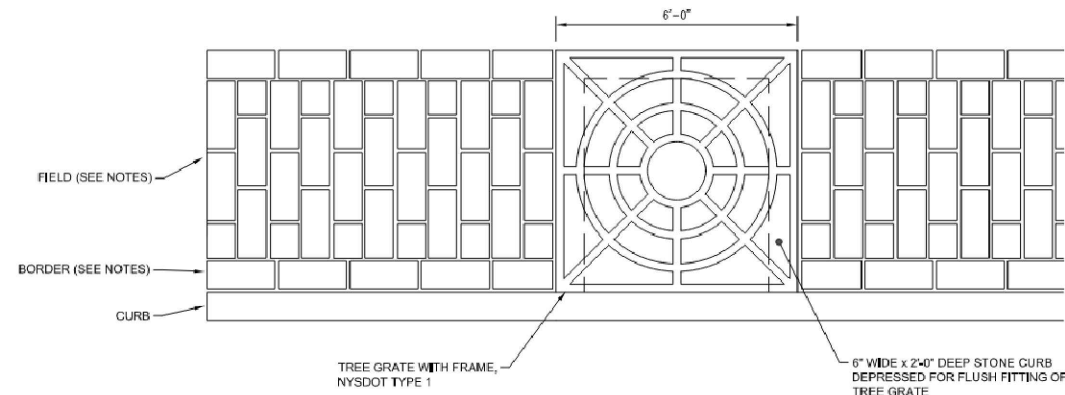
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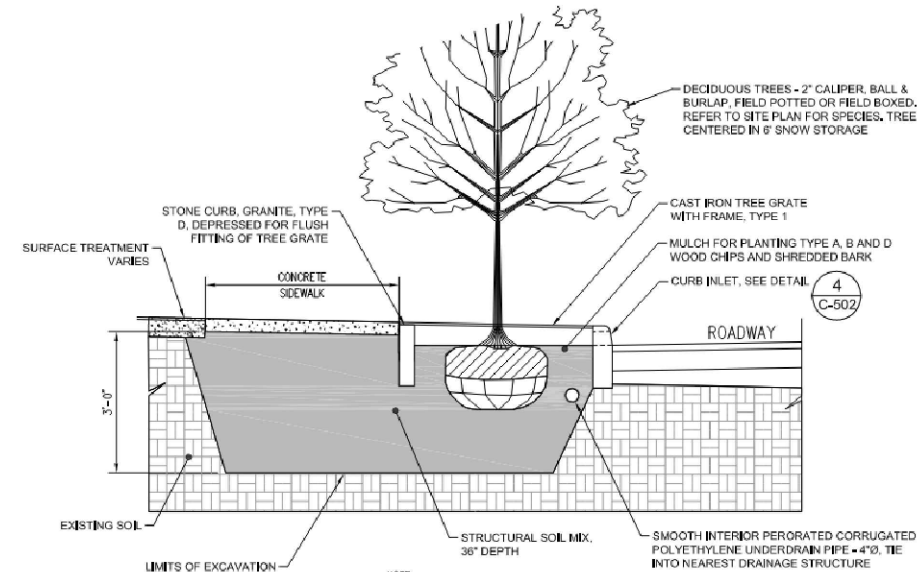
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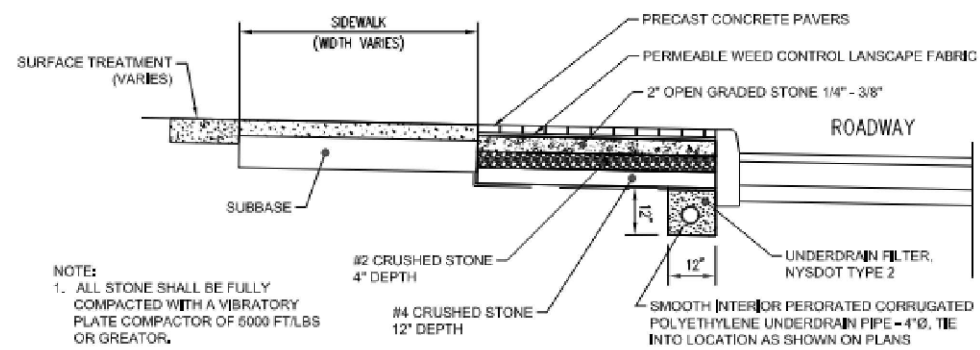
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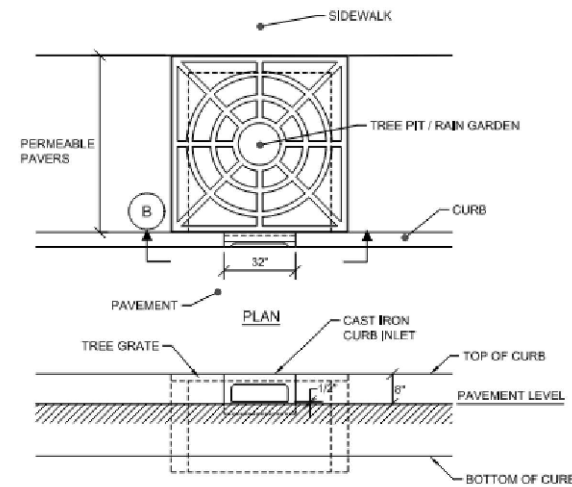
**TREE PIT SECTION**

NOT TO SCALE



**SIDEWALK / PAVERS TYPICAL SECTION**

NOT TO SCALE



**CURB INLET DETAIL**

NOT TO SCALE

**PRELIMINARY  
NOT FOR  
CONSTRUCTION**

DATE: 08/08/21

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

IN CHARGE OF _____				
DESIGNED BY _____ CHECKED BY _____				
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O'BRIEN & GERE ENGINEERS, INC



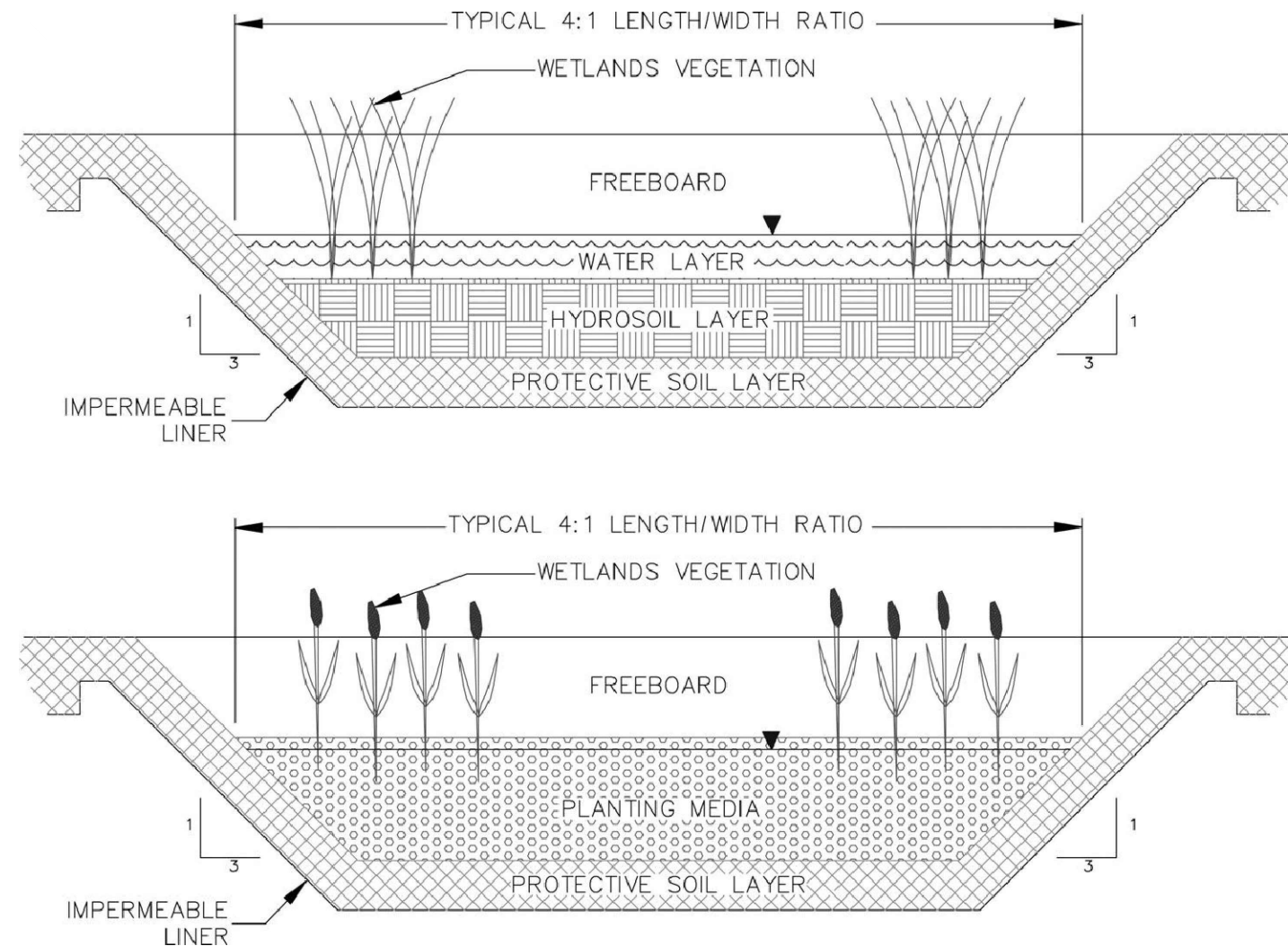
CITY OF ALBANY  
NBOA LWRP REDEVELOPMENT BGI  
NORTH WAREHOUSE DISTRICT  
STREETSIDE BGI DETAILS

FILE NO.  
1940100192  
DATE  
AUG 2021

**G-10**







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

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CITY OF ALBANY  
 NBOA LWRP REDEVELOPMENT BGI  
 NORTH WAREHOUSE DISTRICT  
 CONSTRUCTED WETLAND DETAIL

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 DATE  
 AUG 2021

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# 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 (NYS DOS.) 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															
LWRP Section V: Local Implementation Techniques															
BOA Implementation Strategy															
LWRP Section VI: State Actions															
LWRP Section VII: Local Commitment and Consultation															
LWRP Draft															
BOA Draft Nomination & Executive Summary															
<b>Final Plans</b>															
Preparation of Final BOA Nomination															
Final LWRP															

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.

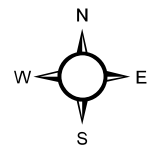
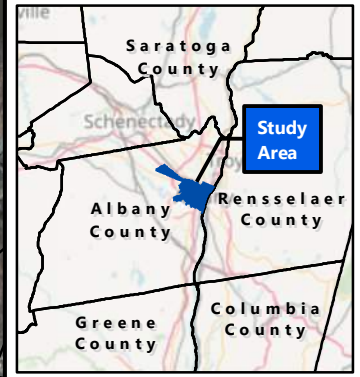
Study Area Figures for the two areas described follow.



**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**

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Data provided by NYS GIS Clearinghouse & Other Third Parties.








Issuance Date: 3/29/2021

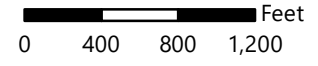
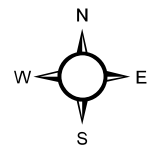
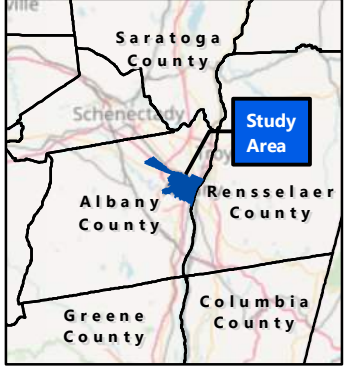




**City of Albany B.O.A.  
Rail Study  
Southern Crossings  
City of Albany  
Albany County, NY**

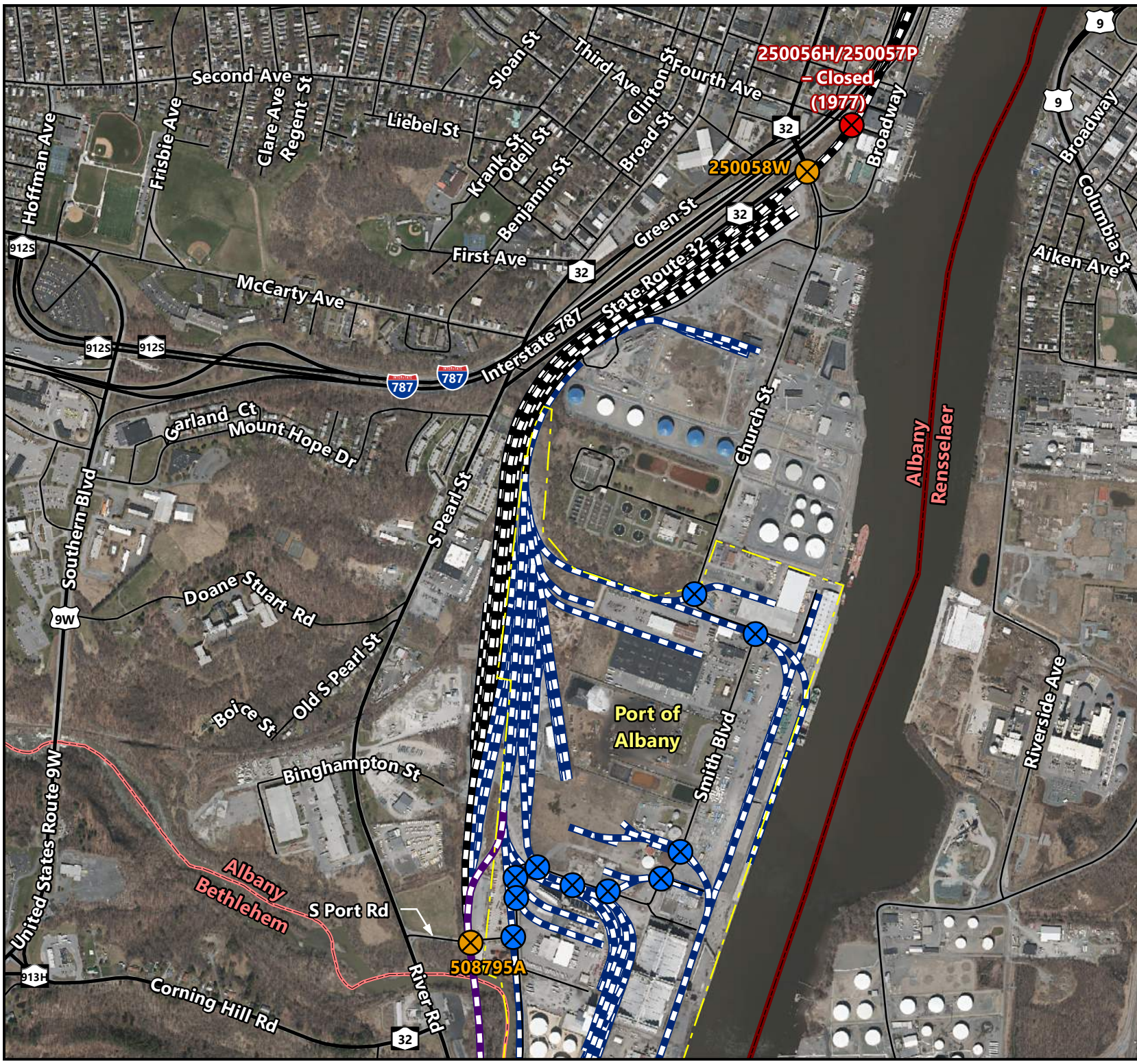
**Legend**

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



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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.

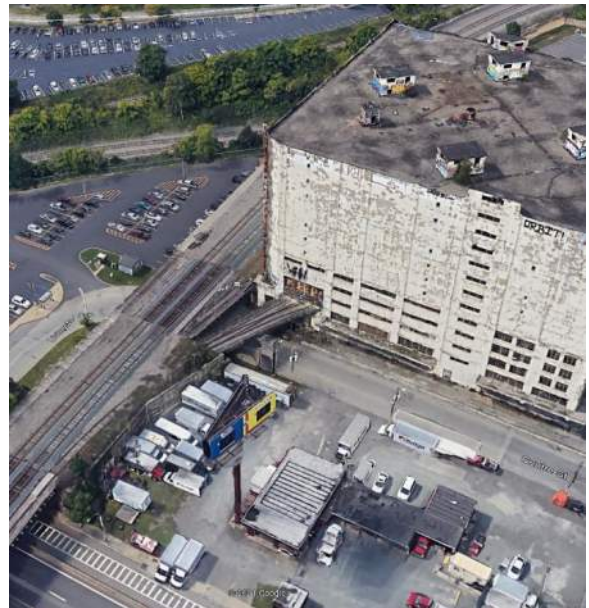
#### 3.1.3 Surpass Chemical Spur

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.

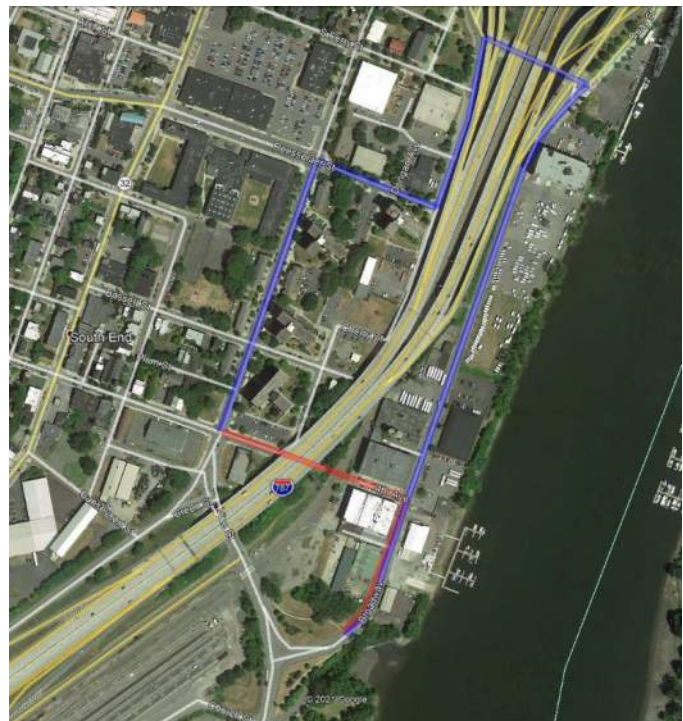




Finally, consideration was given to reopening the spur for some type of specialized service to the building. However, all rail switching to this spur was removed in the mid-2010's, when the railroad did their dual tracks upgrade. Because of this new switching would need to be installed, which would require 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

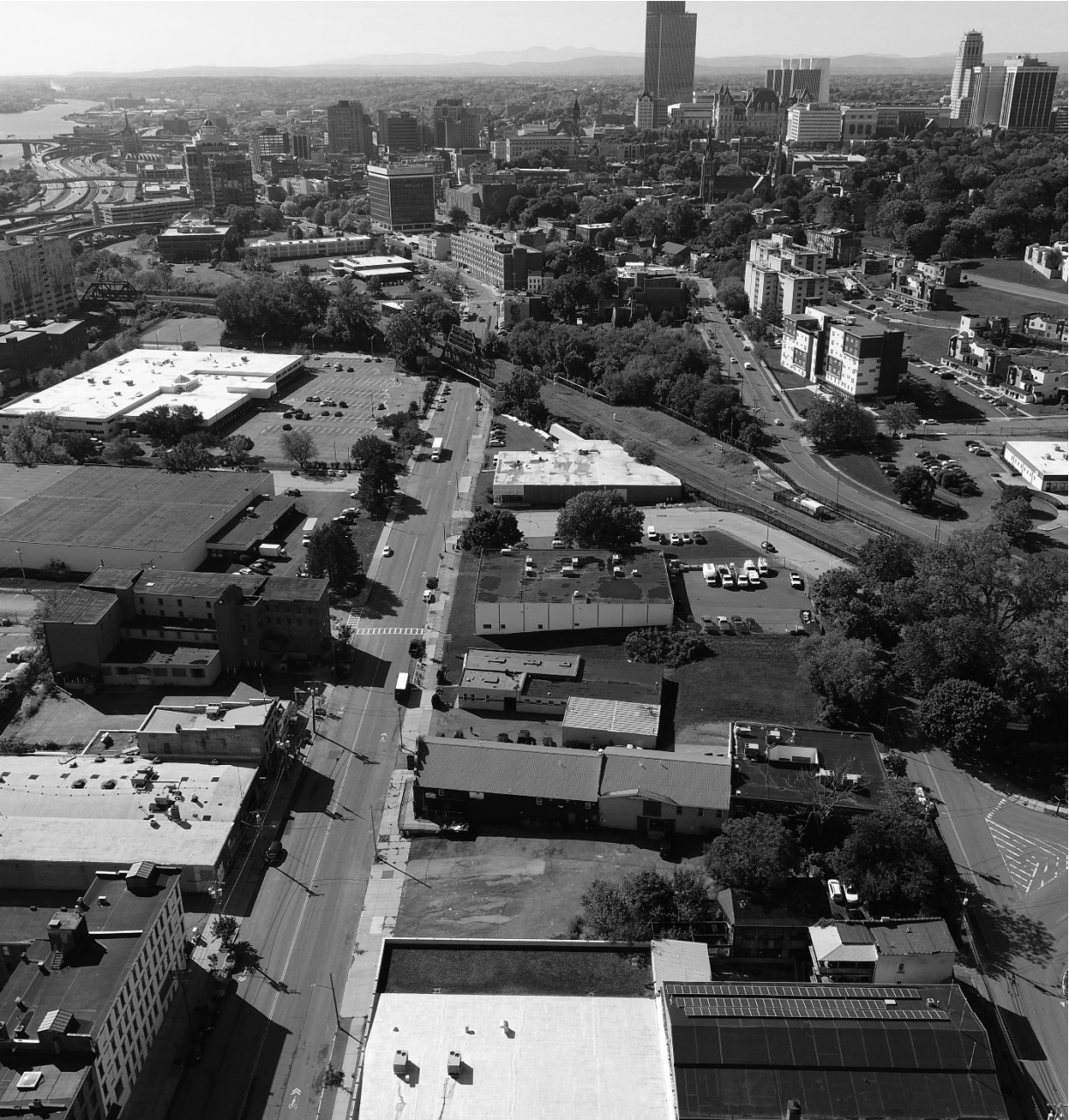
new multi-use trail recently being constructed and crossing Church St immediately adjacent to the crossing at the I-787 ramp intersection. As shown in the picture to the right, the multi-use trail is just 30 feet northwest of the crossing and a sidewalk picks up 130 feet southeast of the crossing, so 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 - Summer 2021 North Warehouse District Brownfield Opportunity Area (N BOA) Public Survey Outcomes



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



## Summer 2021 North Warehouse District Brownfield Opportunity Area (N-BOA) Public Survey Outcomes





Outcomes of the N-BOA survey are enclosed including:

- Survey Introduction
- Respondent Profile
- Future Uses responses
- Revitalizing N-BOA responses
- Travel to/from/within N-BOA responses
- Additional comments
- Closing page

# N-BOA Public Survey



## SURVEY INTRODUCTION

### Purpose of the Survey

This survey gathers public input on the vision for Albany's North Warehouse district to inform the North Warehouse Brownfield Opportunity Area program nomination study (N-BOA). The N-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 N-BOA planning process over the next year. **The survey has ten questions, please respond to as many as you would like.**





### What is the N-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 N-BOA, the City will complete an in-depth analysis of existing conditions and potential redevelopment scenarios for an approximately 102-acre area of the North Warehouse District near the Hudson River.

Next

# Respondents = 35 Total

- General public, mostly Albany residents and employees, including almost half who are frequent users of the area. A few business owners.

	Total #
Albany resident	30
Work in Albany	22
Property owner in City	20
Business owner in City	5
I am a frequent user of the North Warehouse District (e.g. visitor, employer, etc)	14

How else would you describe yourself? (Write-in responses, so numbers probably higher for all)	Total #
<b>*14 respondents answered this question</b>	
Retired	5
Professional (e.g. teacher, environmentalist)	3
<u>Millennial / young</u>	3
Artist / Musician / Creative	2
African American	1
often in North Waterfront area to purchase equipment/supplies.	1
Parent	1
White	1
Homeowner	1
Urbanist	1

# 1. Comments on the Vision (28 respondents)

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

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

### North Warehouse Brownfield Opportunity Area Draft Vision:

"The North Warehouse district has built on its history as a working waterfront and its natural and human resources including its Native American, African American, and immigrant heritage to become a model for sustainable urban revitalization and placemaking. The district reflects a balanced approach to economic opportunity, social equity, and environmental quality that is locally driven and benefits all members of the community."

### Vision Sub-components

1. Distinct and Authentic Character
2. Vibrant Urban Activity Center
3. Safe, Livable Communities
4. Prosperous Economy
5. Multi-Modal Transportation
6. Green City Albany

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

### Other comments (individual)

- connected to downtown
- Make safety a priority
- restaurants and breweries
- Activity at night
- Viable family-friendly commerce & restaurants
- Walkable paths
- mix of established and new businesses
- like the focus on equity and all who lived here
- prioritize people over "economic prosperity."- this word often means profits of privileged few rather than well-being of all
- like recognition that a working waterfront
- encourage residential
- repurpose / rehab existing spaces
- capitalize on new cool businesses
- attract young people to area
- more green spaces
- better liveability for all
- attention to the environment
- No residential or public spaces in No-Ware
- wary of residential / hipsterizing
- Too exclusive (only certain groups named)
- knock down central warehouse
- add an intersectional component to the 6
- replace "green" city albany with "sustainable"
- Infill development good, keep industrial, warehouse nature.

Vision (n=29)	Frequency
Like it	9
Too general / vague	5
Like but skeptical of success	4
Great	3
Uninspiring / room for improvement	3
<b>Comments what to keep or add</b>	
make it more accessible (multimodal)	3
Clean up area	2
Access for waterfront	2
<b>Comments what to change or take out</b>	
Support / Don't drive out taxpaying businesses	3
Keep No-Ware industrial	3

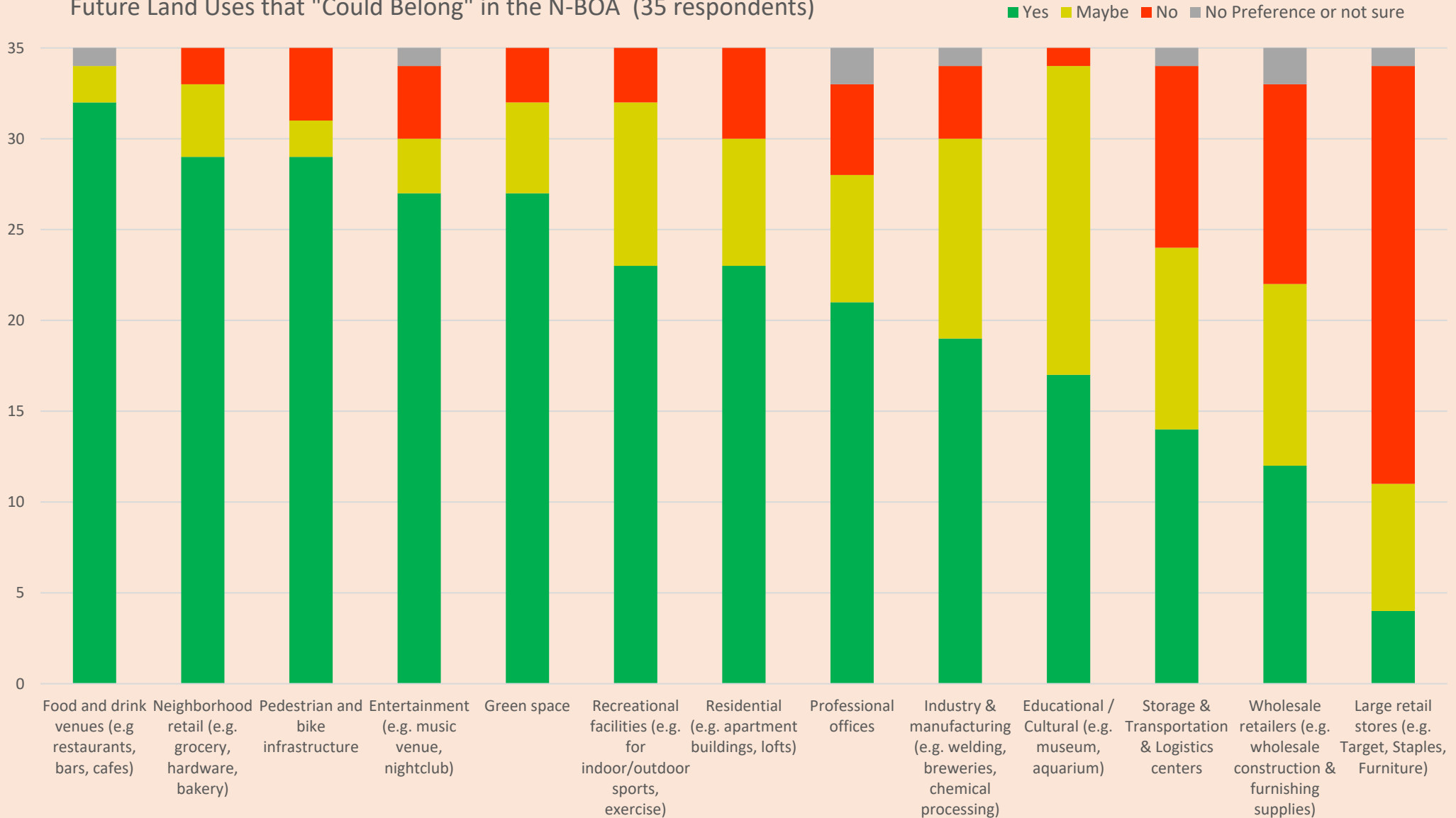


## 2. Future Uses - A

**2. Future Uses:** At present, the North Warehouse district is predominantly commercial land with a few parcels of industrial, vacant, transportation, and community/public land uses. Most of the area is built up, with limited green/open space, and there are many centuries-old buildings. There is a mix of new and long established local businesses.

**a) Looking ahead, which types of uses do you think could belong in a revitalized North Warehouse District?**

Future Land Uses that "Could Belong" in the N-BOA (35 respondents)



## 2. Future Uses A continued

### Chart Breakdown:

	YES	NO	MAYBE	NO PREFERENCE / NOT SURE	TOTAL
Food and drink venues (e.g. restaurants, bars, cafes)	91.18% 31	0.00% 0	5.88% 2	2.94% 1	34
Neighborhood retail (e.g. grocery, hardware, bakery)	82.35% 28	5.88% 2	11.76% 4	0.00% 0	34
Pedestrian and bike infrastructure	82.35% 28	11.76% 4	5.88% 2	0.00% 0	34
Entertainment (e.g. music venue, nightclub)	76.47% 26	11.76% 4	8.82% 3	2.94% 1	34
Green space	76.47% 26	8.82% 3	14.71% 5	0.00% 0	34
Residential (e.g. apartment buildings, lofts)	67.65% 23	11.76% 4	20.59% 7	0.00% 0	34
Recreational facilities (e.g. for indoor/outdoor sports, exercise)	64.71% 22	8.82% 3	26.47% 9	0.00% 0	34
Professional offices	60.61% 20	15.15% 5	21.21% 7	3.03% 1	33
Industry & manufacturing (e.g. welding, breweries, chemical processing)	57.58% 19	9.09% 3	33.33% 11	0.00% 0	33
Educational / Cultural (e.g. museum, aquarium)	47.06% 16	2.94% 1	50.00% 17	0.00% 0	34
Storage & Transportation & Logistics centers	39.39% 13	30.30% 10	30.30% 10	0.00% 0	33
Wholesale retailers (e.g. wholesale construction & furnishing supplies)	33.33% 11	33.33% 11	30.30% 10	3.03% 1	33
Large retail stores (e.g. Target, Staples, Furniture)	9.09% 3	69.70% 23	21.21% 7	0.00% 0	33

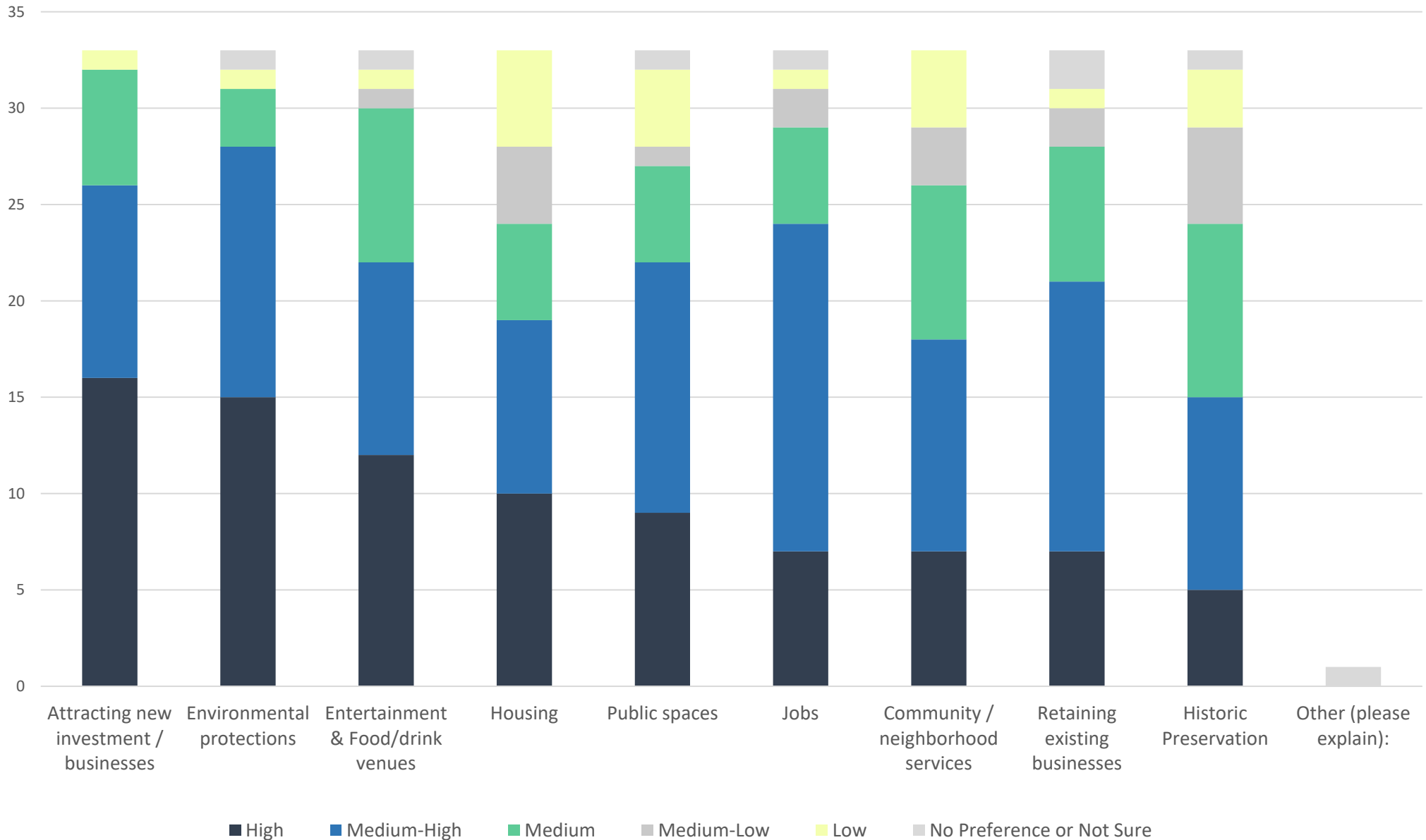
Other /comments:	Frequency
See conflicts if add residential (with industrial, with entertainment noise). Esp. public housing.	3
misread question	2
add access to water, bike/ped access (to bridge)	3
Mix of uses good, while limiting conflicts	2
Central Warehouse healthy development	1
Prioritize local business and services	1
Prioritize liveability, green & community spaces better for long-term economy.	1
Reduce concrete, businesses & structures with high externalize costs (manufacturing, stadium, highway)	1
No bike/ped - users cause accidents	1
Support existing uses and new future ones	1
Decrease homeless and drug users*	1

*\*facilities for these uses are a protected use)*

## 2. Future Uses – B) Priorities

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

What should be prioritized in revitalization of N-BOA? (33 respondents)





## 2. Future Uses – B) Priorities continued

Chart Breakdown:

	HIGH PRIORITY	MEDIUM-HIGH PRIORITY	MEDIUM PRIORITY	MEDIUM-LOW PRIORITY	LOW PRIORITY	NO PREFERENCE / NOT SURE	TOTAL
Attracting new investment / businesses	57.58% 19	21.21% 7	18.18% 6	0.00% 0	3.03% 1	0.00% 0	33
Environmental protections	50.00% 16	37.50% 12	9.38% 3	0.00% 0	3.13% 1	0.00% 0	32
Entertainment & Food/drink venues	46.88% 15	25.00% 8	21.88% 7	3.13% 1	3.13% 1	0.00% 0	32
Housing	36.36% 12	24.24% 8	12.12% 4	12.12% 4	15.15% 5	0.00% 0	33
Public spaces	36.36% 12	30.30% 10	15.15% 5	3.03% 1	12.12% 4	3.03% 1	33
Community / neighborhood services	27.27% 9	27.27% 9	24.24% 8	9.09% 3	12.12% 4	0.00% 0	33
Retaining existing businesses	28.13% 9	37.50% 12	21.88% 7	6.25% 2	3.13% 1	3.13% 1	32
Jobs	21.88% 7	53.13% 17	15.63% 5	6.25% 2	3.13% 1	0.00% 0	32
Historic Preservation	15.15% 5	30.30% 10	27.27% 9	15.15% 5	9.09% 3	3.03% 1	33

### Comments

Youth Activities

Family-friendly entertainment

Environmental protection should be integrated into all

Higher priority to retaining Locally-owned businesses

Sustainable buildings / Green Infras.

Art & Music (food will follow)

Support parks if maintained (specific use, caretaker org.)

If historic is a barrier, prioritize occupied buildings over empty historic ones

larger businesses/manufacturing (COSTCO, IKEA, etc.)

The warehouse district seems to be naturally trending toward being an entertainment district, so supporting current businesses and encouraging new ones to move in makes sense. Local residents who appreciate it as an entertainment district and want to live in that type of neighborhood would help to support the businesses. Albany already has a bunch of under-maintained parks, so I'm wary of adding any more unless they're meant for a highly specific purpose and have a strong volunteer org or nonprofit behind them. Historic preservation can be a big problem when it means that the buildings are so covered in red tape that they get demolished by neglect -- I'd rather have an old building with people living in it/a thriving business inside of it and ahistorical windows than a building with historically-correct windows that needs to be bulldozed because no one's willing to take it on.

This area has been industrialized for more than a century, with rail lines, erie canal, electric substations, etc. It will take an ambitious effort to change the nature of this area.

## 2. Future Uses – C) By Sub-Area

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 North Warehouse district? If so, please describe. Please use the area labels on the map below (A, B, C, D, E, or F). If you would like to provide additional detail (e.g. street address), please do so. For example "I would like to see more restaurants in area C, especially on Broadway between Thatcher and N. Lawrence streets"

Respondents = 16



## 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 North Warehouse district? If so, please describe.** Please use the area labels on the map below (A, B, C, D, E, or F). If you would like to provide additional detail (e.g. street address), please do so. For example " I would like to see more restaurants in area C, especially on Broadway between Thatcher and N. Lawrence streets"

**Respondents = 16**

### AREA A

- should be public space, green space, bike path
- Do something with Central Warehouse - being square, it feels more like a renovation and art project rather than taking it down. It's ripe for Albany-centric and history murals on all sides. New windows. And rooftop garden. I don't know if it's used or not, but it could be the hub to the entire area. Even if several floors are just opened up for all-weather flea markets and farmer's markets. With a light rail and bus routes all leading it o.
- some residential in Area A.
- The biggest concern is biting the bullet on the cost of removing Central Warehouse in Area A, with the possible relocation of the Amtrak station to that same area. There is room for the necessary platforms, and D&H/CP tracks could be placed in a short tunnel south of Colonie St.
- Waterfront uses in F, and east of RR tracks in A
- expanded restaurant/entertainment
- gateway to downtown, and can act as a buffer zone that includes mixed residential, industrial/commercial and bars/food spaces

### AREA B

- can be restaurants and business and music stages.
- I would like to see more youth activities in the B zone.
- Waterfront uses in F, and east of RR tracks in B
- I would like to see more youth activities in the B zone.
- Remain mostly commercial/industrial, outside already populated areas of Broadway.

### AREA D

- can be restaurants and business and music stages.
- Remain mostly commercial/industrial, outside already populated areas of Broadway.

### AREA C

- I would love more breweries, bars, and restaurants there.
- It's nice to sit on Broadway and have a beer because there is little car traffic - please ensure lots of multimodal transportation options and no easy parking here, so this doesn't turn into a freeway.
- Some walkable residential development with amenities like a park/grocery/shops so this isn't just a drive to place but a lived in hood.
- I would like to see a "main street" develop along Broadway in Area C,
- It would be nice to have more restaurants/bars or local shops on Broadway.
- Broadway - put in protected bike lanes, wider sidewalks, multiunit housing, and no outrageous parking minimums.
- Broadway - Allow bars and restaurants to utilize parking lots for outside space - people love that.
- Remain mostly commercial/industrial, outside already populated areas of Broadway.



## 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 North Warehouse district? If so, please describe.** Please use the area labels on the map below (A, B, C, D, E, or F). If you would like to provide additional detail (e.g. street address), please do so. For example " I would like to see more restaurants in area C, especially on Broadway between Thatcher and N. Lawrence streets"

**Respondents = 16**

### **AREA E**

- can be restaurants and business and music stages.
- needs more manicured and maintained greenery on either side of 787.
- I'd like it if we brought in a light rail system so people could get to this area and back without needing a car
- Area F could be developed to connect the Corning Preserve and Riverfront Preserve under the highway similar to East River Park in NYC or North Point Park in Boston.
- More restaurants, entertainment in area F, on the waterfront.
- The entire waterfront should be restored to pristine habitat and/or parkland. Other than that, restaurants, cafes, neighborhood pubs, and small cultural attractions could be everywhere down there.
- Waterfront Uses
- Expanded restaurant/entertainment
- Gateway to downtown, Can act as a buffer zone that includes mixed residential, industrial/commercial and bars/food spaces (sector E can be used for green space since it mostly is already).

### **AREA F**

- should be public space, green space, bike path
- Better waterfront development F
- hard to re-imagine without 787 and the existing parking lots already in place, but could possibly incorporate more green infrastructure and access to the riverfront in the future.

### **Other**

- I'd like to see less drugs and crime in all areas
- Look where have current clusters of businesss and go from there . See where have unused spaces and when deciding what to go there look at your priorities .

### 3. Revitalizing Albany's North Warehouse District - A

a) What would you say are the three most important things to consider for any future redevelopment in this area? This could be something that needs to be added, changed/improved, or preserved. It might be something tangible (e.g. relating to a building) or intangible (e.g. relating to the personality and feel of the area).

Respondents = 22

What would you say are the three most important things to consider for any future redevelopment in this area?	Frequency
Accessible with multimodal connections and parking to/from waterfront (3), neighborhoods, downtown, businesses, under RR bridge	13
Bring in new business / jobs (e.g. Green businesses (1))	5
Historic Preservation / Rehab Buildings	4
Fun / Cool / Play / Experiences	4
Develop/Remove Central Warehouse	4
Green Space / walls	3
Residential (middle/upper end (1))	3
Safety / Security	3
Arts / Public Art	3
Inclusive / community harmony	2
Needs of / engage current residents	2
Keep industrial feel	2
Aesthetics	2
Public space	2
Breweries	2
Environmental protection / restoration	2
Resilience to rising river	1
Support existing businesses	1
Culture	1
Non-Alcoholic food & retail	1
Keep commercial/industrial	1

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

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

Respondents = 19

North Warehouse District	Frequency
Gathering / Entertainment place; This should be the brewery and restaurant spot in the city, place for state workers to stay after 5.	6
Maintain/increase commercial presence that contributes to the city's tax base; Industrial hub for the city, need to retain areas for these uses; Job creator. Entertainment, manufacturer; workplaces here and housing so it's alive throughout the day and night.	4
And arts and culture hub with various eateries; Creative arts District; space with looser regulations (noise, zoning, historic paint colors..) where entrepreneurs/artists/entertainers etc are able to more easily create, modern art spaces along with the bars and restaurants.	3
Needs to be better connected (literally and figuratively); better integrated, via improved sidewalks/road access from downtown into areas F, A and B; Tie it in with bike/pedestrian infrastructure so that people can get from the warehouse district to pearl and up to lark street easily.	3
Should be an area with residential to attract young people back to Albany who want to live near the waterfront; The cool industrial area where younger people live and go out at night; Mixed residential can be incorporated closer to the downtown side.	3
this is the warehouse district and should have its own distinct flavor but it adds to the whole recipe of the city	1
environmental safeguards must be kept in place	1
The Dumbo of Albany.	1
<b>Waterfront area of N-BOA specifically</b>	
Like Portland, Oregon, and others that have moved freeways and concrete off their waterfronts and restored them to the thriving, green, cultural spaces that a city needs to thrive	1
Can connect the currently-disjointed waterfront parks	1



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

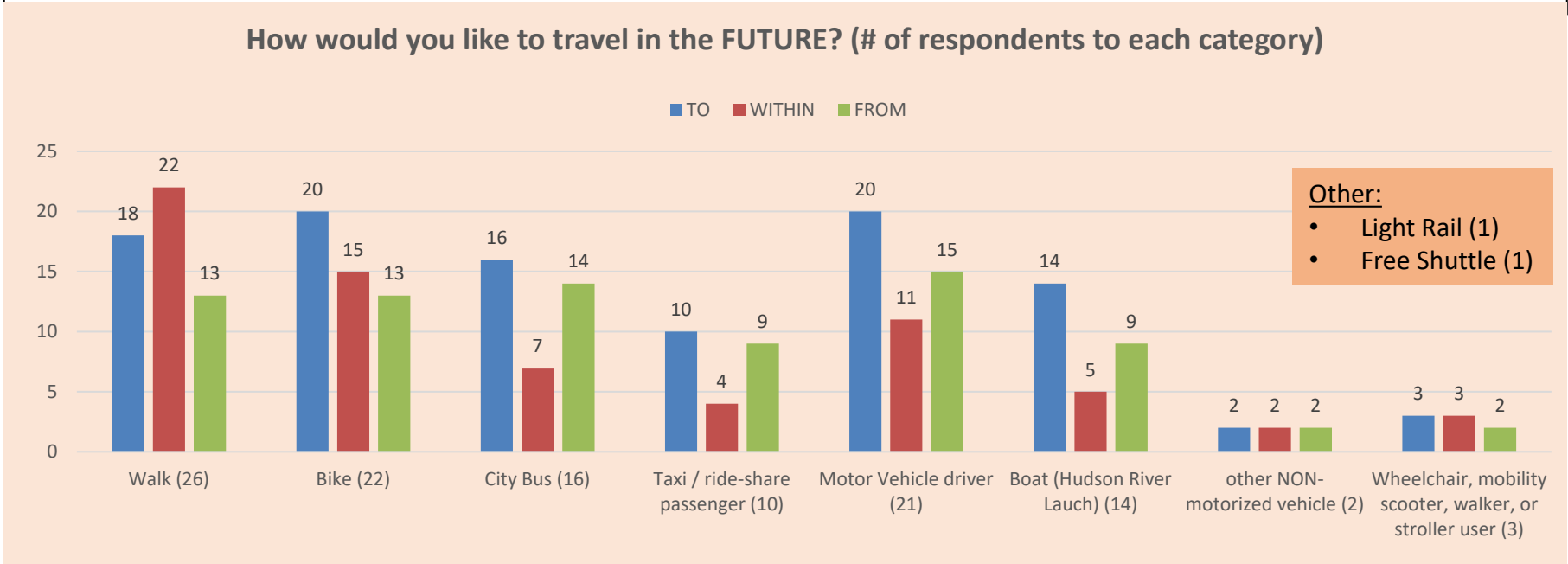
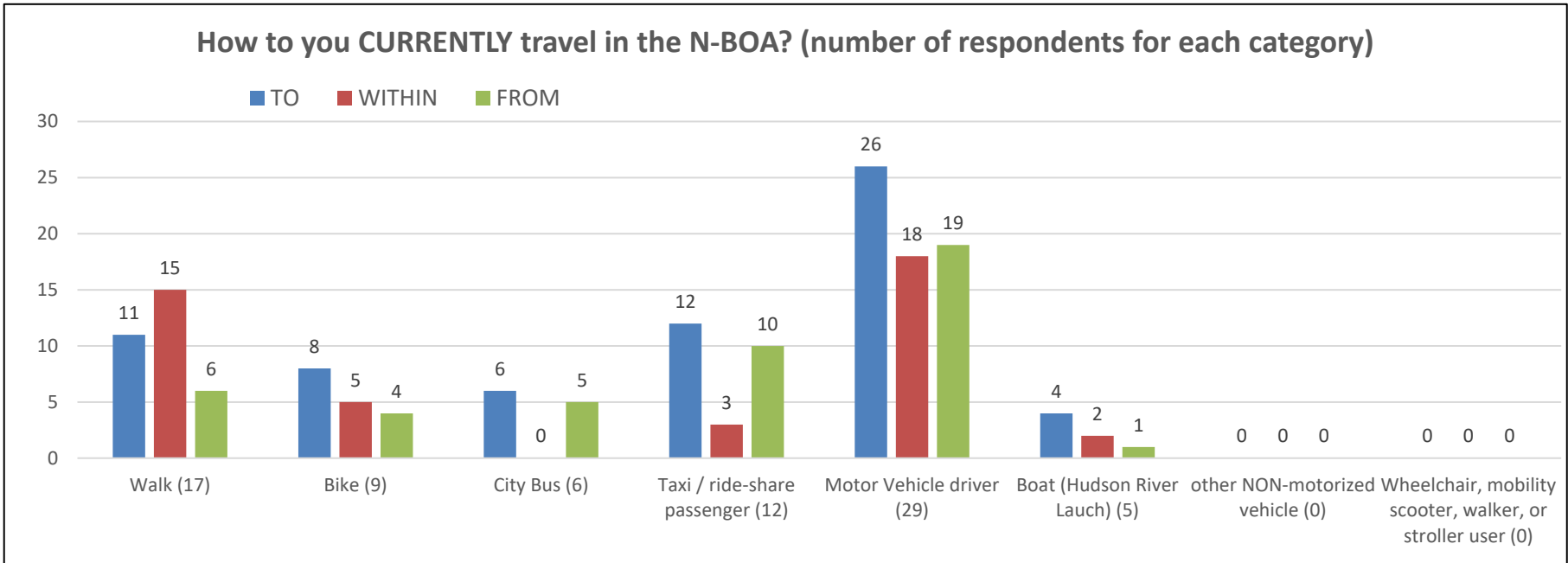
c.) What role could this area play in the broader revitalization of the City of Albany??

Respondents = 19

Comments	Frequency
Bringing youthful energy to the city; Help the City be alive; Make Albany less boring; Every city needs experimental and creative energy to thrive, and Albany tends to regulate and neighborhood-association its way into being boring and stuffy. A looser, younger, more energetic neighborhood, even if it's too weird and noisy for the Pine Hills crowd, would do a ton for the city as a whole.	4
Maybe used to get people to stop living outside city limits; more affordable housing and accessible resources/programs to locals; transitional space (with more residential/retail occurring along Broadway)	4
It's already playing a role - with new restaurants and brewery, new apartments, etc; People love craft beverages - make this the craft beverage capital of upstate NY. It will bring in tourism, money, attract new residents, create jobs.	3
Could have many roles - is very under utilized currently and has good easy connections to many other areas; It has an important role for pedestrian and bicycle connectivity with the Patroon Greenway and restoring pedestrian access to the Livingston Ave Rail Bridge.	2
Tourism	2
Add entertainment and arts	1
This area should focus on the existing industrial/commercial nature (and also preserve the historic buildings that helped shape this city), but at the same time act as an access point to places beyond where residential is a higher focus (i.e. a grocery store that wouldn't fit downtown).	1
Open up more access to the waterfront.	1
Except for possible conversion of some commercial properties to apartments/lofts, there's not much reason to see residential improvement.	1
Open up more access to the waterfront.	1
Give the city back its soul.	1
Restaurants, breweries, and residences.	1
More events inviting to people of color	1

## 4. Travel to/from/within N-BOA Respondents = 35 Total

- Currently, most respondents use motor vehicles to access the N-BOA. Walking was the next most common mode
- In the future, respondents would like to use a variety of modes including walking, biking, City Bus, and even boating. Some respondent would replace driving with these other modes.



## 5. Do you have any further comments?

Have free lunch time concerts with oldies Thursday's at the Empire State plaza's court yard the same way WCBSFM used to at the World Trade Center in the 90's. And have pamal broadcasting hire Joe McCoy lenti or Jeff Mazzei to be the program director of WROW 590am and make that Albany New York's Oldies Station already and be an exact replica of cbsfm oldies 101

A great architect and urban planner would turn this town around! We need bebies for art and culture and family friendly places to walk an eat and enjoy this town with such potential

Can't wait for further opportunities to comment and be part of this development

I live off Lark Street. This portion of Albany is too far away for me to walk to. And probably not a safe walk either.

Please just recognize what an asset a river and its riverside are to us, to this community, and to other species who live here too. Bring back a real and vibrant, living waterfront that is not condemned by industry and concrete.

This will be a challenging area to redevelop, but worth making the effort.

Try to steal Fiden's brewery from Colonie. They have a huge following, draw in a ton of people from hours away, and currently operate out of an office park in the middle of nowhere.



## North Warehouse District Redevelopment Survey (N-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 North Warehouse District Brownfield Opportunity Area program nomination study (N-BOA).

The N-BOA program is part of the broader Albany Waterfront Access, Vitality, and Economic Strategy (WAVES), which builds on [Albany's 2030 Comprehensive Plan](#). For more information on the N-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

photo: Nipper, by Michael Farrell for the Times Union

Prev

Done

## Appendix G - North Warehouse District Brownfield Opportunity Area (N-BOA) Virtual Open House #2



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



## North Warehouse District Brownfield Opportunity Area (N-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 North Warehouse 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 N-BOA, visit the project website at <https://www.albanynywaves.com/>

**This virtual open house will inform the recommendations in the N-BOA study.** There are two sections:

**Section 1 - Introduction** to the NYS BOA program and North Warehouse District Study Area

**Section 2 - Comment on potential redevelopment ideas (8 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.





## North Warehouse District Brownfield Opportunity Area (N-BOA)

### Virtual Open House #2

#### Section 1: Introduction

## Brownfield Redevelopment/NYS BOA Program

### What is a Brownfield?

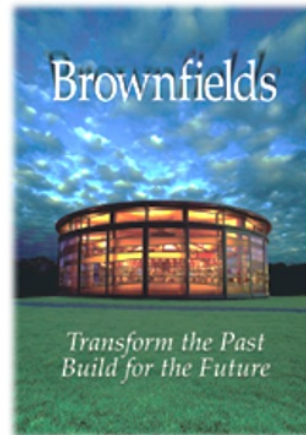
- Brownfield is a term used to describe land that is abandoned, vacant or underutilized because redevelopment of the property is complicated by real or perceived environmental contamination.

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

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

### NYSBOA Program

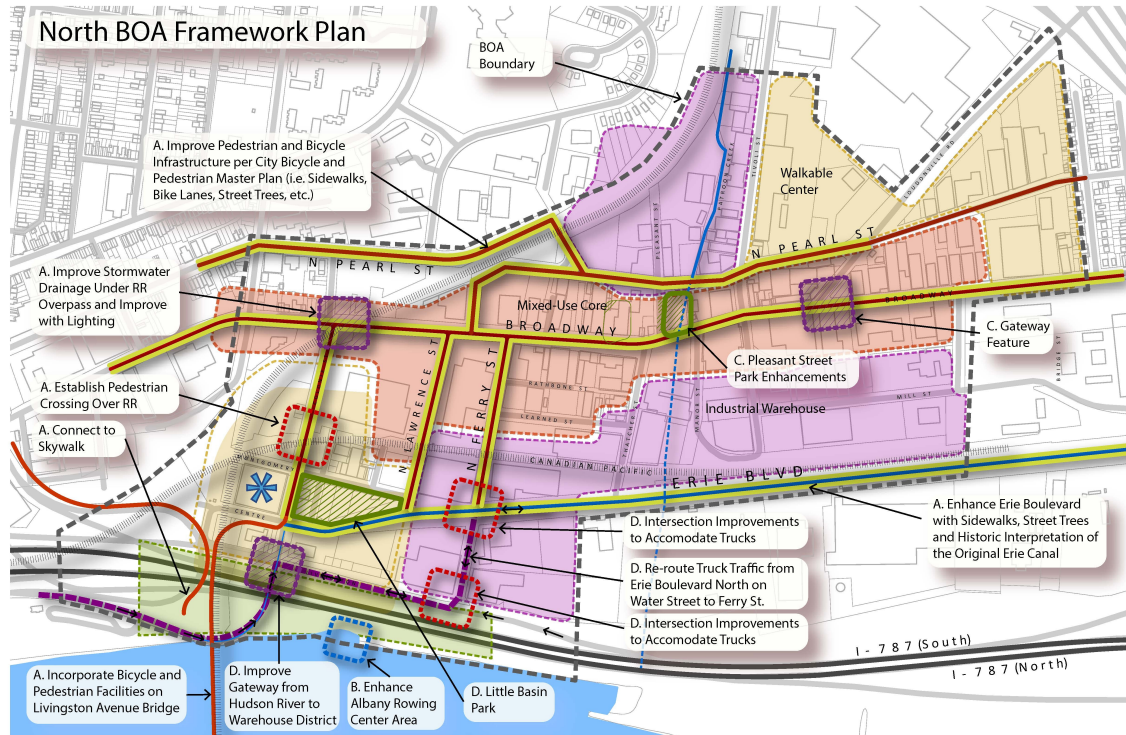
- Focus is on redeveloping brownfields on an area-wide basis
- Strategic sites are intended to be catalytic to redevelopment of the 'area'
- Establishes a clear vision and plan for action



The map below outlines what types of development are proposed for the North Warehouse District including Industrial Warehouse (purple), Mixed-Use Core (orange), Walkable Center (yellow) and Waterfront (green). It is labeled with potential redevelopment ideas, clustered into four thematic groups:

- A. Enhancements for pedestrians and bicyclists
- B. Watersports: Albany Rowing Center enhancements
- C. Public space improvements on Broadway
- D. Improved Waterfront Gateway

The next section will invite comments on each of these groups A-D.



[Click the map to view a larger image](#)

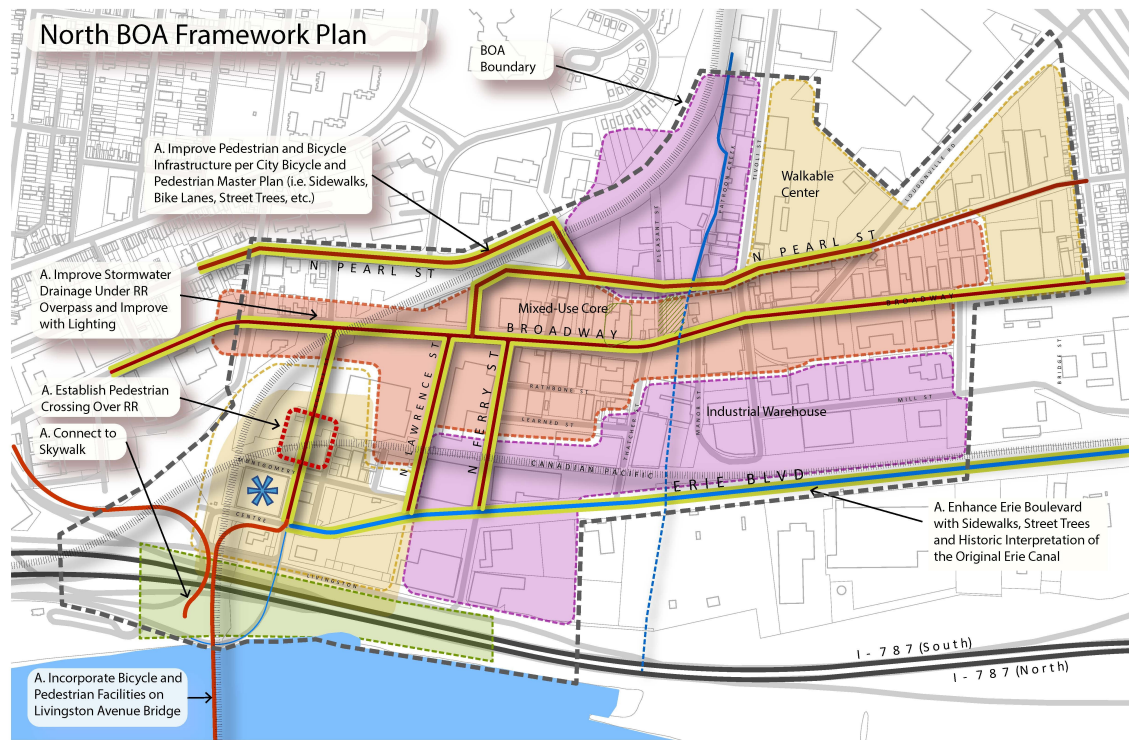


## North Warehouse District Brownfield Opportunity Area (N-BOA)

### Virtual Open House #2

#### Section 2: N-BOA Redevelopment Ideas

## A - Map and images of Proposed Pedestrian and Bicycle Enhancements



[> Click the map to view a larger image in a new window](#)





Proposed points and routes for pedestrian and bicycle improvements



**1. Livingston Ave. Bridge - NYS DOT Rendering of proposed new bridge with bike/ped path connecting to Skyway**



**2. Add pedestrian RR crossing at Colonie St (current condition)**



Photo: Frank Hicks, 2011 BH

**3. Add drainage & lighting to make RR underpass at Colonie & Broadway more pedestrian-friendly**

The N-BOA is dominated by vehicular traffic and cut off from the waterfront and neighboring districts by road and rail infrastructure. Improvements to pedestrian and bicycle infrastructure are proposed for all users including workers, residents, and visitors in order to:

- (1) **increase walkability and bikeability** - along N Pearl St, Broadway, Colonie St, N Lawrence St, and N Ferry St. with new sidewalks, bike lanes, lighting, street trees etc. Erie Blvd could also include markers celebrating its former life as the entrance to the Erie Canal.
- (2) **increase connectivity to the waterfront and neighboring districts** including downtown, Arbor Hill, and Rensselaer. This could be achieved through the improvements listed above plus the addition of a pedestrian railroad crossing on Colonie Street and a bike/ped path on the new Livingston Avenue Bridge.

**1. On a scale of 1-5, how do you like the proposed improvements to pedestrian and bicycle infrastructure?**

★ ★ ★ ★ ★



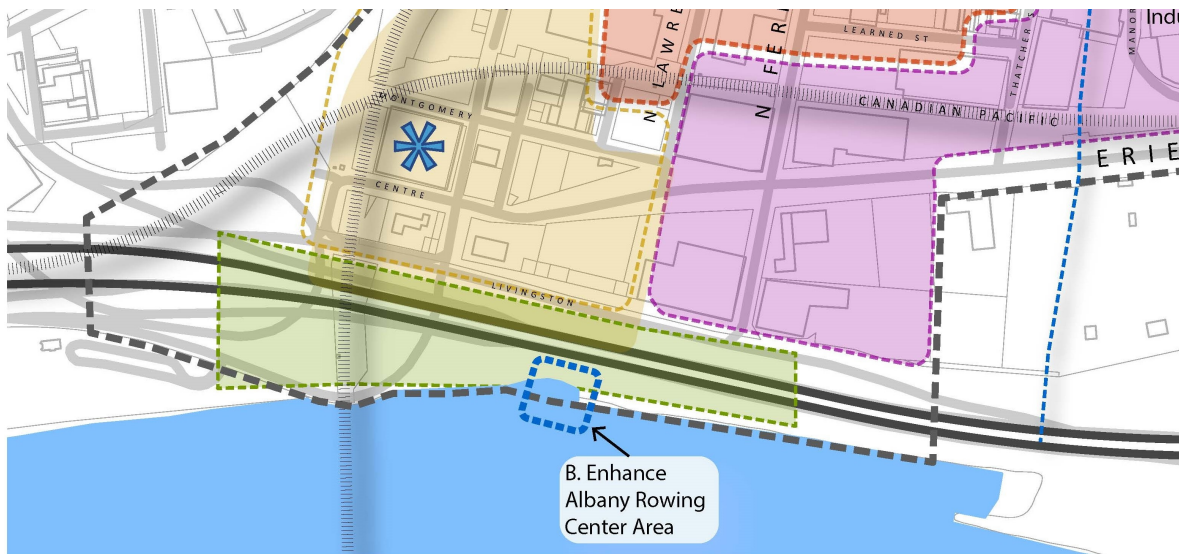
2. Please share any thoughts here:



## North Warehouse District Brownfield Opportunity Area (N-BOA)

### Virtual Open House #2

B - Watersports: Improved facilities for Albany Rowing Center







The Albany Rowing Center is a not-for-profit organization providing recreational and competitive rowing opportunities for both youth and adults. They currently operate from a boat shed under I-787 with limited space and amenities. A larger facility is proposed - either on the same site or nearby - that could accommodate more, varied watercraft and facilities such as running water. This would allow the center to host more events and programs for a broader audience.

**3. On a scale of 1-5, how do you like the proposed enhancements to the Albany Rowing Center Area?**

★ ★ ★ ★ ★

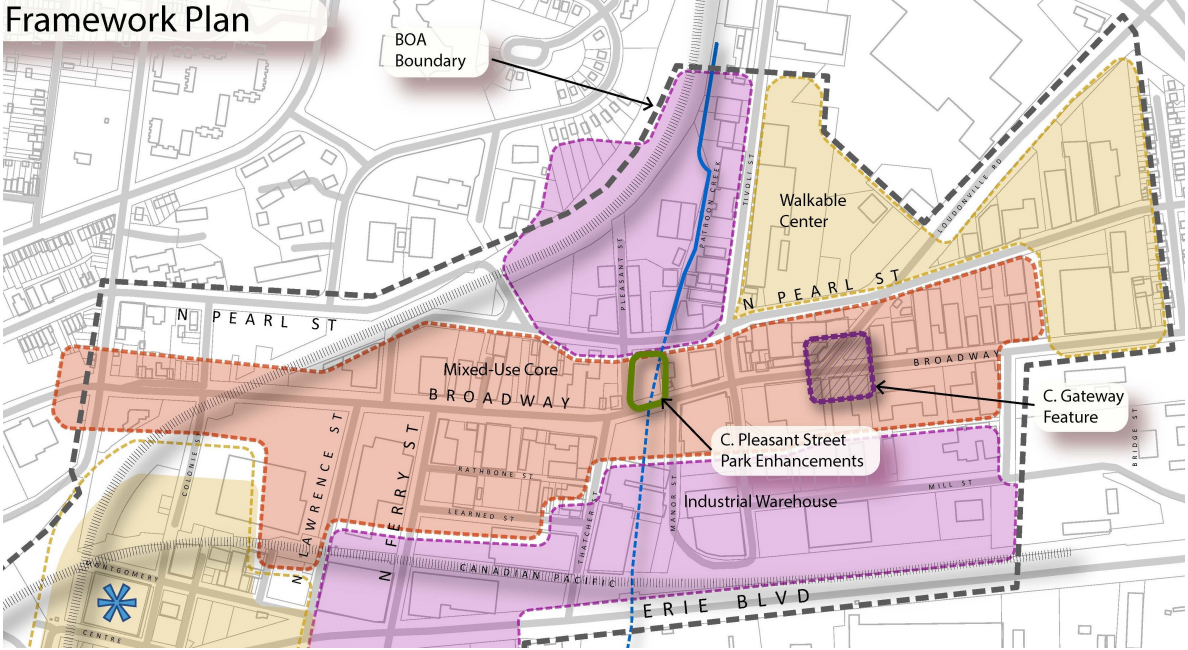
**4. Please share any thoughts here:**



# North Warehouse District Brownfield Opportunity Area (N-BOA)

## Virtual Open House #2

### C - Public space improvements on Broadway





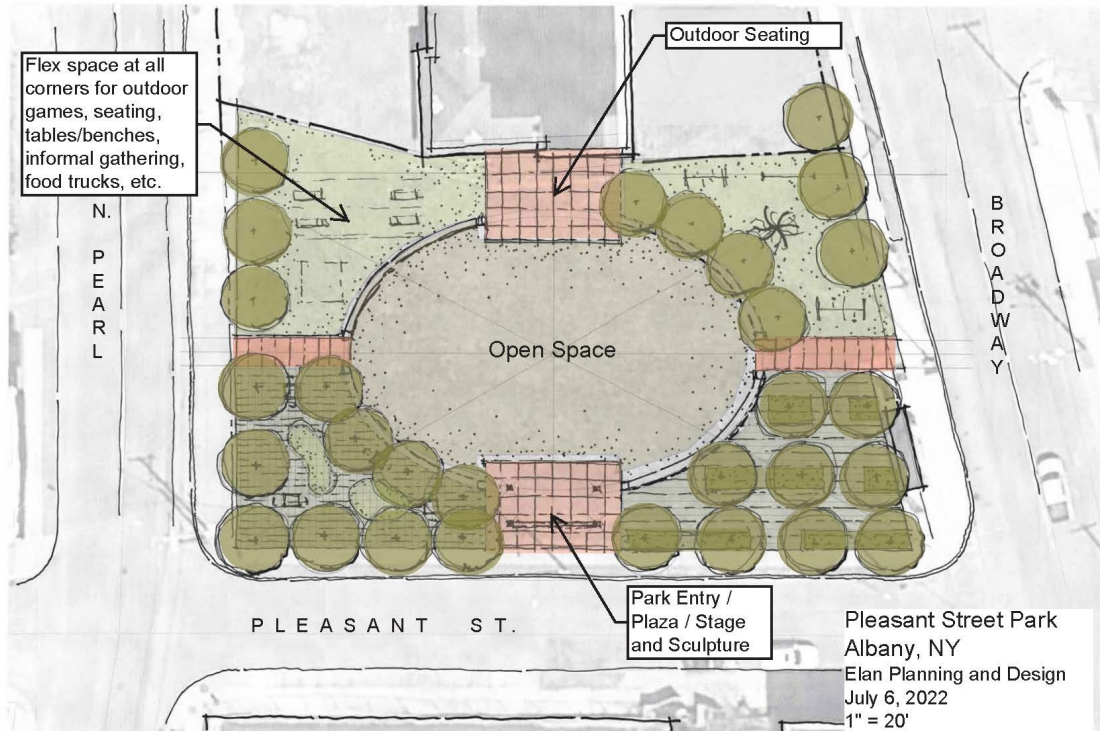
Enhance Pleasant St. Park

Add Gateway Feature





## Pleasant Street Park Enhancements - Draft Concept



Proposed improvements to open space on Broadway include:

**(1) Upgrades to Pleasant Street Park** - Amenities would be added to this grassy area such as trees, seating areas, public art, and flexible spaces for events and activities.

**(2) A Gateway Feature** - Would be added by the Nipper Building to provide a sense of arrival to the district. This might include decorative landscaping, lighting, and/or public art.

**5. On a scale of 1-5, how do you like the proposed public space enhancements?**



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

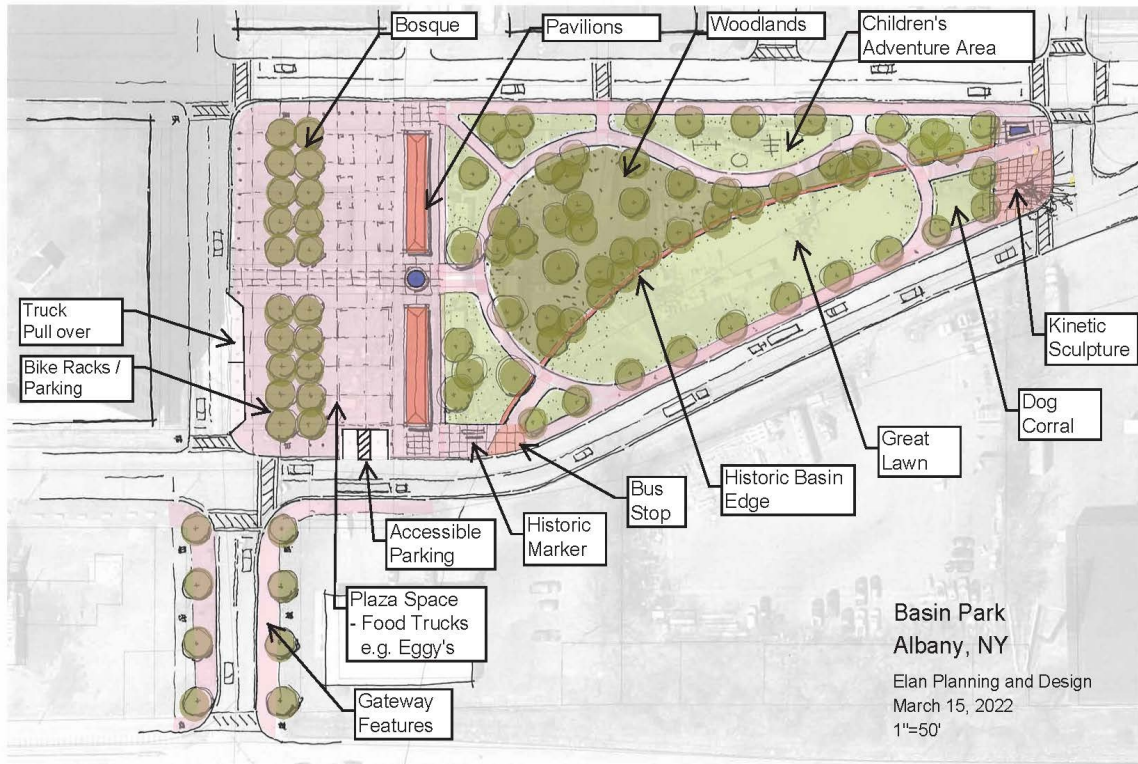


# North Warehouse District Brownfield Opportunity Area (N-BOA)

## Virtual Open House #2

### D - Improved Waterfront Gateway





Albany's northern entrance along the Hudson is a tangle of concrete against a backdrop of vacant buildings, with narrow one way streets that are challenging for all users. The N-BOA study proposes a series of improvements to this gateway to make better use of the space, including:

**(1) Better connectivity** - for bikes, pedestrians, and trucks moving between the waterfront, North Warehouse District, and downtown. To reduce traffic where roads and trails meet at Water st and Quay St, trucks would be given space to turn onto Erie Blvd earlier via North Ferry St.

**(2) Little Basin Park** - a city park where visitors and locals can enjoy active and passive recreation on the former site of the Erie Canal little basin.

**7. On a scale of 1-5, how do you like the proposed waterfront gateway improvements?**

★ ★ ★ ★ ★

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





**North Warehouse District Brownfield Opportunity Area (N-BOA)  
Virtual Open House #2**

**9. Do you have a connection to the North Warehouse District project area? (check all that apply)**

- Resident of North Warehouse District or neighboring district
- Employee in North Warehouse District
- Business owner in North Warehouse District
- Property owner in North Warehouse District
- Other / Please explain** (e.g. Arbor Hill resident, frequent visitor to area restaurants, local truck driver...)

**10. If you have any final thoughts, please share them below:**

**THANK YOU for sharing your feedback on the proposed N-BOA projects!!**

For more information, please visit <https://www.albanynywaves.com/>

# Appendix H – 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

Ramboll  
 101 First Street  
 4th Floor  
 Utica, NY 13501  
 USA

T 315-956-6950  
 F 315-790-5434  
<https://ramboll.com>



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

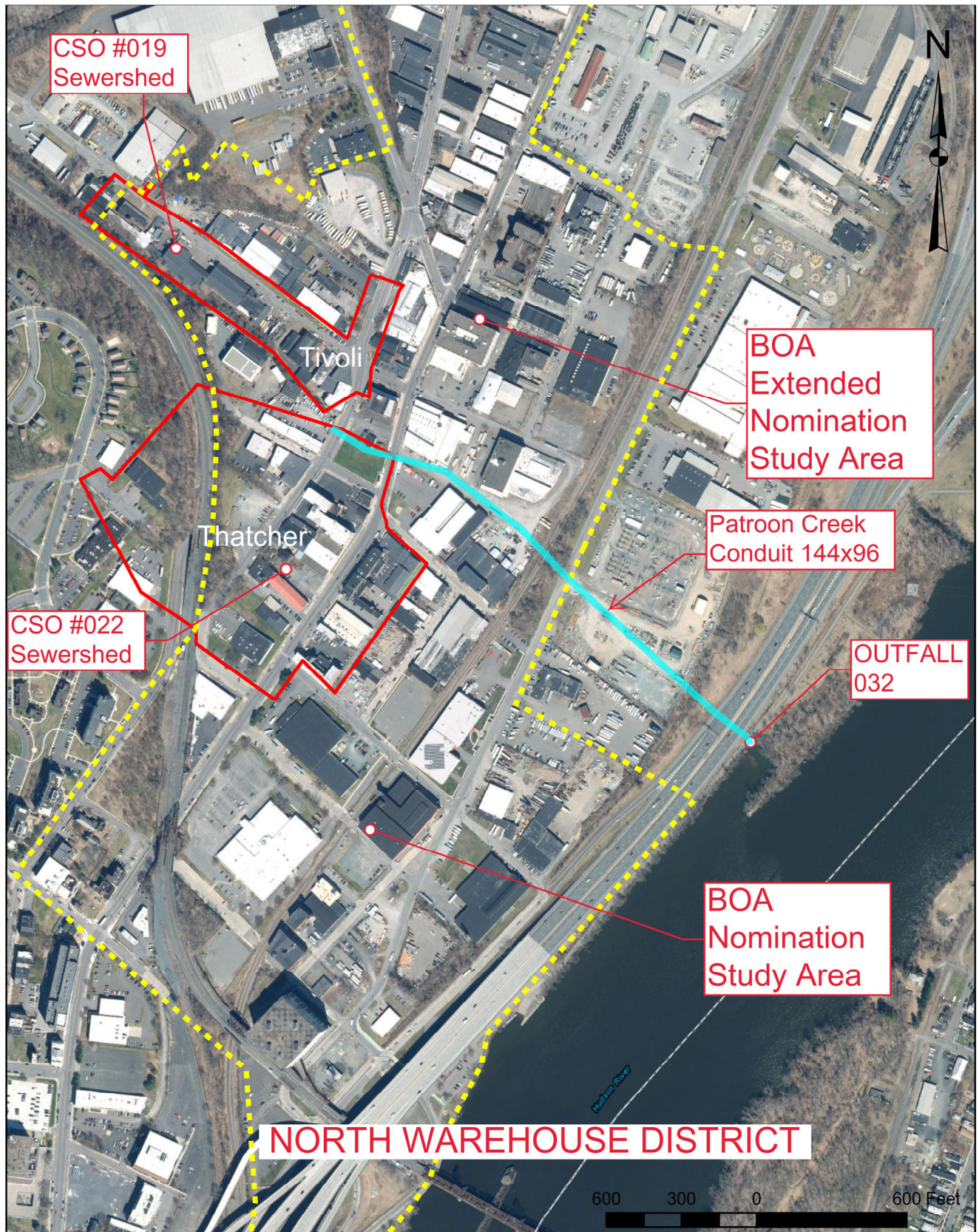
**BROWNFIELD OPPORTUNITY NOMINATION STUDY  
AND LOCAL WATERFRONT REVITALIZATION PROGRAM**  
NORTH BOA OUTFALL LOCATIONS

**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**

RAMBOLL AMERICAS ENGINEERING SOLUTIONS, INC.

