

SECTION IV

PROPOSED LAND AND WATER USES AND PROPOSED PROJECTS

A. **PROPOSED LAND USE**

1. **Patroon Island Sub-Area**

This sub-area is divided by I-787 into two sections, one lying east and another west of the highway. The largely industrial section of this sub-area to the west of I-787 is included within what is known as the North Albany Industrial District. East of I-787 is the undeveloped open land of Lower Patroon Island. The prevailing use in each section will be reinforced. (See Map No. 9).

Vacant and underutilized sites in the Broadway and Erie Boulevard corridors offer excellent opportunities for relocation of non-water-dependent uses from the Port. Such uses are consistent with the existing land use within this predominantly industrial area. A demolition landfill east of Erie Blvd. will provide relocation sites for non-water-dependent industries presently operating in the Port area.

Of primary concern in this sub-area, as in Albany's entire waterfront area, is preservation of all riverfront greenspace, suggesting the best use of Lower Patroon Island for passive, nature-oriented recreation and preservation of locally significant wildlife habitats. (See Section II - Inventory and Analysis, Part U. - "Fish and Wildlife Habitats.")

While an initial landscaping project is planned for part of this area (See Part C. - "Proposed Projects"), development of a formal nature preserve involving all of Lower Patroon Island is possible for the future. Such a preserve will include a small-scale environmental education facility, a network of footpaths, non-commercial plant nurseries, experimental agriculture and similar nature-oriented functions of public interest.

2. **Downtown Sub-Area**

Like the Patroon Island Sub-area, this sub-area is divided into two distinct sections, one east and the other west of I-787. A portion of Albany's Central Business District comprises the eastern section, while the area west of the highway is comprised mainly of the 18-acre Corning Preserve riverfront park.

The proposed land uses for the Central Business District include a continuation of commercial and governmental uses. Emphasis will continue on the rehabilitation of existing structures for commercial office and retail space. Available sites on Broadway, both north and south of the Union Station Norstar Bank Headquarters, will be considered for commercial development.

The proposed land use for the Corning Preserve focuses on continuation of its open space character, enhancing passive recreation opportunities. Improvements to the park would include refurbishment of the old comfort station building (See Part C. - "Proposed Projects"), provision of park shelters, increased landscaping to further shield the Preserve from the highway, stabilizing the water's edge where necessary, and extension of the bicycle path to connect the South End Sub-area and its proposed "Island Creek Park" (See Part C. - "Proposed Projects") with the Preserve and other riverfront parklands.

Improving public access to the Corning Preserve is of primary importance. Access improvements will focus on a pedestrian overpass from the downtown area, and improved pedestrian access between Preserve parking areas and the Urban Cultural Park headquarters in the Quackenbush Waterworks complex. A proposed shuttlebus system will carry passengers between the Empire State Plaza and points adjacent to the Corning Preserve.

3. South End Sub-Area

This area is distinguished by its mixed-use character of commercial and residential developments. Proposed land uses include continuation of current residential development in South End neighborhoods, while existing industrial buildings may be considered for rehabilitation and conversion to residential use. This would involve three- to four-story apartments or condominium units over at-grade parking, and loft apartment conversion of existing structures with adjacent surface parking. A high-density, medium-rise project may be appropriate at the southern end where distance from I-787 reduces noise and pollution discomforts.

Of primary importance in this sub-area is continuation of the riverfront pedestrian bike path which will connect the proposed Island Creek neighborhood park and other South End waterfront lands with the Corning Preserve and Lower Patroon Island, establishing a chain of open green space preserves along the City's waterfront.

Consideration will be given to developing peripheral parking west of the U-Haul Building under elevated segments of I-787. These lots will serve downtown commuters and enhance access to the Preserve.

4. Port Sub-Area

The Port's general layout reflects the age of the facility and the absence over the years of a coherent development plan. Some Port facilities are in a deteriorated condition due to a combination of age (55-60 years) and inadequate maintenance. Some rehabilitation projects have already begun: repair of transit sheds, repair of

wharf substructure to restore load capacity to 600 pounds per square foot, and warehouse expansion of up to 150,000 square feet.

Proposed land use in this sub-area will give greater priority to water-dependent industries, specifically those that rely on access to Port facilities and the River. Proposed land uses will concentrate exclusively on industrial and commercial uses common to Port operations. However, non-marine related activities should be permitted and encouraged in those Port areas away from the riverfront, where no demand exists for marine oriented activities.

While road access into the Port by commercial vehicles will be improved, new development would be restrained. Vacant properties adjacent to the Port will be reserved for expansion of Port facilities or modest development of water-dependent industries. The open land adjacent to the Normans Kill will remain undeveloped due to flood hazards, unstable soils and significant wild-life values.

B. PROPOSED WATER USE

Proposed water uses will reinforce existing patterns. The waters of the Hudson River and the Normans Kill are presently used for sport fishing, and the Hudson especially is used for yachting and sculling activities. (See Section II - Inventory and Analysis, Parts B., C. and F.) Albany's riverfront is the site of the Empire State Sculling Regatta held for one weekend during June of each year. The regatta, attracting 2,000 rowers and 80,000 spectators over the two-day period, is the largest event on the City calendar.

In addition, large ocean-going ships sail up-river to Albany's port from New York Harbor. This use will continue.

C. PROPOSED PROJECTS

1. Lower Patroon Island Nature Preserve

This project involves extensive landscaping of a 9.6 acre area east of I-787 in the southern part of Lower Patroon Island. (See Map No. 10A). The site lies between the bicycle path and the shore of the river.

Presently, the land immediately bordering the path is open field in a wild state. Some brush and a few mature trees stand along the banks of the river. The fields, comprising approximately three acres, will be seeded with a standard grass seed mix and wildflower seed mix and bordered by prescribed plantings of tree and shrub varieties chosen for their ornamental values and potential to enhance wildlife diversity.

These landscaping improvements are designed to reinforce wildlife habitats and provide opportunities for bird-watching, hiking and other forms of passive recreation. The land between the planting area and the river will be left to nature. (See Map No. 10B.)

* Project Timetable: One planting season

* Costs:

<u>Quantity</u>	<u>Tree</u>	<u>Total Cost</u>
3 @ \$85	Sorbus aucuparia European Mt. Ash	255
11 @ \$39	Juniperis Virginiana Eastern Redcedar	429
11 @ \$110	Crataegus Phaenopyrum Washington Hawthorn	1,210
9 @ \$22	Viburnum Trilobum Cranberry Bush Viburnum	198
10 @ \$90	Cornus Stolonifera Redstem Dogwood	90
15 @ \$9	Cornus Racemosa Gray Dogwood	135
4 @ \$20	Ilex Verticillata Winterberry	80
10 @ \$25	Elaeagnus Umbellata Autumn Olive	250
6 @ \$10	Lonicera Maacki Amur Honeysuckle	60
17 @ \$10	Lonicera Tatarica Tartarian Honeysuckle	170
Subtotal for trees and shrubs		\$ 2,877
Seeding (3.0 acres)		7,500
		=====
TOTAL FOR PLANTING AND SEEDING		\$10,377

2. **Rehabilitation of the Corning Preserve Comfort Station**

This 52 ft. x 20 ft. one-story brick structure is located near the shoreline at the southern end of the Corning Preserve. (See Map No. 11A.) It is the only surviving structure of a complex of adjunct buildings associated with the "Recreation Pier," a riverfront recreational facility built in 1909 as part of a nationwide City beautification project. It originally served as a comfort station for this facility.

The building, which has stood vacant and unused for many years, is in a deteriorated state and will require substantial repair work to restore it to use. The red tile roof is in disrepair and will have to be replaced. The brick exterior requires a thorough cleaning.

Plans for this building include its restoration to a carry-out food and light menu restaurant with a tiered, outdoor dining deck overlooking a floating dock with temporary boat mooring facilities. An adjacent permanent dock will provide mooring for river tour boats. The existing restroom facilities will be restored. The site will also feature landscaped walkways and a small amphi-theater for outdoor entertainment events. (See Map No. 11B.)

Stormwater drainage improvements will be provided in accordance with the regulations of the City Engineer's Office, which requires that stormwater runoff after completion of construction be maintained at those levels which existed prior to construction. Dry wells, seepage pits, gallery drains, swales, retention areas and other generally accepted stormwater management practices may be employed to meet these requirements.

Additional landscaping will serve to screen the site and blend it harmoniously with the existing grounds.

* Project Timetable: Six months to a year, once funding is in place.

* Costs:

	(\$)
Pre-development Costs	45,000
Exterior Structure Rehabilitation	55,000
Dock	160,000
Berths	55,000
Exterior Landscaping	170,000
Parking Lot	30,000
Signage	3,000
Dining Deck	28,000
Pergola	12,000
Interior Structure Rehabilitation	65,000
Mechanical Systems	66,000
Administrative Costs	10,342
	=====
TOTAL COSTS	699,342
	=====

3. Island Creek Waterfront Park

This 1.5 acre wooded site was purchased by the City in September 1986 from the Delaware and Hudson Railway Company. It is located around a small cove on the Hudson at the intersection of Broadway and Church Street in the South End Sub-area. (See Map No. 12A.) This cove was formerly the mouth of Island Creek, which once flowed around the Port area forming Westerlo Island.

The cove was formed when the creek itself was filled in leaving only its mouth, which in past times had been used as a docking site for freight vessels doing shipping business with the Port. Some of the original pilings and wharf structure still exist.

The park proposal entails the construction of a promenade on the site of the old boatslip and the grading of the beach and adjacent slope for the launching of canoes and racing shells. Footpaths, picnic benches, and barbecues, as well as a small playground are also components of the project.

The park project received State and Hudson River Foundation funding in the fall of 1991 and is scheduled for construction in the spring of 1992.

The park would also serve as a terminus for the bicycle path, which would lead north along the river's shore to connect with the Snow Dock and the existing path

The park would also serve as a terminus for the bicycle path, which would lead north along the river's shore to connect with the Snow Dock and the existing path near the State pumping facility at the southern end of the Corning Preserve.

Stormwater drainage will be provided for in accordance with the regulations of the City Engineer's Office, as discussed above in the description of Proposed Project #2.

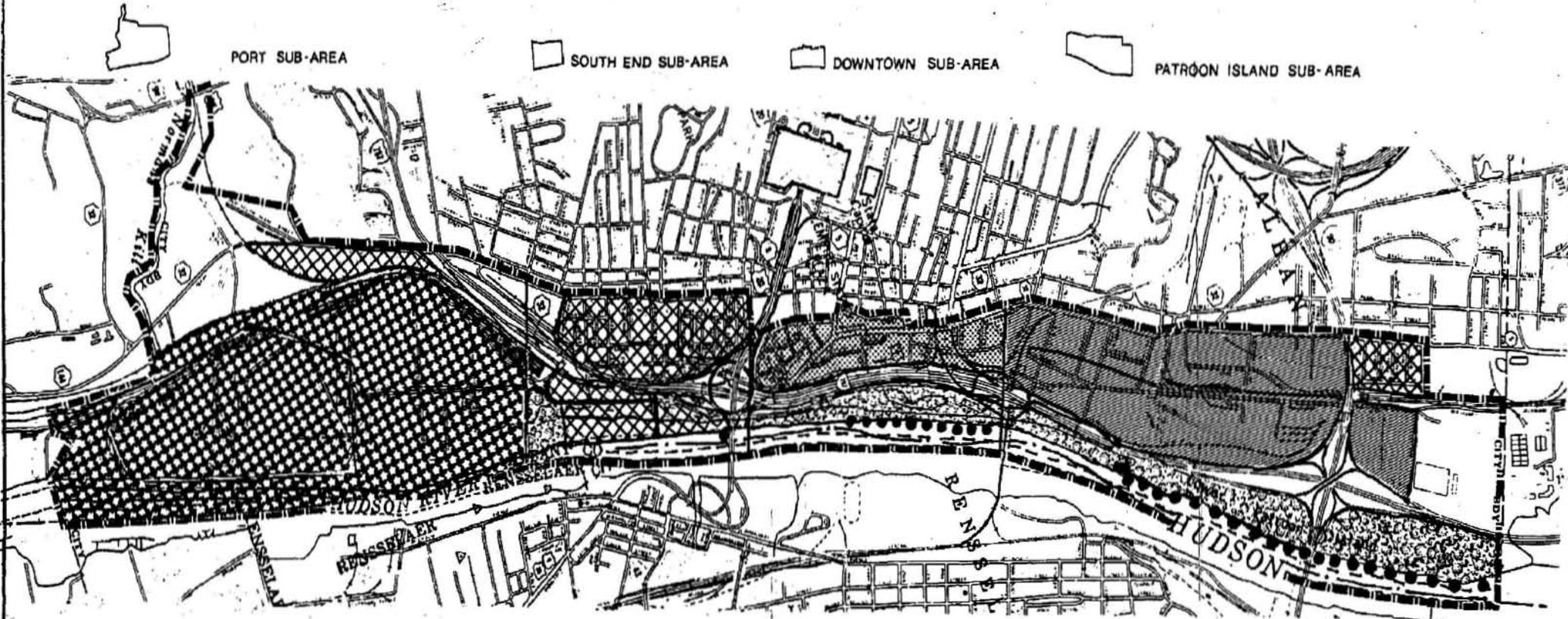
* Project Timetable: Six months to a year, once funding is in place.

* Costs:

Surface Cleaning & Debris	8,460.00
Clean Fill	6,600.00
Topsoil & Seeding	28,000.00
Rip-Rap	7,200.00
#3 Stone	15,300.00
Peastone	1,200.00
Asphaltic Concrete Pavement	16,200.00
R.O.B. Gravel/Select Fill	6,225.00
Granite Curb - 6 x 18, Straight	6,375.00
Granite Curb - 6 x 18, Circular	430.00
Asphalt Walks - 6 ft. wide	5,850.00
Reinforced Concrete Walks	5,320.00
Timber Walls, Promenade, Benches	70,000.00
Timber Curb	2,470.00
Concrete Pad for Storage Box	320.00
Lighting - Poles & Fixtures	36,400.00
Trees - Evergreen	3,000.00
Trees - Deciduous	3,000.00
Project Sign	350.00
Playground Equipment	18,500.00
Sand Cushion	2,040.00
Underdrain - 4 Inch	1,760.00
Picnic Table, Conc. Pad, Hibachi	6,750.00
EQBA Sign	400.00
Bollards	1,000.00

Total 253,150.00

Map No. 9 PROPOSED LAND AND WATER USES



CITY OF ALBANY



Local Waterfront
Revitalization Program

The preparation of this map was financially aided through a Federal Grant from the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration under the Coastal Zone Management Act of 1972, as amended. This map was prepared for the New York State Department of State.

KEY:

-  residential area
-  recreation area
-  commercial area
-  port/water related use
-  industrial area
-  open space

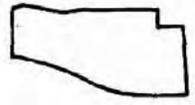
-  fishing
-  boating
-  shipping

Scale: 1" = 1600'



Map No. 10A LOWER PATROON ISLAND

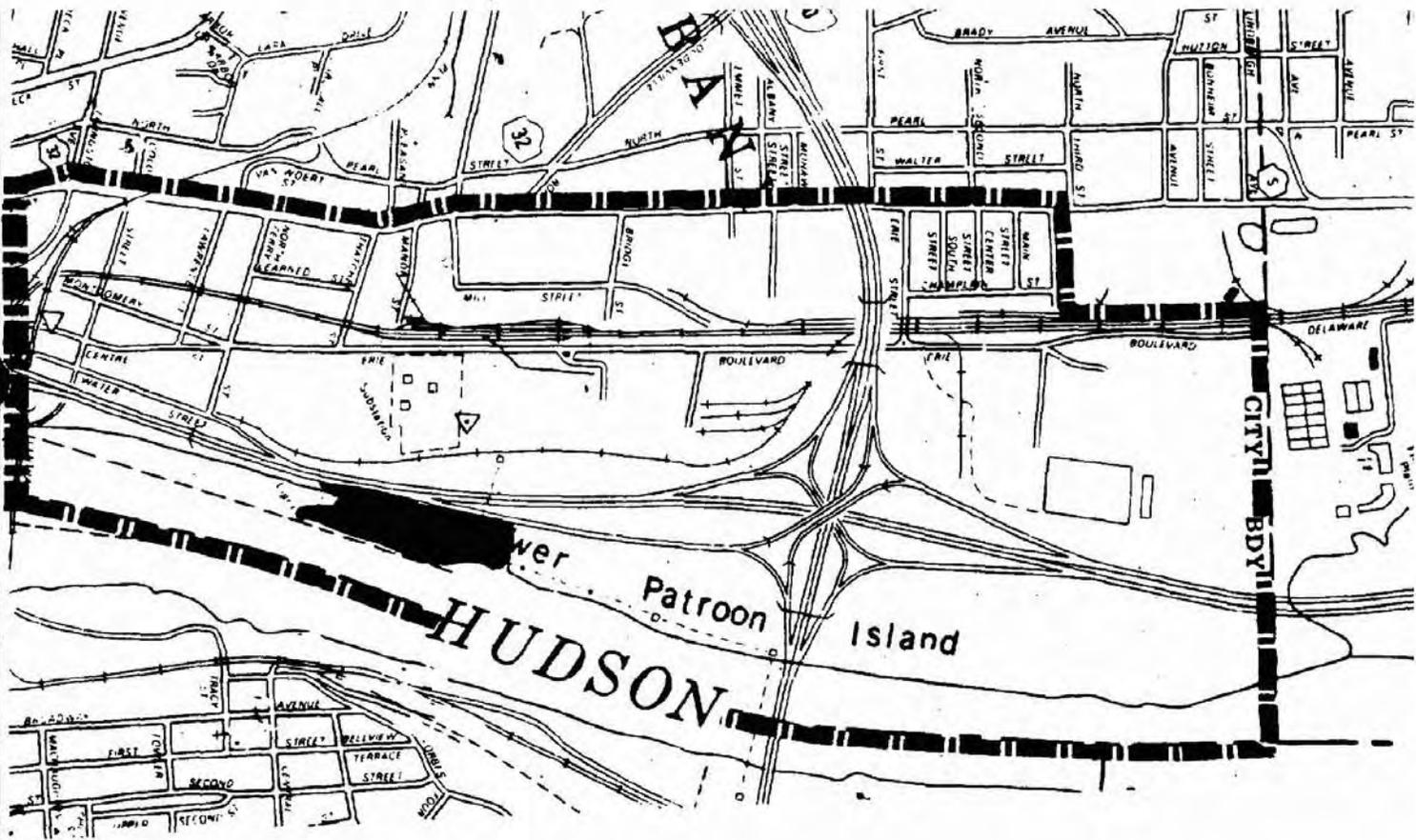
NATURE PRESERVE (Proposed Project No. 1)



PATROON ISLAND SUB-AREA

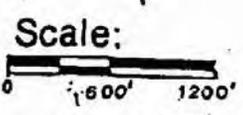
KEY:

 site location



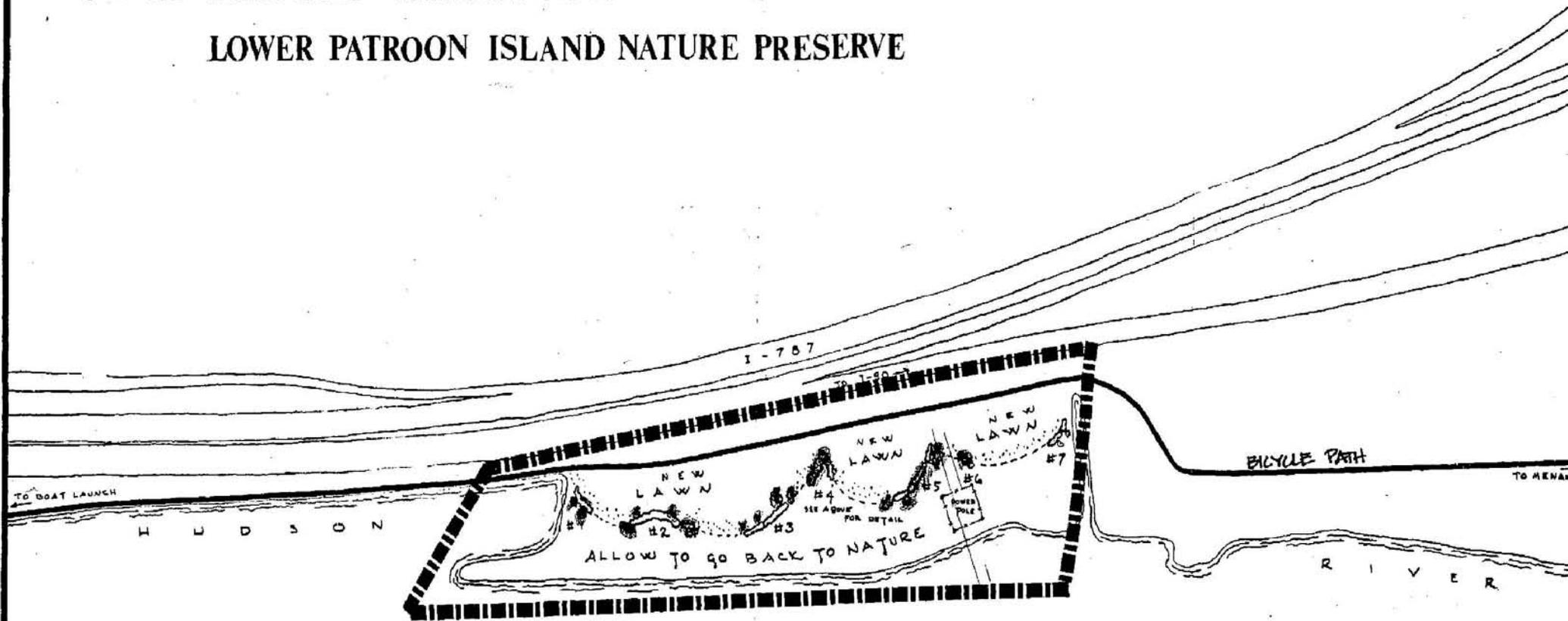
Local Waterfront
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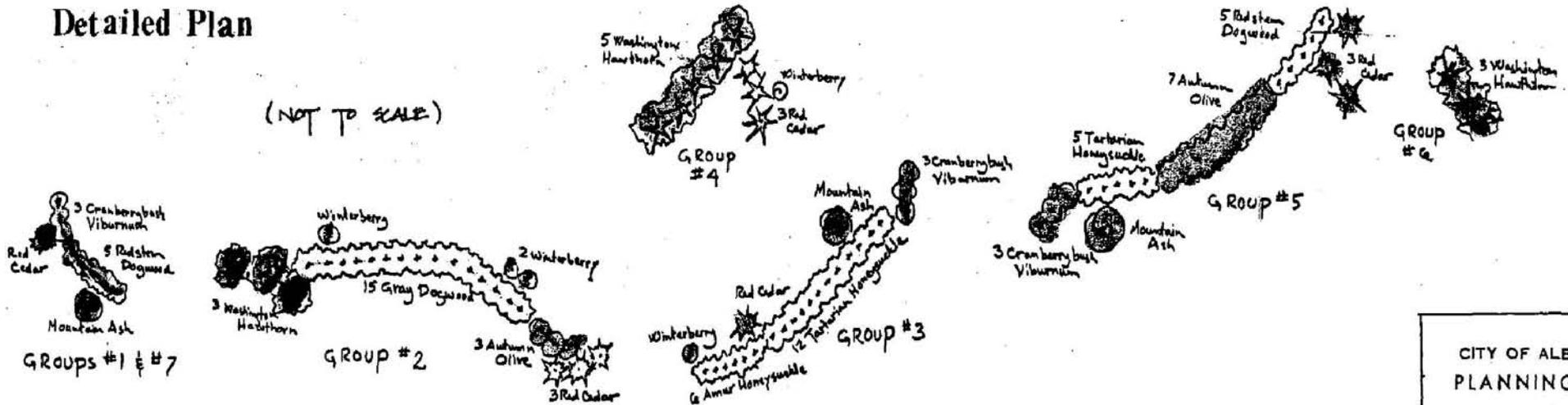
Map No 10B PROPOSED PROJECT NO.1

LOWER PATROON ISLAND NATURE PRESERVE



Detailed Plan

(NOT TO SCALE)



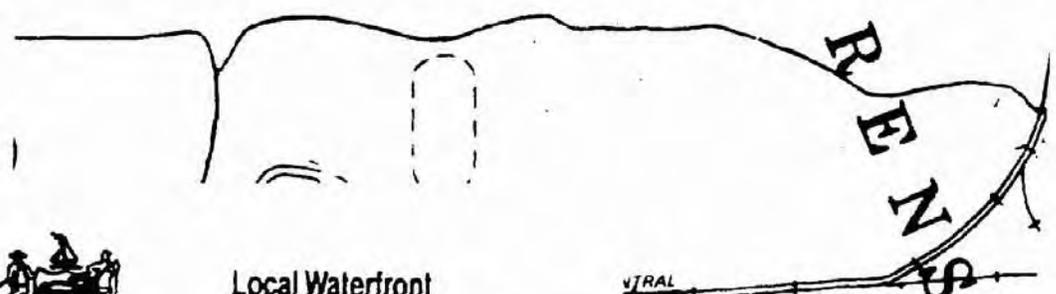
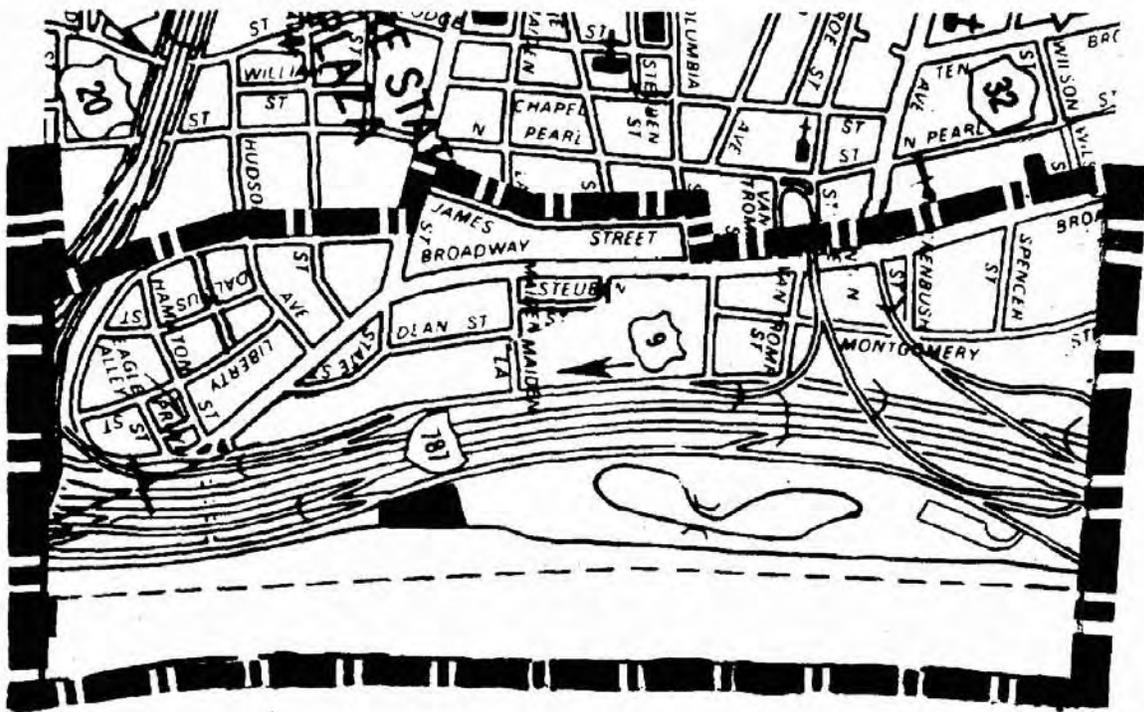
ONE ACRE
RICE PADDY
Appears 6. Feet
- Cultural Power

CITY OF ALBANY, N. Y.
PLANNING OFFICE

CORNING PRESERVE COMFORT STATION REHABILITATION (Proposed Project No.2)

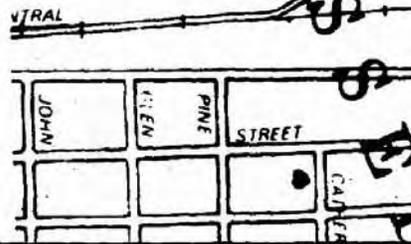
KEY:

 site location



Local Waterfront
Revitalization Program

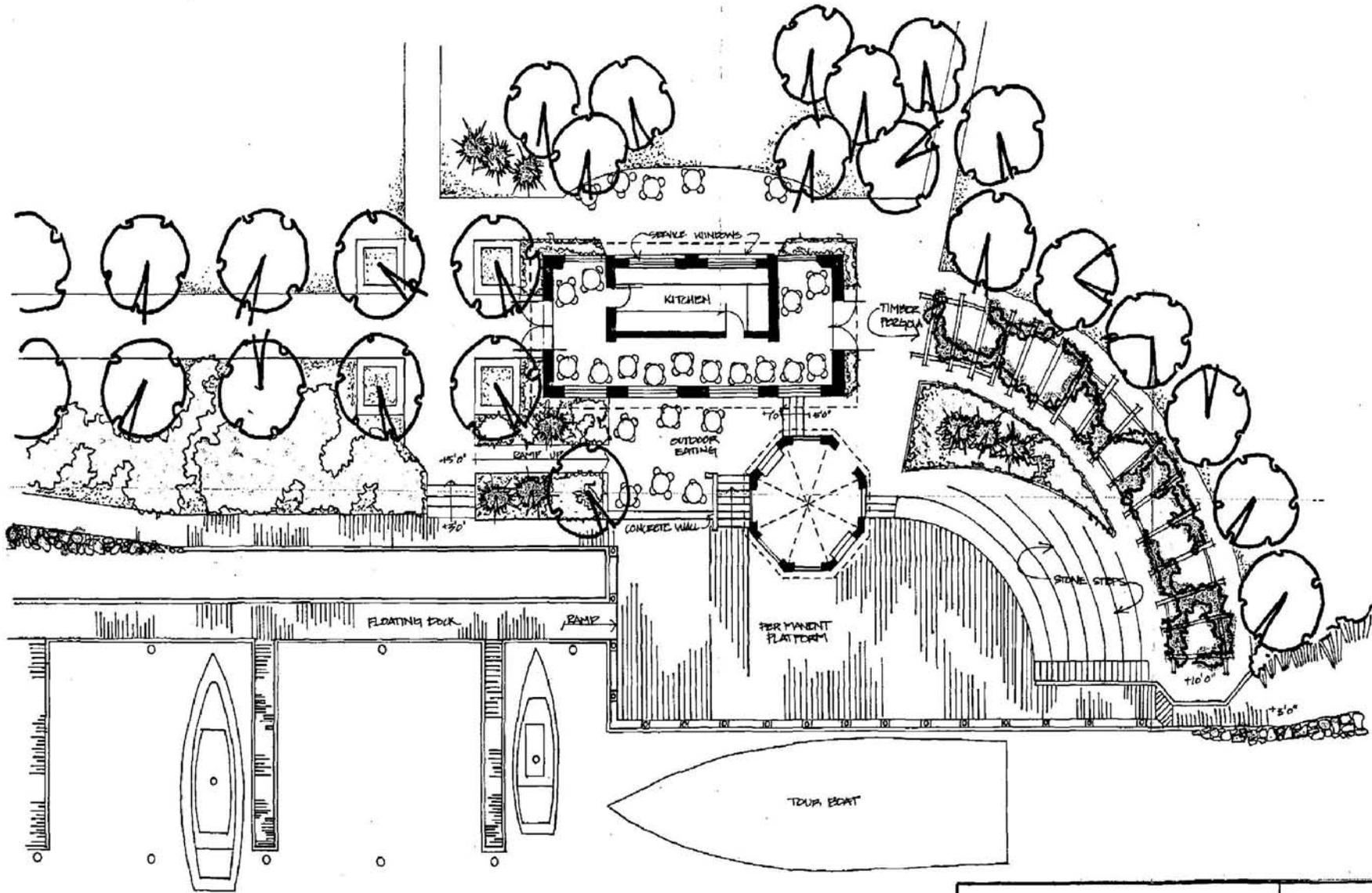
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Scale:


Map No. 11B PROPOSED PROJECT NO. 2

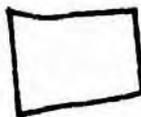
CORNING PRESERVE COMFORT STATION



CITY OF ALBANY
BUREAU OF
ENGINEERING

CITY OF ALBANY, N. Y.
PLANNING OFFICE

Map No. 12A

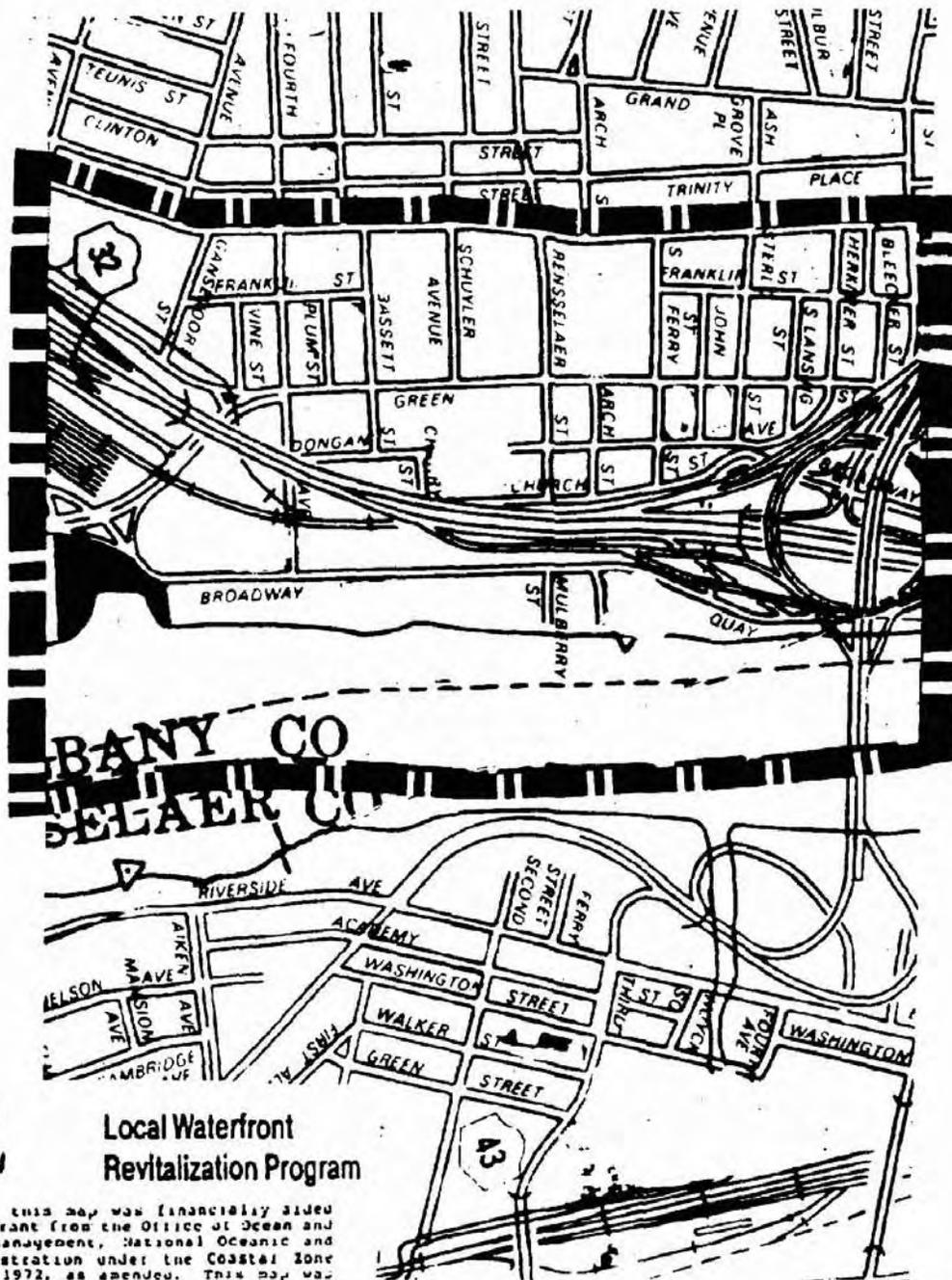


SOUTH END SUB-AREA

ISLAND CREEK WATERFRONT PARK (Proposed Project No.3)

KEY:

 site location



Local Waterfront
Revitalization Program

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Scale:
0 400' 800'