

FALL 2017



Village of Menands, New York

REVIEW OF PAST PLANS

MRP STUDIO

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INTRODUCTION

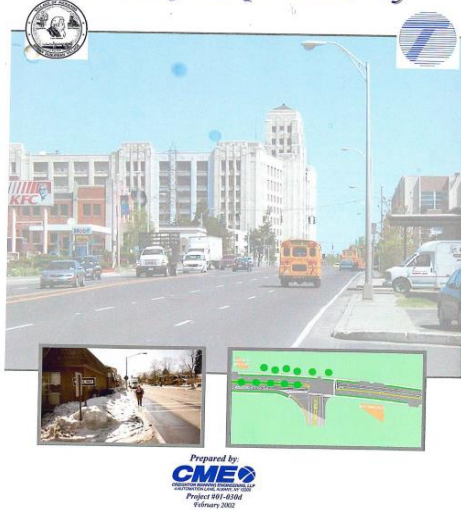
This document describes previous plans and studies that have involved Menands. The oldest study dates back to 1970; the most current was done in 2016. The topics of these studies range from the environment, land use, community improvement, streetscape, to transportation. While some aspects of these studies have been carried out, in large part, the many recommendations in these studies have not been fully implemented. Any new plan for a community should build on previous planning efforts, so this review is a first step in the process of preparing a new plan for the Village of Menands.

METHODOLOGY

Each studio member was assigned various studies to analyze and explain. After reading through the studies, studio members summarized each plan and noted the most important aspects of the studies focusing on the plan recommendations. This document includes the summaries of each plan.

Studio members also extracted what they felt were the most important issues and recommendations from these previous plans for the village to consider in its new planning effort. These thirty issues are listed in a separate document entitled “Plan Assessment Matrix” and are being presented to the village for discussion and feedback as an early aspect of the planning process.

Broadway Transportation Study



Creighton Manning Engineering, February 2002.

The “Broadway Transportation Study, Village of Menands, Project #01-030d. CME. February 2002”, focused on transportation, more specifically an assessment of current, at the time (2002), and future traffic operations, including identification and analysis of alternatives based on forecasted operations and access needs. It also evaluated the cross-section/ intersection geometry and the need for pedestrian linkages and bicycle accommodation.

The purpose of this study is to assess the existing and future transportation needs on the Broadway corridor (NYS Route 32).

Daily traffic volumes along the corridor have not changed significantly over the past 30 years, hence the generous roadway widths and relatively low traffic volumes provide an opportunity to reduce the number of travel lanes. This can provide the opportunity for roadsides enhancements such as:

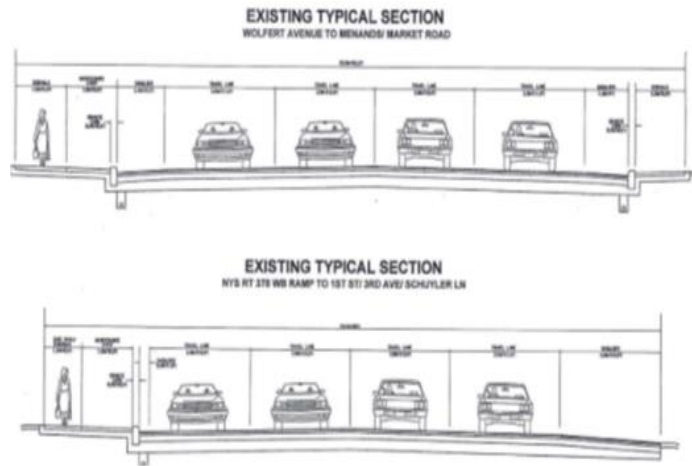


- Maintenance area for snow storage
- Curb bump out for bus stops
- Bus shelters
- Bicycle and pedestrian accommodations
- Green and grey infrastructure improvement
- Roadside treatment and access management improvements

Due to higher than average accident rate in the central portion of the corridor access, management improvements should be considered including: consolidate driveways,

shared access or cross easement. See table II-11 pages 28-29 for specific recommendations for each roadway.

Bus service is provided along Route 32, however enhanced transit stops and services should be considered. Also, snow storage/maintenance strips and Broadway design alternatives could reduce the number of lanes to facilitate pedestrian and bicycle access. Modifications of the Route 32/Route 378 interchange could improve truck access to Menands Market and industrial land use areas.



Proposed Road Sections:

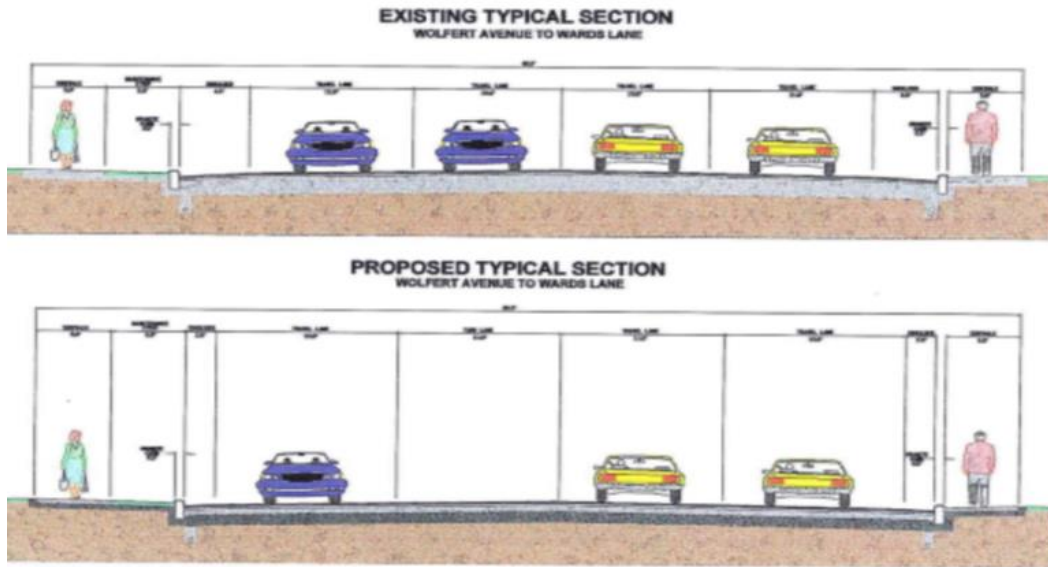


Figure 4 Wolfert Ave to Wards Lane: Source BTS 2002

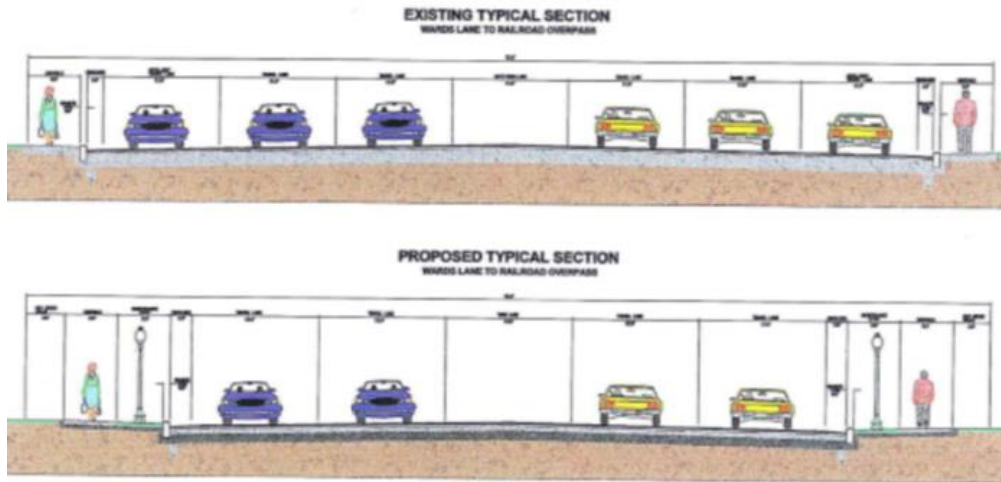


Figure 5 Wolfert Ave to Wards Lane: Source BTS 2002

Reviewed by Studio Member: Aneisha Samuels

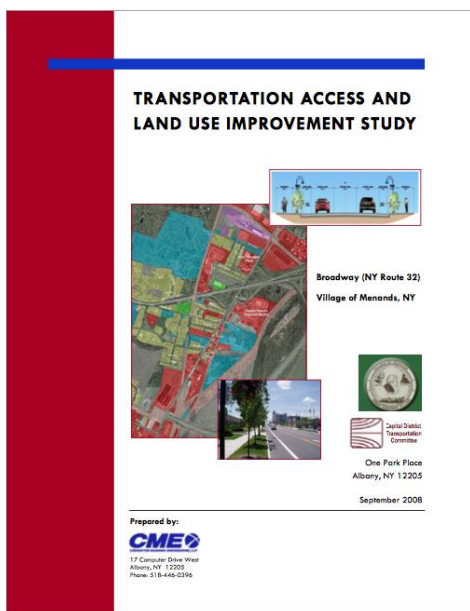
RIVER CORRIDOR SIMPLIFIED ALTERNATIVES ANALYSIS.

Capital District Transportation Authority, and IBI Group and Creighton Manning Engineering, LLP - Jan. 23, 2015, Accessed Oct. 1, 2017.

This study provides alternatives to driving directly into downtown Albany, and initiatives to reduce traffic congestion along the River Corridor from Albany to Troy. This study investigates allowing commuters to park in specific lots in the surrounding neighborhoods of Albany instead of trying to find parking in the city center. The plan illustrates that there are six stations within the BRT corridors that are proposed to have parking facilities for commuters: Division and Woodlawn on the Red Line, Route 378 and Kenwood/Port on the Blue Line, and Crossgates Mall and the Harriman State Office Campus on the Purple Line. These six locations are important and stationed strategically due to a projected increase in annual average daily traffic by up to 30%, especially in Colonie and Menands.

The current spots being considered in Menands include Route 378 and the Riverview Center. These two locations are key points for any citizen in Menands to commute to downtown Albany. This can help with any commuter from the Village to even walk to these BRT stations since they are conveniently placed in key areas within the Broadway corridor. Each BRT station has a full shelter and amenities that can accommodate any commuter along the way. An improved crosswalk will be implemented at all BRT Park & Ride stations.

Reviewed by Studio Member: Jad Edlebi



TRANSPORTATION ACCESS AND LAND USE IMPROVEMENT STUDY.

CDTC, 2008. Accessed Oct. 9, 2017.

This study focuses specifically on the Broadway corridor in Menands. The goals of this study are to help preserve and manage Broadway in Menands, develop the region's potential, link transportation and land use, and plan and build for all modes. A well-functioning transportation infrastructure cannot function properly if it does not provide accommodations for all modes of travel.

The northern section of the corridor is primarily commercial and light industrial, with a small amount of residential and recreational use north of Route 378. The southern section of Broadway includes a mixture of commercial, industrial, residential, and institutional land uses. The road is generally a four-lane facility providing two lanes in each direction. Flooding is a concern, as Broadway is within the floodplain or close to it in places. Sidewalks are not continuous. Signalized intersections are spotty and street parking is not allowed.

There are two project focus areas. Broadway (NY Route 32)/Menands Road/Market Road is one. This intersection is south of the Route 378 overpass and it has a traffic signal. All modes of

transportation exist at this intersection, except for ADA ramps for visually impaired people. This intersection is busy and needs access improvements to make businesses more accessible and to strengthen the place in the regional and local market. The other focus area is Broadway (NY Route 32)/Route 378 WB off-ramp. This is a “T” intersection with a traffic signal. The only pedestrian accommodations are limited sidewalks on the west side of Broadway. There are several vacant properties that need redevelopment. There are several curb cuts that create confusion for drivers and conflict points where accidents may occur. Levels of compatibility concerns for places along Broadway are at a B or C. C means there is concern and B means concern is increasing. This needs to be repaired.

The rest of the study examines different traffic flows, transit access, and safety concerns. Traffic is heavy on Broadway as it travels through Menands. Pedestrian and bicycling access is limited because the waterfront trail is cut off for bicycles and sidewalks are limited. The Broadway corridor is designated as State Bike Route 9 with on-street bike lanes. These are very unsafe, however, as there are many curb cuts. Pedestrians have the same problem with curb cuts.

Existing transit services are provided by the CDTA. Fixed bus route service extends along Broadway, all the way to Troy. Bus Route 22 is one of the busiest routes with about 500 daily riders within the study area. There are 100 daily boardings at site A and 50 boardings at site B.

Conclusions are that improvements are necessary to improve safety, efficiency, and access to area land uses. Confusion among drivers, pedestrians, and bicyclists needs to be fixed by adding medians, better signal heads, and higher visual ability.

There are several recommended alternatives to deal with the problem. Basically, the plan recommends complete streets and uniformity along Broadway. Trailhead options and access are important for the corridor to provide access to Broadway from other areas. Transit must provide service to development centers and safe areas for pedestrians.

Reviewed by Studio Member: Eric Stotsky

Creighton Manning Engineering, LLP. 2002

This study identifies three study areas including:

- Study Area #1: The Watervliet Arsenal/Colonie Economic Development Zone area in the City of Watervliet and Town of Colonie
- Study Area #2: The southeastern section of the Village of Menands adjacent to Broadway and Erie Boulevard
- Study Area #3: The Port of Albany/South End neighborhood located in the City of Albany

The Study Area #2 is generally commercial to industrial. This report proposes the development of an extension to Erie Boulevard from just south of the Albany/Menands line to the I-787 Wards Lane Interchange (with access between the extension and the interchange ramps), coupled with geometric and design treatments on Broadway between Simmons Lane and Wards Lane. The study also suggests establishing a direct truck route between I-787 and the industrial area surrounding Erie Boulevard. The purpose is to create ease of access and mobility for commercial vehicles, enhance economic development opportunities due to this easier access, and remove heavy vehicle traffic from Broadway in Menands.

While there is unofficial accessing of the trail from near the Wards Lane interchange ramps, the nearest permitted access is near Colonie Street in Albany via Erie Boulevard.

Given the City of Albany's current efforts to develop its waterfront area, including construction of a pedestrian bridge linking downtown Albany to the waterfront and the upcoming construction of a promenade, picnic area, new pedestrian and bicycle facilities in a more congested part of the current trail and other accommodations, the opportunities to promote access from Menands to this destination and to the rest of the offerings of the trail (as well as the opportunities to leave the trail to patronize restaurants and other establishments in Menands) should be explored.

In summary, in the *Southeastern Menands/Broadway/Erie Boulevard* study area, the opportunity to promote more direct access to the commercial and industrial areas in the Erie Boulevard corridor through the recommended improvement would bring with it an opportunity to pursue community development-oriented economic development efforts along Broadway in the Village of Menands. That is, while the Watervliet Arsenal/Colonie EDZ area saw the opportunity to bring about a more immediate quality of life to benefit First Street residents by removing truck traffic from their street, this study area could see an opportunity to introduce land uses in the Broadway corridor, which while desirable from a community standpoint, might not be compatible with the present mix of traffic traveling through the corridor. The Village can pursue an economic development effort in which it examines the desires of the community to determine how to complement the extension of Erie Boulevard with streetscaping, zoning and/or promotional efforts aimed at facilitating the introduction of new businesses to the corridor.

Reviewed by Studio Member: Zeynep Tas

Capital District Transportation Committee.

The I-787 Hudson/Waterfront Corridor Study was completed in August of 2017. The study area is bounded on the north by Watervliet (I-787 Exit 9), on the south by the Port of Albany (I-787 Exit 2), on the east by the Hudson River and on the west by Route 32 (Broadway). The study has not been released to the public yet. The plan is an effort that strategically marries transportation and land use planning to:

- “Improve access to the Hudson River
- Support waterfront revitalization and economic development opportunities
- Integrate concepts from previous studies and fresh ideas through an involved stakeholder process
- Support multi-modal transportation objectives (pedestrian, bicycle, transit, motor vehicle, truck, etc.)
- Guide future planning
- Improve transportation, community, and environmental compatibility
- Account for life-cycle costs of roads and bridges
- Explore potential reductions in infrastructure maintenance costs over time”

A timeline of the planning process since the project began is listed in the following chart.

DATE	STEP	DESCRIPTION
June 2015	Public workshops	Drop in style Public Workshop on June 24th in Albany drew over 90 interested individuals with a wide range of ideas, concerns and questions regarding the study and the study area. Second workshop was held in Watervliet on June 30 th . There was also a public survey available.
September 2015	Preliminary Workshop Summary Available	Summary of community input finds 76 participants believe access for bikes and pedestrian should be emphasized, 46 believe the emphasis should be economic development, 34 believe it should be environmental protection. There were 29 responses that sought active recreation opportunities and 29 desired a view shed to the river. 15 or less desired shorter transportation time, boating access, and trailhead parking.
2015-2016	Develop and evaluate feasible strategies and options	The planning process with consideration to community input is carried out to produce a final plan.
June/July 2017	Receive public input on recommendations	Allow public to engage in planning process and keeping them informed by doing so.
August 2017	Plan completed	To be made available to the public

Excerpt from I-787/Hudson Waterfront Corridor Study. 2017.

Reviewed by Studio Member: Ketura Vics

Capital District Transportation Committee. Urban Partners. 2001.

The Broadway commercial corridor extends four miles from Livingston Street in Albany to the City of Watervliet. The main objective is to revitalize the Broadway commercial corridor and to promote and expand retailing operations. The Wolfert corner retail district is a focal point for retail business. It is accessible to a three-quarter mile area of the district. A development strategy for Wolfert corner should include streetscape enhancements, north Albany home/office outlet association, district-serving parking, business façade improvements and more. North Albany home/office outlet association will strive to bring all warehouse based business together to promote their business and attract regional attention. Currently there are thirteen active outlet retailers and ten of them are directly selling their product to the public.

The Capital District regional market could dramatically change through efforts to expand the flower market (which will be held on Saturday or three day a week). A museum showing the history of the market and a full-service farmer's market with retail product such as meat, fish, bakery and deli vendors could be established.

Infrastructure and neighborhood improvements through the Broadway corridor is another part of the plan in which adjacent neighborhoods could be improved by resetting or replacing curbs, improving landscaping along railroad properties and private business, and removal of excessive curb cuts and asphalt.

A market assessment report shows North Albany HOPE VI Revitalization Program and redevelopment of the Edwin Corning Homes on Lawn Avenue have market demands and found a lack of retail services available to this area. It shows where additional retailing business could be established.

Reviewed by Studio Member: Dhaval Dhamelia

J. Kenneth Frasier and Associates. Village of Menands, New York 2008.

The Final Masterplan for the Menands Nature Area Feasibility Study (NAFS) was created in December of 2008. It examines a 150-acre study area going east-west between Route 32/Broadway and I-787, with Route 378 as a northern boundary and I-787 Exit 7W as a southern boundary. The study area comprises one of the largest freshwater estuaries along the Hudson River, which flows through a culvert under I-787. The rest of the area is tidal and freshwater wetlands that includes both forested and open wetland environments. Existing and former industrial rail spurs designate some of the area as a brownfield. The study area is described in the plan as “an ecological refuge that is a source of untapped educational and passive recreational potential.” The Village performed the study because they sought to incorporate the area with the bike trail going through Menands to Schuyler Flatts Park, in Colonie. Their long-term vision includes a bike/pedestrian trail over the Menands Bridge into Troy/North Albany. The plan also discusses the historic role of Menands as a rail town that once had amusement parks and was the site of the New York State Agricultural Society fair. The NAFS was modified to parallel an ongoing streetscape study that was being conducted for the Broadway Corridor.

Methodology: First, there was a site visit/field observations of study area, which was followed by collection of tax parcel map data to determine land ownership. Then topographic, aerial, and wetland/soil/site suitability maps were collected and assessed to determine viable uses for the land. The consultants then develop design concepts and consider implementation issues. The plan categorizes its existing conditions, constraints, and opportunities for environment, historical significance, and community involvement.

Environment: Existing trails and railroad beds can be used by acquiring land on properties that are near the network of bike paths and trails. Acquisition can be incentivized with tax write-offs. Constraints include acquisition, regulatory procedures involved beyond acquisition for landowners, perception of crime by allowing access to property.

Wetland/Tidal estuaries are an ecologically diverse habitat located within a FEMA 100-year flood zone. Educational and passive recreational opportunities are viable uses for this property. The soils are favorable for the specific use of paths and trail ways. This can present the area as a destination and its status as a wetland offers funding opportunities. Constraints include potential brownfields, regulatory procedure of impact on wetlands, and culvert under I-787 is too small for access.

Historical Significance: Prior land uses including Al-Tro Park and the Erie Canal lend the area to archaeological exploration to “create a sense of connection” between the past and present land uses in Menands. Preservation of historic integrity is necessary. Constraints include regulatory procedures of an archaeological study.

Community Involvement: Re-establish connection between Village and Hudson River, establish pedestrian links to surrounding communities, and redevelop existing farmers market, funding sources from public/private partnerships. Constraints include I-787, former islands are neglected and derelict.

The plan identifies numerous potential funding and partnership sources such as NYSDHCR Economic Development Program, NYSDHCR CDBG, NYSDHCR Technical Assistance Grant Program, Transportation Enhancement Programs, EPF Matching Grant Program, LWRPs, Hudson River Valley Greenway, Scenic Hudson, and more.

Reviewed by Studio Member: Ketura Vics

MARKET FEASIBILITY STUDY FOR THE CAPITAL DISTRICT COOPERATIVE FARMERS' MARKET, MENANDS, NY

Steve Miller, April 2017

The Capital District Cooperative is farmer-owned corporation which runs a wholesale and retail (at times) farmers market in the village of Menands. The Village hired a consultant to develop a plan to help revitalize The Market with cooperation of The Market management. The site consists of three major modes of operation. First, it is owned cooperatively by 150 farmer members, where

most of them use the market to sell their locally grown produce. Second, when the site was opened in 1933, a wholesale produce house set up business and, since then, more wholesale produce and other non-food related business have moved to the site. Third, is the retail farmers market where other farmers and members of the cooperative can participate.

This plan reviewed a previous plan conducted in 2003 and then interviewed members of the board, tenants, local economic development officials and some local businesses. The Board said that they liked the location of the site and most of them wanted to keep the market for both wholesale and retail produce sales. The tenants said almost the same things though some of them were unsure that the Board and membership are committed to making the investments that they feel are necessary to move ahead. Local economic development officials were familiar with The Market and knew where it was, but some thought that it is somewhat isolated.

The plan outlined the type of businesses that could be recruited to this site including small food processor, farm supply, restaurant supply, food distributor, specialized ethnic food distributor, and other types of business related to the farm and food industry (p. 11). The new Railex Facility was mentioned, where a rail transportation and distribution company has opened a new produce warehouse in Rotterdam, NY which is 22 miles from the Menands market.

The summary of recommendation is that physical site improvement should be done to provide better sheds and to make the market more attractive to new retailers and consumers. The plan recommended developing a retail farmers market, bringing in food-related business and improving the wholesale farmer market. The plan also provided recommendations on how to improve Board short-term and long-term operation and management in order to provide consistency and efficiencies in the future.

Reviewed by Studio Member: [Dhaval Dhamelia](#)

Route 32 Linkage Study

Conceptual Plan Development & Transportation Analysis



Final Report—January 2011
For the Village of Menands,
Town of Colonie, City of
Watervliet and Capital District
Transportation Committee



ROUTE 32 LINKAGE STUDY

CDTC. River Street Planning and Development, et al. 2010. Accessed Oct. 9 2017

The Route 32 Linkage Study examines the Broadway corridor from Menands to Watervliet. There are three subsections: Menands to Colonie, Colonie to Watervliet, and Watervliet. Each section has separate existing conditions, transportation conditions, and recommendations.

The Menands to Colonie section is the busiest part of the corridor, with the most business and traffic. Menands has many shopping areas that need to be redeveloped. The road is widest here and best suited for traffic. However, there are accidents here and it is not particularly safe for pedestrians and bicyclists. Recommendations involve redeveloping vacant buildings and shopping plazas, limiting access points to businesses to decrease congestion, transportation improvements like roundabouts and traffic signals, and encouraging future mixed-use development.

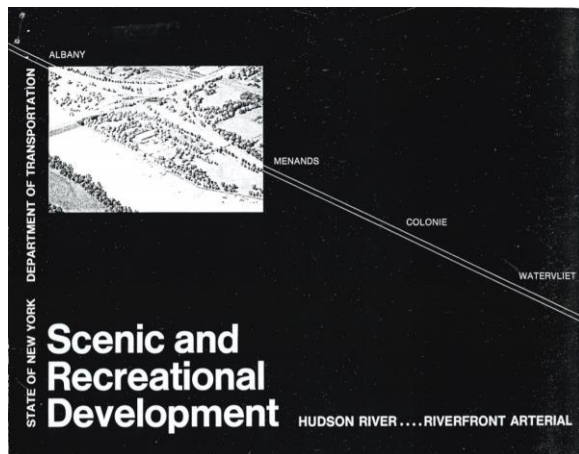
Colonie to Watervliet is a very small section. This is basically Schuyler Flatts. There is the Town of Colonie Park and an intersection here. There are about 21,000 vehicles per day in this part and the road narrows to two-lanes here as well. Lighting is an issue and sidewalks are narrow and inconsistent here. This creates unsafe and limited pedestrian access. Bicycles are not safe here. An inter-municipal zoning overlay is recommended, signage improvements are needed, alternative transportation modes should be encouraged, and development should be encouraged.

Watervliet has more residential and commercial and not much industrial development along Broadway. The road is not as busy here. It is built within a grid network and has a lower speed limit also. Uniform zoning guidelines should be developed, development of vacant or undeveloped areas should be encouraged, sidewalk repair and curb extensions are useful to pedestrians, repair the blocks around the arsenal, and create development strategies.

Implementation strategies are listed in a large Plan Implementation Matrix at the end of the Route 32 Linkage Study document. It lists the project descriptions, time frames, lead agencies, potential funding sources, and responsible entities for maintenance.

Reviewed by Studio Member: Eric Stotsky

SCENIC AND RECREATIONAL DEVELOPMENT, HUDSON RIVER, RIVERFRONT ARTERIAL.



State of New York, Dept. Of Transportation, 1970

Developing the waterfront remains an important objective moving forward if we must deal with the unfortunate realities of the many acres that were needed to build highway 787. Luckily, there are still areas of potential development. The Scenic and Recreational Development report outlines there are some 200 acres in total between Albany and

Watervliet. Menands encompasses almost half of that area. This space can primarily be used for recreation and enjoyment of nature, with the cooperation of many agencies and government bodies to achieve this goal.

The report explained that this area should be convenient to the surrounding municipality. The implementation of accessible entrances and exit location placements should be in ideal settings for

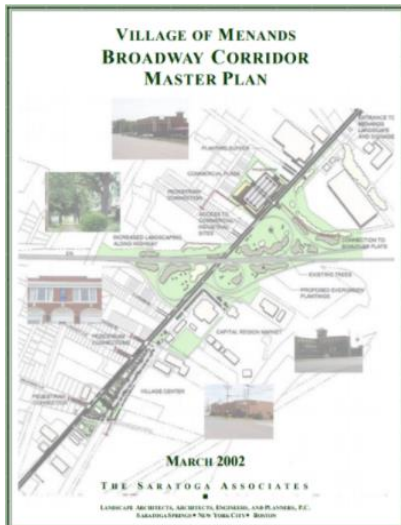
the community to utilize the parks features. The facilities that would be set up in this new park need to be constructed in an aesthetic manner, and situated with easy access to majority of the public. The initiative included incorporating a swimming pool and ice skating facility into this plan as well. There is about 3-5% of the region's population that wants to go swimming on a warm day, while ice skating gains similar numbers in popularity.

The growth of the urban regions and increased concentration of population is accompanied by the eagerness for the open aesthetic within the urban core. The waterfront area is ideal for much of this development. As it pertains to the 35 acres of practical working area there should be acknowledgement of the 15-acre remnants of tidal body of water. This area should be a prominent attractive feature for the park. Solutions to redevelopment includes implementation of any necessary dredging as well as planting on the shores to encourage local wildlife seeking refuge. Creating a facility for athletic interests as well as opportunities for nature studies, conservation work, nature trails, comfort stations and row boats meets the needs of a community with diversified recreational interests. Parts of the waterfront region that are undevelopable, approximately 180 acres within the interchanges and on the slopes of the fill areas, should be seeded planted and landscaped.

We should acknowledge that although there are areas that could support development of infrastructure, we must recognize that this area is predominantly a wetland and should mainly be used for conservation and recreational measures. The waterfront would serve as one of Menands best features if implemented in a mindful way. The opportunity for this village to redevelop this area along the river may garner interest from people in the surrounding region. It is important for Menands to provide something unique that bridges the gap between Albany and Watervliet, and this form of sophisticated recreation may fulfill that criteria. The open aesthetic landscapes coupled with some physical recreational activities serves to encourage diverse recreational interest that this area needs.

Reviewed by Studio Member: Sean Taylor

Kevin Schwenzfeier. June 2009. Accessed Oct. 1, 2017.



This plan focuses on improving conditions on the Broadway corridor and promoting economic development in a challenged area. It considers necessary infrastructure changes and improvements and an imminent revitalization of the economic district (a.k.a. Broadway Business District, BBD). A work group was assembled specifically to assess and improve the economic development of the BBD, Economic Development Work Group (WG). Their vision statement goes as follows: “To proactively pursue the revitalization of the Broadway Corridor that provides a vibrant economic base and quality environment in the Village,” (Schwenzfeier). A public survey was conducted for residents and

businesses throughout the Village of Menands and a series of interviews were set up with developers within the Capital Region to assess existing conditions.

With the data that was compiled from the interviews and survey, the WG established a set of recommendations that needed to be implemented. Form-based zoning and mixed-use development were the first few recommendations. Other recommendations included repurposing and redeveloping underutilized properties, seeking grants to improve the streetscape, and marketing the Corridor.

Reviewed by Studio Member: Jad Edlebi



The Saratoga Associates. 2002.

The Broadway Corridor in the Village of Menands has become a primarily auto-oriented corridor. Once a thriving commercial district serving the capital region, today there are numerous vacant or underutilized sites. Buildings that have been successfully reused have changed from commercial/retail services to offices. Where Broadway once carried the bulk of the commuter traffic, I-787 now serves this purpose. The culmination of these characteristics has helped create a pedestrian unfriendly environment that is dislocated from the adjacent neighborhoods. This study suggests specific aesthetic

improvements to achieve the goal of creating a sense of uniformity along the Broadway Corridor. In the study, the corridor has been broken down into three segments with the three primary gateways highlighted. The segments include:

- North Broadway Segment – From the Colonie town line to the NYS 378 overpass
- Village Center Segment – From NYS 378 to the railroad overpass
- Mid-City Segment – from Exit 6 to Wolfert Avenue

Gateways include:

- Exit 7 – Price Chopper
- Riverview Center
- Wolfert Avenue

The study contains several recommendations that are relevant to three segments of the Broadway corridor in Menands.

North Broadway Segment Recommendations:

- Any reconfiguration of the Price Chopper Plaza parcel should create a consolidated entrance that aligns with the Route 378 exit ramp. The parking on the site should be reconfigured and landscape enhancements should be incorporated to break up the asphalt pavement. In addition to new or rehabilitated larger scaled buildings toward the back of the parcel, smaller buildings should be constructed closer to the road. In addition, landscape enhancement and signage are recommended to mark this gateway into the community.
- Landscape enhancements are recommended for the 2,000' plus area around the Route 378 exit ramp configuration along Broadway to help make this connection more attractive and usable, as well as to foster pedestrian movements between the Village center of Menands and the Price Chopper Plaza area. The study recommends that this area be heavily planted with thick evergreen trees to shield the overpass so that it is virtually invisible to the passerby.
- The plan recommends the creation of an off-road bikeway east of the former Two Guys building linking Broadway to the Schuyler Flatts trail network.

Village Center Segment Recommendations:

- To create an inviting pedestrian atmosphere the village should undertake landscape improvements in this area along both sides of Broadway including street trees, pedestrian lights, banners, street furniture (benches, trash receptacles), and flowers.
- In addition to these landscape enhancements, the village should consider a central planted median from approximately the Village Hall to Menands Road. The median should be planted with trees and flowers and appropriate identification signs.
- To accommodate for the elimination of left and right turns along this stretch of roadway, a rear access road and associated parking should be developed on the east side of the buildings that front Broadway in this stretch of road.
- In addition to pedestrian improvements, the village should consider enhancing the area around the ice-skating rink and creating a larger Village Center Park. To incorporate the

park more closely with Broadway and the adjacent neighborhoods, a pedestrian connection should be created from Broadway directly to the park. In addition to these westerly connections, the park could be connected to the SPCA (the ‘Canal Trail’) and the proposed Natural Trail System. The park could provide passive green space during the summer months and remain an ice skating rink during the winter. All landscape improvements in the Village Center segment should be extended to the railroad crossing.

Mid-City Segment Recommendations:

- This area will have sidewalks and street trees on both sides of the street. These improvements will take place between the curb and the sidewalk in what is commonly referred as the planting strip.
- In addition to these enhancements, landscape improvements should take place between the sidewalk and the parking areas.
- In addition to landscape enhancements, it is likely that new buildings will be developed on the many underutilized lots.

In addition to these specific recommendations, the Broadway Corridor Master Plan includes design guidance for pedestrian street lamps, benches, and trash receptacles, as well as suggestions for gateway signage to mark the entrances to the Village of Menands. In addition, the study recommends the creation of design standards to guide future development and to ensure a safe, attractive, and functional built environment.

In summary, the basic concepts embraced in the plan include: accessibility from sidewalks provided along both sides of the street and back into the neighborhoods; coordinated parking and service access; parking to the side or rear of buildings; provision of buffers and screens along parking areas; incorporation of pedestrian amenities and street furniture; accommodations for bicyclists with appropriately sized bike lanes; installation of landscaping, and the appropriate provision and development of public spaces. The success of the corridor will be reinforced through the institution of these design practices.

The overall intent of the plan is to create a visually cohesive and pedestrian friendly (in varying degrees) atmosphere along the length of the corridor to create continuity and a sense of place. The major unifying elements proposed for the corridor will be the streetscape components of street

trees and light poles and fixtures. Their positive impact will be felt if they are applied in a consistent manner throughout the corridor. Specifically, it is recommended that the corridor include an installation of street trees along its entire length on both sides of the street adjacent to the proposed pedestrian sidewalk. The regularity of the trees and the introduction of proposed pedestrian scaled lighting fixtures will provide a continuity, consistency, and unity to the look of the street.

Reviewed by Studio Member: Zeynep Tas

Village of Menands Broadway Corridor Design Guidelines



VILLAGE OF MENANDS BROADWAY CORRIDOR DESIGN GUIDELINES. 2016

Elan Planning and Design. 2016.

The “Village of Menands Broadway Corridor Design Guidelines” focused on land use in the Village. The methods proposed in this document are intended to promote long range planning through Smart Growth Principles including mixed use development, walkability, and green infrastructure. This document reflected the goals of multiple planning documents,

including the following:

- Menands Broadway Corridor Study (2002)
- Menands Design Guidelines (2007)
- Transportation Access and Land Use Improvement Study (2008)

- Village of Menands Broadway Corridor Economic Development Initiative: Current Conditions and Opportunities Report (2009)
- Menands Zoning Revisions and Updates (2013)
- Storm water Coalition of Albany County Green Infrastructure Model Local Law Project (2013)

The overall objectives of the document are to promote site and building development that enhances the historic architecture and village setting of the community, and to provide building owners and project sponsors who are applying for site plan review with an understanding of the Village’s site plan review criteria and expectations.

Green Infrastructure (page 12)

The Village of Menands is a member of The Stormwater Coalition of Albany County, a group of eleven municipalities and the University at Albany committed to implementing Best Management Practices towards storm water management. As a member of The Stormwater Coalition, Menands has worked to identify and implement strategies to reduce storm water runoff volumes and increase water quality

Parking:

The Plan recommends that industrial buildings be positioned close to the streets with minimal parking between Broadway and the building façade. This is intended to provide a more visually appealing area instead of allowing the area to be bombarded by copious amounts of parking space. The document also proposed that adjacent parking lots should be connected to facilitate the flow of traffic off Broadway to reduce the flow on Broadway in cases where possible. Shared parking and public parking is encouraged so less designated parking spaces will be needed. Based on business hours different businesses can alternate the use of parking spaces.

“Surface parking areas should be at the second or third layer from the frontage and should be screened by a streetwall or continuous hedge between 3.5 and 4.5 feet in height. Streetwalls should be constructed of a material matching the adjacent building

façade. Openings in such streetwalls and hedges should be no larger than necessary to allow automobile and pedestrian access. If, due to site constraints or a preexisting condition, a parking lot is in the first layer it should be screened by a streetwall and/or hedge with the same dimensions as mentioned herein.” (p. 20)

Bike/ pedestrian Amenities:

The Broadway Corridor Design Guidelines proposed the implementation of “Logical” pedestrian amenities. Overall the intent of the document is to promote walkability.

Broadway Business District (BBD):

The intent of this district is to allow the development of auto-dependent uses while enhancing the pedestrian environment to promote the livability and economic vitality of the entire village.

Infill Neighborhoods Districts:

Infill Neighborhoods Districts are intended for residential use and a mixed-use district while promoting green infrastructure development techniques (Rainwater Harvesting, permeable pavements, green roofs etc.) Residential lots should preserve the pedestrian character of the streets and neighborhoods should relate to nearby neighborhoods.

Infill Mixed-Use District:

The Infill Mixed-Use District accommodates a wide variety of residential and non-residential uses, building types, and lot sizes. Infill mixed-use districts must incorporate residential use, create a public realm conducive to pedestrian activity, and provide linkages to adjacent neighborhoods. This district contains a balance of neighborhood and regional scale non-residential uses based on the district's location on major thoroughfares and access to transit service.

Signage and Street Lighting: (page 13 to 24 of BCDG)

It is recommended that there be simplified content on signs. Signs should also be well maintained and should complement the façade of the building.

Street lighting spacing should be 75 to 100 ft. for all renovations regardless of building style and high-quality materials should be used.

Architectural Guidelines:

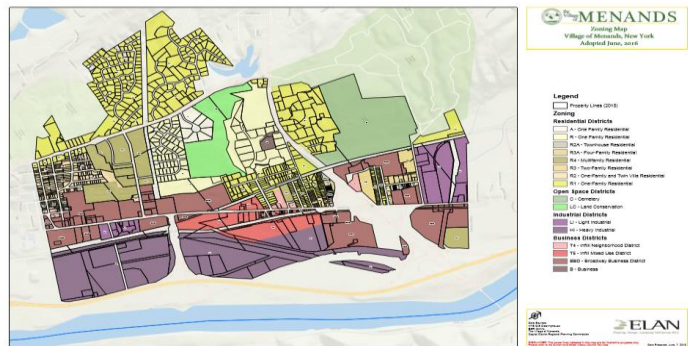
Unlike the site guidelines, which are specific, the architectural guidelines do not dictate precise styles, materials, or detail choices for buildings within the village. Rather, the recommendations are intended to be a starting point for project sponsors to consider in the design process. The overall intent is not to promote a specific style of architecture, but to promote compatibility between architecture styles in the village.

Streets:

All streets should terminate at other streets, forming a network. Cul-de-sacs should be allowed only when there is no alternative due to site conditions such as waterways, wetlands, or steep slopes.

T-4 and T-5 Zones:

The purpose of these Supplemental Regulations is to implement the principles of the various planning documents that have been completed for the Village and the Broadway Corridor.



The goals of these transect zones (T-4 and T-5) are aimed at building a traditional village fabric characterized by streets and other public spaces that are walkable and inviting to pedestrians, are accessible by transit service, and by a mixture of uses, such as retail (including sales, services, restaurant, and offices with walk-in clientele), general office, light industry, and residential integrated at the block and building level. Transect zones focus on the form of the built environment that result in stimulating, safe, and ecologically sustainable neighborhoods.

Reviewed by Studio Member: Aneisha Samuels

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