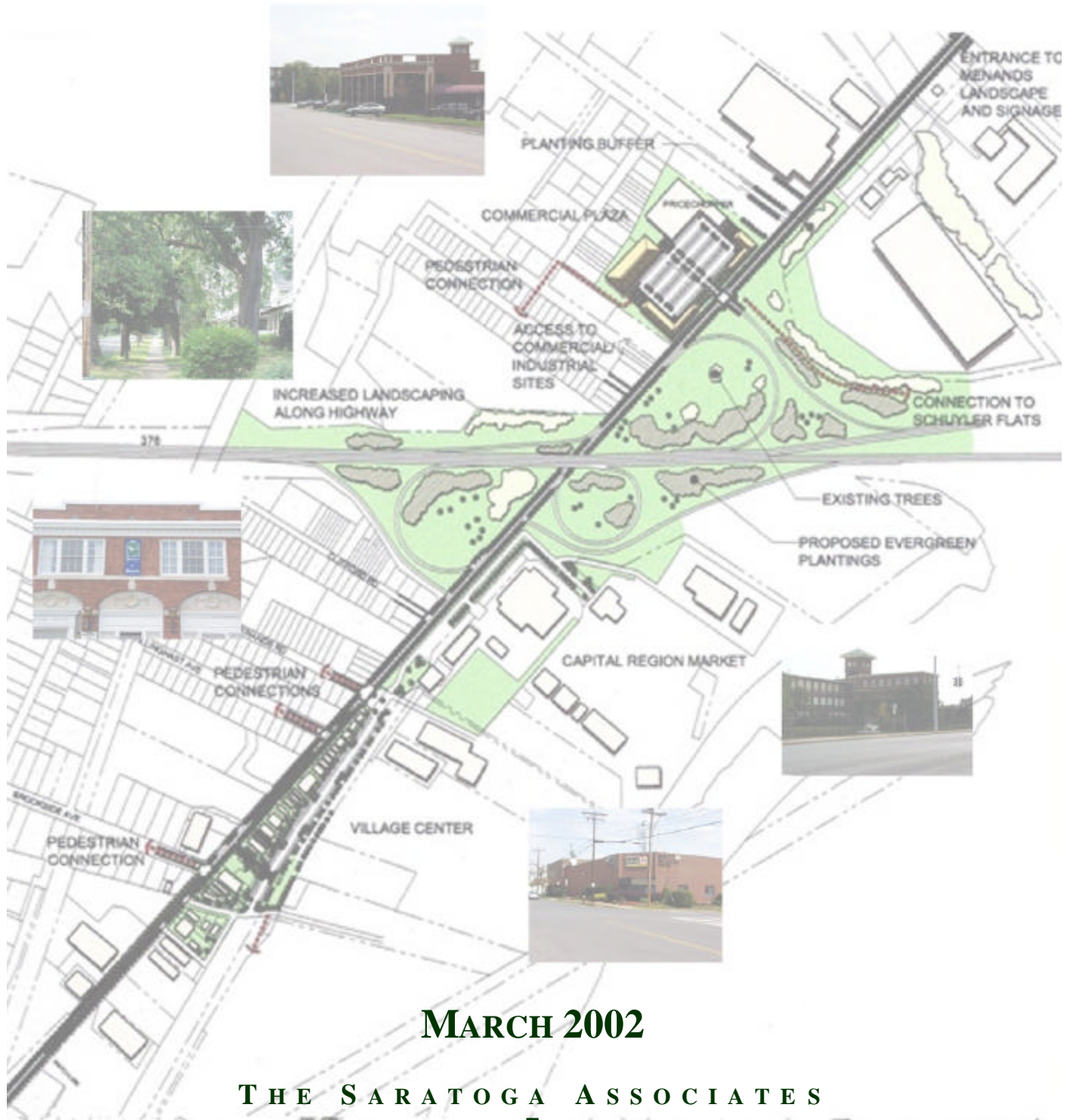


# VILLAGE OF MENANDS BROADWAY CORRIDOR MASTER PLAN



**MARCH 2002**

**THE SARATOGA ASSOCIATES**

LANDSCAPE ARCHITECTS, ARCHITECTS, ENGINEERS, AND PLANNERS, P.C.  
SARATOGA SPRINGS ■ NEW YORK CITY ■ BOSTON

**VILLAGE OF MENANDS  
BROADWAY CORRIDOR MASTER PLAN**



**TABLE OF CONTENTS**

<b>I.</b>	<b>INTRODUCTION.....</b>	<b>1</b>
<b>II.</b>	<b>BROADWAY TRANSPORTATION STUDY.....</b>	<b>2</b>
<b>III.</b>	<b>THE BROADWAY CORRIDOR.....</b>	<b>4</b>
A.	EXISTING CONDITIONS .....	4
1.	<i>Land Use and Zoning.....</i>	6
2.	<i>Condition of the Corridor.....</i>	8
3.	<i>Infrastructure .....</i>	11
4.	<i>Major Tenants.....</i>	12
5.	<i>Winter Conditions .....</i>	13
<b>IV.</b>	<b>AREA INFLUENCES .....</b>	<b>14</b>
A.	NATURAL AREAS.....	14
B.	ADJACENT AREAS.....	15
C.	OVERVIEW OF URBAN PARTNERS REPORT .....	16
<b>V.</b>	<b>COMMUNITY INVOLVEMENT .....</b>	<b>18</b>
A.	BUSINESS STAKEHOLDER MEETINGS .....	18
B.	PUBLIC DESIGN WORKSHOP.....	19
<b>VI.</b>	<b>PROPOSED CORRIDOR REDEVELOPMENT.....</b>	<b>23</b>
A.	BROADWAY CONCEPT PLAN.....	23
B.	DESIGN VOCABULARY .....	40
C.	DESIGN STANDARDS .....	42
1.	<i>Why Design Standards .....</i>	42
2.	<i>How Design Standards Work.....</i>	43
3.	<i>Levels of Design Review .....</i>	43
4.	<i>Design Standards in Menands .....</i>	44
5.	<i>Examples of Design Standards .....</i>	45
D.	TREE SPECIES .....	51
E.	ON AND OFF-ROAD TRAIL NETWORK.....	52
<b>VII.</b>	<b>IMPLEMENTATION .....</b>	<b>54</b>
A.	EARLY ACTION PROJECTS.....	54
B.	OTHER IMPLEMENTATION TOOLS.....	55
C.	COST ESTIMATES .....	58
D.	GRANT SOURCES .....	59

**LIST OF FIGURES**

Figure 1 CREIGHTON MANNING ENGINEERS BROADWAY CROSS-SECTION .....3  
Figure 2 AERIAL VIEW OF BROADWAY CORRIDOR .....5  
Figure 3 AERIAL VIEW OF MENANDS NATURAL AREA .....13  
Figure 4 VILLAGE CENTER SEGMENT CROSS-SECTION .....26  
Figure 5 MID-CITY SEGMENT CROSS-SECTION .....30  
Figures 6 - 9 MID-CITY PHOTO ENHANCEMENTS .....32-33  
Figures 10 - 11 WOLFERT AVENUE PHOTO ENHANCEMENTS .....35

**LIST OF MAPS**

Map 1 LAND USE..... 7  
Map 2 PUBLIC WORKSHOP SUMMARY MAP .....20  
Map 3 BROADWAY CORRIDOR MASTER PLAN (NORTH) .....22  
Map 4 BROADWAY CORRIDOR MASTER PLAN (SOUTH).....28  
Map 5 ON AND OFF-ROAD TRAIL NETWORK .....39

**LIST OF ATTACHMENTS (SEE ORIGINAL REPORT AT VILLAGE HALL)**

1. BROADWAY TRANSPORTATION STUDY
2. NEW YORK BICYCLING COALITION ACCESSING THE HUDSON RIVER
3. CAPITAL REGION MARKET ACCESS FEASIBILITY
4. TREES FOR A MORE LIVABLE ENVIRONMENT

**Village of Menands  
Broadway Corridor Master Plan**

*"The future belongs to those who believe in the beauty of their dreams"*  
Eleanor Roosevelt

**I. INTRODUCTION**

*Building of America's Roadways*

In the post war era, too many communities have struggled with the need integrate the ease of access afforded by state and interstate highway systems with the desire to maintain a distinctive community character. While there are potential economic benefits to expanded auto access, these can be lost if the key highway/town link is handled in a piecemeal or haphazard manner.

If the focus is exclusively on auto-related issues like adequate turning radii and parking, key residential districts and commercial areas can disappear in a sea of concrete. If the link between the high-volume road and the local roads is not carefully articulated, quality communities and neighborhoods can be slowly eroded by traffic and noise. In the end, the tax benefits associated with highway-related development are offset by the costs in diminished quality of life.

Unfortunately, the Broadway Corridor in the Village of Menands has met this fate and has, as a result, 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.

*Quality Communities*

To recapture the Broadway Corridor for the pedestrian and connect it to the nearby neighborhoods, the Village of Menands, in conjunction with the City of Albany and the Town of Colonie, applied for and received funding from the NYS Department of State Office of Local Government Services Quality Communities program. The focus of the program was to examine the Broadway Corridor and make recommendations that will ultimately meet the needs and expectations of each of the communities in a sustainable manner that re-establishes the corridor as an economically and socially vibrant asset to the village and adjacent communities.

## **II. BROADWAY TRANSPORTATION STUDY**

Previous to this study, the village contracted with Creighton Manning Engineers (CME) to address highway transportation through the corridor including an assessment of current traffic operations, an analysis of future traffic volumes (20 year forecast), and identification of lane and intersection geometric changes to satisfy forecasted traffic volumes. Attachment 1 contains information on the technical report. Due to the large size of the report, this appendix contains the cover page, table of contents, and contact information. The overall objectives of the study included:

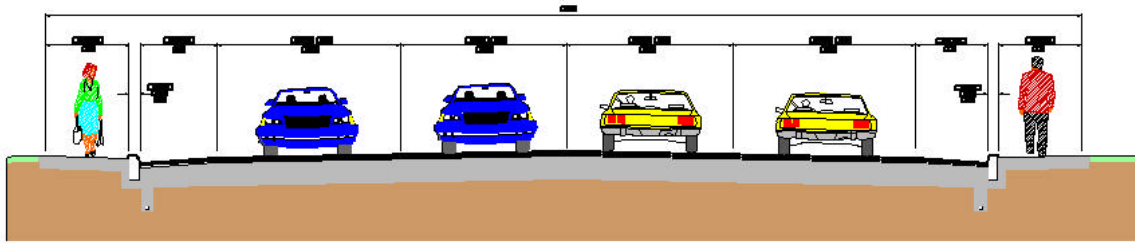
- Reducing the number of lanes in the Broadway Corridor
- Providing opportunities to improve pedestrian and bicycle amenities
- Implementing access management
- Improving snow storage

During the course of the study, CME found that there was a negligible (12%) increase in traffic volumes along Broadway over a 20-year period. Conversely, I-787, during the same time frame, saw a 347% increase in traffic. Utilizing this data, CME then projected future traffic volumes based on an annual growth rate of 1.5 percent per year to the year 2025. Once these numbers were obtained, CME confirmed the potential build-out of the corridor with the village's Economic Development Committee. At the end of the process it was determined that, for the majority of the Broadway Corridor, there will not be a significant increase in traffic volumes. As a result, CME recommended that the majority of Broadway be narrowed. For example, the intersection with Exit 7 near Wards Lane is currently seven lanes wide. CME suggested reducing the lanes to five and limiting the free-flowing turn lanes off of the exit ramp.

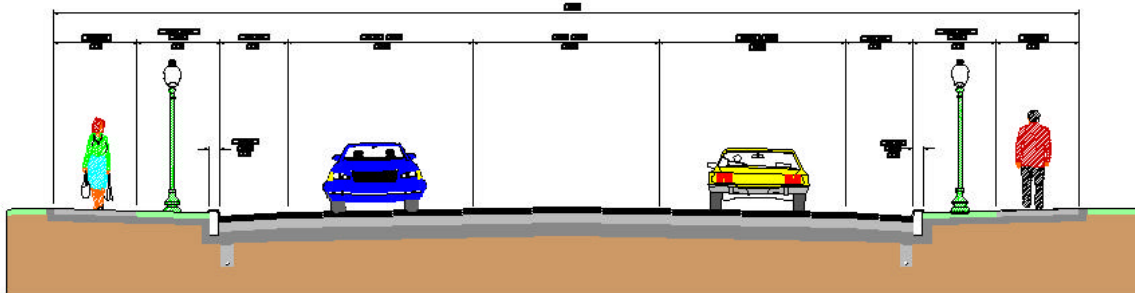
With the narrowing of lanes, there essentially becomes a surplus of land along side of the road. CME recommended using this area for an on-road bike lane, curbs, a five-foot planting strip, and a sidewalk (moving from the road toward the sidewalk). The five-foot planting strip could then be used for snow storage, trees, and pedestrian scaled street lights. Figure 1 below is a graphic example of the reconfigured Broadway as depicted by CME.

The CME study was very helpful in setting the strategic direction for the Broadway corridor. That is, helping set the stage for reducing the amount of pavement within the village and returning some of the corridor back to the pedestrian. Utilizing the findings of this report, this study builds on these recommendations and suggests specific aesthetic improvements in order to achieve the ultimate goal of creating a sense of uniformity along the Broadway Corridor.

**EXISTING TYPICAL SECTION**  
RAILROAD OVERPASS TO MENANDS/ MARKET ROAD



**PROPOSED TYPICAL SECTION**  
RAILROAD OVERPASS TO MENANDS/ MARKET ROAD



**FIGURE C**



**Figure 1 Street Cross Section for RR Overpass to Menands Market Road**

### **III. THE BROADWAY CORRIDOR**

#### **A. EXISTING CONDITIONS**

The Broadway Corridor is fairly long and has different characteristics as one moves through the corridor. To assist in describing existing conditions, and ultimately making recommendations, 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

While the number of lanes varies along the corridor, for the 2.1 miles in Menands it ranges from 4 lanes to 7 lanes (including turning) at its widest point. As Broadway enters into the City of Albany and the City of Watervliet, it abruptly changes to 2 lanes.

Figure 2 below illustrates the corridor and its segments.

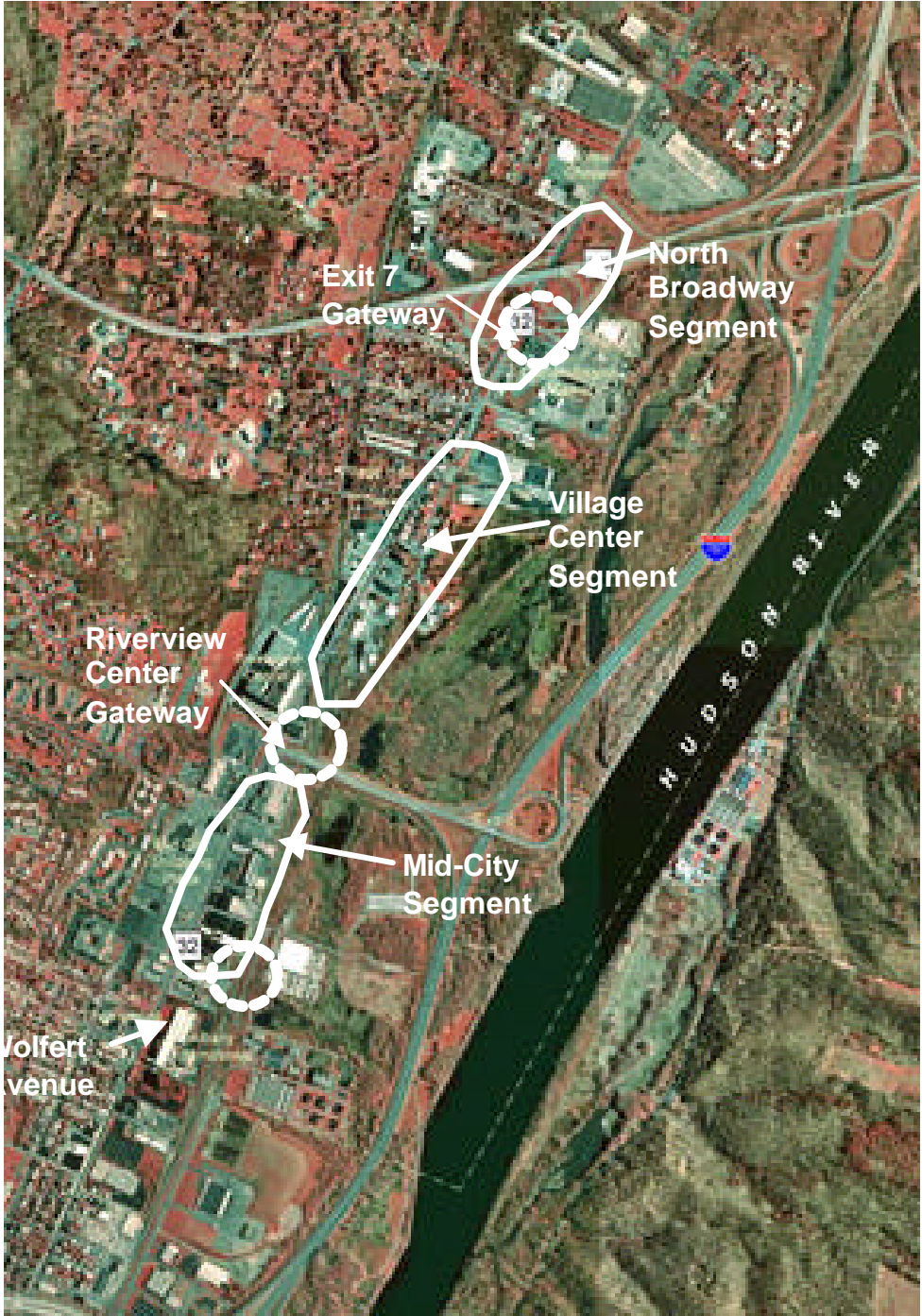


Figure 2 Broadway Corridor



## **1. Land Use and Zoning**

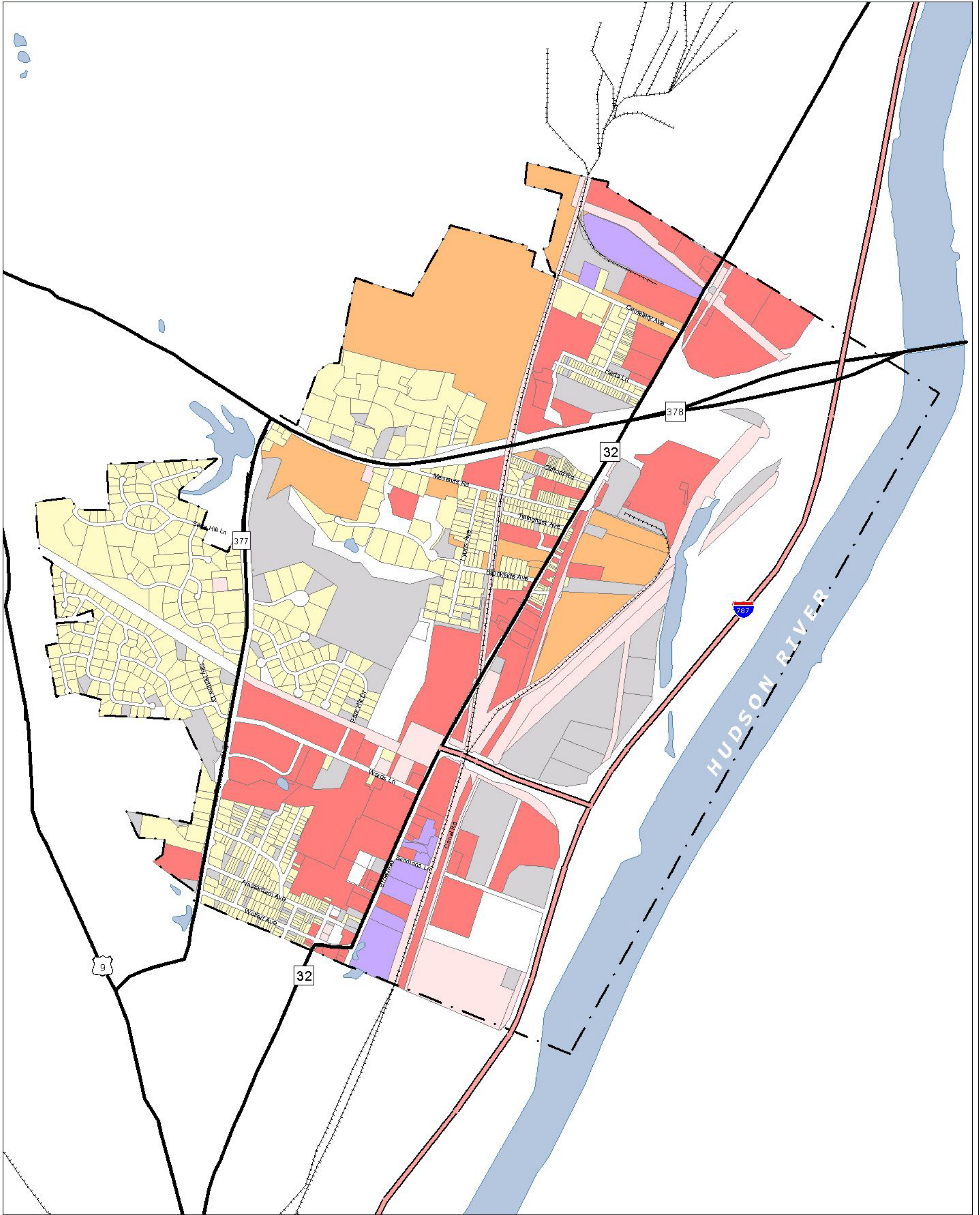
Map 1 – LAND USE illustrates the area surrounding the Broadway Corridor between the Town of Colonie to the north and the City of Albany to the south. Serviced by two exits off of I-787, the corridor has excellent access for both businesses within the village and commuters traveling to north Albany for work.

As shown on the map the primary land uses along the corridor vary according to each segment. Within the North Broadway Segment the land use is primarily commercial and light industrial. Major property holders include Federal Express, the Schuylar Inn, Price Chopper Plaza, and Olympic Lanes. Land use within the Village Center Segment includes a mixture of commercial, residential, and community service. Some specific uses include Stewarts, Poppy’s Restaurant, Village Hall, Garden Apartments, used car dealers, and Nationwide Insurance. The Mid-City Segment is much different than the previous two in that it is strictly commercial and office on the west side of Broadway and light industrial on the east side of Broadway.

On the west side of Broadway From Wolfert Avenue to Brookside Avenue, the lands are currently zoned for Business. On the east side of Broadway along the same distance the lands are zoned Light Industrial. As one approaches the Village Center the lands on the west side are generally zoned residential with one small pocket of Business at McDonald Circle. On the east side of Broadway the lands are zoned Business Residential. The lands on the east, typically referred to as The Flats, are zoned Heavy Industrial.

**MAP 1**  
**LAND USE**

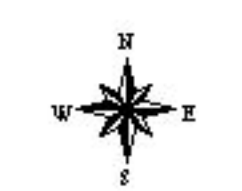
# VILLAGE OF MENANDS



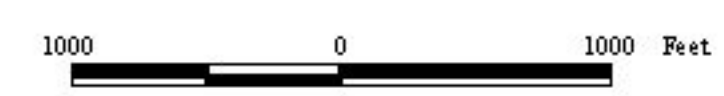
## Broadway Corridor Master Plan

- |  |                          |   |                  |
|--|--------------------------|---|------------------|
|  | Agricultural             |  | Railroad         |
|  | Residential              |  | Interstate       |
|  | Vacant                   |  | State Road       |
|  | Commercial               |  | U.S. Route       |
|  | Recreation/Entertainment |  | Village Boundary |
|  | Community Services       |  | Rivers, Lakes    |
|  | Industrial               |   |                  |
|  | Public Services          |   |                  |
|  | Wild Forest/Public Parks |   |                  |
|  | Unknown                  |   |                  |

Map 1 - Land Use



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## 2. Condition of the Corridor

As the corridor exists today, there are many areas that are in a state of decline and there are numerous vacant and under developed properties. The graphic entitled EXISTING CONDITIONS PHOTOGRAPHS gives a sampling of the conditions for different aspects throughout the corridor including gateways, pedestrian environment, parking areas, and pavement, fencing and building materials.

### *Gateways*

With regard to gateways to the village, the photographs illustrate a fairly unappealing site as one enters the village. Typically, gateway entrances to communities are used to celebrate and welcome visitors to the community and residents home. Often times gateways are defined by visually appealing buildings, nicely landscaped areas, interesting signage, and other visually interesting elements. Unfortunately, this is not the case for the three major gateways to Menands (Exit 7, Riverview Center, and Wolfert Avenue). While each of these gateways have different characteristics, each can be generally described as lacking any of the desired characteristics mentioned above. However, given CME's recommended road changes each gateway will have plenty of opportunity for enhancements by using the surplus of land that will be created from the reduced roadway.

The first gateway (moving north to south) is located as one enters the village from Exit 7 off of I-787. Currently the visual terminus of this exit ramp is the Tomra building and the Price Chopper Plaza. During the course of this study it was learned that Tomra is relocating and vacating the building. As a result, the owners of the Price Chopper Plaza are interested in taking over the entire property and reconfiguring the land to encompass both parcels with one shopping center. Should this happen, the configuration of the new plaza should take into consideration the gateway characteristics mentioned above.

The Riverview Center gateway is the largest gateway into the community in land area. As one enters the village from I-787 the visual terminus of the exit ramp is the Niagara Mohawk substation. At one time there was a thick row of coniferous trees screening the substation, however, over the years these trees have aged and had to be removed leaving the substation in full view. The other major characteristic of this gateway lies in the fact that the current configuration of the intersection is very broad creating essentially a sea of asphalt with poor pedestrian crossings. As stated earlier, CME has recommended that the driving lanes be narrowed and the free-flowing turn lanes be removed in this intersection. The result provides plenty of opportunity to enhance this gateway with landscaping, signage, and improved pedestrian crossings.

The southern gateway at Wolfert, N. Broadway, and N. Pearl is smaller in scale than Riverview and Exit 7 in that the buildings sit on a smaller footprint and are located at the back edge of the sidewalk. Recent improvements in this area were made to the Plumb Engineering building, which have greatly helped to

enhance the appearance of this gateway. Opportunities within this gateway lie with the Dearstyne Building, which is currently vacant, and Stoney's Garage both of which are located on prominent corners.

### *Pedestrian Realm*

The pedestrian realm includes the sidewalks, pedestrian crossings, and bus shelters within the corridor. As the photographs illustrate, much of the pedestrian realm is in poor condition. Where there are sidewalks, they are often overgrown in the summer time or are not well buffered from adjacent parking areas or the travel lanes along the roadway. In some cases along the corridor there are no sidewalks. Pedestrian crossings are generally well placed, however, some of them need to be repainted so that they are highly visible.

The Corridor is designated as State Bike Route 9 which extends from New York/New Jersey to Canada. Accommodations for cyclists vary and includes the use of shared lanes and roadway shoulders.

### *Parking*

Parking for businesses along the corridor is on-site and typically in front of the buildings. A few exceptions can be found for locations such as the Riverview Center and the residences and businesses along the east side of Broadway in the Village Center. However, when parking is located in front of the businesses it creates vast open areas of asphalt with very little landscaping. This condition is most prevalent in the Mid-City segment.

### *Pavement, Fencing, and Building Materials*

A variety of pavement, fencing, and building materials can be found along the corridor. While most sidewalks are constructed of concrete, there are some areas where the concrete did not exist and asphalt was used or the concrete was paved over with asphalt. The most interesting improvement with sidewalk material occurred in front of Plumb Engineering where concrete pavers were used. However, this nice paving pattern ends abruptly in asphalt in front of Stoney's garage.

Fencing materials vary throughout the corridor as well. In the Mid-City segment one can find metal guardrails while across the street the businesses are separated from the sidewalk with metal tubular railings. In addition to being unattractive, these fences are in a state of disrepair and contribute to the unattractiveness of the corridor. Conversely, the Village Center segment has a number of good fencing examples. Near Tillinghast Avenue and Menand Road there are remnants of old stonewalls separating the adjacent neighborhoods from the busy roadway. The stone material helps to create an inviting and attractive environment.

Building materials range from brick on some of the older buildings such as Village Hall, Morgan Linen, and Albany International to stucco and paint on the Riverview Center. While there is some variation to building materials, the dominant material used is brick.

GATEWAYS TO THE VILLAGE



PEDESTRIAN REALM



PARKING



FENCING, PAVEMENT, & BUILDING MATERIALS



VILLAGE OF MENANDS  
EXISTING CONDITIONS PHOTOGRAPHS

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BROADWAY CORRIDOR

Village of Menands  
BROADWAY CORRIDOR MASTER PLAN

### **3. Infrastructure**

As part of the study, an examination of the existing utilities in the corridor was made to determine any necessary upgrades. Because Broadway is slated for improvements by NYSDOT, understanding any infrastructure issues/concerns early in the process can help the village formulate recommendations and potentially seek additional resources to undertake any necessary improvements. Following is a summary of the sanitary sewer and water system in the village. Information was obtained from a retired village public works official.

#### **Sanitary Sewer**

##### *Existing Conditions*

The 18”diameter sanitary sewer trunk line for the Village of Menands runs parallel to Broadway, on the east side of the existing industrial buildings located along the east shoulder. Several smaller diameter sewer lines cross Broadway before tying in to the 18” trunk line. These smaller lines carry flow from the Village west of Broadway and run parallel with the roads that intersect Broadway. The trunk line was installed in 1929, as were many of the contributing sewer lines.

#### **Water System**

##### *Existing Conditions*

Several water mains are located within the Broadway right-of-way. These lines run both parallel and across Broadway in a size range from 20” diameter to 6” diameter. Two water supply pump stations are also located in the vicinity of the study area.

#### 4. Major Tenants

As mentioned above in the land use section, there are a number of major property owners in the corridor. While some tenants are active businesses that contribute to the positive character of the community, some properties are currently vacant. Either collectively or individually, these properties present a tremendous opportunity for infill development. Major tenants include:

Property	Approximate Location	Occupied/Vacant
Federal Express	North end of Broadway near Town of Colonie	Occupied
Price Chopper Plaza	North end of Broadway	Occupied
Tomra	Near PC Plaza	Occupied but soon to be vacant
Schuyler Inn	Across from PC Plaza	Occupied
Capital Region Market	East side of Menands Hardware	Partially occupied
Riverview Center	Center of Broadway	Mostly occupied
Morgan Linen	Across from Riverview Center	Occupied
Printing	Center of Broadway	Vacant
Verizon	Wards Lane	Occupied
Mid-City Plaza	South side of Wards Lane	Mostly vacant
NYS Office of Workmen's Compensation	South side of Mid-City Plaza	Occupied
Various vacant parcels	West side of Broadway in Mid-City segment	Vacant
Southco	East side of Broadway in Mid-City segment	Occupied but soon to be vacant
Cranesville Block	East side of Broadway in Mid-City segment	Occupied
Lumber Company	West side of Broadway near Wolfert Avenue	Occupied but underutilized
Dearstyne Building	Wolfert Avenue and Broadway	Vacant
SPCA	East side of Broadway across from Brookside Avenue	Occupied



## **5. Winter Conditions**

As was noted in the in the transportation study conducted by Creighton Manning Engineers and reiterated throughout the course of this study, winter snow storage continues to be a problem throughout the corridor. While the magnitude of the problem varies according to which section of the corridor, the primary issue is that plowed snow does not have a proper storage area along the side of the road and therefore fills the sidewalk with a large amount of heavy, wet, virtually unshovelable, snow. To help alleviate the problem, the transportation study recommended a 5-foot planting strip between the sidewalk and the roadside curb which was then incorporated into the recommendations for the corridor.

## **IV. AREA INFLUENCES**

### **A. NATURAL AREAS**

Although the primary effort of this study is on the Broadway Corridor, there is a large amount of wetlands, ponds, and other natural open spaces between Broadway and I-787 that can be integrated as part of improving the pedestrian circulation throughout the community. Ivan Vamos, AICP, is a local resident and a volunteer representing the New York Bicycling Coalition (NYBC). In this capacity, Ivan conducted research on some preliminary concepts for improved pedestrian and bicycle access through these open spaces with connection to the Hudson River. Please refer to Attachment 2 for a complete copy of Ivan's preliminary report highlighting his findings and recommendations.

The construction of I-787 expressway and its associated ramps cut off the Hudson River from many of the once riverfront communities. Menands, unfortunately, did not escape this fate. While not originally proposed to have this effect, the 1970 plans for the expressway had designs for numerous access points to the river. For example, in Menands, there were original plans to access at the Little River. Rather, when I-787 was built, a simple culvert was put in place to allow the expressway to pass over it. Figure 3 below is an aerial view of the open lands between I-787 and Broadway.

As illustrated in Figure 3, there are numerous small ponds and a view of the Little River in the northeast corner. While there are some buildings and existing dirt roadways within this area, none of them are connected nor are they connected to the river. In fact, the only connection to the Corning Preserve is a small emergency access road off of the northbound I-787 entrance ramp coming from Riverview Center. Although this is reserved for emergency access, some people access the Corning Preserve from this point. Because it is on an entrance ramp, it is very unsafe to pull in or pull out of the roadway due to the high vehicular speeds. Concepts for improving access to the Hudson River and creating a loop trail system in this area are discussed in 'Proposed Corridor Redevelopment' below.



**Figure 3 Aerial View of Natural Area Between Broadway and I-787**

## **B. ADJACENT AREAS**

At the onset of the study, it was learned that there are numerous neighborhoods to the west of Broadway that have the potential to influence the redevelopment of the corridor. While most of the neighborhoods are physically located in the village of Menands, some are located in Loudonville. Improving connections between these areas and the Broadway corridor can help spur redevelopment to cater to these resident's needs.

## C. OVERVIEW OF URBAN PARTNERS REPORT

In 2000, Urban Partners was hired by the Capital District Transportation Committee, on behalf of the Albany Housing Authority, to provide a market investigation of retail and service business potential along the Broadway corridor in North Albany and the village of Menands. The project was supervised by the North Albany Commercial Corridor Planning Group, a cooperative effort of the City of Albany, Village of Menands, the Town of Colonie Planning and Economic Development Department, the Capital District Transportation Committee, the North Albany Shaker Park Neighborhood Association, the North Albany Business Association, and the Albany Housing Authority. The study was spurred by the on-going efforts of the North Albany HOPE VI Revitalization Program and the redevelopment of the Edwin Corning Homes on Lawn Avenue. A major concern was the lack of retail services available to the area and, specifically, to HOPE VI residents. In December 2000, Urban Partners submitted a technical memorandum Market Assessment/Recommendations Report for the Broadway Commercial District.

Urban Partners has made some interesting market recommendations based on a detailed study of retail supply and demand factors in the Southern part of the project area<sup>1</sup> i.e. the North Albany / Lower Menands part of the zip codes 12204 and 12207, from Colonie Street in the South to Wolfert Avenue, including the Mid-City Plaza segment. Their methodology included demographic and locational analysis, and interviews with businesses.

As stated above, the focus of Urban Partners' analysis was mostly on the North Albany neighborhood and future HOPE VI redevelopment of Edwin Corning Homes. They identify the best location for such retail services to be where North Pearl Street is directed through Wolfert Avenue one block to Broadway. While this is a viable recommendation in relationship to the North Albany area, we also believe that attention should also be paid to another crucial market: the middle and upper class neighborhoods of Menands and Loudonville.

No doubt the four-mile Broadway corridor is too long to be a single retail district, but it can be visually cohesive and pedestrian friendly (in varying degrees) along its length to create continuity and a sense of place. Commercial revitalization efforts can be focused in several highly visible places like gateway intersections, transit stops and the Menands village center. The objectives of study are perhaps a bit broader than the Urban Partners have stated, and embrace the whole Albany-Menands Corridor.

As stated earlier, Urban Partners' recommendations and analysis focus mainly on the Broadway/Wolfert Trade area, 500 feet north and south along Broadway from the Wolfert intersection and thus includes the Mid-City shopping center. They suggest that the chief opportunities for a concentrated neighborhood convenience retail district here include a grocery store, drug store, restaurants, electronics store, optical store, florist, hair salons, and a dollar store. Additionally they suggest the following freestanding stores/businesses (many of which, according to them, may be appropriate for the Mid-City Shopping Center): family clothing, shoes, fabrics, nursery, auto parts, pet supply, and sporting goods.

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<sup>1</sup> The project area is the Albany-Menands Broadway Corridor from Colonie Street in the South in Albany, to Schuyler Lane in the North in Menands.

We believe that the southern end of the Corridor from Wolfert Avenue to the Mid-City Plaza will continue having a partly auto-oriented focus in its services (since it is likely to continue facing a stable commuter traffic south of Riverview Center), but development should respond to the needs of both cars and pedestrians. There is a large concentration of offices here, resulting in potentially high pedestrian traffic at lunchtime. With pedestrian improvements, pedestrian traffic is likely to increase further. Retail services should thus cater to both lunchtime crowds (such as restaurants, cafes and coffee shops) and after-work ‘quick stops’ (including dry-cleaning services, video stores, pizza parlors, gift stores).

Moreover, it is envisioned that the retail services will tend from the mid to higher end of the spectrum. Lower end big box retail will be useful to an extent, but will not distinguish Broadway (or the Mid-City Plaza) from any other vehicle-dominated road anywhere. The same (and perhaps better) goods and services may be offered by qualitatively higher end retail that is visually appealing, suits a variety of budgets, and that lends character to the Corridor. The recommendation of a dollar store is not quite in line with these thoughts. That said, the other recommendations by Urban Partners for the Mid-City Shopping Center and for the kind of convenience stores and services for which a market exists, are certainly valid.

Urban Partners has also made recommendations with respect to the Capital District Regional Market of Menands. Their suggestions for this area include a permanent retail produce and flower market, full service flower market associated with the wholesale market, and a museum or display focusing on the Market’s history.

Urban Partners also identified commercial opportunities in the Corridor through a survey of realtors and developers. The following interesting points emerge from their survey: a) most of the space absorption in the Broadway Corridor in the past few years has concentrated in Menands, and b) the businesses perceive that the most unattractive features in the Corridor are the age of the building stock and the area’s lack of identity. This reinforces the case for more pedestrian-oriented, visually cohesive development.

To conclude, Urban Partners has carried out an intensive analysis and we agree with many of their recommendations (including suggestions for the goods and services required in the Southern end, the pedestrian enhancements along the Corridor, and the need to revitalize the Capital District Regional Market). But by concentrating on the Southern end of the Corridor (and the north Albany population) to identify retail opportunities, did not focus on the potential market of the relatively well-off Menands and Loudonville neighborhoods and the economic potential of the Village Center segment. Moreover we believe that qualitatively higher end services may serve the population (and the Corridor’s image) better.

## **V. COMMUNITY INVOLVEMENT**

The Village of Menands is committed to a process of community participation and visioning as it undertakes the Broadway Corridor Redevelopment Plan. Such a broad-based process insures that subsequent planning can draw upon an understanding of local conditions and possibilities that is as broad and deep as possible. It also enables community residents to play an active role in shaping the future of their community. Finally, such an open process can lead to local ownership of the redevelopment process, encouraging community members to play key roles as leaders and entrepreneurs involved in implementing the resulting plan.

At the beginning of the study a deliberate public participation process was carried out in conjunction with community leaders. A series of meetings were held with the intent of listening to people's concerns and desires for the redevelopment of the their neighborhood and commercial districts along the Broadway Corridor. Specifically, the public process involved the following steps:

1. Menands business breakfast and individual stakeholder meetings with various key businesses in the corridor;
2. Two day public design workshop; and
3. A final public information meeting.

The initial outreach process to the businesses was structured so that the gathered information and local insight could be used to determine demand and begin to define the future of the corridor. The public design workshop was the culmination of this process—the point at which community values, ideas, and desires were obtained and coalesced into a clear vision for the future of the corridor.

### **A. BUSINESS STAKEHOLDER MEETINGS**

At the beginning of the process, we attended a Business Breakfast sponsored by the Village and used the opportunity to introduce the Broadway Corridor Redevelopment Strategy to many local businesses. While it was an opportunity to begin to reach out to businesses with regard to this study, it was also an important first step at general business outreach. In holding the quarterly meeting, the Village's intent as to listen and share ideas in order to help all corridor businesses prosper.

In addition to the breakfast meeting, a number of informal interviews were held with local businesses in the corridor. The purpose of the stakeholder meetings was to ensure that we gained a full understanding of the various issues as it relates to their business needs. Stakeholder meetings were held with: L.J. Early Co., Riverview Center, Menands Hardware, Capital Region Market, Albany International, Morgan Linen Service, Federal Express, Channel 13, Schuyler Realty, Stewarts, and Verizon.

In general, most businesses expressed a desire to upgrade the Broadway corridor so that it was more aesthetically pleasing and pedestrian friendly. We learned, for example, that major businesses such as Albany International, Verizon, Channel 13, and businesses in Riverview Center, all have many employees that like to get out at lunchtime and walk for exercise. A typical ‘walking loop’ involves Broadway, Wolfert Avenue, Van Rensselaer Boulevard, and Wards Lane. While it is possible to walk this loop today, it is not a pleasant environment due to the existing conditions of the pedestrian environment.

In addition to walking for exercise, most businesses expressed a desire for restaurants and shops that would cater to the lunchtime and commuter crowd. Examples cited include small lunchtime cafes and shops where a commuter could ‘pick up something quick’ prior to going home for the evening. This might include video stores, florists, dry cleaners, liquor stores, etc. While most businesses recognized that the Mid-City segment of the corridor will remain auto-oriented, each saw the possibility to integrate pedestrian amenities that will make walking and commercial shopping a much more pleasant experience.

Other specific concerns expressed by the businesses relate to the image the Broadway corridor portrays as one enters the community. As described above under Existing Conditions, some of locations along the corridor appear neglected. Some businesses expressed concern that as their customers enter the community their first impression may be of a community that is a bit run down. In fact, the businesses that we spoke with, thoroughly enjoy having their business in Menands and they believe that the first impression that visitors receive is not an accurate reflection of the community.

## **B. PUBLIC DESIGN WORKSHOP**

The next step in the community participatory process was the public design workshop. The workshop was the opportunity for all constituencies to hear what the study was about and identify specific ideas, concerns, and desires for the corridor. In order to reach as many people as possible, the workshop was held over a two-day period. On the first day, the meeting was held in late afternoon in order to reach additional businesses as well as people who are at home during the day. On the second day, the meeting was held at night in order to offer a meeting time for the daytime workers.

The opening session was facilitated by The Saratoga Associates and briefly introduced the project to the workshop participants. After the introduction, participants were broken down into groups of 8-10 people. Each table was provided with a base map of the corridor, multiple colored markers, and tracing paper. Every workshop participant was given a handout and was asked to consider a number of questions dealing with the overall corridor, the gateways, the Mid-City, Village Center, and North Broadway segments, the Capital Region Market, and the Hudson River Natural Area. For each geographic area, participants were asked what type of improvements or enhancements they would like to see, if there were potential connections to the adjacent neighborhoods and/or Hudson River natural area, what types of uses are needed, is there an opportunity for recreation, open space, and/or natural area education for the open space between Broadway and I-787.

As participants considered the questions as they were put forth, their ideas and answers were recorded on flip charts and on the base maps at each table. Following is a summary of the public input that was received at the design workshop. Map 2 - PUBLIC WORKSHOP SUMMARY MAP graphically illustrates the participants desires.

### ***GATEWAYS:***

#### **Wolfert & N. Pearl**

- Use Architecture with Landscape Enhancements
- Follow Existing Character (i.e., Plumb Engineering and Dearstyne Building)
- Reconfigure Intersection at Clancy's to identify this gateway
  - Roundabout?
  - T Intersection?
  - Thru Road?

#### **Riverview Center**

- Transition from I-787 to Village Scale
- Use Large Landscape Element: Berms, Trees, Shrubs
- Screen Niagara Mohawk Power Corporation substation
- Re-Green ("sweeping green")
- Welcome / Orientation signs (**all gateways**)
- Tagson's - Re-use Building / If torn down - Place new building at sidewalk edge and use distinctive architecture

#### **Price Chopper**

- Reconfigure intersection with Price Chopper Plaza
- Good opportunity to remove Tomra and re-define gateway entrance
- Heavy landscape treatments

#### **378/Broadway Intersection**

- Length under bridge is approximately 2200'
- Re-capture pedestrian environment by screening out highway
- Create "park-like" setting

### ***OVERALL CORRIDOR:***

#### **Reinforce Pedestrian Enhancements to:**

- Create sense of place and provide continuity - any repeated element (trees, banners, flags, benches, etc.)
- Provide connections to neighborhoods and the Flats
- Question - Overhead vs. Visible (pedestrian) Lighting
- Define selected areas for intense lighting



- Banners and lights at Gateways
- Highly visible crosswalks
- Curbing, curbing, curbing
- Clarify signage and disallow billboards

***MID-CITY SEGMENT:***

- Many office buildings create market opportunity
- Combination of cars and pedestrians
- Oriented to accommodate the car with minimal pedestrian/car conflicts
- Potential service to numerous on-site office complexes
- Pedestrian enhancement will help capture office worker market
- Connections to Urban Street Loop (Broadway to Wolfert to Van Rensselaer to Wards Lane) and/or The Flats

***VILLAGE CENTER SEGMENT:***

- Central island could:
  - Calm Traffic
  - Enhance Pedestrian realm
- Build “Village Square” around Village Hall
- Commercial/Service Zone across from Village Hall
  - This area presents the greatest opportunity for infill
- Pedestrian connections to:
  - Neighborhoods
  - “The Flats”
  - Town Park
  - “Sage Hill Open Space”
- Opportunities for Pedestrian Shopping
- Small Movie Theater “Spectrum” or “Broadway Joes” on East Side of Broadway near Montgomery Ward warehouse
- Youth Activities: Baseball
- Old Menand School? Must decide what to do with this structure

***REGIONAL MARKET:***

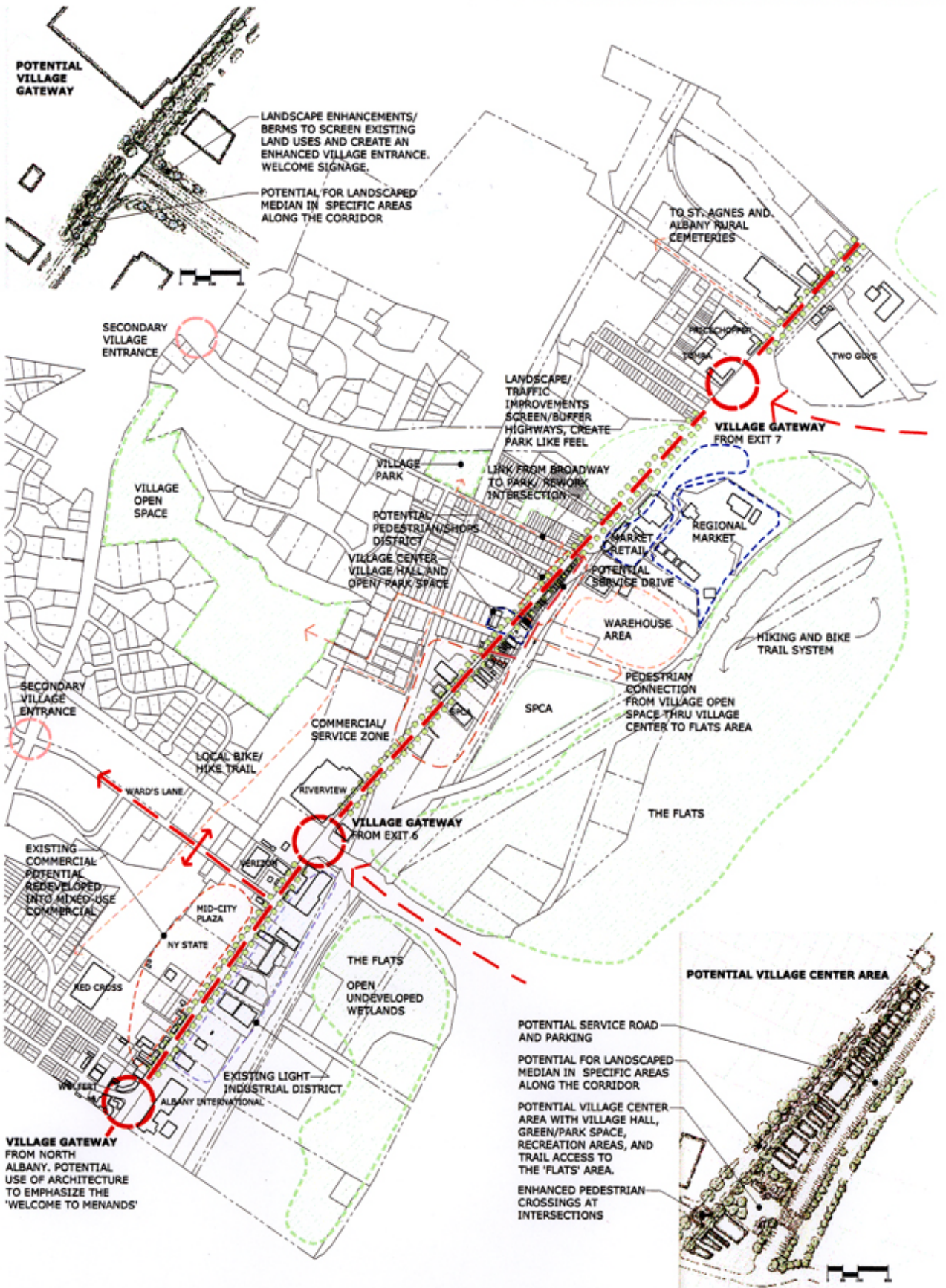
- Use existing retail (hardware, flowers, milk) as a lead into potential retail activity at the market
- Rearrange physical access to make market more visible
  - Clifford Road? or
  - Re-configured Southbound exit ramp off 378?

***NORTH BROADWAY SEGMENT:***

- Connect to Schuyler Flats around Two guys
- Outlet stores around Two guys
- Clarify pedestrian realm - especially curb and sidewalks, and signage

**MAP 2**  
**PUBLIC WORKSHOP SUMMARY MAP**

# VILLAGE OF MENANDS



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## BROADWAY CORRIDOR

PREPARED FOR THE VILLAGE OF MENANDS

## **VI. PROPOSED CORRIDOR REDEVELOPMENT**

### **A. BROADWAY CONCEPT PLAN**

#### **Transforming Broadway**

The Albany-Menands Broadway Corridor was once a major route north of Albany along the Hudson River. Before it was one of the Capital Region's major commercial strips, with several shopping centers, it was a traveling route along the Erie Canal and the Delaware and Hudson railroad. Unfortunately, when I-787 was constructed it not only diverted traffic, but also cut Menands off from the Hudson River. Retail declined sharply and entertainment disappeared. Today there is much empty space. Indeed, the four lanes of Broadway bear a distinctly barren look.

The twenty-first century presents Broadway with an ultimatum: change, or be forgotten. And the winds are blowing in favor of a slow but radical change: a change that will transform it from a bleak and barren four-lane road to a narrower, pedestrian friendly street lined with trees and a mix of uses that cater to the commuter as well as the village resident.

#### **Pedestrian-Orientation**

What does it mean for a street to be pedestrian friendly? Land use activities must be designed and arranged in a way that emphasizes travel on foot rather than driving by car. Physical features like continuous sidewalks, frequent street crossings, bikeways, trees and landscaping should be used and the commercial establishments must be reoriented towards goods and services dependent upon and conducive to pedestrian activity.

It is likely that as the character of Broadway changes, it will not only draw out the residents of the area and the lunch time crowd of employers like Verizon, the State of New York, and Albany International Corporation, but also attract inhabitants of the adjacent neighborhoods of Menands and Loudenvile.

In the long run, improvements in 'walkability' and 'livability' enhance the quality of life, increase the number of residents, draw new businesses/offices, increase property values and tax revenues, and result in more compact, people-friendly economic development.

#### **The Corridor Plan**

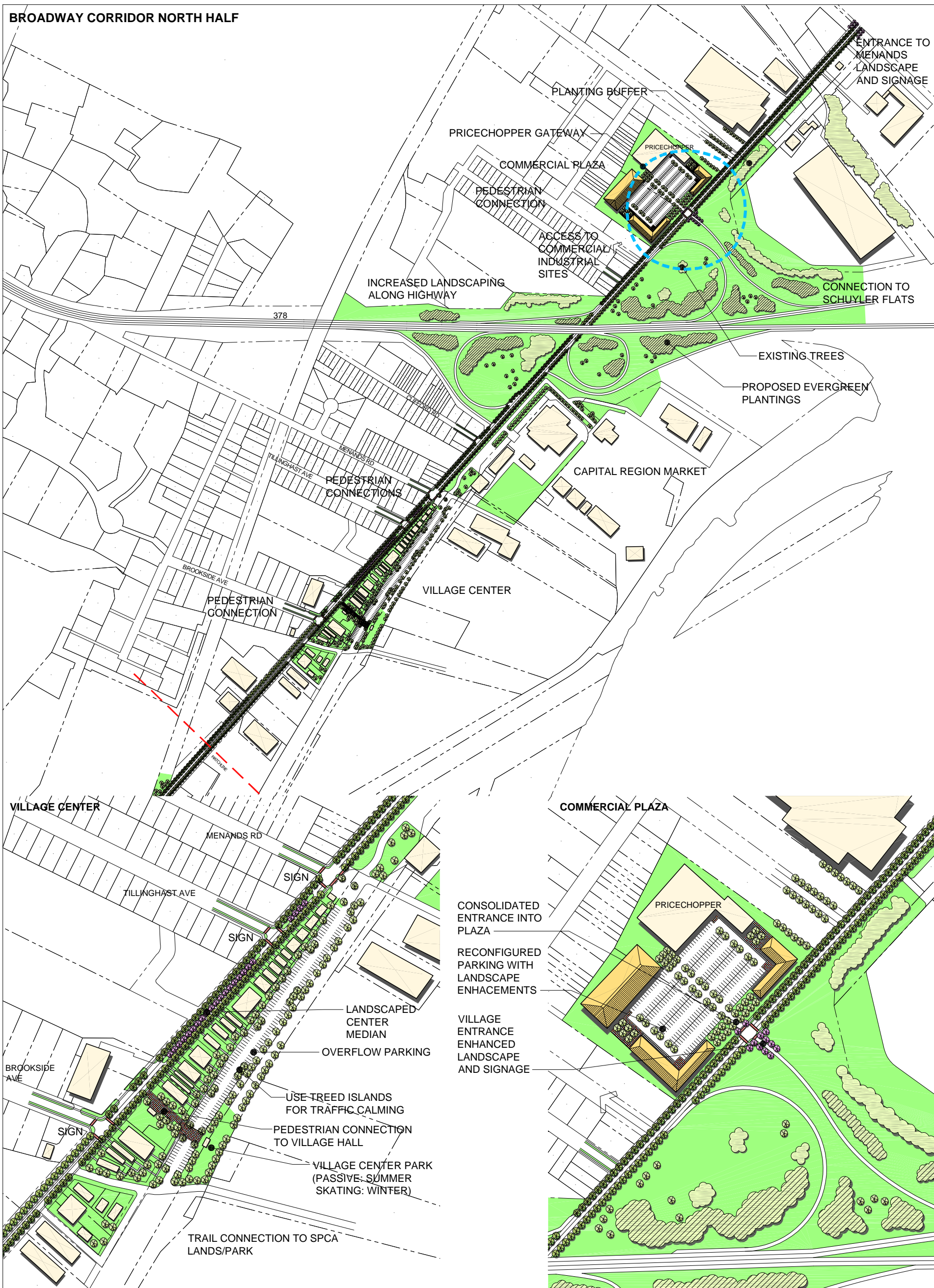
Maps 3 and 4 – BROADWAY CORRIDOR MASTER PLAN depict the recommended redevelopment strategy for the entire corridor from north to south. Due to the length of the corridor, the graphics had to be broken down into two maps with a match line located at near the railroad tracks north of Riverview Center.

**MAP 3**  
**BROADWAY CORRIDOR MASTER PLAN**  
**(NORTHERN HALF)**

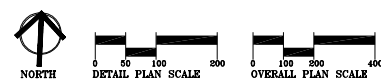
**Village of Menands**  
**BROADWAY CORRIDOR MASTER PLAN**

# VILLAGE OF MENANDS

## BROADWAY CORRIDOR NORTH HALF



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## MASTER PLAN - MAP 3

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### *The Overall Corridor*

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. This application is illustrated on Maps 3 and 4 as well as in the section view entitled “Typical Broadway Cross Sections.” 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.

The following describes the proposed improvements moving from the north near the Town of Colonie border to the south and the border with North Albany.

- *Town of Colonie Gateway* -Landscape enhancements and gateway signage should be installed as one enters into the village from the Town of Colonie. In addition to this entrance into the village, the same gateway signage should be installed at the three major gateways. See the Design Vocabulary section for a graphic example of proper gateway signage.
- *Price Chopper Commercial Plaza* - As indicated above in the ‘Condition of the Corridor – Gateways’ section, this plaza is likely to undergo changes once the Tomra building is vacated and it is redeveloped in concert with the Price Chopper plaza. To gain a better understanding of the recommendations for this parcel refer to the small plan excerpt labeled ‘Commercial Plaza’ on Map 3. As illustrated in this graphic, any reconfiguration of this parcel should create a consolidated entrance that is in line with the exit ramp. The parking should be reconfigured and landscape enhancements should be incorporated so as 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 to help shield the view into the large parking area. Finally, because this is a major gateway into the community, landscape enhancement and signage should be incorporated to celebrate the arrival.



Through the course of the study it was learned that Schuyler Realty is investigating the potential acquisition of the Tomra Building. It is recommended that the village maintain close conversations with Schuyler Realty, as it is likely that they are conducting an internal market analysis and review for potential redevelopment of this site.

- *Rt. 378 Landscape Enhancements* – The NYS Rt. 378 exit ramp configuration occupies approximately 2,200’ along Broadway. While this area can be generally described as ‘open space’ it is non-functional in that it cannot be used for active or passive recreation purposes. The general rule of thumb for a walkable distance for most people is 1,500’ as long as it is an attractive and pleasant experience. Because the distance in this section is 2,200’ and it is fairly unattractive as one passes underneath a major highway overpass, it is unlikely that people will walk from the Price Chopper segment to the Village Center segment. To help make this connection and foster pedestrian movement, it is proposed that the open areas be heavily planted with thick evergreen trees. The intent is to shield the overpass so that it is virtually invisible to the passerby.
- *Capital Region Market* - The Capital Region Market is the area’s oldest functioning wholesale farmers market. It is operated by a cooperative of farmers and run by a Board of Directors. Today the market sells wholesale produce and flowers and there are other businesses renting space in some of the available buildings. Entry into the market is via a roadway that runs parallel to and slightly east of Broadway. Physically, the Market is set back from Broadway and is shielded by retail and commercial operations that line the access road. Discussion with a member of the Board, indicated that the current Board of Directors does not have interest in setting up a retail farmers market. In fact, an attempt at a retail market was made in 1999 and, while some people felt it was a success others did not and the Saturday retail market did not operate in 2000.




Given the fact that a Board of Directors operates the Market and this current Board does not have an interest in expanding operations at this point, it is premature to suggest specific implementable activities with regard to the market. Having said this, however, it may be helpful to consider new access to the market to help make it more visible from Broadway. Toward this end Creighton Manning Engineers, through the transportation study mentioned in section II of this report, considered alternative access into the Capital Region Market and proximate industrial land uses.

Attachment 3 of this report contains an excerpt from the Broadway Transportation Study illustrating an alternative for accessing the market. In this alternative, several ramps would be eliminated and a commercial access road would be constructed coming from the west side of Broadway directly into the Market. While an exciting alternative, CME notes that the physical



modifications under this alternative are large and there may be significant right-of-way/right-of-access issues.

- *Reconfigure Stewarts Intersection* - Currently the intersection with Broadway, Menand Road, and the access road into the Capital Region Market does not meet at one standard four-corner intersection. Rather, Menand Road intersects Broadway in a ‘T’ forcing cars to turn left then a quick right to access the east side of Broadway. Because there are numerous intersections in one area, two traffic lights are required to negotiate turns from any direction. To help create a better functioning intersection, it is recommended that the village consider two options. The first is to re-configure of each of these roadways to a standard four-corner intersection. This would require Menand Road to be extended across Broadway thus this would require moving Stewarts to a new location. Potential relocation ideas include directly north onto the new land that would be created as a result of the roadway reconfiguration. An alternative location would be next to Menands Hardware on the access road. Both locations would retain the high visibility that is desired by convenience store retailers. The second option for this intersection would not involve the full reconfiguration of the intersection, rather Stewarts would remain in its present location and access would be limited to the east side of the parcel rather than from Broadway. To accomplish this recommendation, the Village should continue discussions with Stewarts Shops.
- 
- *Pedestrian Access/Circulation to Capital Region Market and Adjacent Retailers* – As the Capital Region Market and, especially the retail operations along the access road, become more developed, the village may consider directing the sidewalks from Broadway to the east side of the access road and, subsequently, along the façade of the retail operations. Through the planning process it was learned that a new retail milk operation is being developed along this road. This, coupled with Menands Hardware and the Florist, is beginning to represent a small retail node. Providing pedestrian access could help enhance this area while providing an alternative to walking along Broadway.
  - *Village Center Segment* - To gain a better understanding of the recommendations for this area refer to the small plan excerpt labeled ‘Village Center’ on Map 3. During the course of this study, it was recognized that this area of Broadway has a much different character than the northern or southern portions. In this segment, many of the buildings are located at the back edge of the sidewalk, the adjacent neighborhoods are directly connected to Broadway via sidewalks and tree-lined streets, the land uses focus more on service type businesses (i.e., veterinarian, restaurant, insurance, etc.) and it is the location of Village Hall. The orientation of the buildings and closeness of the neighborhoods, gives this segment the look and feel of a small town or a ‘Village Center.’

To help define this as the Village Center and 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 Menand 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. Figure 4 on the next page is a cross section of this portion of Broadway. An important aspect of this recommendation is the ability to slow down, or calm, traffic along this access road. Two ways of accomplishing this task is to incorporate parking on both sides of the roadway and also to construct ‘bump outs’ a certain points along the road. Essentially a bump out is an extension of the curb into the roadway.

VILLAGE OF MENANDS  
VILLAGE CENTER

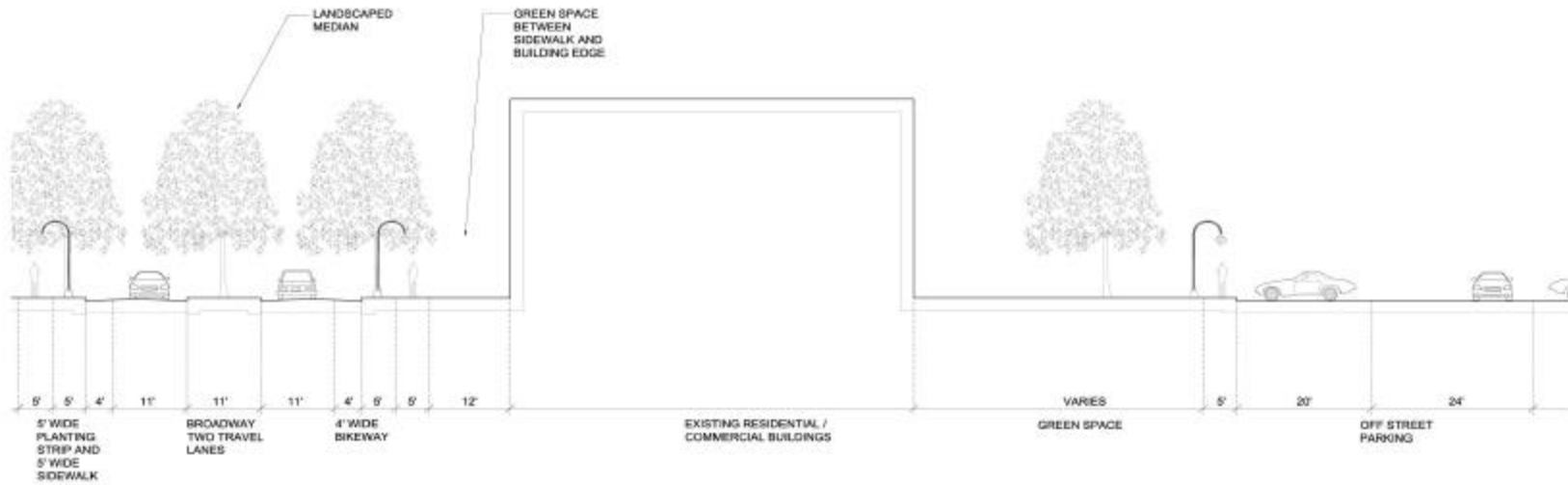


Figure 4 Village Center Broadway Cross Section

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 (see recommendation below.) The park could provide passive green space during the summer months and remain an ice skating rink during the winter. Park amenities should include landscape enhancements, benches, pedestrian scaled lights in the same style that is chosen for Broadway, and informational signage for village announcements.

All landscape improvements in the Village Center segment should be extended to the railroad crossing.

For the following recommendations, refer to Map 4.

- *Investigate Potential for Brownfield Conditions and Possible Remediation* – The Broadway Corridor once served as the location for numerous manufacturing businesses. While most were primarily located along the east side of Broadway in the Mid-City Segment, some were, and still are, located at various locations throughout the corridor. Although this study did not entail a full investigation into specific brownfield, i.e., potential contamination, issues, it is likely that given the historic uses found in the corridor that brownfield conditions may exist on some sites. Identifying these sites and remediating them is critical to the long-term success of the corridor.

Albany County recently received an EPA Brownfields Pilot Grant to investigate brownfield properties located in the County’s Empire Zones. Unfortunately, there are no EZs in the village so the grant does not apply. Alternatively, the village could apply to EPA to conduct a similar pilot study. To increase the potential for grant award, the village should consider a regional partnership working with neighboring municipalities, Albany County, and perhaps the Center for Economic Growth. Similar to the Governor’s Smart Growth Initiative, approaching this issue from a regional perspective not only increases the chance to receive funding, but can also help address a very important issue that can help economically elevate the entire region.

- *Study Feasibility for Potential Sanitary Sewer and Water System Upgrades – Recommendations* - While no problems are known with the condition of the existing sanitary sewer lines in the vicinity of Broadway, it is recommended that preventative measures be taken prior to any major road reconstruction. All of the lines that cross Broadway should be televised to determine their condition and whether repair or replacement may be necessary. The trunk line should be televised as well, due to its age.

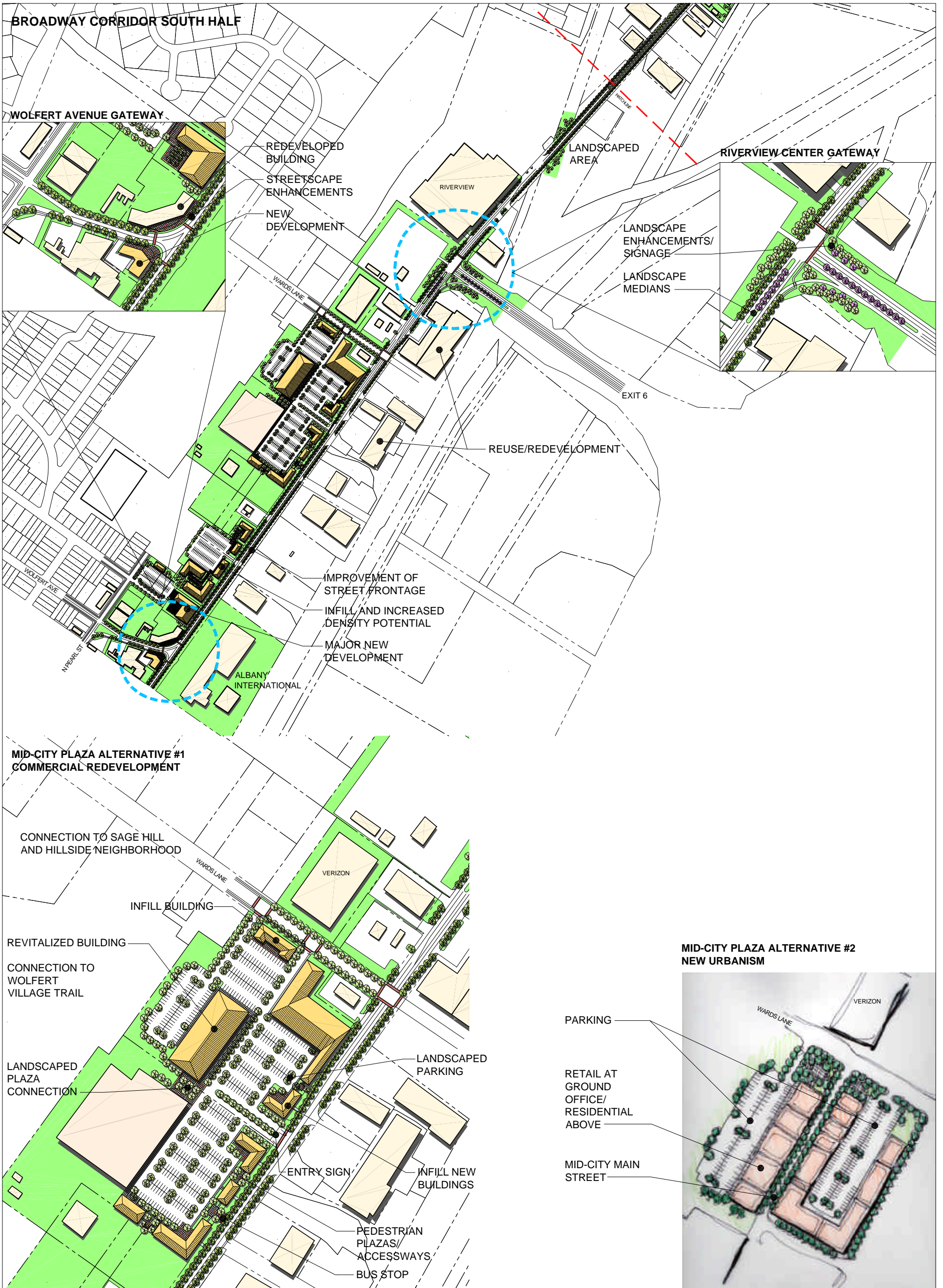
Per a conversation with a retired member of the Village of Menands Department of Public Works, the majority of the water lines are thought to be in good condition. However, there is a 10” diameter high-pressure main that runs from the pump station near the old Montgomery Ward to Amsterdam Avenue that needs to be replaced. This main was installed in 1929 and is reaching the end of its useful life.

- *Railroad Crossing Improvement* – Currently NYSDOT is planning on replacing the decaying railroad bridge with a new pre-fabricated concrete structure. In addition to improving the safety of that crossing, the placement pre-fabricated structure provides an interesting opportunity to enhance the pedestrian environment. Due to the angle at which the railroad tracks pass underneath Broadway, the pre-fabricated box will have excess room, as it cannot be constructed to exactly the same angle. The two excess areas on both sides of Broadway could be enhanced with planting boxes creating a landscaped compliment to this portion of the corridor.
- *Riverview Center Gateway* – This gateway is perhaps the largest and experiences most of the traffic as one enters the village. As mentioned above, CME’s transportation study recommended significantly reducing the amount of pavement in this area and eliminating many of the free-flowing turn lanes. The result will help reduce traffic speeds and provide the opportunity to create a much more inviting gateway. To gain a better understanding of the recommendations for this area refer to the small plan excerpt labeled ‘Riverview Center Gateway’ on Map 4. Using the surplus of land created as a result of the reduction in driving lanes, the village should undertake heavy landscape enhancements to help create a ‘green’ entry into the corridor. To facilitate safe pedestrian crossings, highly visible crosswalks should be added across the exit ramp and across Broadway linking Morgan Linen with Riverview Center. As with the other gateway recommendations, ‘Welcome to Menands’ signs should be incorporated.

In addition to greening the roadway entrances, the Niagara Mohawk Substation should be thoroughly screened with a heavy planting of evergreen trees. While this area was screened at one point, many of the trees have aged and had to be removed. To accomplish this task, the village should continue discussions with NIMO.

**MAP 4**  
**BROADWAY CORRIDOR MASTER PLAN**  
**(SOUTHERN HALF)**

# VILLAGE OF MENANDS

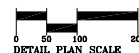


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August 2001



## MASTER PLAN - MAP 4

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- *Mid-City Segment* – Due to the heavy orientation to the automobile in this segment, it is likely that many of the current characteristics will remain. However, there are a number of landscape enhancements that may be implemented to better integrate the pedestrian. Whether it is a village resident in the nearby neighborhoods or a worker on a lunchtime break, landscape enhancements can greatly improve the visual experience and the safety of the pedestrian environment. As mentioned under the Overall Broadway Corridor discussion above, this area will have sidewalks and street trees on both sides of the street. As shown in Figure 5 on the following page, 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. While it is preferred to have the parking areas behind buildings, it is not likely that this will occur in this segment given past development patterns. Rather than suggest complete redevelopment, a small fence or planted shrubbery could be installed between the sidewalk and parking lot to help buffer the pedestrian from vehicular activity.

In addition to landscape enhancements, it is likely that new buildings will be developed on the many underutilized lots. With the exception of the Mid-City Shopping Plaza for a moment, these new buildings should match the setback of the current buildings in this segment. For example, the new Dunkin Donuts building is set back from the sidewalk and matches the buildings on either side. Further, the parking lot in front of Dunkin Donuts is heavily landscape helping to create an inviting atmosphere for the pedestrian. New infill activity in this portion of the Mid-City segment should continue these same characteristics.



The east side of Broadway in this segment presents some interesting opportunities. Over the years this area has developed as a light industrial/manufacturing district, which is consistent with the village’s zoning ordinance. While it is unlikely that this area will be redeveloped with completely new buildings, there are some underutilized buildings and soon to be vacated buildings (e.g., Southco) that will eventually be redeveloped. As this occurs, great care should be given so that any redevelopment does detract any further from the pedestrian environment and the streetscape. For example, the former printing building across from the NIMO sub station is an interesting and architecturally appealing building. As redevelopment on this site is undertaken, the positive characteristics (i.e., architectural style, building placement, and landscaping) should be retained and enhanced.



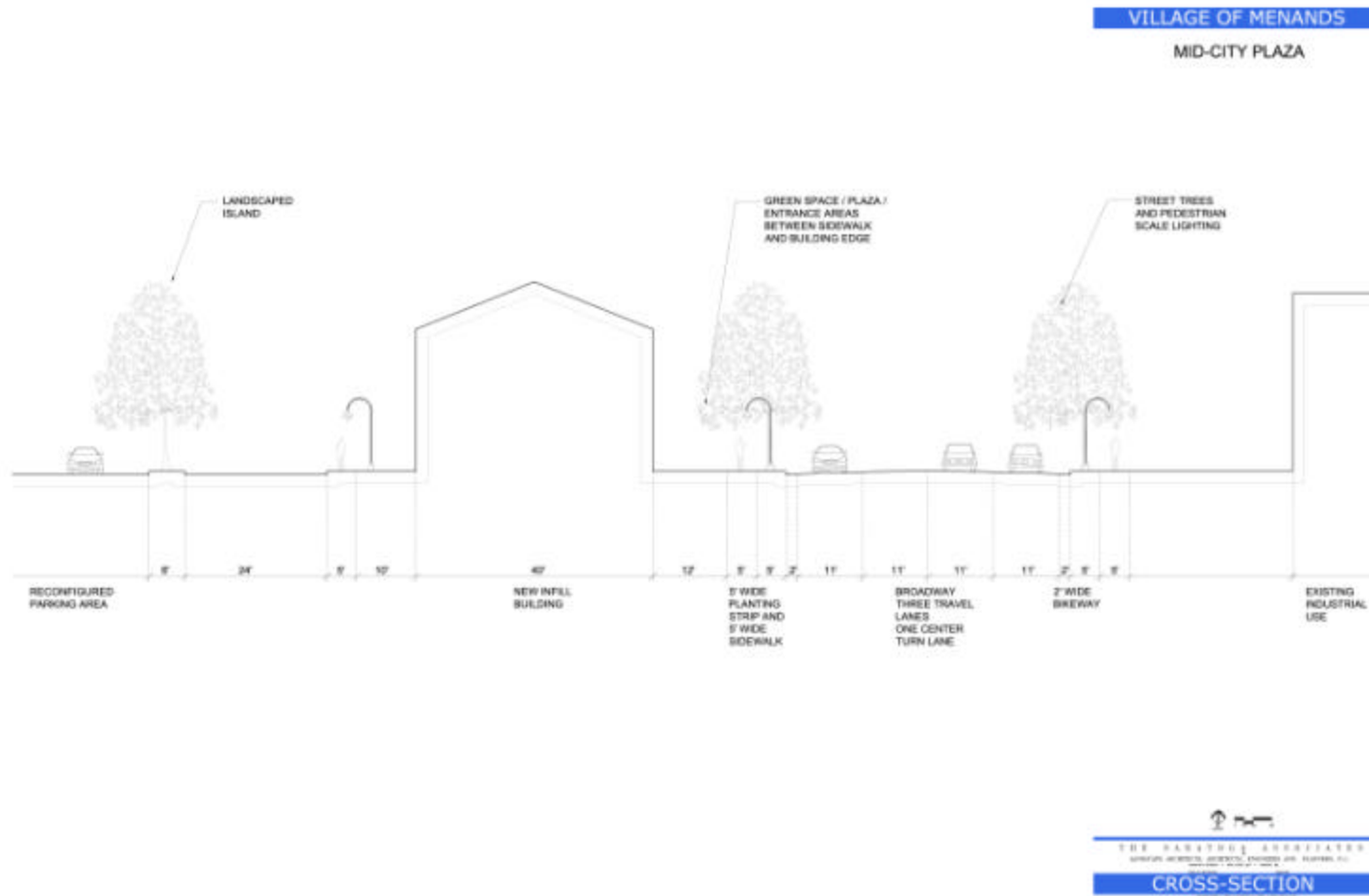


Figure 5 Mid-City Broadway Cross Section

- *Mid-City Shopping Plaza* – Historically, this site was home to one of Menands greatest parks and a baseball field. Over time, as the Broadway Corridor became more commercialized serving the entire capital district, the park and baseball field were demolished making way for a shopping plaza. Today, this plaza is largely vacant and underutilized leaving plenty of opportunity for redevelopment. As redevelopment was considered, three alternatives were prepared: (1) Commercial Redevelopment, (2) Housing, and (3) Higher Density ‘New Urbanism’. A close up view of each alternative can be found on Map 4. In addition to the plan graphic, two photo simulations were prepared for this site. The first is a view north on Broadway in front of the Mid-City Plaza and the second is a view looking into the Mid-City Plaza from the east side of Broadway. Each of these simulations can be found in Figure 6 - 9 the following page.

Upon further research by a resident volunteer of the Economic Development Committee, it was determined that it is not feasible to consider a housing market at this time. According to research completed by Ron Miller, the drawbacks of the site include its current commercial zoning and its location which would have to be shielded from the industrial and commercial uses on the east side of Broadway and the north side of Wards Lane. Therefore, it would appear that the marketability of the site is for continued commercial oriented uses. These uses could include mixed retail, offices and services for the large daytime workforce nearby, as well as the residential populations in Menands and North Albany.<sup>2</sup>

Under Alternative 1 – Commercial Redevelopment, the Mid-City Plaza and the adjacent State of New York Plaza would be redeveloped with small new buildings located at the back edge of the sidewalk and existing buildings would be revitalized adding new facades and reconfigured peaked roofs. The result would not only create an architecturally interesting grouping of buildings, but the smaller buildings would help shield the interior parking lots from the sidewalk and Broadway. To help break up the large asphalt parking lots, landscape improvements should be incorporated into the overall design. Any new development should also incorporate transit stops and connections to the neighborhoods along the western side of the plaza.

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<sup>2</sup> From a memorandum to Mayor John Bishop, John Stangle, Lisa Nagle from Ron Miller dated December 3, 2001.

**Broadway Corridor at Mid-City Plaza**



**Figure 6 Broadway Looking North - Before**



**Figure 7 Broadway Looking North - After**

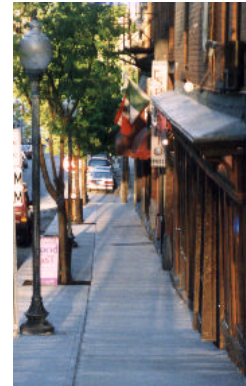


**Figure 8 Mid-City Plaza Looking West - Before**



**Figure 9 Mid City Plaza Looking West - After**

Alternative 2 – New Urbanism, would incorporate a much more dense pattern of development with a mix of uses (commercial, retail, office) in two and three story buildings. Differing from the commercial redevelopment alternative, the development would be on smaller footprints and more immediately serve the neighborhood’s needs rather than the needs of the larger region. New streets would be perpendicular to each other and parking would be shielded from the pedestrian. The entire site would be linked to the surrounding development with sidewalks.



- *Wolfert Avenue Gateway* – This gateway area encompasses portions of North Albany and southern portions of Menands. While there have some recent improvements in this area (i.e., Plumb Engineering building) and there are some architecturally appealing buildings (i.e., Dearstyne Building), there are opportunities for infill development and landscape enhancements that will help improve this area. While it is recommended that the entire gateway area be landscaped and properly signed, one major recommendation is to improve the corner at Stoney’s Garage. Currently, the proprietor of Stoney’s garage is parking used cars for sale on the sidewalk. At a minimum the Village should re-capture the sidewalk and create a buffer between the sidewalk and the parking lot. Preferred, would be the complete redevelopment of this lot with a new infill building on the corner.

As mentioned above, the Urban Partners report focused on the North Albany area as part of a retail study. Building on recommendations from this report, new infill development in this area should focus on small retail services that both cater to the Menands and North Albany populations.

For a graphic example of the type of landscape enhancements that are recommended for this corner, refer to Figures 10 and 11 below.



**Figure 9 Wolfert Avenue  
Looking East - Before**



**Figure 11 Wolfert Avenue Looking East - After**

## B. DESIGN VOCABULARY

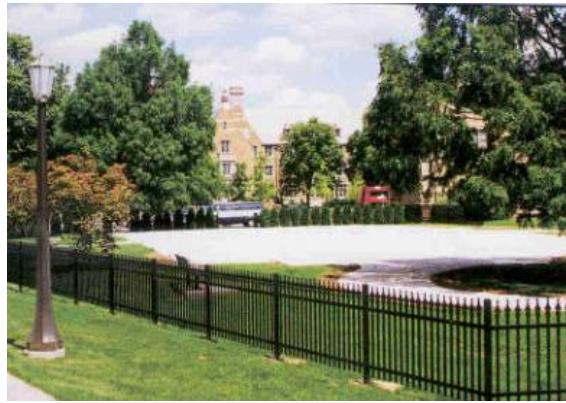
Several examples of street furniture are provided for consideration and incorporation in public areas of the corridor. Bench and trash receptacle alternatives (contemporary or traditional) would appropriately be located along the corridor. The street light, proposed at a pedestrian scale of 12 to 15 feet in height and spaced at approximately 35 to 40 feet apart, would provide a unique functional statement along the corridor and serve both vehicles and pedestrians. Single fixtures would be located along the sidewalks while multiple fixtures could be used as accents at intersections, gateways, or in the center islands.

Major public signs (stone or wood) announcing the Village of Menands are proposed to be permanent structures with ground lighting such as the one illustrated. Fences and walls will be used along the route in specific areas such as where the sidewalk abuts an open parking lot. A simple black metal fence and native stone or brick walls are recommended.

### Architectural Area Lighting



**Border Fencing**



**Benches**



**Trash Receptacles**





## Community Signage



## Public Transit Stops



### C. DESIGN STANDARDS

#### 1. Why Design Standards

Typical development, working within existing zoning regulations, often times does not result in an attractive, safe and functional built environment. Zoning regulations address building uses and area and density of development. They do not; however deal with the aesthetics of development. There are many consequences as a result. Businesses requiring significant on-site parking or outdoor display space compete for visibility by using dominant signage, site lighting and other means of attracting attention. Uncontrolled vehicle access to parking lots creates conflicts with pedestrians visiting local retail and commercial establishments. Increasingly, communities are recognizing that the general sameness in appearance of corporate chain commercial and retail buildings are destroying the local distinctive architectural character.

Design standards are intended to enhance the community’s zoning regulations. They are not a substitute for the zoning regulations, but rather complement the zoning regulations to address development character. Design standards establish a level of quality that sets a precedent for future development, serve to enhance the value of property and protect the investment of landowners and developers. Once created, the standards should be incorporated into the community’s zoning ordinance as a required set of standards.

## **2. How Design Standards Work**

Design standards are intended to provide a basis for developers, the Planning Board and the Zoning Board of Appeals in addressing various site development issues associated with new development. Design standards provide design and development principles which help both the local community and developers consider issues of site organization, architecture, parking, site design, pedestrian circulation and signage.

These development standards provide basic information, but do not attempt to address all the design issues relevant to proposed development. The standards do, however, provide a statement of principle or intent for site organization, layout, site design and architectural design. The interpretation of the design standards should remain the responsibility of a designated review board.

## **3. Levels of Design Review**

In considering development standards, different levels can be addressed. The first simply deals with the site while the highest level deals with architectural detail.

### *Site Organization Review*

The site organization review process uses site design principles outlined in a design standards manual to address issues relating to both building and parking location. Others issues addressed in this process include vehicle access and pedestrian circulation to and from the proposed building.

### *Site Design Review*

The site design review process addresses issues generally relating to the aesthetics of the site and proposed development impacts on nearby properties, such as the impacts of commercial development abutting residential parcels. Generally, landscaping principles define this review process, but building signage is also addressed here.

Appropriate landscaping plays an important role in the visual character of site development. For instance, parking lots can be a visual blight if not appropriately shielded. However, landscaping with trees and shrubbery can help to reduce the visual impacts as buffers as well as enhance vehicle and pedestrian

circulation. As a component of the site design review process, landscaping will be addressed to be certain that the appropriate standards are being achieved.

#### *Architectural Design Review*

As gas stations, supermarkets, and fast food evolve into national franchise forms of ownership, the resulting sameness in building styles runs counter to the distinctive regional expressions of architecture in communities. The architectural design review process uses the architectural details outlined in the design standards manual as the foundation to ensure that new building construction or modifications are compatible with the community heritage and desire with respect to buildings patterns, styles, and textures.

#### **4. Design Standards in Menands**

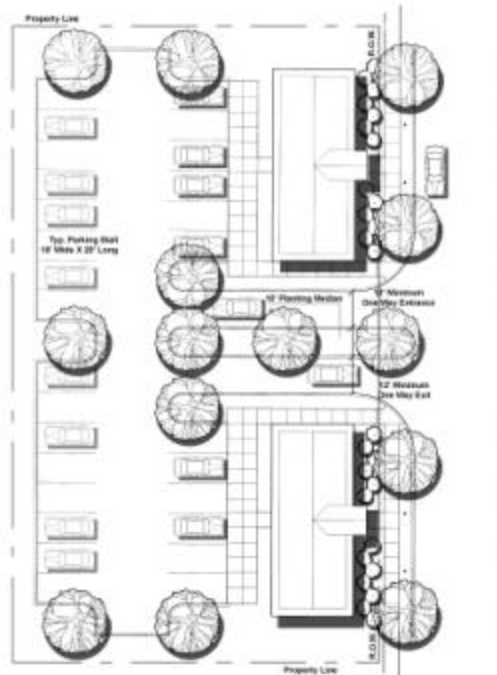
As the village experiences redevelopment of the corridor, it may consider incorporating design standards into the zoning ordinance to ensure a high quality level of development. In undertaking such a task, the village should consider different design standards for different portions of the corridor. For example, as was stated within the discussion of the Mid-City Segment in Broadway Concept Plan, it is likely that this portion of the corridor will remain auto-oriented but that landscape improvements could greatly enhance the pedestrian environment. To ensure that the site is properly landscaped and pedestrian elements are incorporated as redevelopment takes place, the village could consider implementing the first two levels of design review – site organization and site design.

Conversely, in the Village Center Segment the village may consider all three levels of design review. As was stated under the Broadway Concept Plan Discussion, this segment of Broadway has a much different character than the northern or southern portions. In this segment, many of the buildings are located at the back edge of the sidewalk and the adjacent neighborhoods are directly connected to Broadway via sidewalks. Given the different characteristics of this segment, the village may wish to implement all three levels of design standards to ensure not only a high quality site design but also an architectural style that is in keeping with the existing character of the Village Center.

## 5. Examples of Design Standards

### Site Organization

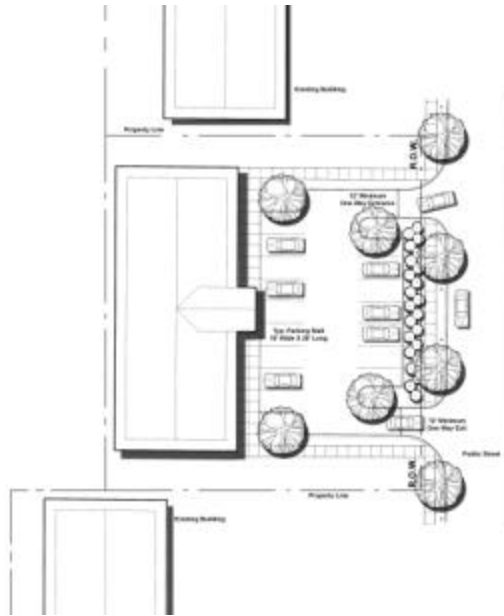
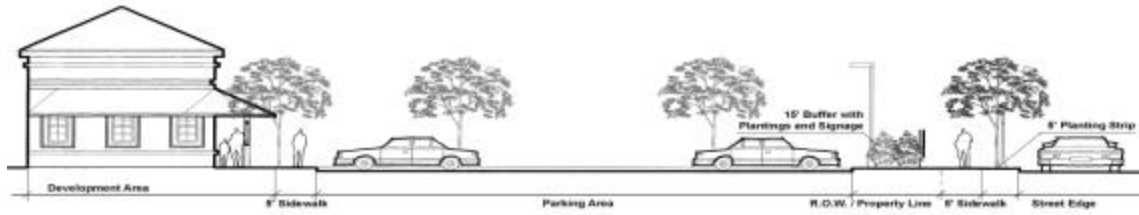
#### *Village Center Segment Building Placement*



In the Village Center segment, buildings should be built to the backside of the sidewalk along public streets and internal site service roadways. This should be accomplished by maintaining a maximum setback of zero (0) feet from the right-of-way/property line. Exceptions to the build-to line must be reviewed by the Planning Board and serve a public function. For example, a building may be set back from the line if an outdoor café, dining deck, benches, or bicycle racks are located in front. The purpose is to create an active space that is inviting to the pedestrian.

Parking should be at the rear of buildings. Shared access points, to reduce curb cuts, will be developed where appropriate.

*Enhanced Commercial District Building Placement*

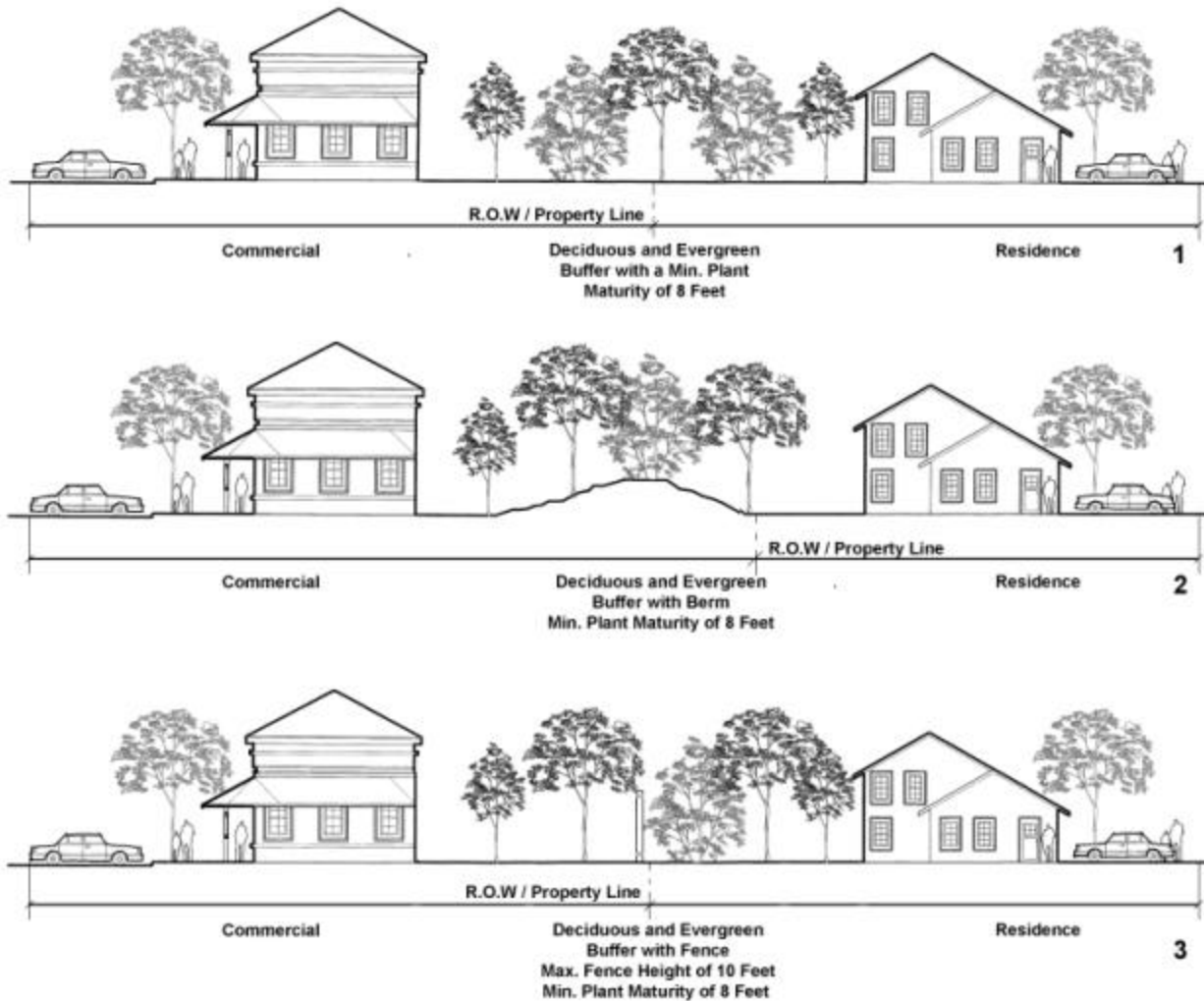


New buildings in the Mid-City Segment should be consistent with adjacent setbacks. In cases when the adjacent setbacks differ, the build-to line will be the average of the two adjacent setbacks. Relatively consistent setbacks from the street will be the final end product.

Parking may be at the front and side of buildings. A landscape median, including shrubbery and trees, should be planted between the sidewalk and the parking area to reduce the visual impacts of the parking area. Shared access points, to reduce curb cuts, will be developed where appropriate.

## Site Design

### Screening and Buffers

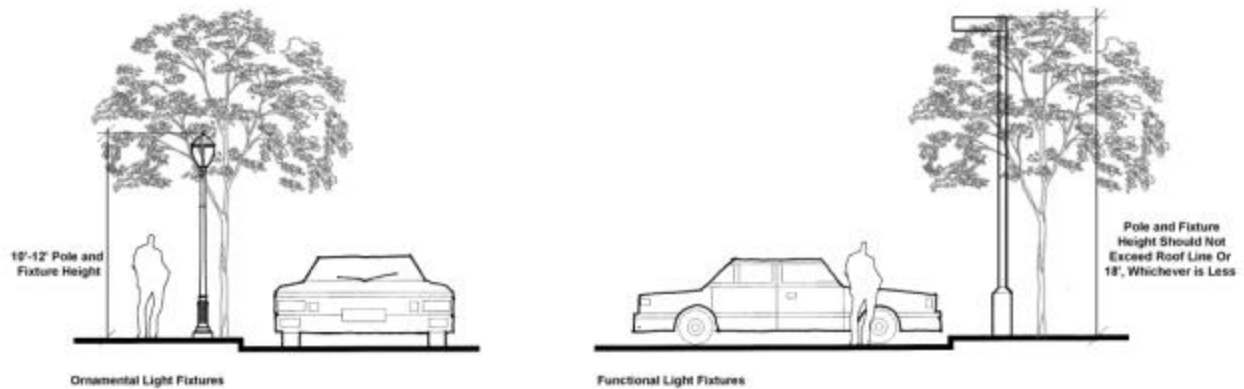


Landscape buffers between residential and commercial/industrial areas should be used to lessen adverse impacts such as noise, fumes, and privacy concerns. Landscape buffers can include a variety of techniques, such as buffer plantings of various heights and widths, berms, and planting and fences. When residential uses are adjacent to highway or commercial uses, they should be separated by a buffer edge. Generally, the buffer should include a variety of local plant species, including a mix of deciduous and evergreen trees.

Screening should provide a vertical barrier and shall be designed to block visual or noise impact. When unrelated activities are located adjacent to one another, buffers and screening shall be used to ensure compatibility between adjacent uses. Parking lots and service areas should be adequately screened with

landscaping materials. These landscaping materials shall include vegetation and/or natural wood fencing. Additional screening treatments shall be required for commercial properties adjacent to residential and institutional parcels. Acceptable screening techniques include combinations of vegetated landscaping, landscaping walls, fencing (excluding chain link), and earth berming.

*Site Lighting and Parking Lot Landscaping*



**Pedestrian Scale Lighting**

**Area lighting**

All exterior lights should be arranged and installed so that the direct or reflected illumination does not spill into any adjoining residential or agricultural district. It is important that area (i.e., overhead) lighting standards shall be of a directional type capable of shielding the light source from direct view from any residential or agricultural district or public right-of-way.

The lighting plan should be coordinated with the landscaping plan. Outlined standards call for trees to be installed in parking lot islands. Eventual tree growth can block light patterns and make a parking lot unsafe. Parking lot lights should be located between planting islands at the juncture of four (4) parking spaces.

## Architectural Design (Village Center Segment)

### *Proportion*



Buildings should be built to promote a pedestrian friendly environment. Significant departures in mass and height among buildings can disrupt the pedestrian scale and overall context that is desired. Building proportions within a block shall strive for a distinct rhythm, such as taller buildings anchoring a block and/or consistency in the number of levels among new buildings. New development and modifications need to complement the desired outcome, which is to create a walkable environment defined by buildings.



## *Fenestration*



The arrangement of building doors and windows helps to communicate the nature of a building. Building fenestration measures the amount of depth (such as a recessed entry) and openings (such as window area) on a facade. Fenestration should be similar to adjacent buildings and buildings in the area. Building transparency is important at the street level, particularly for retail establishments. Consequently, the ground floor of the building shall provide the greatest amount of facade opening, making it inviting to pedestrian traffic. For upper levels, windows shall reflect the typical spacing found throughout the corridor. The use of depth is encouraged to highlight facade openings such as windows. Windows should not be mounted flush to the exterior of the facade.

## *Awnings and Canopies*



Awnings and canopies are encouraged to be used on facades that face public streets. If awnings and canopies are used, they should be made of canvas. Plastic, metal and wood awnings are not permissible. Internal lighting or backlighting of awnings and canopies shall not be permitted. Color schemes shall be consistent with the colors previously outlined and shall be consistent with the overall building color palette. Retractable awnings should be permitted.

### **D. TREE SPECIES**

Aesthetically improving the Broadway Corridor is one important goal of this study. While there are numerous recommendations, the one that will have a significant impact is the planting of trees. Whether it is along the roadway, in front of less desirable land uses (e.g., NiMo substation), or in parking lots, trees can greatly enhance the visual environment and physical environment for pedestrians. The challenge in tree planting is in multiple questions: What trees can help distinguish the village? What trees are best in the village's soils and climate? What trees remind the village of its history? What trees are appropriate for screening undesired land uses? What trees are appropriate along Broadway? Fortunately for the village there are two very good publications that can assist in answering these questions.

The first recommended publication is from the Town of Colonie. Entitled Street Trees for Colonie, A Guideline for the Town, the publication takes into account all the necessary factors in considering which trees to plant. Although published in 1980, the guidebook is very thorough and is considered an excellent

source for establishing a tree-planting program. The village should contact the Town of Colonie Conservation Advisory Council to obtain a copy.

The second publication comes from the North American School of Conservation, 4500 Campus Drive, University Plaza, Newport Beach, California, 92663. Entitled Trees for a More Livable Environment, this publication is highly graphic oriented and walks communities through establishing a tree planting program. A copy of this publication can be found in Attachment 4.

#### **E. ON AND OFF-ROAD TRAIL NETWORK**

In addition to specific improvements in the Broadway Corridor, this study examined opportunities for a complete network of trails both in the natural area between Broadway and I-787 and the neighborhoods immediately to the west. As illustrated on Map 5 – ON AND OFF-ROAD TRAIL NETWORK there are some opportunities to create a trail system that could connect to the Corning Preserve as well as trails along the west side of Broadway that connect neighborhoods to the school, Riverview Center, and eventually the Village Center segment. Where the majority of trails in The Flats are natural trails (i.e., small unimproved gravel pathways), the trails on the west side of Broadway may be paved and, where a paved trail is not feasible, the route may use existing sidewalks.

**MAP 5**  
**ON AND OFF-ROAD TRAIL NETWORK**

# VILLAGE OF MENANDS

## BROADWAY CORRIDOR TRAIL LOCATIONS

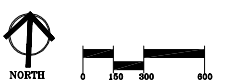


THE SARATOGA ASSOCIATES  
LANDSCAPE ARCHITECTS, ARCHITECTS, ENGINEERS AND PLANNERS, P.C.

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Project No. 0061-008.107

August 2001



## ON AND OFF ROAD TRAILS - MAP 5

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## VII. IMPLEMENTATION

Moving beyond the conceptual design stage of a project and entering the implementation stage can frequently be a complicated charge especially when communities have limited resources in which to implement them. Creating as open an implementation program as possible would ensure that community input and involvement of key stakeholders continues to be a vital element toward the successful redevelopment of the corridor. Yet orchestrating such an interactive process can be complex and time-consuming. Toward this end, it is suggested that village's Economic Development Committee continue with the primary purpose of keeping the variety of stakeholders informed and engaged during development of the detailed master plan for the district.

The Committee should continue to meet and discuss the alternatives as portrayed in this report. They should also be encouraged to build upon the work begun here to redevelop the corridor to serve as a compliment to the planned NYS Department of Transportation Improvements.

### A. EARLY ACTION PROJECTS

Recognizing that there are limited resources in which to implement the plan, the following 'Early Action Items' were prepared. The intent is to identify certain projects that the village can begin right away without having a great deal of resources. Taken together, these projects can have a lasting impact on the corridor.

#### *Projects*

- Signs – “Welcome to Menands” (3 major and 2 minor)
- Additional Planting (emphasis on evergreen trees) along the Route 378 interchange area.
- Screening (planting and fencing) at NiMo Substation.
- Re-striping of traffic lanes (and bike lanes) along entire corridor.
- Center island and planting in the “Village Center” area.
- Establish a service drive and off-street parking east and parallel to Broadway at the Village center.
- Develop Village Center Park/Green along with pedestrian connections to Village Hall.

- Define and develop a series of “urban walks” linking the following:
  - To and through Sage Hill
  - Wolfert to Mid-City Plaza
  - Village Park/Green to SPCA lands
  - Broadway to Schuyler Flatts bikeway (east of Two Guys building)
- Broadway and neighborhoods to natural “wetlands” area.
- Stoney’s property improvements (ranging from purchase and redevelopment to regaining use of the public r.o.w. for sidewalk and planting/fencing screen.

*Management Activities*

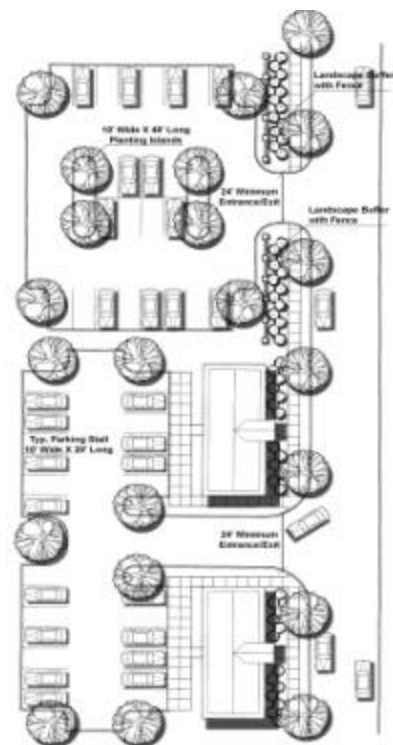
- Initiate discussions on Mid-City re-development/revitalization.
- Encourage Price Chopper Plaza – TOMRA development
- Coordinate discussion and development of Regional Market, Hardware/Nursery and Cheese/dairy Plant.
- Strategize budget development for early and mid-term improvements by Village.

**B. OTHER IMPLEMENTATION TOOLS**

**Regulatory**

- *Develop Design Policies to Maintain and Improve Character of Development* - Like many suburban communities, Menands is a mature village with a changing major commercial corridor. Any future development that occurs in Menands will generally take place on sites that have been previously used for other activities, such as the Mid-City Plaza. Ultimately, the projects that are rebuilt with high-level standards will strengthen the village as a whole and projects that short-change the village will become a burden. Consequently, it is critical that when development/redevelopment occurs, it is coordinated with the overall vision set forth in the plan. In an effort to promote this coordination, the Village should develop a design manual that reflects Menands history and values.

Zoning regulations define the kinds of activities properties can be used for and how many buildings are allowed per each acre of land. But zoning does not ensure that new buildings will enhance Menands community character. If Menands wants to ensure that future development adds value to the community’s built environment, design policies should be developed.



Design policies can provide basic guidelines for the way new development should look and feel as well as how they relate to adjacent uses. They can address each aspect of construction (from materials to window sizes to colors) to make sure new buildings, or rehabilitated buildings, complement older ones.

### ***Action Steps***

- There are a variety of ways in which such standards can be implemented. The community design manual can be created as a mandatory policy forcing new construction projects to adhere to the ‘standards’ or not allowed to be constructed. At the other extreme, the design manual can be implemented as suggested ‘guidelines’, encouraged by the village but lacking the force of law. Alternatively, the standards can remain voluntary guidelines, with incentives provided by the village in the way of tax credits, variances in other criteria, etc., as a means of encouraging compliance with the guidelines. This plan proposes design policies that mandate how the building, sidewalks, lighting, and plantings should be located on the site (site organization), how those features relate to each other (site design), and how the building itself looks (architectural design).
- Developing these policies can be accomplished in several ways. For instance, village leaders may choose to appoint a committee made up of Village Board members, Planning Board and Zoning Board members, Economic Development Committee members, village residents and business owners to develop the policies. A second approach would be to select a consultant to develop the policies in coordination with a committee representing local interests.
- Once these standards have been developed and adopted by the Village Board, they should, at minimum, be incorporated by reference into the Village’s zoning ordinance. However, to have the full effect of law, it is recommended that the Village also rewrite the zoning ordinance.
- When developing these policies, it will likely be necessary to develop different standards for different segments of the corridor. For instance, standards for the Village Center will be different than those for new development along Mid-City segment. These policies can also address how residences are reused for professional office space, such as more recent developments along the east side of Broadway in the Village Center. When the policies are developed, it will be important to recognize that different parts of the corridor have different characteristics.

### **Municipal Law**

- *Municipal Redevelopment Law and Tax Increment Financing in NYS* - Section 960 of the New York State General Municipal Law provides for the establishment of a Municipal Redevelopment Area. The purpose of the law is for protecting and promoting sound development and redevelopment of economically underproductive areas whenever redevelopment cannot be accomplished without public assistance. The Municipal Redevelopment Law authorizes a municipality to:



- Use eminent domain to assist in the acquisition or assembly of land for the purposes of economic redevelopment; and
- Issue tax increment bonds or tax increment bond anticipation notes for the purpose of carrying out or administering a specific redevelopment plan.

The concept of Tax increment financing, or TIF, provides a unique tool for funding capital improvements to base infrastructure as a means to encourage economic development. Tax increment financing is a flexible, low cost mechanism which uses projected increases in property tax revenues in a development area over a specific period to back bonds that are used to finance project costs in the area. TIF, in effect, freezes tax revenues from a designated area at their current level and allows the community to sell bonds or notes for major improvements and other redevelopment activities, with the bond repayments derived solely from the increase, or increment, of the new taxes.

The TIF bonds would not be viewed as general revenue bonds in the market, since they would not be secured by the full faith and credit of the Village. Rather, the TIF bonds would be as secure and as marketable as the private development on which they would be based. In order to attract purchasers, TIF bonds cannot be based on projected taxes from hypothetical developments. They must be based on projects already in the pipe line, where a steady stream of taxes can be virtually assured.

The process that a local community must follow in order to adopt a TIF program is extensive. It initially involves study and analysis both of areas problems and of the feasibility of the TIF approach. It then includes the preparation and adoption of redevelopment plans for the area, with review and recommendation by the Planning Board prior to Village Board adoption. Public hearings and environmental reviews are also required.

### C. COST ESTIMATES

The Broadway Corridor Master Plan recommends the implementation of a number of pedestrian-related improvements along the corridor. These improvements are identified along with estimates of cost in the following table:

<b>Project</b>	<b>Total Cost</b>
Signs - "Welcome to Menands" (3 major and 2 minor)	\$ 20,000
Additional Planting (emphasis on evergreen trees) along the Route 378 interchange area.	\$ 56,000
Screening at NiMo Substation.	
- Planting	\$ 33,750
- 7' Steel Fencing	\$ 11,250
Re-stripping of traffic lanes (and bike lanes) along entire corridor.	DOT Project
Center island and planting in the "Village Center" area.	\$ 40,000
Establish a service drive and off-street parking east and parallel to Broadway at the Village Center.	\$ 200,000
Develop Village Center Park/Green along with pedestrian connections to Village Hall.	\$ 75,000
Define and develop a series of "urban walks" linking the following:	
- To and through Sage Hill	\$ 20,000
- Wolfert to Mid-City Plaza	\$ 27,500
- Village Park/Green to SPCA lands	\$ 24,000
- Broadway to Schuyler Flatts bikeway (east of Two Guys building)	\$ 33,000
- Broadway and neighborhoods to natural "wetlands" area.	\$ 48,000
Stoney's property improvements	\$ 17,500
<b>TOTAL</b>	<b>\$ 606,000</b>

## D. GRANT SOURCES

Below is a list of grant sources for different project types. While some grant programs are suitable for the Village, others are listed for the benefit of private businesses for the purposes of spurring public/private partnerships. Although this list is intended to be exhaustive, grant programs frequently change or are discontinued, or new grant programs are created. In addition, the unfortunate events of September 11, 2001 are limiting the amount of funding available.

	<b>FUNDING AGENCY</b>	<b>PROGRAM</b>	<b>ASSISTANCE TYPE</b>	<b>PURPOSE</b>
<b>Federal</b>	<i>Dept. of Commerce, Economic Development Agency</i>	<b>ED grants for Pubic Works and Infrastructure Development</b>	Up to 80% of a project in severely distressed areas.	Project grants to promote long-term economic development and assist in the construction of public works and development facilities.
	<i>Dept. of Agriculture</i>	<b>Guaranteed Community Facility Loans</b>	Loan guarantees to help build community facilities	Health care, public safety, telecommunications, public services.
	<i>Small Business Administration (For private companies)</i>	<b>7(A) Loan Guaranty Program</b>	The maximum amount the SBA can guaranty is generally \$750,000. Guaranty can be up to 80% of loans of \$100,000 or less, and up to 75% of loans above \$100,000. (up to a maximum guaranty amount of \$750,000)	Loans can be used for most business purposes including, but not limited to, purchase of real estate; construction; renovation or leasehold improvements; acquisition of furniture, fixtures, machinery, and equipment; purchase of inventory; working capital.
		<b>LowDoc Loan Program</b>	Loan. Max amount: \$100,000	Loans can be used for most business purposes including, but not limited to, purchase of real estate; construction; renovation or leasehold improvements; acquisition of furniture, fixtures, machinery, and equipment; purchase of inventory; working capital.

	<b>FUNDING AGENCY</b>	<b>PROGRAM</b>	<b>ASSISTANCE TYPE</b>	<b>PURPOSE</b>
		<b>Certified Development Company (504) Loan Program</b>	Senior lien from a private sector lender: 50%; junior lien: 40%. contribution of at least 10% equity. Must create or retain one job for every \$35,00.	Provides growing businesses with long-term, fixed-rate financing for major fixed assets, such as land and buildings.
		<b>Short Term Loans and Revolving Lines of Credit CAPLines Loan Program</b>	Can be for any dollar amount (except for the Small Assets-Based Line). The interest rate can be up to 2.5% over prime.	Umbrella program, which helps businesses, meet their short-term and cyclical working capital needs. There are 5 programs: Seasonal Line; Contract Line; Builders Line; Standard Assets-Based Line; Small Assets-Based Line.
		<b>International Trade Loans</b>	Can guaranty as much as \$1,250,000 in combined working capital and facilities-and-equipment loans. Applicant must establish that the loan will significantly expand or develop an export market.	For business engaged in, or preparing to engage in, international trade, or are adversely affected by competition from imports.
		<b>Export Working Capital Program</b>	Loan requests of \$833,333 or less processed by the SBA, requests over \$833,333 processed by Ex-Im Bank.	Designed to provide short-term working capital to exporters. Combined effort involving SBA and Ex-Im Bank.
<b>State</b>	<b><i>Empire State Development Corp.</i></b>	<b>Infrastructure Development Financing</b>	loans and loan guarantees: >\$10,000 and < \$ 500,000 loans between 40% and 50% of the total ESDC assistance and the balance shall be in the form of a grant	For the development of basic infrastructure site improvements and related soft costs.
		<b>Regional and Economic Industry Planning Studies and Economic Development</b>	grants not to exceed \$50,000 with a 10% match	For preparation of strategic plans, analysis of business sectors, marketing and promoting regional business clusters, feasibility studies, planning for new enterprise development and identification of new business opportunities.

	<b>FUNDING AGENCY</b>	<b>PROGRAM</b>	<b>ASSISTANCE TYPE</b>	<b>PURPOSE</b>
		<b>Small Cities Community Development Block Grants (CDBG)</b>	Community-by-Community basis. Village is incorporated into the Town of Colonie program.	Economic and Community development for low/moderate income benefit. Program includes: infrastructure development, technical assistance/training and revolving loan funds.
	<i>Department of State</i>	<b>Environmental Protection Fund</b>	Grants for communities along major water bodies	Planning and capital project funds.
	<i>Office of Parks, Recreation, and Historic Preservation</i>	<b>Clean Water/Clean Air Environmental Bond Act</b>	Funds and grants	Breakdown: open space, parks, historic preservation, land acquisition
		<b>Recreation Trails Program</b>	Grants for trail development	Supports acquisition, development, rehabilitation, and maintenance of trails and trail related projects.
	<i>Department of Transportation</i>	<b>TEA-21 (currently not available)</b>	Reimbursable program up to 80% of the eligible project costs.	Provides funding for non-traditional projects that add value to the surrounding transportation system.
	<i>Department of Agriculture and Markets</i>	<b>Grow New York's Enterprise Program</b>	Grant funds to local communities to help qualifying businesses who help create jobs for low to moderate income persons. Village may have to coordinate with Town of Colonie to be eligible.	Communities provide funds (loans or grants) to businesses for up to 40% of eligible activity costs. Funding can also be used for public infrastructure to necessary to accommodate production of agriculture or agribusiness development.
		<b>Farmers Market Program</b>	Grants in the sum of the lesser of 50% of the project costs or \$50,000 to municipalities, regional market authorities, non- profits	Projects for the construction, reconstruction, improvement, expansion, or rehabilitation of farmers markets are considered.
	<i>Department of Environmental Conservation</i>	<b>Clean Water/Clean Air Environmental Bond Act</b>	Funds and grants	Breakdown: municipal water supply systems, water quality improvement, open space, parks, municipally run small business env. compliance to enhance water quality, solid waste, municipal site restoration, and clean air projects.

**Village of Menands  
BROADWAY CORRIDOR MASTER PLAN**

	<b>FUNDING AGENCY</b>	<b>PROGRAM</b>	<b>ASSISTANCE TYPE</b>	<b>PURPOSE</b>
	<i>Department of Environmental Conservation - Environmental Facilities Corporation</i>	<b>Clean Water/Clean Air Environmental Bond Act</b>	Funds and grants	Leaking and underground storage tanks, storm water management facilities, sediment and erosion control, restoration of water bodies, land acquisition for drinking water source protection.
	<i>Preservation League of NYS and NYS Council on the Arts</i>	<b>Historic Reports and Surveys</b>	Grants for between \$1,000 and \$10,000	Historic Structure Reports, Historic landscape reports, Cultural Resource Survey
	<i>NYS Council on the Arts</i>	<b>Non-profit arts and cultural organizations</b>	Grants for between \$1,000 and \$10,000	Architecture, planning and design, arts in education, capital projects, dance, electronic media and film, folk arts, individual artists, literature, music, museum, presenting, theater, visual arts
		<b>Architecture, Planning and Design Program</b>	Technical assistance	Assists local municipalities and nonprofit organizations with building related problems. May provide funds for professional advisory services by architects, planners, etc.
	<i>NYS Planning Federation</i>	<b>Land use planning</b>	Grants for between \$1,000 and \$10,000	Planning studies for municipalities