Downtown Albany Parking Study

Shared Parking Summary Report

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1.0 INTRODUCTION

The "Revitalization of Downtown" is an extensive and strategic mixed-use development effort proposed for the main commercial and business district of Albany, New York. Several firms including Stantec and Goody Clancy are working with the City of Albany Department of Development and Planning and Capitalize Albany to analyze the existing infrastructure and plan for future investment. A key component of this plan will be how to address future demand for parking.

This study evaluates existing parking use and the effect of proposed development on parking supply and demand. The study also includes a strategic plan for future shared parking facilities that will optimize the performance of proposed mixed-use investment from a transportation perspective.

1.1 SCOPE OF WORK

The study objectives were defined by four main tasks:

1) Review and confirm existing inventory data for on-street and off-street parking within the study area.

2) Determine average utilization for on-street parking and public off-street parking during six scenarios (i.e. mid-day weekday, evening weekend, etc.).

3) Estimate future demand based on size and land-use of proposed investments and utilization of existing parking.

4) Recommend locations for new shared parking facilities where a future parking shortage is expected and provide a general description of possible facilities.

The overall limits of the study and the individual areas analyzed within those limits are shown in Figure 1.a on the following page. Existing parking lots and garages identified within the study limits are also shown.

1.2 SUMMARY OF PROPOSED INVESTMENTS

A working inventory of the investments proposed in the Downtown Albany Master Plan is included in Appendix A. The inventory outlines the site, program, parking, timeframe, key partners, resources, funding, and project rationale for 25 investments in Downtown.

The project programs include renovations to existing buildings as well as new construction. A sample of the proposed redevelopment projects include:

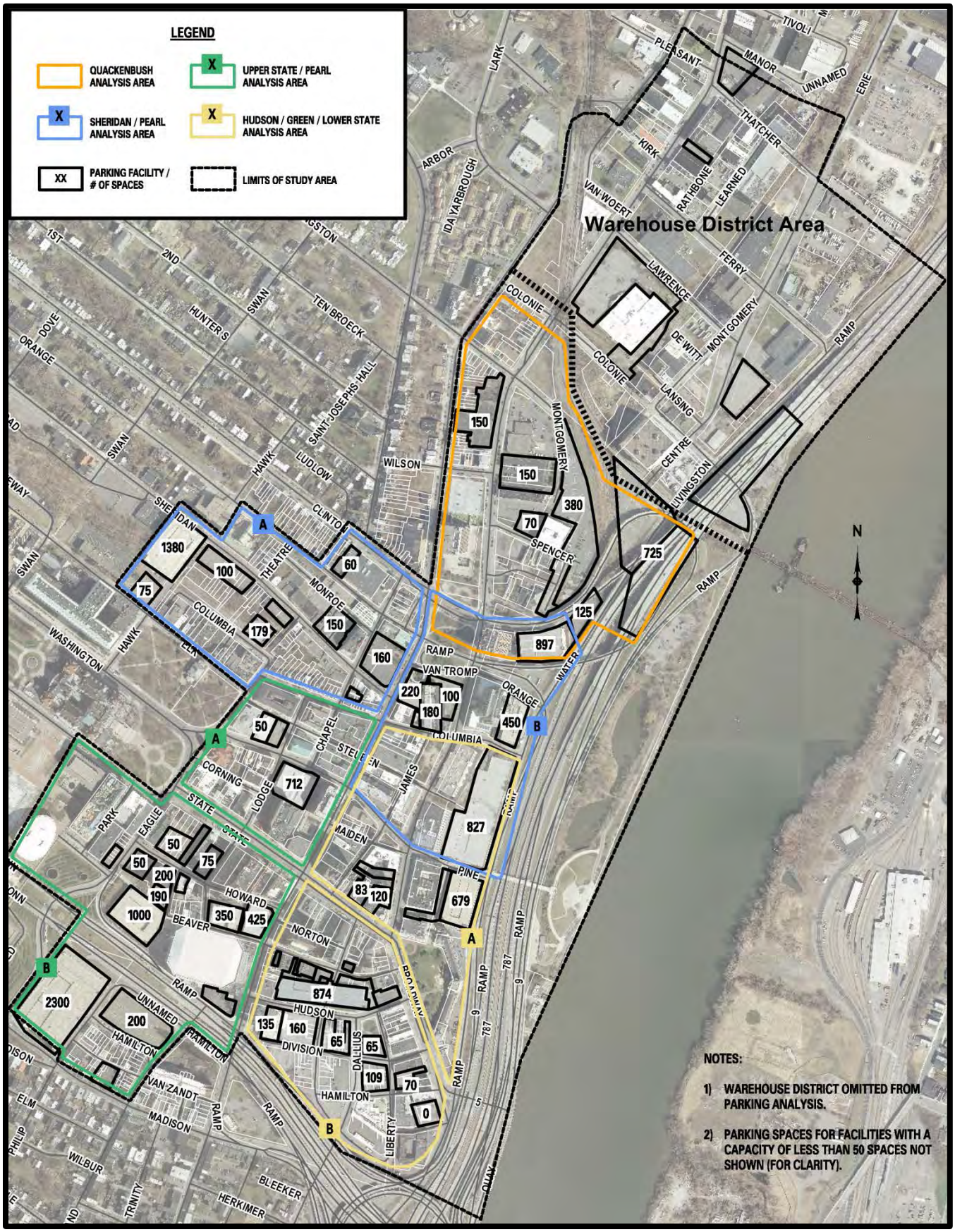
LEGEND
QUACKENBUSH ANALYSIS AREA
UPPER STATE / PEARL ANALYSIS AREA
SHERIDAN / PEARL ANALYSIS AREA
HUDSON / GREEN / LOWER STATE ANALYSIS AREA
XX PARKING FACILITY / # OF SPACES
LIMITS OF STUDY AREA
Warehouse District Area
N
NOTES:
1) WAREHOUSE DISTRICT OMITTED FROM PARKING ANALYSIS.
2) PARKING SPACES FOR FACILITIES WITH A CAPACITY OF LESS THAN 50 SPACES NOT SHOWN (FOR CLARITY).

Figure 1.a

1. Rehabilitation of the existing building at 10 North Pearl St. to create office and technology incubation space in partnership with SUNY Polytechnic Institute.

2. Adaptive reuse of the existing Kenmore Hotel at 74 North Pearl St. to create retail and housing space.

3. New construction of a mixed use office, retail and residential development in the Liberty Park, Hudson Ave, Green St. area possibly involving a new intermodal facility.

4. New construction of a mixed use office, retail and residential development within the area surrounding the existing Capital Repertory Theater enhancing frontage along North Pearl St. and Van Tromp St.

5. New construction of retail, dining, and housing amenities within and adjacent to Clinton Square.

Each investment was organized into four categories of land use: housing, office, retail, and hotel. For each category, the estimated square footage of each office and retail space was given along with the estimated number of housing units and hotel rooms.

Table 1-1 – Parking Demand Assumptions

Land Use	Spaces Required	Unit
Office	2.6	Per 1000 SF GLA
Retail	2.4	Per 1000 SF GLA
Residential	1.2	Per Unit of Multifamily Building
Hotel	1.2	Per Room
Theater	1.0	Per 3 Seats
Source: "Parking" by Robert A Weant and Herbert S. Levinson		

Using these land-use quantity estimates, the number of parking spaces necessary for each investment was then determined using the ratios given in the above table. These ratios are appropriate for cities classified as having light transit use (about 20% of visitors/residents) and are representative of parking demand trends observed in several US cities. An overview of the parking demand for each new investment organized by analysis area is presented in the "Albany Investment / Parking Analysis Data" spreadsheet included in Appendix B.

2.0 PARKING ASSESSMENT

A comprehensive inventory was completed in order to quantify the current parking supply and analyze existing parking trends within the study area. A majority of the inventory was compiled using on-street and off-street parking data obtained from the Albany Parking Authority (APA). The final inventory organized by analysis area is included in the "Albany Investment / Parking Analysis Data" spreadsheet referred to in Section 1.2 (See Appendix B). Although the APA inventory was completed fairly recently in May of 2013, it was reviewed for accuracy during field investigations and from satellite imagery.

Parking terminology and the key differences between categories of parking are summarized in the "Parking Space Classification" table below. During the analysis, available parking was distinguished by a variety of factors including type of facility, location, operator, fee collection and, most importantly, publically available versus private. This distinction was key since the study area is interspersed with public and private parking spaces, and none of the existing private spaces could be assumed to be available for users of future development. Parking supplied with proposed developments was assumed to be new public parking (including developments replacing an existing private parking facility).

Table 2-1 – Parking Space Classification

Category	*Public*			*Private*	
	On-Street	*Off-Street*			
	Short-Term		*Long-Term*	*Customer/ Employee*	*Residential*
Function	Parking for any purpose			Parking for a specific establishment or workplace	Parking for a specific residential building or residence
Location	Along the sides of city streets	Parking lots or parking structures			
Pricing	Free or priced by the hour or minute.	Usually priced by the hour or minute; sometimes free during certain times or days.	Priced by the day or month	Varies (but often free for customers).	Varies (but often priced by the month).
Examples	- Metered/pay & display parking in the downtown core. - Unmetered on-street parking in residential areas.	- Privately owned parking lots that allow the public to park for a fee (or for free). - Municipally owned parking garages or lots that allow the public to park for a fee (or for free).		- Employee/ customer only parking. - Restaurant parking lots. - Shopping mall parking lots.	- Parking garages as part of an apartment building or condominium. - The driveway of a house.
Name	Public On-Street Short-Term (or simply On-Street)	Public Off-Street Short-Term	Public Off-Street Long-Term	Private (Off-Street) Customer/ Employee	Private (Off-Street) Residential

Source: 2011 Ottawa ByWard Market Local Area Parking Study – Summary Report

2.1 ON-STREET PARKING

As mentioned previously, an inventory of City of Albany metered parking was provided by the Albany Parking Authority (APA). An initial step during this study was to expand this list to include all available on-street parking. A windshield survey was performed of all on-street parking in order to determine a baseline utilization for these parking spaces. This survey was completed a total of six times during varying usage scenarios between February 19th and March 15th 2014. Parking data compiled from APA inventories was also verified during the surveys.

Table 2-2 – On-Street Parking Survey Scenarios

Parking Scenario	Date / Time	Notes
Weekday w/ Event (Southern Portion)	Wednesday Feb. 19th 2014 at 7pm	Kayne West Concert at Times Union Center
Weekday w/ Event (Northern Portion)	Thursday Feb. 20th 2014 at 6pm	Rodney Carrington Comedy Show at the Palace Theater
Mid-day Weekday	Wednesday Feb. 26th 2014 at 11am	
Mid-day Weekend	Saturday Mar. 1st 2014 at 11am	
Weekend w/ Event (Southern Portion)	Sunday Mar. 2nd 2014 at 1pm	Siena Men's Basketball Game at the Times Union Center
Evening Weekday	Wednesday Mar. 5th 2014 at 6pm	
Evening Weekend	Friday Mar. 7th 2014 at 6pm	
Weekend w/ Event (Northern Portion)	Saturday Mar. 15th 2014 at 6pm	The Dire Straits Concert at the Palace Theater

In order to specifically capture usage associated with events versus average usage, event surveys were conducted twice. The portion of the study area north of Columbia St. was surveyed during high attendance events at the Palace Theater and the portion of the study area south of Columbia St. was surveyed during high attendance events at the Times Union Center.

The utilization values calculated for each analysis area are shown in Table 2-3. Based on industry standard practice, 85% was considered the maximum practical utilization. This practice is based on studies which have found that drivers spend an unreasonable amount of time searching for a parking space at utilization above 85%. It is also assumed that some spaces may be blocked due to construction, snow, or stopped cars.

Using the peak utilization data, the existing on-street surplus was then determined for each parking scenario. This resulted in surpluses ranging from 58 spaces to -15 spaces (if utilization was over 85%, a "negative surplus" was used).

Table 2-3 – On-Street Parking Peak Utilization

Analysis Area	Mid-Week (Mid-Day)	Mid-Week (Evening)	Weekend
Quackenbush Area	58%	66%	68%
Sheridan / Pearl Area A	73%	64%	79%
Sheridan / Pearl Area B	86%	77%	87%
Hudson / Green / Lower State Area A	99%	80%	82%
Hudson / Green / Lower State Area B	68%	79%	79%
Upper State / Pearl Area A	99%	87%	87%
Upper State / Pearl Area B	72%	89%	79%

2.2 OFF-STREET PARKING

The remainder of the study area parking inventory consisted of off-street parking. The location and capacity of garages and lots was based on data obtained from the APA and was reviewed for accuracy during field investigations. Most discrepancies identified during the study involved parking lots that were now closed or that had been reduced in size and total parking capacity.

Utilization of APA owned and operated public parking facilities was determined using data obtained from the APA. Operators of the remaining public parking facilities were contacted and asked to provide average utilization information for each facility. The majority of the operators did not respond to requests regarding the utilization of their facilities. Representatives with the authority to disclose information could not be reached at Maiden Lane, SMG, and CYC. OGS parking management did respond to our requests but declined to provide utilization information for the OGS owned lot at 45 Grand Street. Approximate utilization was obtained for LAZ operated lots and the 712 space Hilton owned garage for typical usage periods and peak usage periods. For garages and lots under 200 spaces peak utilization was estimated using on-street utilization values calculated for adjacent blocks.

A similar method to that used for on-street parking was used to calculate the surplus of off-street public parking spaces. Surplus public parking was determined assuming an 85% maximum practical capacity for lots and garages with known or approximated utilization. Public parking facilities with an unknown utilization were assumed to be at maximum practical capacity. Off-street parking surpluses ranged from 139 spaces for the Quackenbush Analysis Area to -195 spaces for Hudson/Green/Lower State/Maiden Lane Analysis Area B.

The expected future parking shortage in each analysis area was calculated by adding the on and off-street surpluses and net new parking included in investments and subtracting future demand from investments and private parking lost due to investment construction.

3.0 RECOMMENDATIONS

3.1 NEW PARKING FACILITIES

Analysis of the proposed development in Downtown Albany indicates the need for additional parking spaces in each area. In order to increase the available supply of parking to meet the expected shortage, sites were identified where new parking facilities could be constructed. The potential sites are shown in the Potential Parking Facility Map (Figure 3.a) on the following page.

Factors influencing the selection of a site include its proximity to existing or proposed developments with a parking demand, the current use of the site (i.e. abandoned or privately operated parking lots), ease of access to and from I-787, and proximity to other parking lots. Lot patrons can be expected to walk up to 800 feet to their destination, so this radius was also used to strategically locate new lots in Downtown Albany.

Figure 3.a also includes the required capacity and approximate construction cost for the recommended facilities at each site. This estimated cost was based on an assumed unit cost of $20,000 per parking space, which is typical for parking garages with three or more levels and efficient layouts. These values do not include potential costs to purchase the property for each site.

Potential garage layouts were developed for several of the proposed sites shown in Figure 3.a. Diagrams of the potential parking facility layouts are included in Appendix C. The schematic designs developed maximize use of the available sites, while using aisle and stall dimensions larger than those used for typical efficiency designs.

Table 3-1 – Garage Design Criteria

Design Criterion	Value
Stall Width	9’-0”
Stall Length	18’-0”
Aisle Width (Two-Way Traffic)	26’-0” to 27’-0”
Max. Ramp Slope	7%
Max. Distance to Stairwell	100’ to 150’

These dimensions are appropriate for self-park facilities that experience a high parking turnover rate (i.e. retail, supermarkets), and where a significant number of users are unfamiliar with the garage. Narrower stalls and aisles are acceptable for low turnover uses (i.e. offices). As many of the proposed sites are close to planned residential and office investments, more efficiency may be gained by utilizing narrower stall and aisle widths.

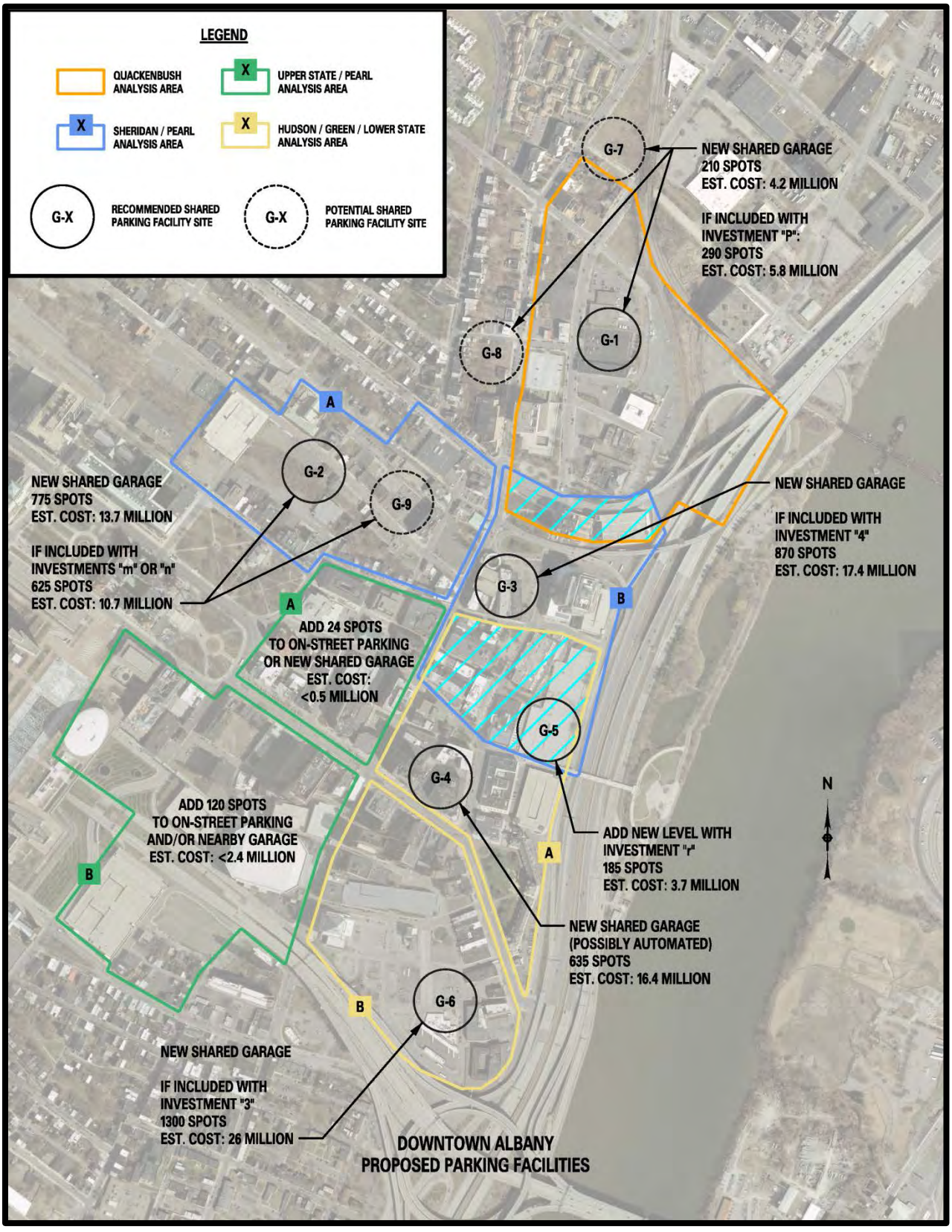
LEGEND
QUACKENBUSH ANALYSIS AREA
UPPER STATE / PEARL ANALYSIS AREA
SHERIDAN / PEARL ANALYSIS AREA
HUDSON / GREEN / LOWER STATE ANALYSIS AREA
G-X
RECOMMENDED SHARED PARKING FACILITY SITE
G-X
POTENTIAL SHARED PARKING FACILITY SITE
G-7
NEW SHARED GARAGE
210 SPOTS
EST. COST: 4.2 MILLION
IF INCLUDED WITH INVESTMENT "P":
290 SPOTS
EST. COST: 5.8 MILLION
G-8
G-1
A
G-2
G-9
NEW SHARED GARAGE
775 SPOTS
EST. COST: 13.7 MILLION
IF INCLUDED WITH INVESTMENTS "m" OR "n"
625 SPOTS
EST. COST: 10.7 MILLION
NEW SHARED GARAGE
IF INCLUDED WITH INVESTMENT "4"
870 SPOTS
EST. COST: 17.4 MILLION
G-3
B
A
ADD 24 SPOTS
TO ON-STREET PARKING
OR NEW SHARED GARAGE
EST. COST:
<0.5 MILLION
G-5
G-4
N
ADD 120 SPOTS
TO ON-STREET PARKING
AND/OR NEARBY GARAGE
EST. COST: <2.4 MILLION
B
A
ADD NEW LEVEL WITH INVESTMENT "r"
185 SPOTS
EST. COST: 3.7 MILLION
NEW SHARED GARAGE
(POSSIBLY AUTOMATED)
635 SPOTS
EST. COST: 16.4 MILLION
B
G-6
NEW SHARED GARAGE
IF INCLUDED WITH INVESTMENT "3"
1300 SPOTS
EST. COST: 26 MILLION
DOWNTOWN ALBANY
PROPOSED PARKING FACILITIES

Figure 3.a

Consideration was also given to the effect the new parking structures would have on the surrounding buildings. In addition to structural limitations, the proximity of adjacent buildings limits the maximum height and therefore number of levels of a given garage. Although 6 to 7 levels are typical, the allowable structure height will be governed by City of Albany Zoning laws. These laws stipulate the height should be consistent with other buildings on the same block.

3.2 SUMMARY OF PROPOSED PARKING FACILITIES

The following section describes sites and facilities that could potentially accommodate the identified future parking demand. Sites are organized by the analysis areas indicated in the Potential Parking Facility map on the previous page (Figure 3.a).

3.2.1 Quackenbush Area

Three sites were identified where new parking facilities could be constructed to increase the number of spaces available in this area. Sites G-1 and G-8 are centrally located within the study area and all would be within the recommended 800' to proposed investments at 733 Broadway ("f"), 776 Broadway ("o"), and 747 Broadway ("p"). Refer to Appendix A for a description of these investments.

Each of the identified sites are rectangular in shape and should accommodate several typical garage layouts. Based on an analysis of future parking demand in the area, the garage will only need to have capacity for 210 vehicles. If Site G-1 is used, the proposed 80 car surface lot could be eliminated since a shared use 290 vehicle garage would more efficiently use the available property.

Sites G-7 and G-8 are abandoned/unoccupied properties with an average slope of 5% or greater. Therefore, garages located on those sites would either be terraced or would involve extensive excavation. Site G-8 is also potentially undesirable since it borders a historic residential district and it would be difficult to achieve a garage appearance compatible with those residences.

Figure 3.b – Site G-1 (in Backround) from G-8

Figure 3.c – Site G-7 (Facing North)

3.2.2 Sheridan / Pearl Area A

Two sites were identified where new parking facilities could be constructed to increase the number of spaces available in this area. Sites G-2 and G-9 are centrally located within the study area and would be within the recommended 800' to proposed development at 16 Sheridan Ave. ("k"), 64-86 Sheridan Ave. ("m"), and 48-54 Sheridan Ave. ("n").

Figure 3.d – Site G-9 (Facing North)

Figure 3.e – Site G-9 (Facing South)

A schematic design was developed for the potential parking facility at Site G-9 between Monroe St. and Sheridan Ave. (See Appendix C). The layout of the garage as shown would allow approximately 64 spaces per level. Although Site G-9 is centrally located between the investments mentioned above, the garage would need to include the 150 spaces currently used by the adjacent Hampton Inn. Also, with any more then 2 or 3 levels, the garage would block sunlight and diminish the view from many of the surrounding residential and hotel units. Therefore, it would likely be more economical and practical for a parking facility to be included with investments "m" or "n" (Site G-2) that could meet the demand of future development in the area.

It may be possible to decrease the number of spaces required in this area through more efficient use of the county owned garage adjacent to Site G-2 on Columbia St. More efficient use would depend on better coordination with county officials and/or changes to pricing mechanisms. Another possibility would be for the county to partner with the Albany Parking Authority in constructing a replacement garage similar to the 1380 space OGS owned garage at 100 Sheridan Ave. Traffic flow at that facility is uniquely improved by allowing users to access and depart the garage from both the upper and lower levels.

Figure 3.f – Site G-2 (Facing West)

Figure 3.g – Site G-2 (Facing South)

3.2.3 Sheridan / Pearl Area B

Two sites were identified where new parking facilities could be constructed to increase the number of spaces available in this area. Site G-3 is located between Broadway, Pearl St., Columbia St. and Van Tromp St. and would be within the recommended 800' to proposed development at that site ("4"), near Clinton Square ("5"), at the existing 160 car Sheridan Ave. parking lot ("l"), and 1 Clinton Sq.("q"). Site G-5 is the existing 827 car Riverfront Garage located in the overlap area with Hudson / Green / Lower State Area A. This site would be within the recommended 800' to proposed development at 10 North Pearl St. ("1"), 40 Broadway ("h"), 61 North Pearl St. ("j"), and Kiernan Plaza ("r").

Two schematic designs were developed for the potential parking facility at Site G-3 between Broadway, Pearl St., Columbia St. and Van Tromp St. (see Appendix C). Option 1 would include an iconic spiral ramp at the corner of Van Tromp St. and Pearl St. (replacing the existing spiral ramp given it's age and geometry) and add a second to improve traffic flow of departing vehicles. This layout would also allow the garage to preserve several businesses along Columbia St. including The Hollow and The Albany Center Gallery.

Option 2 would surround the parking structure with retail and other commercial establishments, thereby hiding it from viewer groups along Broadway, Pearl St., and Van Tromp St. This layout would require the Albany Center Gallery to be relocated, though the remaining Historical Buildings along Orange St. (including The Hallow) would be preserved.

Option 1 would provide a greater parking capacity, providing 158 parking spaces verses the 127 spaces provided by Option 2. However, Option 2 is more efficient using 347 SF per space versus 375 SF per space for Option 1. Also, circulation within the garage is more efficient in Option 2. Both Site G-3 designs take advantage of the nearby ramps to and from I-787 in order to maximize traffic flow in and out of the garage and minimize its impact on the local road system. Option 1 provides a more direct departure location to the I-787 on-ramp though Option 2 could be easily modified to provide a similar departure location.

No design was developed for Site G-5 at the existing Riverfront Garage. It is assumed that at least a portion of the proposed Kiernan Plaza Hotel (Investment "r") will occupy a level added to the garage. Any remaining space at that level should be used for parking.

Figure 3.h – Site G-3 (Along Van Tromp St.)

Figure 3.i – Site G-3 (Along Columbia St.)

3.2.4 Hudson / Green / Lower State Area A

Two sites were identified where new parking facilities could be constructed to increase the number of spaces available in this area. Site G-4 is located between Broadway, State St., and James St. and would be within the recommended 800' to proposed development at 10 North Pearl St. ("1"), 69 State St. ("a"), 11 North Pearl St. ("b"), 100 State St. ("c"), and 41 State St. ("g"). Other potential users include future occupants of nearby residential units currently under construction. The other site, G-5, is the aforementioned existing 827 car Riverfront Garage and is described in Section 3.2.3 above.

Two schematic designs were developed for the potential parking facility at Site G-4 between Broadway, State St., and James St. (see Appendix C). The layout shown in option 1 would provide approximately 86 spaces per level. Vehicles are shown accessing and departing the garage from Broadway, although one way access from State St. and departure to Broadway would also be possible and may provide safer movements in and out of the garage.

Due to the restrictive dimensions of the site, a schematic design was developed for an automated storage facility (option 2). The storage capacity per level would depend on the system used, but overall storage density would be greater than that of a conventional garage. An automated facility would also be more user friendly, since the parker would not have to worry about access control, navigating the facility or searching for an available space. Operational costs vary but are typically comparable to conventional garages since there is no need for ventilation systems or facility wide lighting.

Figure 3.j – Site G-4 (Facing East)

Figure 3.k – Site G-4 (Facing South)

Up to 8 stories would be reasonable for both proposed parking facilities given the extensive height and lack of windows on the adjacent buildings (see Figures 3.j and 3.k above). A minimum 40 ft. buffer would be provided between the inner portion of the new facility and 41 State St. to allow sunlight to reach a courtyard or access road below.

3.2.5 Hudson / Green / Lower State Area B

One site was identified where new parking facilities could be constructed to increase the number of spaces available in this area. Site G-6 is located near Dallius St., Liberty St., and Hamilton St. and would be centered within proposed development at "3" or immediately adjacent to it.

No schematic designs were completed for potential parking facilities at this site. Due to the size of the proposed mixed-use development at location "3", an estimated 1300 new spaces will be necessary. This will likely require the realignment of existing roads and the acquisition of several existing, privately owned, parking lots.

3.2.6 Upper State / Pearl Area A

An analysis of future parking demand in this area only indicated a shortage of 24 spaces as a result of future development. Therefore, no sites for new parking facilities were identified in this area. The estimated future shortage could be addressed by changing the configuration of on-street parking in the area, or increasing the capacity of one of the garages proposed in an adjacent study area by 24 spaces.

3.2.7 Upper State / Pearl Area B

An analysis of future parking demand in this area indicated a shortage of 120 spaces as a result of future development. It should be noted that the shortage in this area is predominantly due to short term parkers attending events held at the Times Union Center.

The estimated future shortage could potentially be addressed through more effective use of existing nearby garages. Three large state owned parking facilities in the area are mostly used by long term parkers during standard business hours. Through increased coordination between the event staff at the Times Union Center and OGS parking officials, it would be possible to free existing public parking spaces for users of future development (such as the proposed residential development at 100 State St. "c").

If more effective use of existing parking facilities is not possible, the estimated future parking shortage in this area could be addressed by increasing the capacity of a nearby parking facility by 120 spaces. This could be accomplished by adding a new level to an existing public parking garage or increasing the capacity of the proposed facility at State St. and Broadway.

3.3 ADDITIONAL RECOMMENDATIONS

Opportunities may exist to reduce both the short-term and long-term parking demand in Downtown Albany:

- Pool cars used by the various New York State agencies along Broadway (DEC, DASNY, SUCF, SUNY Polytechnic Institute) could be consolidated into one shared fleet. Such a consolidation would not only decrease the capital costs to maintain separate fleets, but would also make more garage spaces available to the public.

- Provide short-term car rentals (i.e. Zip Car) to offer Downtown residents and employees rental options as opposed to owning and parking a vehicle that is underutilized most of the time.

- Implement a plan to utilize state-owned parking facilities for Downtown residents after typical workday hours. The high volume of state workers results in a high number of spaces not utilized for 12 hours or more each day. Shared maintenance costs, insurance concerns, and security are all issues that would need to be addressed with New York State.

Lastly, the APA and City officials should continue their efforts to improve payment options for individuals parking in Downtown. These include: credit cards (already used for some facilities and "Smart Meters"), E-Z Pass, and a smart phone application.

4.0 FUTURE STUDY OPPORTUNITIES

A number of study opportunities remain to improve upon the estimated future parking demands given in this report and improve the performance of new and proposed parking infrastructure:

- The results of this study should be refined as investment and parking facility designs are progressed and more information becomes available. The recommendations in this report should also be re-examined if there are changes to public transportation. Improvements to public transportation options could decrease the estimated future demand for parking.

- The impact of proposed parking facility access points on adjacent roadways should be modeled and additional facility alternatives should be developed for all sites identified in this report.

- The implementation of an electronic parking guidance system (PGS) should be investigated. A PGS system would provide real-time information such as the nearest facility with available parking to visitors of downtown establishments. Such a system could reduce driver frustration, allow more efficient use of public parking facilities, and improve traffic flow in the downtown area. The system could be linked to interactive parking tools such as a smartphone application to direct visitors to available spaces.

- Parking convenience and effectiveness could be improved by constructing covered walkways. These would protect individuals parking in Downtown from the elements as they travel between garages and their destination. Feasibility and cost-benefit analyses should be conducted to determine where walkways would be practical. Detailed designs would then be developed for these locations or designs could be incorporated into plans for future development.

- As on-street and off-street parking fees directly influence utilization, an economic analysis is recommended to study the effectiveness of current rate structures as well as fees for proposed parking facilities. An analysis could also provide insight into opportunities to increase revenue for the city.

- Similarly, parking enforcement data should be obtained and analyzed to determine where additional parking may be needed and why. During field surveys for this study, most illegally parked vehicles were in areas where snow had not been removed so options for improved snow removal should be investigated.

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Appendix A

Downtown Albany Investments

Working Inventory

(As provided by Goody Clancy)

Downtown Albany investments

working inventory, 6/13/14

Site			Program *Note: italics indicate rehab that does not represent net new space, though parking needs may increase 20-40% due to greater employee density*						Parking			Timeframe		Key partners	Key organizational capabilities for implementation	Resources	Funding need - property acquisition (preliminary)	Rationale
Map ref.	Area	location	Description	Infrastructure	Housing units	Office sf	Retail sf	Hotel rooms	Parking demand	Parking supply	Parking location	Start	Finish					
1	UA	10 North Pearl (UDAG)	Rehab: Office & incubator/tech demo space			*32,500*	*5,500*		98	100	existing parking at Lodge/Pine garage	2014	2015	potentially SUNY, EDC, OGS	MOU on partner responsibiltiies	SUNY office/incubator space construction funding	0	SUNY space consolidation; Start Up NY demonstration in promient location
2	UA	Kenmore Hotel/ Steuben adaptve reuse	Adaptive reuse: housing; revive ground floor retail/active uses		140		*10,100*		192	195	Cap Rep block (use existing parking near-term; replacement parking long-term)	2015	2018		Property acquisition/control via eminent domain or other tools citing vacancy, tax delinquency, community benefit from reno	Historic Tax Credits; Property acquisition fund (PAF), 10-15 year tax abatement (TA)	$5,000,000	Very visible vacancy; would visibly have positive impact on critical North Pearl retail
3	HB	Liberty Park/Hudson/ Green redevelopment (former Conference Center site)	New construction; Partner with OGS on developer RFP; assist with strategic land acquisition	potential street and park improvements and/or intermodal facility as part of redevelopment	550	80,000	20,000		916	1050	new on-site structures; interim surface parking for early phases	issue RFP 2014	2017-2024	OGS, Greyhound, possibly CDTA	Property acquisition; partnership with OGS	PAF; New Markets Tax Credits (NMTC); Development finance fund (DFF), TA	market-driven, but likely need support for parking	Leverage downtown's largest development opportunity for highest and best use; use large critical mass of new development to reinforce market position
4	SB	Cap Rep block	New construction and office rehab; public parking structure; new housing, retail, 15,000 sf theater*; office retenanting		100	11,000	29,700		220	820	on-site structure (including 195 spaces for Kenmore/Steuben block)	2015	2018-2020	Cap Rep; Park Albany? OGS parking? CDTA parking as part of intermodal center?	site acquisition funding and eminent domain potential	PAF; DFF; TA; bonding capacity for public parking	$21,600,000	Add parking in strategically important location; enhance Cap Rep and dining amenities; add residents; enhance prominent unattractive North Pearl & Van Tromp frontage
5	QA/SB	Clinton Sq development	New construction; mixed-use development on DOT land between Clinton and 787 Clinton off-ramp.	no net loss of park space: relocate to church lot along North Pearl?	90		17,000		149	85	on-site, terraced under building; additional parking in Quackenbush Garage	2015	2018-2020	DOT	MOU partnership with DOT; possible park land swap?	DFF, TA		Connect retail/dining concentrations at Quackenbush Sq and North Pearl with each other; shape Clinton Sq.
a	HA	69 State	housing adaptive re-use		130		9,500		179		Riverfront or Green-Hudson garages?					Historic Tax Credits, TA; PAF?	$1,735,500	
b	HA	11 North Pearl	housing adaptive re-use		100		6,800		136		Riverfront or Green-Hudson garages?					Historic Tax Credits, TA; PAF?	$1,335,000	
c	UB	100 State	housing adaptive re-use		55		3,400		74		OGS and/or private garages on Beaver St.?					Historic Tax Credits, TA; PAF?	$734,250	
d	UA	52-54 North Pearl	housing adaptive re-use		5		2,600		12		existing parking at Lodge/Pine garage?					Historic Tax Credits, TA; PAF?	$66,750	
e	HB	36-48 South Pearl	housing adaptive re-use		20		8,000		43		Green-Hudson garage?					Historic Tax Credits, TA; PAF?	$267,000	
f	QA	733 Broadway	housing adaptive re-use		45				54		surface on same parcel					Historic Tax Credits, TA		
g	HA	41 State	office "coolspace" rehab			*35,000*			*91*		Riverfront garage; onsite				Façade and/or interior improvements grant or loan	TA, DFF?		
h	HA/SB	540 Broadway	office "coolspace" rehab			*75,000*			*195*		Riverfront garage				Façade and/or interior improvements grant or loan	TA, DFF?		
i	HA/SB	67 North Pearl	façade rehab and retail/office retenancy; windows/doors on Tricentennial Park			*33,400*	*8,800*		*108*	40	on-site, lower level of building				Façade and/or interior improvements grant or loan	TA, DFF?		
j		61 N Pearl (ex-Jillian's)	rehab as housing & retail		30		10,600		61		Riverfront garage?					Historic Tax Credits, TA; PAF?	$400,500	
k	SA	Times Union building	adaptive reuse for housing		90				108		OGS Sheridan/Hawk garage? County Columbia St garage?					Historic Tax Credits, TA; PAF?	$1,201,500	

Site			Program *Note: italics indicate rehab that does not represent net new space, though parking needs may increase 20-40% due to greater employee density*						Parking			Timeframe		Key partners	Key organizational capabilities for implementation	Resources	Funding need - property acquisition (preliminary)	Rationale
Map ref.	Area	location	Description	Infrastructure	Housing units	Office sf	Retail sf	Hotel rooms	Parking demand	Parking supply	Parking location	Start	Finish					
-		Warehouse District	adaptive reuse, various sites (not mapped)		50				60		surface, on-site and/or on-street					Historic Tax Credits, TA; PAF?	$667,500	
-		Warehouse District	new construction, various sites (not mapped)		50				60		surface, on-site and/or on-street					DFF, TA		
l	SA	First Church in Albany lot	New construction; Redevelop with mixed housing, retail, public space		50		4,800		72	60	small on-site structure			First Church in Albany		DFF, TA		
m	SA	64-86 Sheridan	housing new construction		115				138		on-site terraced, or OGS Sheridan/Hawk garage or County Columbia St garage?					DFF, TA		
n	SA	48-54 Sheridan	housing new construction		40				48		on-site terraced, or OGS Sheridan/Hawk garage or County Columbia St garage?					DFF, TA		
o	QA	776 Broadway	housing new construction		85				102	50	surface on same parcel					DFF, TA		
p	QA	747 Broadway	housing new construction		65				78	80	surface on same parcel					DFF, TA		
q	SA	1 Clinton Sq	housing new construction		15		5,500		31		on-site and/or Cap Rep garage?					DFF, TA		
r	HA/SB	Kiernan Plaza	hotel new construction					75	90		Riverfront garage			CNSE				
		Total adaptive reuse			**665**	**285,900**	**65,300**	**0**										
		Total new construction			**1,160**	**91,000**	**82,500**	**75**										
		Combined total development			**1,825**	**266,900**	**142,300**	**75**										
			NOTE: assumed property acquisition loan for housing adaptive re-use, $13,350/unit, up to 200 units/year office "coolspace" rehab, 20,000-50,000sf/year	$13,350														
Color coding		Adaptive reuse/ rehab																
		New construction																

* Cap Rep Theater has 286 seats today

Parking Assumptions		
2.6	per 1000SF GLA	office
2.4	per 1000SF GLA	retail
1.2	per multifam unit	residential
1.2	per room	hotel
1	per 3 seats	theater

Appendix B

Downtown Albany

Investment / Parking Analysis Data

Albany Investment / Parking Analysis Data

(*) Denotes Parking and Investments in overlap areas. Quantities are equally divided between areas. Parking garages/lots shown in **Bold** are operated by New York State. Note that new parking demand is conservative as some area does not represent net new space.

Area	Map ref.	New Units	New Office (SF)	New Retail (SF)	New Parking Demand: Housing [1]	New Parking Demand: Office	New Parking Demand: Retail	Parking Supplied
Hudson/Green/	a	130		9500	156	0	23	
Lower	b	100		6800	120	0	17	
State/Maiden	g		35000		0	91	0	
Lane Area 'A'	h*		37500		0	98	0	
	i*		16700	4400	0	44	11	20
	j*	15		5300	18	0	13	
	r*	38			46	0	0	
Total		283	89200	26000	340	233	64	20
						637		

[1] Parking demand for invest. "r" due to new hotel

	Operator	Total Supply	Public Supply	Future: Public After Develop
Existing Off-Street Parking	**SUNY**	679	-	-
	APA*	413	413	413
	41 State St.	120	-	-
	LAZ	83	83	83
	41 State St.	45	-	-
	Private	27	-	-
On-Street		109	109	109
Total Off-Street		1367	496	516
Total		1476	605	625

Area	Map ref.	New Units	New Office (SF)	New Retail (SF)	New Parking Demand: Housing [1]	New Parking Demand: Office	New Parking Demand: Retail	Parking Supplied
Hudson/Green/	3	550	80000	20000	660	208	48	1050
Lower	e	20		8000	24	0	20	
State/Maiden	-	-	-	-	-	-	-	-
Lane Area 'B'	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
Total		570	80000	28000	684	208	68	1050
						960		

	Operator	Total Supply	Public Supply	Future: Public After Develop
Existing Off-Street Parking	APA	874	874	874
	Maiden Lane	160	160	160
	Key Bank	135	-	-
	LAZ	109	109	109
	Republic Parking	82	82	82
	NYS	70	-	-
	LAZ	65	65	65
	Mercer	65	-	-
	LAZ (58 Spots)	0	0	0
	CYC	44	44	44
	Private	42	-	-
	Omni	35	-	-
	Omni	25	-	-
	74 State St.	20	-	-
	Omni	10	-	-
On-Street		178	178	178
Total Off-Street		1736	1334	2384
Total		1914	1512	2562

Area	Map ref.	New Units	New Office (SF)	New Retail (SF)	New Parking Demand: Housing [1]	New Parking Demand: Office	New Parking Demand: Retail	Parking Supplied
Quackenbush	5*	45		8500	54	0	21	43
Area	f	45			54	0	0	
	o	85			102	0	0	50
	p	65			78	0	0	80
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
Total		240	0	8500	288	0	21	173
						309		

	Operator	Total Supply	Public Supply	Future: Public After Develop
Existing Off-Street Parking	**NYS**	725	-	-
	APA*	448	448	448
	Progressive	380	-	-
	County	150	-	-
	Maiden Lane	150	150	0
	Albany Pump S	125	-	-
	Progressive	70	-	-
	NYS/DOT	45	-	-
On-Street		211	211	211
Total Off-Street		2093	598	621
Total		2304	809	832

Area	Map ref.	New Units	New Office (SF)	New Retail (SF)	New Parking Demand: Housing [1]	New Parking Demand: Office	New Parking Demand: Retail	Parking Supplied
Sheridan/Pearl	k	90			108	0	0	
Area 'A'	l	50		4800	60	0	12	60
	m	115			138	0	0	
	n	40			48	0	0	
	q	15		5500	18	0	14	
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
Total		310	0	10300	372	0	26	60
						398		

	Operator	Total Supply	Public Supply	Future: Public After Develop
Existing Off-Street Parking	Private	1380	-	-
	Albany County	179	-	-
	Maiden Lane	160	-	-
	Maiden Lane	150	-	-
	NYS	75	-	-
	NYS	60	-	-
	Private	40	-	-
	Private	18	-	-
On-Street		250	250	250
Total Off-Street		2062	0	60
Total		2312	250	310

Area	Map ref.	New Units	New Office (SF)	New Retail (SF)	New Parking Demand: Housing [1]	New Parking Demand: Office	New Parking Demand: Retail	Parking Supplied
Sheridan/Pearl	4	100	11000	29700	120	29	72	820
Area 'B'	5*	45		8500	54	0	21	43
	h*		37500		0	98	0	
	i*		16700	4400	0	44	11	20
	j*	15		5300	18	0	13	
	r*	38			46	0	0	
	-	-	-	-	-	-	-	-
Total		198	65200	47900	238	171	117	883
						526		

[1] Parking demand for invest. "r" due to new hotel

	Operator	Total Supply	Public Supply	Future: Public After Develop
Existing Off-Street Parking	**NYS**	450	-	-
	APA*	448	448	448
	APA*	413	413	413
	United Realty	220	-	-
	United Realty	180	-	-
	ARMS	100	100	0
On-Street		68	68	68
Total Off-Street		1811	961	1744
Total		1879	1029	1812

Area	Map ref.	New Units	New Office (SF)	New Retail (SF)	New Parking Demand: Housing [1]	New Parking Demand: Office	New Parking Demand: Retail	Parking Supplied
Upper State/	1		32500	5500	0	85	14	100
Pearl Area 'A'	2	140		10100	168	0	25	195
	d	5		2600	6	0	7	
	-	-	-	-	-	-	-	-
Total		145	32500	18200	174	85	46	295
						305		

	Operator	Total Supply	Public Supply	Future: Public After Develop
Existing Off-Street Parking	Crown Plaza	712	712	712
	NYS/ALB County	50	-	-
	Albany County	35	-	-
On-Street		97	97	97
Total Off-Street		797	712	1007
Total		894	809	1104

Area	Map ref.	New Units	New Office (SF)	New Retail (SF)	New Parking Demand: Housing [1]	New Parking Demand: Office	New Parking Demand: Retail	Parking Supplied
Upper State/	c	55		3400	66	0	9	
Pearl Area 'B'	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
	-	-	-	-	-	-	-	-
Total		55	0	3400	66	0	9	0
						75		

	Operator	Total Supply	Public Supply	Future: Public After Develop
Existing Off-Street Parking	**NYS**	2300	-	-
	SMG	1000	1000	1000
	Maiden Lane	425	425	425
	NYS	350	-	-
	NYS-OGS	200	200	200
	Hinman-Straub	200	200	200
	Private	190	-	-
	Maiden Lane	75	75	75
	CYC	50	50	50
	Private	50	-	-
	Parkway	45	-	-
	Hill Street Café	40	-	-
	Private	30	-	-
	Private	25	-	-
	Private	20	-	-
On-Street		180	180	180
Total Off-Street		5000	1950	1950
Total		5180	2130	2130

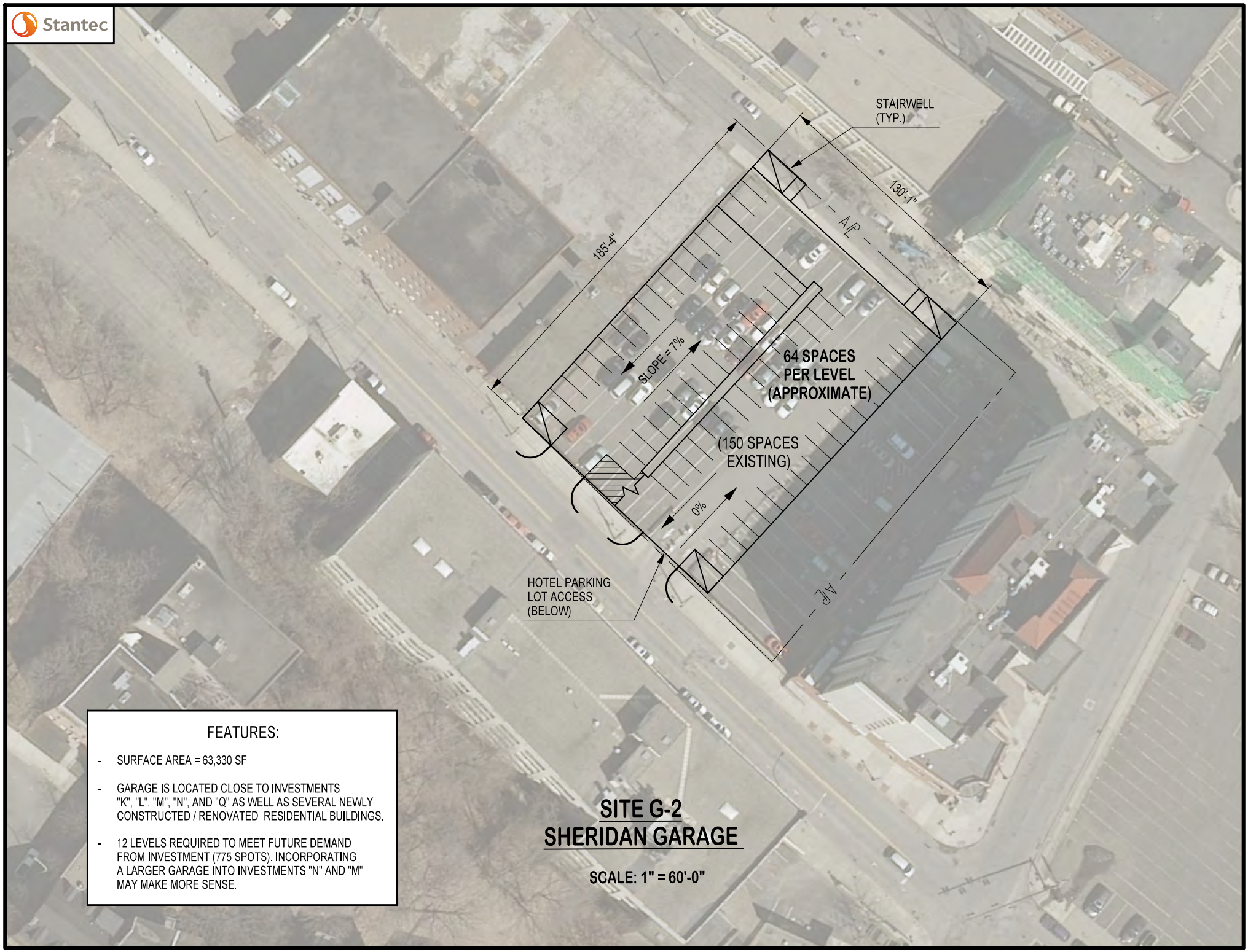
Grand Total		1801	266900	142300		3210		2481

	15959	7144	9375

Appendix C

Parking Facility Schematic Designs

- Site G-9 – Sheridan Garage
- Site G-3 – Columbia / Pearl Garage Option 1
- Site G-3 – Columbia / Pearl Garage Option 2
- Site G-4 – Broadway / State Garage Option 1
- Site G-4 – Broadway / State Garage Option 2

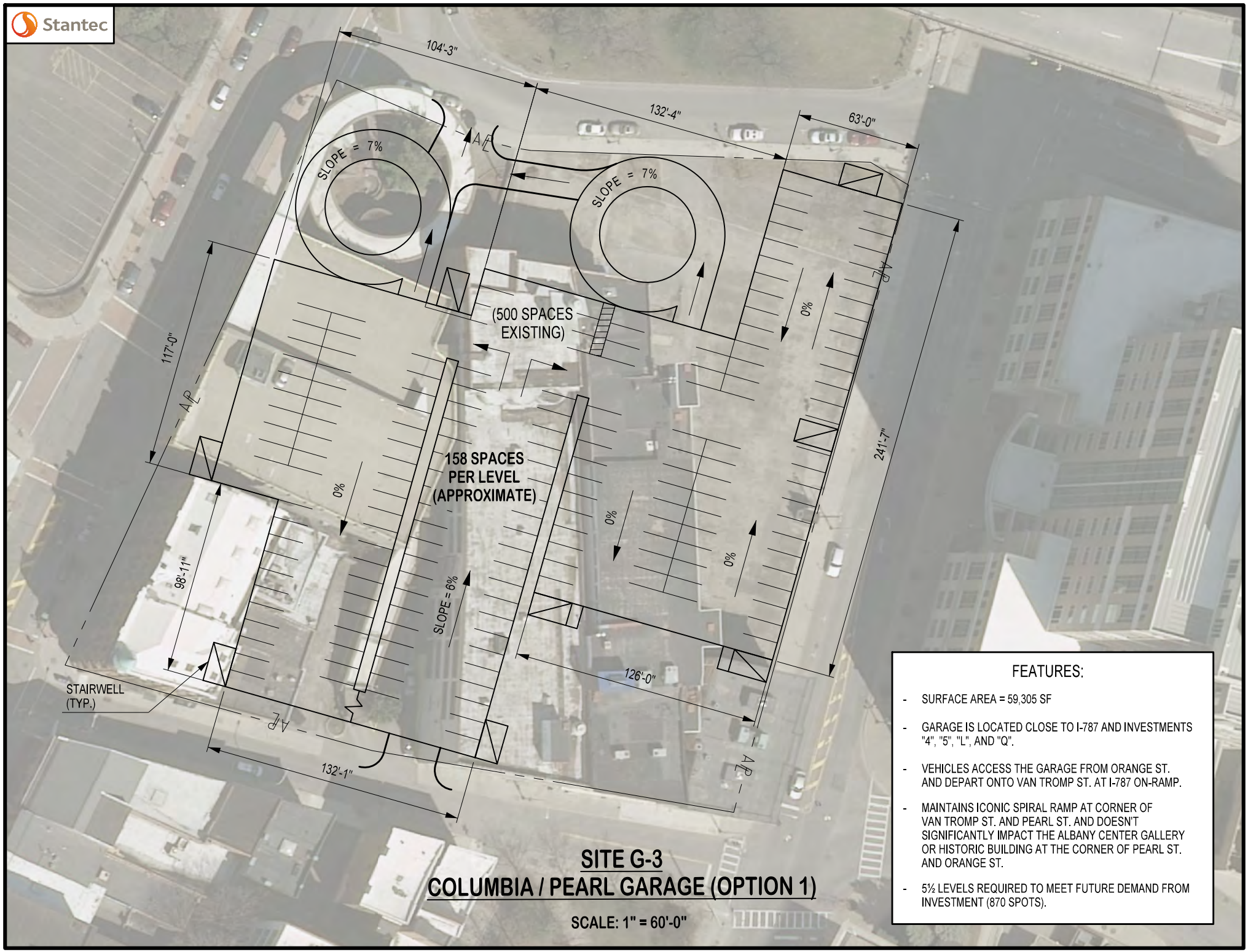


FEATURES:

- SURFACE AREA = 63,330 SF
- GARAGE IS LOCATED CLOSE TO INVESTMENTS "K", "L", "M", "N", AND "Q" AS WELL AS SEVERAL NEWLY CONSTRUCTED / RENOVATED RESIDENTIAL BUILDINGS.
- 12 LEVELS REQUIRED TO MEET FUTURE DEMAND FROM INVESTMENT (775 SPOTS). INCORPORATING A LARGER GARAGE INTO INVESTMENTS "N" AND "M" MAY MAKE MORE SENSE.

SITE G-2
SHERIDAN GARAGE

SCALE: 1" = 60'-0"

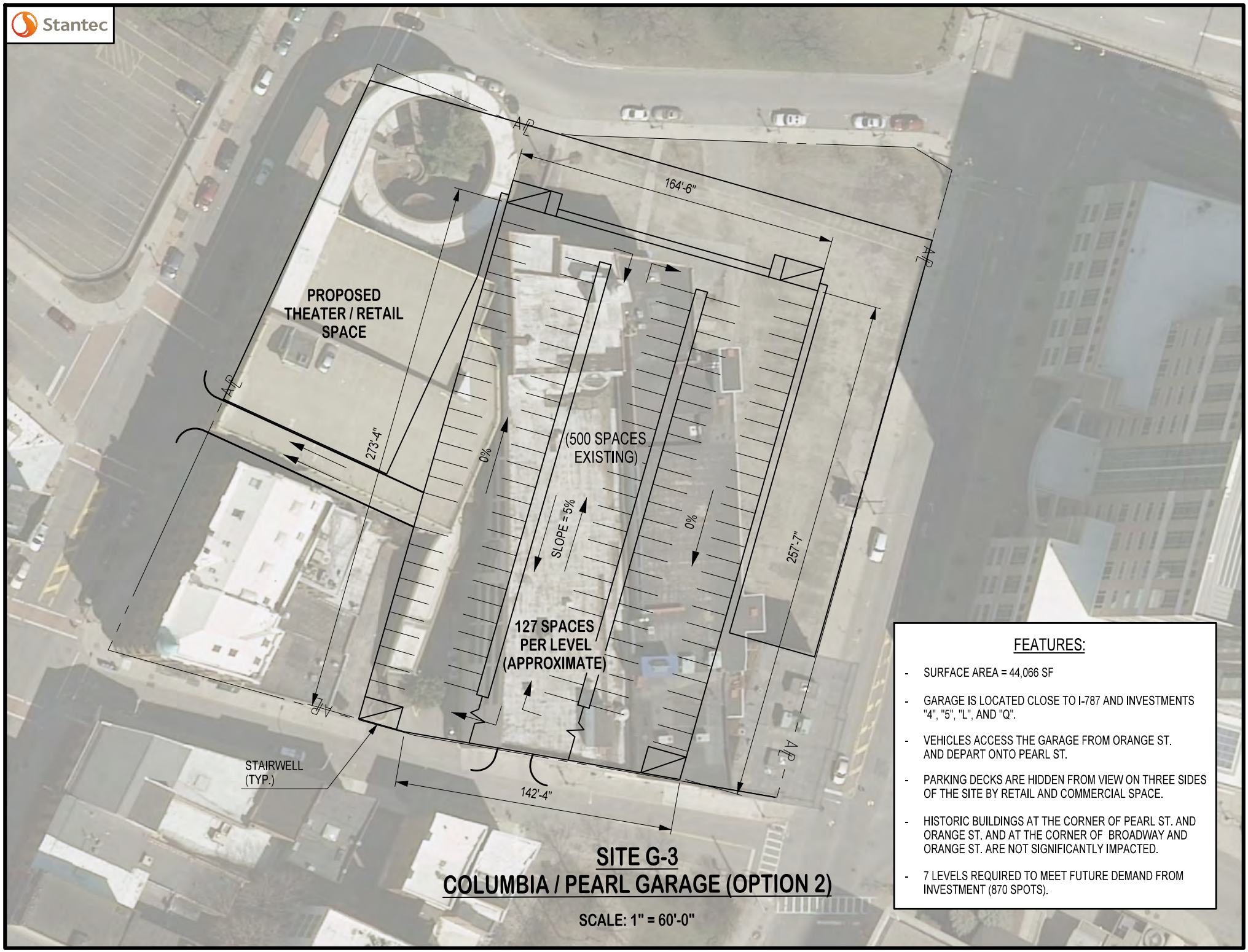


SITE G-3
COLUMBIA / PEARL GARAGE (OPTION 1)

SCALE: 1" = 60'-0"

FEATURES:

- SURFACE AREA = 59,305 SF
- GARAGE IS LOCATED CLOSE TO I-787 AND INVESTMENTS "4", "5", "L", AND "Q".
- VEHICLES ACCESS THE GARAGE FROM ORANGE ST. AND DEPART ONTO VAN TROMP ST. AT I-787 ON-RAMP.
- MAINTAINS ICONIC SPIRAL RAMP AT CORNER OF VAN TROMP ST. AND PEARL ST. AND DOESN'T SIGNIFICANTLY IMPACT THE ALBANY CENTER GALLERY OR HISTORIC BUILDING AT THE CORNER OF PEARL ST. AND ORANGE ST.
- 5½ LEVELS REQUIRED TO MEET FUTURE DEMAND FROM INVESTMENT (870 SPOTS).

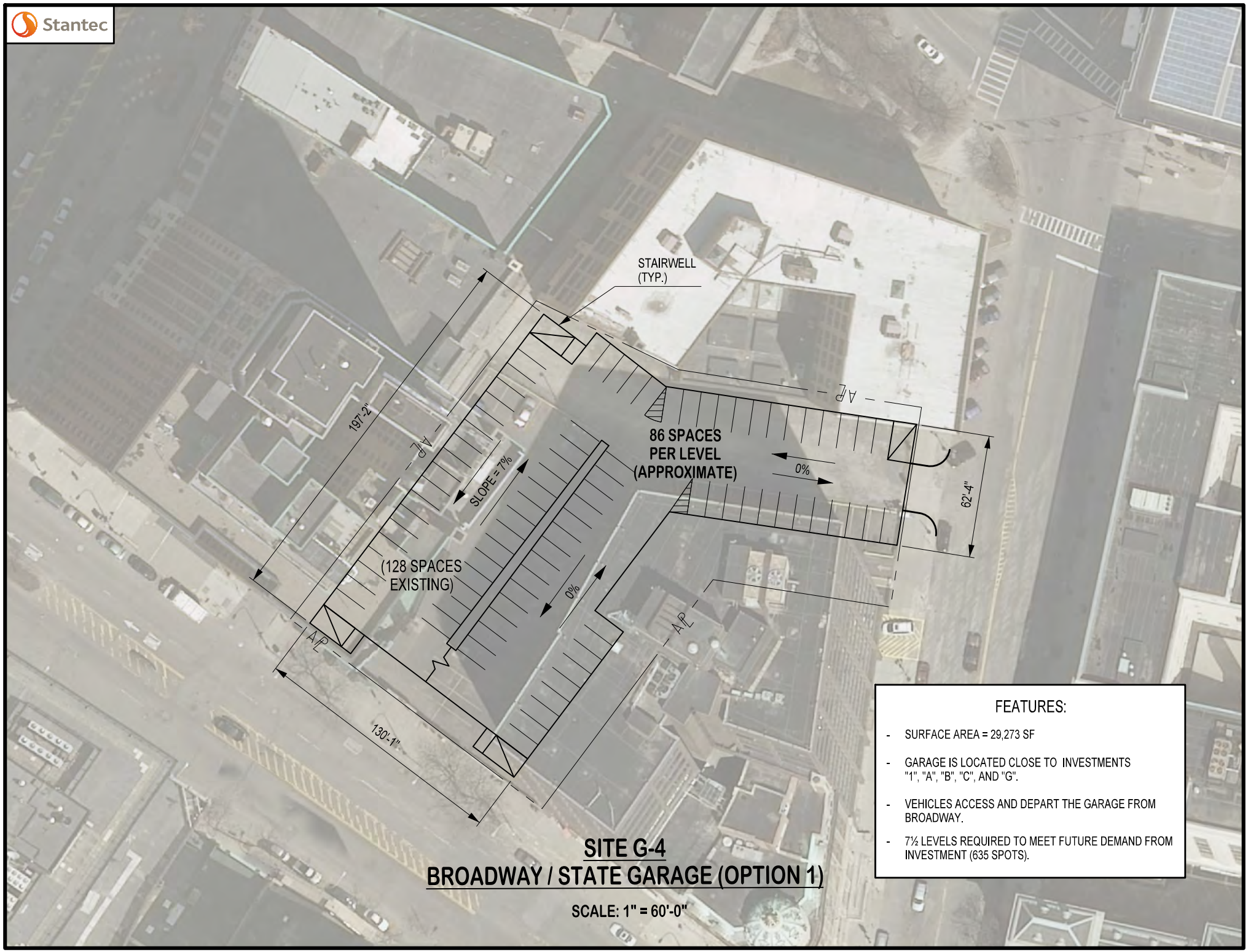


SITE G-3
COLUMBIA / PEARL GARAGE (OPTION 2)

SCALE: 1" = 60'-0"

FEATURES:

- SURFACE AREA = 44,066 SF
- GARAGE IS LOCATED CLOSE TO I-787 AND INVESTMENTS "4", "5", "L", AND "Q".
- VEHICLES ACCESS THE GARAGE FROM ORANGE ST. AND DEPART ONTO PEARL ST.
- PARKING DECKS ARE HIDDEN FROM VIEW ON THREE SIDES OF THE SITE BY RETAIL AND COMMERCIAL SPACE.
- HISTORIC BUILDINGS AT THE CORNER OF PEARL ST. AND ORANGE ST. AND AT THE CORNER OF BROADWAY AND ORANGE ST. ARE NOT SIGNIFICANTLY IMPACTED.
- 7 LEVELS REQUIRED TO MEET FUTURE DEMAND FROM INVESTMENT (870 SPOTS).

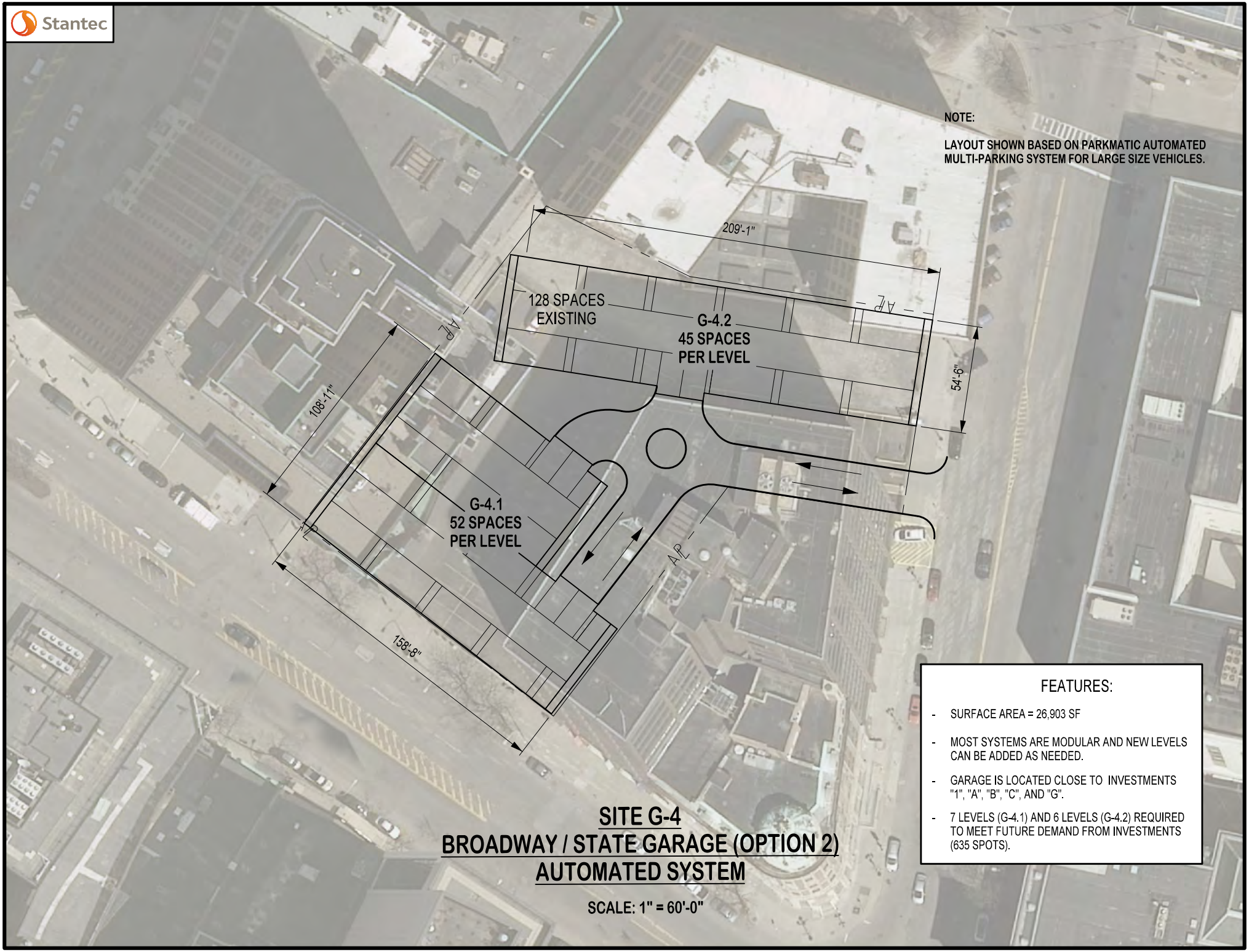


SITE G-4
BROADWAY / STATE GARAGE (OPTION 1)

SCALE: 1" = 60'-0"

FEATURES:

- SURFACE AREA = 29,273 SF
- GARAGE IS LOCATED CLOSE TO INVESTMENTS "1", "A", "B", "C", AND "G".
- VEHICLES ACCESS AND DEPART THE GARAGE FROM BROADWAY.
- 7½ LEVELS REQUIRED TO MEET FUTURE DEMAND FROM INVESTMENT (635 SPOTS).



NOTE:

LAYOUT SHOWN BASED ON PARKMATIC AUTOMATED MULTI-PARKING SYSTEM FOR LARGE SIZE VEHICLES.

SITE G-4
BROADWAY / STATE GARAGE (OPTION 2)
AUTOMATED SYSTEM

SCALE: 1" = 60'-0"

FEATURES:

- SURFACE AREA = 26,903 SF
- MOST SYSTEMS ARE MODULAR AND NEW LEVELS CAN BE ADDED AS NEEDED.
- GARAGE IS LOCATED CLOSE TO INVESTMENTS "1", "A", "B", "C", AND "G".
- 7 LEVELS (G-4.1) AND 6 LEVELS (G-4.2) REQUIRED TO MEET FUTURE DEMAND FROM INVESTMENTS (635 SPOTS).