Albany Education District Enhancement Study
City of Albany, NY

FEBRUARY, 2012

BFJ Planning

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City of Albany
Education District Enhancement Study

Prepared for:

The Capital District Transportation Committee in partnership with the City of Albany, the University at Albany and The College of Saint Rose

Funded by:

The Capital District Transportation Committee, the City of Albany, the University at Albany, SUNY and The College of Saint Rose

Prepared by:

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In association with:
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Disclaimer:

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This report was prepared in cooperation with the City of Albany, the Capital District Transportation Committee, The College of Saint Rose, the University at Albany, the Capital District Transportation Authority, the Capital District Regional Planning Commission and the New York State Department of Transportation. The contents do not necessarily reflect the official views or policies of these government agencies or institutions.

The recommendations presented in this report are intended to support the City of Albany, College of Saint Rose and the University at Albany's efforts to improve the connectivity and safety of the District and to create a safe, welcoming and vibrant activity center. The recommendations are conceptual in nature and are presented to characterize the types of improvements that are desirable, and that may be implemented as part of future land use and transportation improvement projects. All transportation concepts will require further engineering evaluation and review.

Acknowledgements

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The Study participants would like to thank Mayor Gerald D. Jennings, Dr. R. Mark Sullivan and Dr. George M. Philip for their leadership and vision throughout this plan.

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1. Executive Summary/Introduction

1.1. Introduction

Albany's Education District, which encompasses The College of Saint Rose and the University at Albany's Downtown Campus, hereafter referred to as the District, is home to more than one thousand students from several institutions, and to a core group of homeowners and business owners. This heavily utilized area has many strong and unique qualities, with densities and mixes of uses that make it lively, walkable and sustainable. The same qualities that make the District unique also pose challenges, which are consistent with off-campus neighborhoods across the country. The bulk of concerns referenced deal with safety, security and quality of life.

The Education District Enhancement Study was sponsored by the City of Albany, in partnership with the Capital District Transportation Committee (CDTC), the University at Albany and The College of Saint Rose to address these challenges and improve the connectivity and safety of the Education District and to create a safe, welcoming and vibrant activity center. The study is partially funded through CDTC's Community and Transportation Linkage Planning Program, one of the most significant cooperative regional efforts in the nation.

The bulk of these concerns involve the impact and opportunities of student housing and activities in residential neighborhoods. This study seeks to provide recommendations for physical improvements and policy changes that will minimize the negative impacts and capitalize on the opportunities provided by the District's unique character.

The study's overall objectives are to supplement current Albany 2030 comprehensive plan efforts, address the tangible issues within the District and set the stage for physical revitalization projects. The Education District Enhancement Study builds off of the efforts made in the Midtown Colleges and University District Plan, focusing on the Education District outlined in the plan and studying it at a finer scale.

1.2. Process

The study sponsors selected a team of consultants led by BFJ Planning to work on the Education District Enhancement Study at the end of 2009. A Study Advisory Committee (SAC) guided the study and met with the consultants on a regular basis for more than a year. This committee included representatives from the City of Albany, The College of Saint Rose, University at Albany, Capital District Transportation Committee (CDTC), Capital District Transportation Authority (CDTA), Capital District Regional Planning Commission (CDRPC), New York State Department of Transportation (NYSDOT), Albany County and other key stakeholders.

The consultant team provided an extensive analysis of existing conditions, described below, to provide a sound basis for recommendations and improvements. This existing conditions survey, which includes an assessment of street lighting, streetscape and building conditions, can also be used to measure and track success of the implementation efforts related to this study. Unless otherwise noted, the data collected for this study was collected between January 2010 and March 2011.

Throughout the study, consultants worked with the Study Advisory Committee, City staff, and stakeholder representatives, to help ensure that the developed recommendations are supported to the extent possible by property owners, residents, the City of Albany and the major institutions in the District. In order to maximize participation, two workshops were held over the course of the study. The workshops enabled stakeholders to brainstorm issues and opportunities, discuss priorities for improvement, and comment on preliminary recommendations. Supplemental participation opportunities, such as stakeholder meetings and a survey, were also administered to engage more participants in the study. The full summary report from each workshop can be found in appendices A and B.

1.3. Summary of Recommendations

The District's lifeblood is its role as an activity center and the ease of use of multiple modes of transportation. Residents and visitors to the District frequently walk, drive, bike and use public transportation all in a single day. Because of the intensity of its use, the Education District Enhancement Study focuses on enhancing the network of connections between transportation modes, commercial destinations, residences, places of work and academic institutions. In addition to improving circulation, the Study addresses physical improvements to the built and streetscape environment, zoning and code enforcement, Americans with Disabilities Act accessibility and other opportunities to strengthen neighborhood character and identity such as wayfinding and branding.

In general, stakeholders felt that local streetscape quality; connectivity; crime prevention; neighborhood identity and quality of life; and sustainability were themes that needed to be pursued. The following recommendations were developed in accordance with the existing conditions survey, the Study Advisory Committee and input gathered by each of the aforementioned participation methods.

- Adopt *Crime Prevention Through Environmental Design* (CPTED) standards to promote physical conditions that discourage criminal behavior and aim to make safer places in the community. The report includes a CPTED brochure which should be made available to the wider community.

- Improve building facades, street trees, the bicycling and walking environment, transit access and streetscape amenities to improve the quality of life in the District. The study highlights locations where these amenities should be implemented or upgraded.

- Increase and improve the lighting of the district to increase safety and improve physical conditions. Where possible, pedestrian-scale lighting should be installed as opposed to auto-oriented lighting which dominates the District.

- Consider zoning code modifications to reinforce the essential form of the neighborhood and to provide an incentive for reinvestment. Expanding commercial zones to build areas of critical mass will encourage commercial hubs in the District. Any changes should focus on areas that are or have the potential to become important nodes of pedestrian activity.

- Strengthen maintenance standards and increase enforcement to mitigate the impact of student housing on the neighborhoods (town-gown regulations) and improve quality of life in the District. Creating a "Disorderly House" designation status within the Education District could reduce the incidence of recurring offending properties.
- Ensure that the parks and open space resources are well programmed for events and activities and are open to the public for use. Specific recommendations for Pine Hills Park and Beverwyck Park are aimed to re-assess and/or upgrade existing facilities to encourage additional use.
- Offer opportunities for a wide variety of institutional groups to partner on important issues in the District. The City should consider creating a façade improvement program for businesses and property owners. Sponsoring a Business Improvement District (BID), a Merchants Association or a public art program will help to foster a welcoming activity center.
- Develop a recognizable brand for the District which can serve to enhance the District's image. The branding process should incorporate an integrated approach in which the community, officials and design professionals work together to distill a collective vision for the neighborhood.

The recommendations outlined herein will be considered by and reinforced by the Albany 2030 Comprehensive Plan project, the City of Albany's first comprehensive plan. The implementation section of the report provides a roadmap which outlines a series of steps, identifies partners that can assist in moving the plan into action and locate funding sources. The recommendations outlined by the study will be phased in over time based on available funding and following further evaluation and feasibility study, where appropriate. The Implementation Plan (Figure 28) provides a concise listing of the recommended improvements along with order-of-magnitude cost estimates, potential partnerships, possible funding sources, and estimated timeframes.

2. Existing Conditions

2.1. Zoning and Land Use

The 192-acre study area is generally defined as the parcels between Madison Avenue and Washington Avenue, and North Main Avenue and Lake Avenue moving east along Western Avenue to Robin Street to incorporate the University at Albany's downtown campus (Figure 1). Schools in the area include the University at Albany, The College of Saint Rose, Albany High School, LaSalle School and swing space for the City School District of Albany (Figure 2). When branding the Education District, recommendations will focus on the area between The College of Saint Rose and University at Albany's Downtown Campus – between Madison Avenue, Washington Avenue, Partridge Street and Lake Avenue. This area consists of 791 parcels, which are primarily one and two family residential houses (Figure 3). Commercial uses are interspersed throughout the District with Madison and Washington Avenues having the most contiguous clusters of retail stores.

Within the Education District, there are five different zoning classifications, which include three residential districts and two commercial districts (Figure 4). A list of the permitted uses for these zones can be found in Table 1. Most of the residential homes in the Education District study area are zoned R-2B, which permits one and two family residences[1]. College and universities, including dormitories are allowed in this zone by special use permit; however bars, restaurants and other neighborhood commercial uses are not permitted. The land use map shows that a number of the parcels in these zoning districts have non-conforming commercial uses.

There are two areas zoned C-1, (a) around the intersection of Western Avenue and Quail Street and (b) on Madison Avenue between Quail and Park. The C-1 zoning district allows for smaller scale (less than 5,000 square feet) neighborhood commercial uses. Restaurants are permitted; however, those that serve alcohol require a special use permit. Additionally, any business in a C-1 zoning district that is open between the hours of 11:00PM and 6:00 AM are required to obtain a special use permit. Figure 5 shows commercial parcels that are open after 11 PM. A number of these parcels are in the R-2A/R-2B residential zones and are thus non-conforming commercial uses.

Figure 6 shows that students reside in a significant portion of the homes in the Education District. The concentration of students is and has traditionally been greater in the District than those areas outside the study area. This density, however, is spreading south past Madison Avenue, and properties to the north of Western Avenue have been becoming increasingly disinvested as students disperse. The District is slightly denser than the surrounding residential areas, with at least two dwelling units per parcel (Figure 7). The area also has more non owner-occupied residential properties than the surrounding areas (Figure 8). Many of these rentals have owners that live either outside Albany County or New York State.

[1] Albany's zoning code defines "family" as (1) One, two or three persons occupying a dwelling unit; or (2) Four or more persons occupying a dwelling unit and living together as a traditional family or the functional equivalent of a traditional family. The code further states, "It shall be presumptive evidence that four or more unrelated persons living in a single dwelling unit do not constitute the functional equivalent of a traditional 'family.'"

CITY OF ALBANY EDUCATION DISTRICT ENHANCEMENT STUDY

FIGURE 1: STUDY AREA

ALBANY, NY

SOURCE: NYS GIS CLEARINGHOUSE, MARCH 2010

0 520 ft

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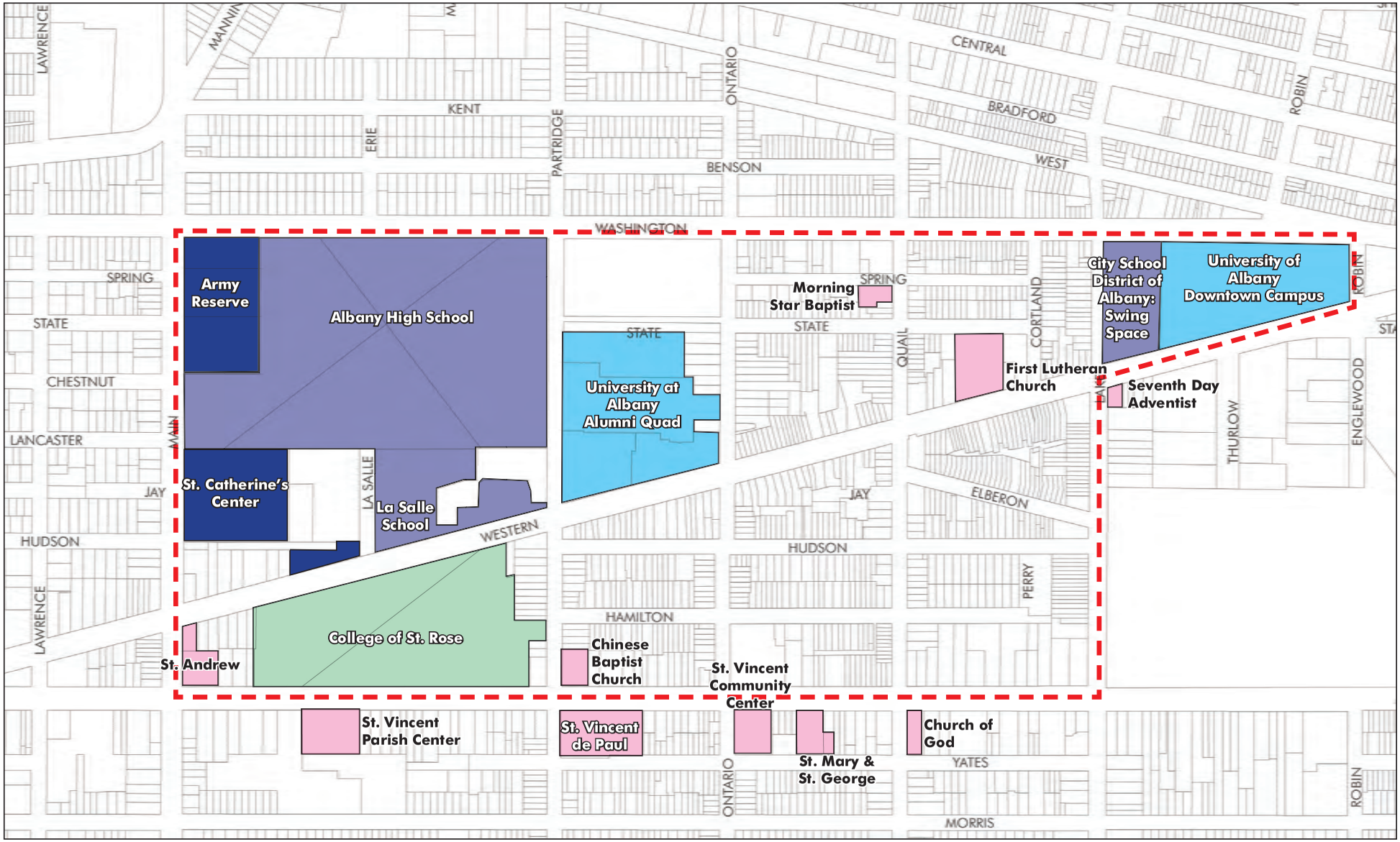

CITY OF ALBANY EDUCATION DISTRICT ENHANCEMENT STUDY

FIGURE 2: INSTITUTIONAL USES

ALBANY, NY

SOURCE: BFJ PLANNING

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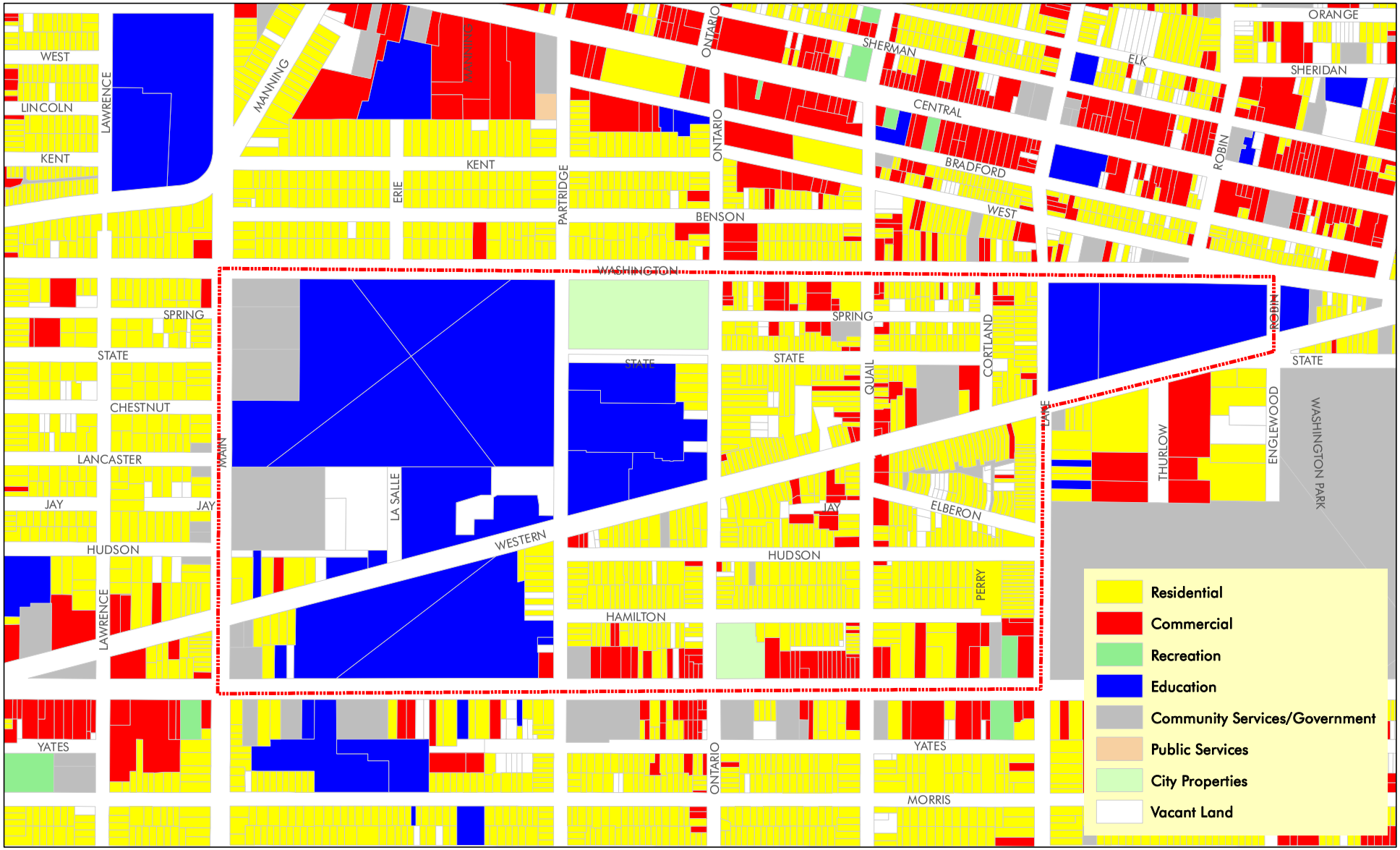

CITY OF ALBANY EDUCATION DISTRICT ENHANCEMENT STUDY

FIGURE 3: LAND USE MAP

ALBANY, NY

SOURCE: CDTC, MAY 2010

0 650 ft

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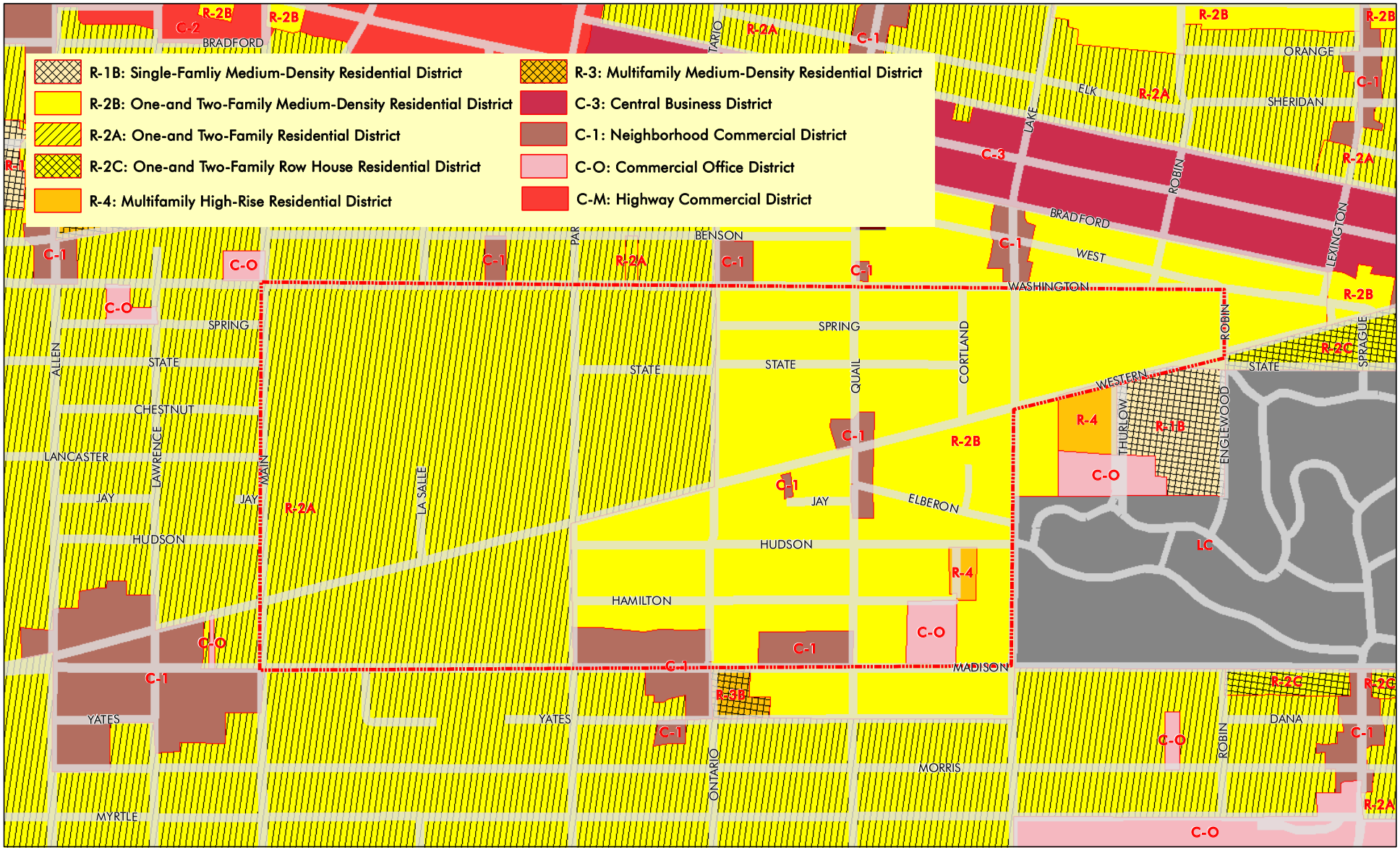
Table 1: Permitted Uses in the Education District Study Area

Zone	Permitted Uses	Special Permit Uses
R-2A One- and Two-Family Residential District	Single-family detached dwellings, two-family detached dwellings. Houses of Worship	Conversions of single-family homes, private schools, colleges or universities, including dormitories, nursing homes, day-care centers, charitable or religious institutions, bed-and-breakfast, satellite dish antennas.
R-2B One- and Two-Family Medium Density Residential District	Single-family detached dwellings, two-family detached dwellings, semidetached dwellings, single-family row dwellings, two-family row dwellings, houses of worship.	Special permit uses from R-2A, community residences.
R-4 Multifamily High-Rise Residential District	Multifamily dwellings/high-rise (elevator apartments), garden apartments, two-family row houses.	Private schools, nursing homes, colleges or universities, including dormitories, hospitals, day-care centers, charitable or religious institutions, bed-and-breakfasts, rooming houses/single-room occupancy (SRO), community residences, satellite dish antennas.
C-1 Neighborhood Commercial District	Bakeries (< 5,000 square feet), banks (< 5,000 square feet), charitable or religious institutions. Drugstores (< 5,000 square feet), fraternal organizations, houses of worship, ice cream and yogurt shops, personal service outlets, restaurants without alcoholic beverages, retail outlets (< 5,000 square feet), residential uses (dwelling units >600 square feet), art galleries, business services.	Adult day-care, automobile service stations, day care, theaters, drive-in banks (Note: Not permitted in historic Districts.) or ATM windows. Funeral homes. Groceries (> 5,000 square feet, health clubs, indoor recreation, offices, take-out and delivery restaurants, taverns, restaurants serving alcohol.
C-O Commercial Office District	Auditoria, banks, colleges, hospitals, houses of worship, museums and art galleries, nursing homes, offices, funeral homes, business services.	Adult day care, health clubs, laboratories, personal service outlets, restaurants, rooming house/SRO, taverns, trade schools, satellite dish antennas.



City of Albany Education District Enhancement Study

Figure 4: Zoning Map

Albany, NY

Source: City of Albany, March 2010

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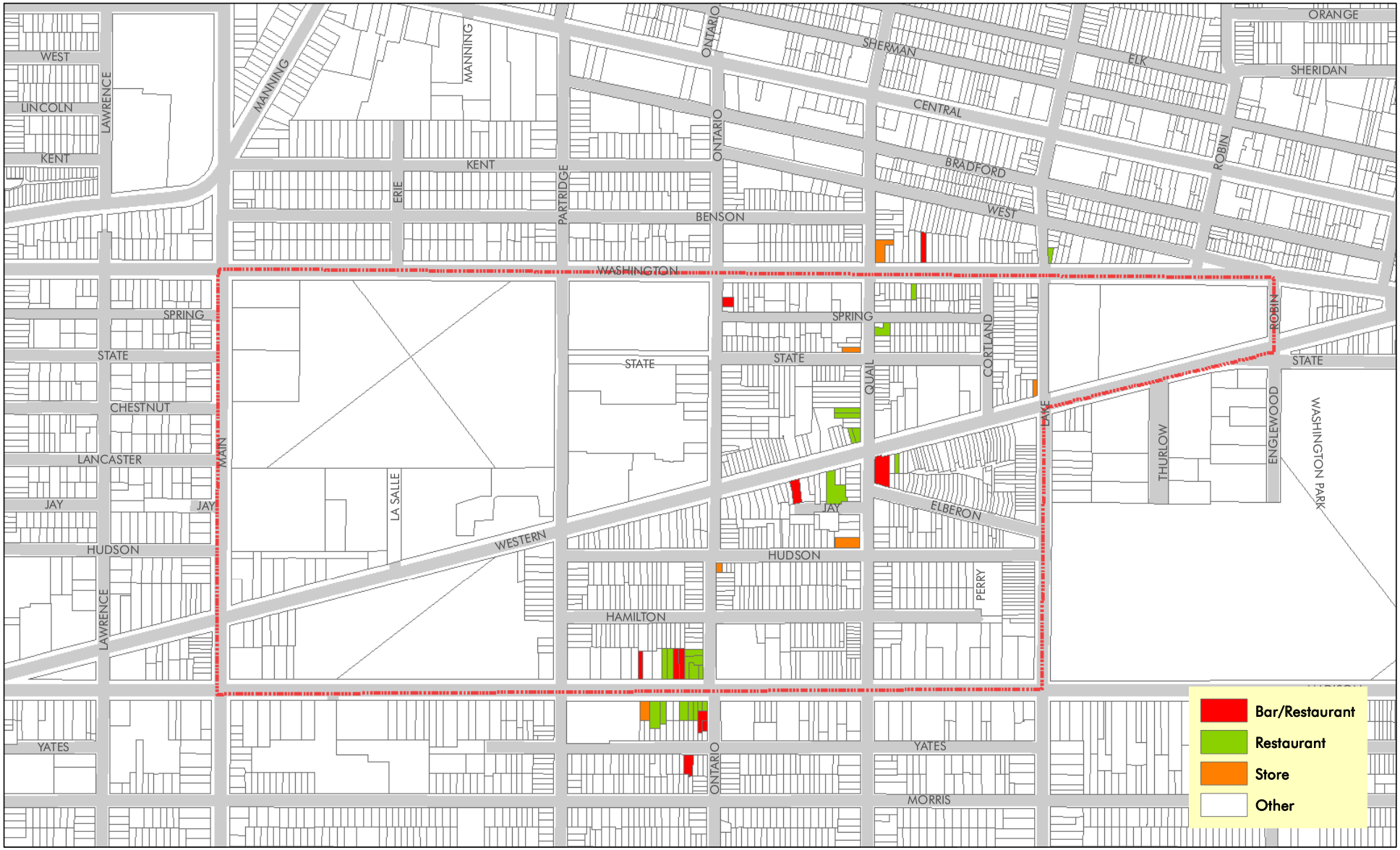

CITY OF ALBANY EDUCATION DISTRICT ENHANCEMENT STUDY

FIGURE 5: COMMERCIAL USES OPEN AFTER 11PM

ALBANY, NY

SOURCE: BFJ PLANNING, MARCH 2010

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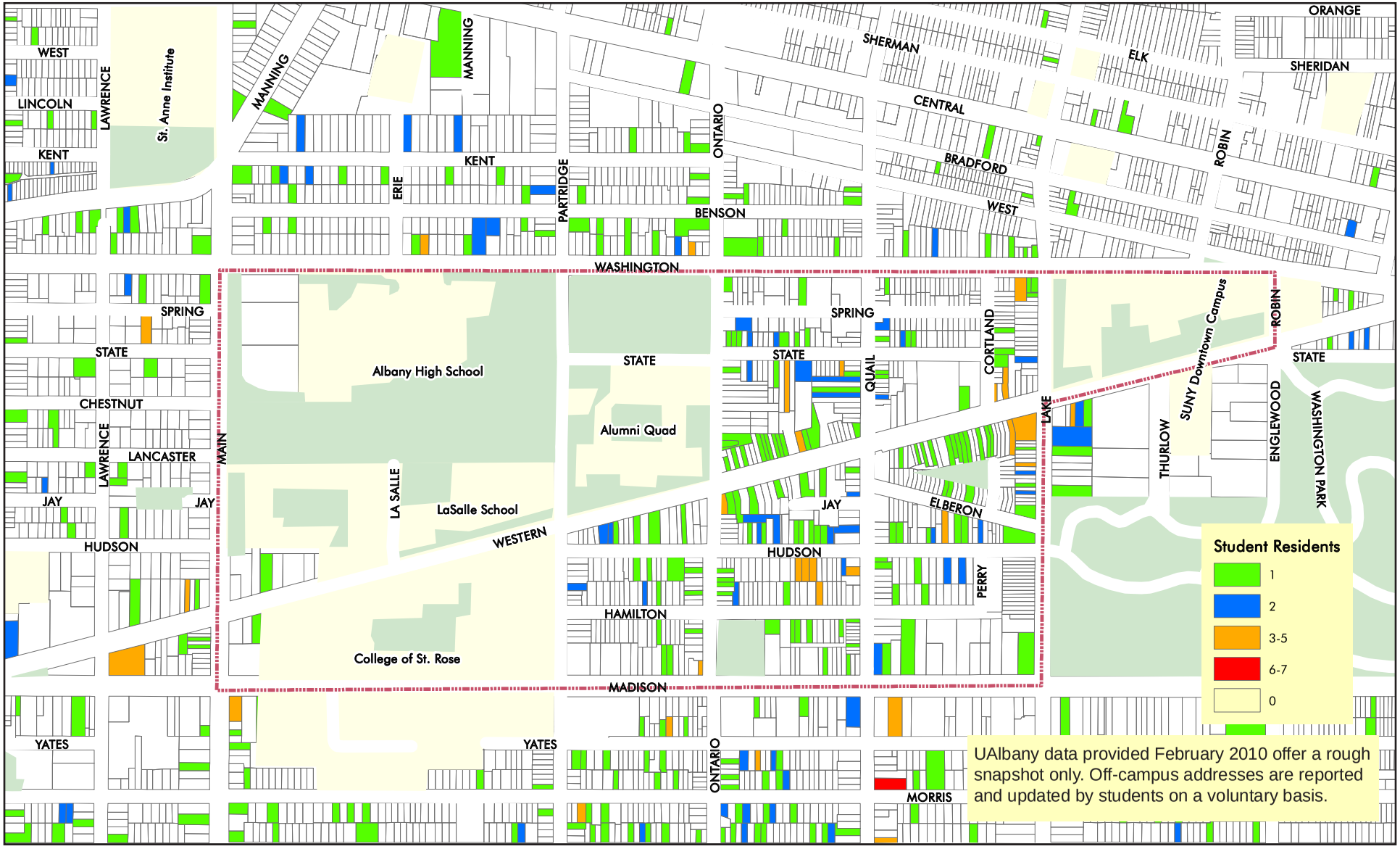

FIGURE 6: ADDRESSES AND NUMBERS OF UNIVERSITY AND COLLEGE STUDENTS LIVING IN THE DISTRICT

SOURCE: UNIVERSITY AT ALBANY AND COLLEGE OF SAINT ROSE

0 650 ft

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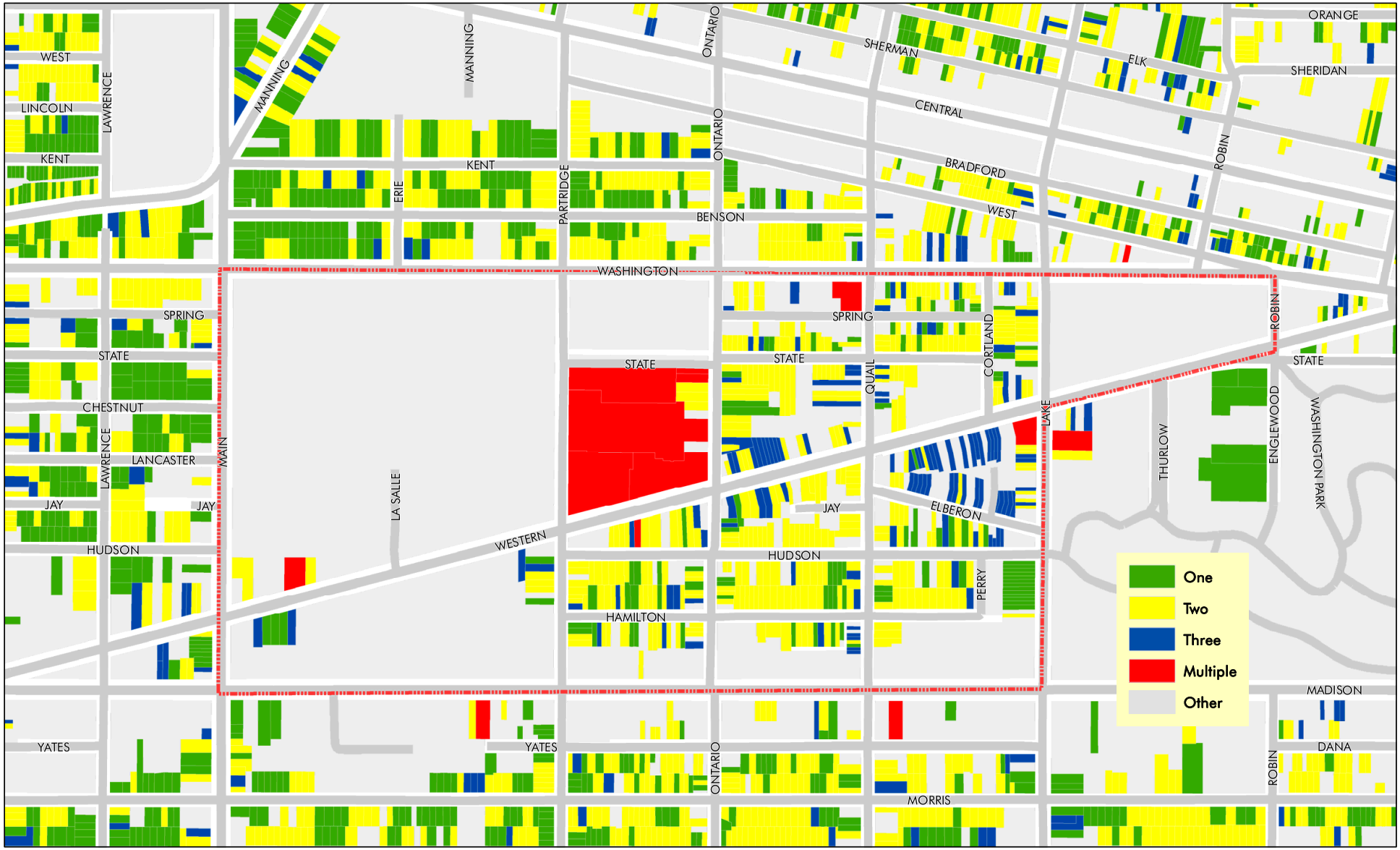

City of Albany Education District Enhancement Study

Figure 7: Number of Dwelling Units Per Parcel

Albany, NY

Source: CDTC, March 2010

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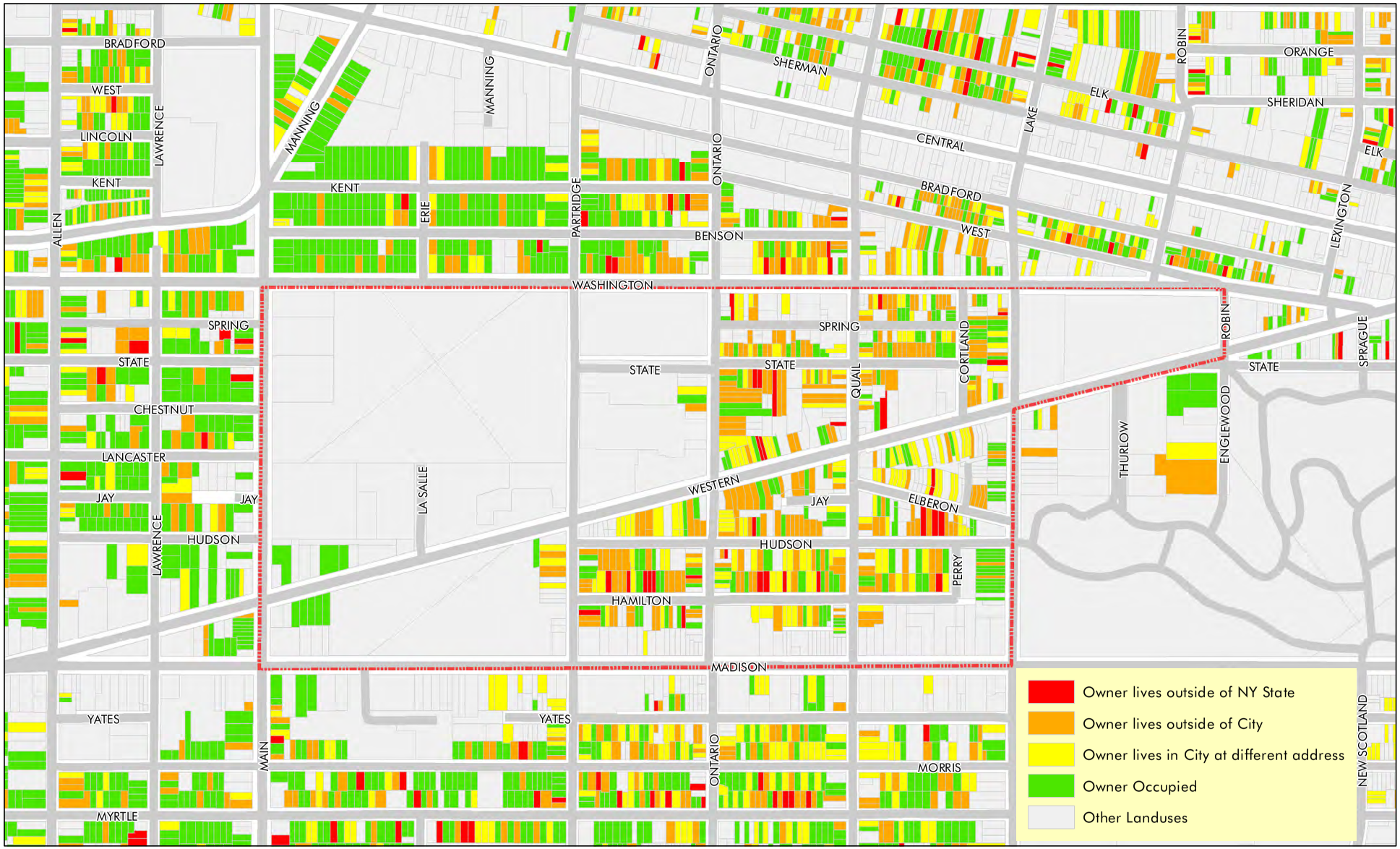

City of Albany Education District Enhancement Study

Figure 8: Non-Owner Occupied Residential Properties

Albany, NY

Source: CDTC, March 2010

0 650 ft

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2.2. Sidewalks

Most sidewalks in the District are in generally good condition and are level, thereby allowing for adequate maneuverability and accessibility for persons with disabilities. The City of Albany's standard curb ramps for persons with disabilities exist at most corners except those at the intersections of Spring Street with Ontario Street and Cortland Place. Sidewalk conditions were evaluated and rated as follows (Figure 9):

No Sidewalk - Sidewalk substantially missing or no sidewalk present

Poor - Difficult to walk on, impassable for average mobile impaired persons. Surface is any combination of broken or crumbled pavement, extreme heaving, extreme vegetation growing through cracks and fissures, or whole slabs are missing

Fair - Marginally passable, impassable for some levels of mobility. Pavement shows advanced cracking, or crumbling, may be slightly heaved (less than 4"), isolated pieces broken or missing, weeds and vegetation are present in cracks and fissures.

Good - Passable for all levels of mobility. Pavement exhibits minor signs of wear, very few cracks visible, surface is level and little to no weed growth or vegetation is present.

Excellent - Passable for all levels of mobility. Pavement is new or shows no signs of wear, has an even, continuous surface, no weed growth or vegetation present.

For inventory purposes, the various types of sidewalks were categorized as follows:

Type A - Consists of a four to five foot wide City of Albany standard concrete sidewalk with a four to five foot wide asphalt maintenance band. The band may or may not include such amenities such as trees, signs, utility poles, and mail boxes.

Type B - Similar to Type A only the band is comprised of grass instead of asphalt.

Type C - Walkway and maintenance bands are uniform concrete pavement from the right-of-way line to the curb. The band area may or may not include amenities such as tree pits, signs, utility poles, telephone booths and mail boxes.

Type D – No sidewalk present.

Typical Sidewalk Types A, B, C, and D respectively.

Sidewalks in the poorest condition exist along Hudson Avenue, Hamilton and Spring Streets, and a portion of Elberon Place. Some of these sidewalks impede mobility with instances of frost heaving, tree root damage or the sidewalk does not exist. See Appendix D-1 for existing sidewalk conditions.

2.3. Crosswalks

Crosswalks primarily consist of a standard eight foot-wide painted NYSDOT Ladder-style crosswalk, typically located at the north-south street intersections of Madison Avenue, Western Avenue and Washington Avenue. There is evidence of wear in some locations while others appear newly re-installed.

Crosswalks on Washington and Western Avenues in good to poor condition.

2.4. Lighting

The primary light source for the District are Cobra Head luminaries installed and powered by National Grid (NG). Figure 10 illustrates the locations of these lamps. The lamps and support arms are typically mounted on wooden utility poles approximately 25 to 30 feet above grade and spaced approximately 80 to 140 feet apart. Most are in a single mount configuration while others are double mounted. Wattage ranges from 70 to 1000 watts. Higher intensity lamps of 250 watts are located along the east-west collector streets of:

- Madison Avenue
- Western Avenue
- Washington Avenue

National Grid Cobra Head Light Fixture

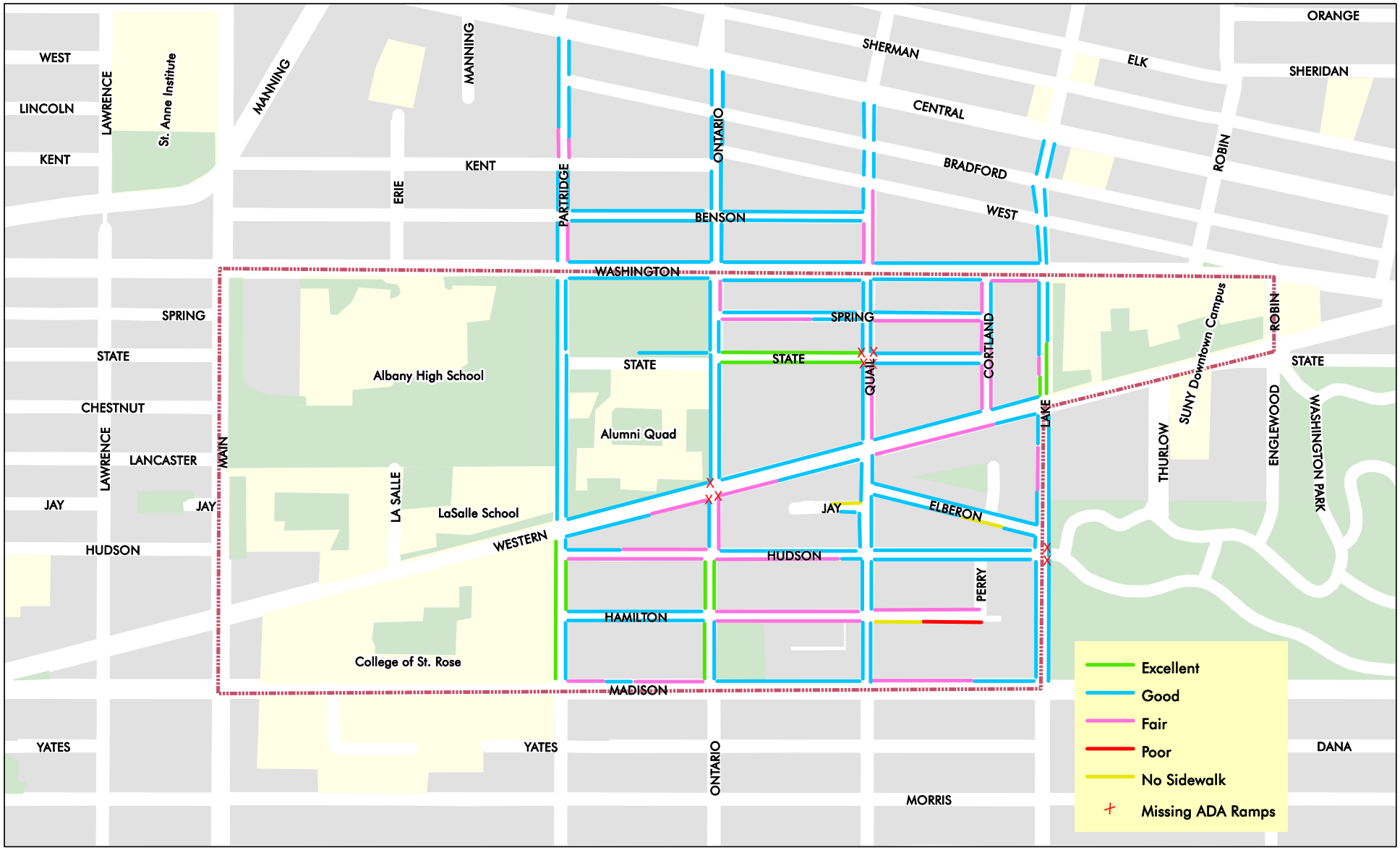

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Figure 9: Sidewalk Conditions

Albany, NY

Source: Stantec, February 2010

0 600 ft

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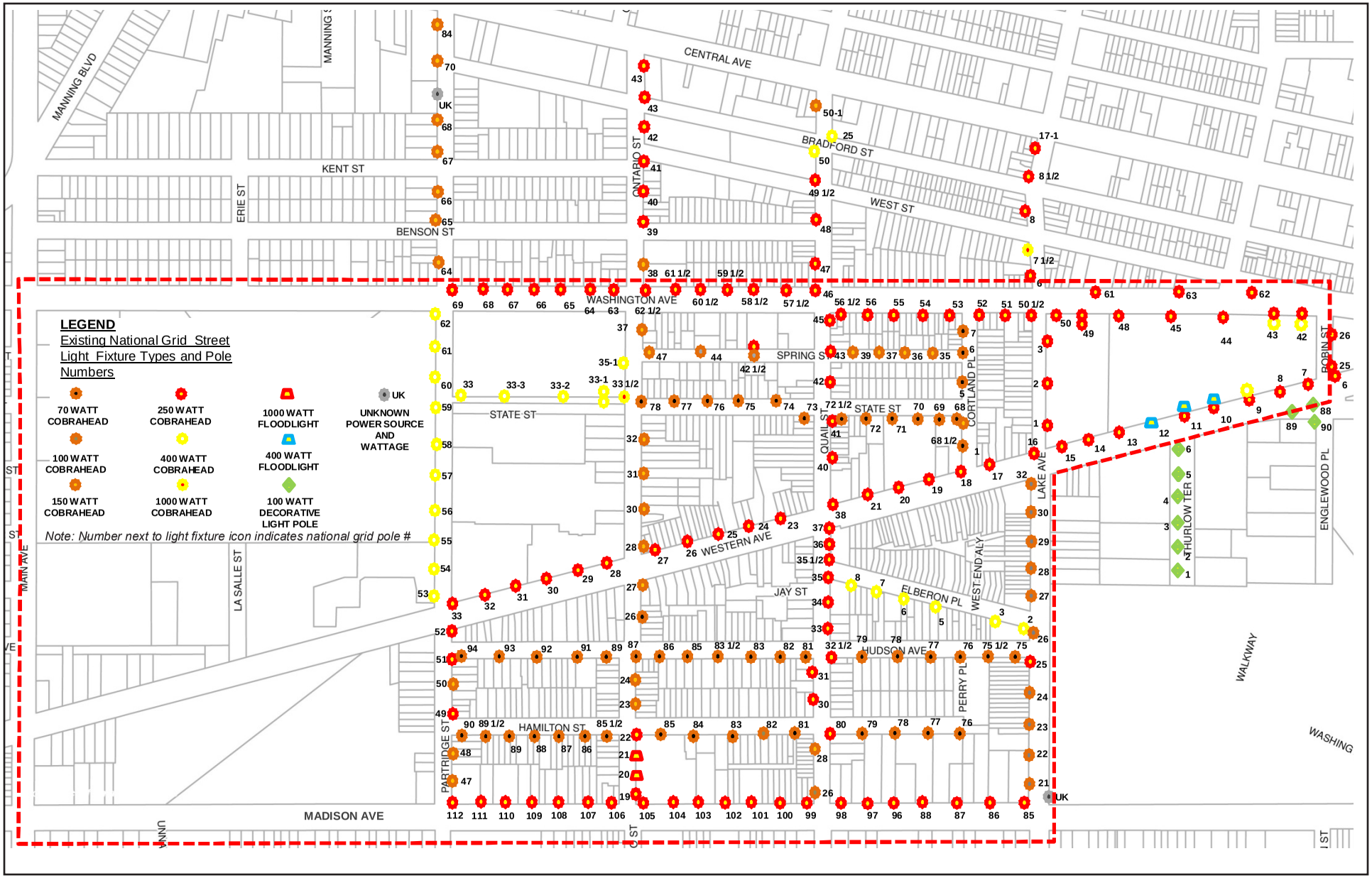

City of Albany Education District Enhancement Study

Figure 10: Existing Street Lighting

Albany, NY

Source: Stantec

0 500 ft

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The average light level intensity maintained throughout the District is in the range of 1 to 1.5 foot-candles. The north-south local streets have lamps with 150 to 1000 watt intensities and provide average light levels of 2.85 to 4.41 foot-candles. These streets include:

- Ontario Street, Partridge Street, Quail Street, North Lake Avenue

Four hundred to one thousand-watt lamps are in isolated locations such as the intersections of Ontario and Spring Streets, Elberon Place and Partridge Street near the University at Albany dormitories. Most of the lower intensity lamps from 70 to 100 watts are located on streets with a higher residential density. The use of these fixtures provides a darker average luminescence of .43 to .83 foot-candles which may be more appropriate in non-commercial areas. These streets include:

- Hamilton Street, Hudson Avenue, Spring Street, Cortland Place, South Lake Avenue

Lighting levels vary depending on the land uses around them. In highly illuminated areas, there are fewer residential units near the fixture locations. On the west side of Partridge Street lies the Albany High School athletic fields while the east side has the University at Albany dormitories. These dormitories are set back more than 100 feet from the roadway and fixture locations. At Elberon Place, residential units lie primarily on the north side of the street, the fixtures lie on the south side where residential parking garages are located. This distance is more than 60 feet away.

The University at Albany Downtown Campus equips 400 watt flood lamps directed toward the campus property along Western Avenue. These lamps are co-located on wooden NG street poles together with 250 watt Cobra Head lamps facing the street. Both fixtures are owned and operated by NG. Average light levels around the entire campus are above 2 foot-candles.

The Illuminating Engineering Society (I.E.S) Standards for average maintained light levels for various land uses in residential, intermediate and commercial areas are as follows:

Use Type	I.E.S Standard	Use in NYC
Residential	.4 to 1 foot-candle	.8 to 1 foot-candles
Intermediate	.6 to 1.2 foot-candle	1 to 1.5 foot-candles
Commercial	.9 to 2 foot-candle	1.5 to 2 foot-candles

Figure 4 – Illuminating Engineering Society for maintained light levels and NYC light levels

Each street was measured in the field with a Minolta Illuminance Meter, Model TL-1 light meter. Ratings were determined as follows (the rating takes into consideration that the study area has a mix of residential and commercial uses):

Poor lighting - below .4 foot-candles;

Fair lighting - between .4 to .9 foot-candles;

Good lighting - between .9 to 1.2 foot-candles;

Over illuminated - above 1.2 foot-candles (This level of brightness may be too bright in certain areas except where efforts to enhance security were deemed necessary.

As noted above, some streets are poorly lit within the District. These areas are illustrated in Figure 11. This is partially caused by the interference of tree branches and extensive leaf coverage reducing street light intensities.

Currently, there is an arrangement with the City of Albany Department of General Services (DGS) to trim and remove vegetation that obstructs light from the street. Upon notification, the DGS dispatches a crew to the location to selectively trim and remove obstructing limbs and tree vegetation as necessary. This occurs in addition to NG's own Tree Pruning Program. The DGS will also notify NG if a fixture does not provide enough light or is non-operational. NG will send a crew to the location to replace and or upgrade the fixture.

2.5. Streetscape Amenities

2.5.1. Bus Shelters

City bus shelters are owned and operated by the Capital District Transportation Authority (CDTA). There are several types of shelters located throughout Albany, some are vintage while others are the newer Brasco International shelters. CDTA, with approval from the City, is replacing old shelters with the newer Brasco shelters on a case by case basis. Installation is predicated on a point system as described in CDTA's Bench and Shelter Program, see Appendix D-2. CDTA is proposing a Bus Rapid Transit (BRT) line for Washington or Western Avenue (route alignment to be determined). For branding purposes, this system uses a different shelter, seen below. The Washington/Western line will have its own color scheme. In the future, a number of shelters along Washington or Western Avenue within the District will be replaced with BRT shelters.

CDTA Bus Shelter

CDTA Bus Shelter

CDTA Brasco BRT Bus Shelter

CITY OF ALBANY EDUCATION DISTRICT ENHANCEMENT STUDY

FIGURE 11: STREET LIGHT DEFICIENCIES

ALBANY, NY

SOURCE: STANTEC (PHOTOMETRIC INVENTORY), FEBRUARY 2010

0 650 ft

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2.5.2. Benches

There are several different types of benches used throughout the District from metal to wood and metal/wood combinations. It is noted that the while City of Albany uses a standard bench, the DuMor model 57PL wood and metal bench, none are located in this area of the District. The DuMor bench has an eight foot length with an arm rest in the center to minimize vagrant loitering.

Existing Benches in the Education District

The DuMor Bench 57 on New Scotland Avenue

2.5.3. Bike Racks

The City of Albany has recently changed the model of its standard bike rack. Previously, the Creative Pipe's model FH-2-F, was placed throughout the City. In many instances these racks have been installed incorrectly such as the one shown below on Madison Avenue. Albany's new standard hoop racks and hitch posts are being installed throughout the City. Numerous new racks are being located within the District. Many of which have been placed using a grant program developed and executed by CDTA.

The City's new standard bike rack models, seen in the second and third photos below, are consistent with the City of Albany Bicycle Master Plan.

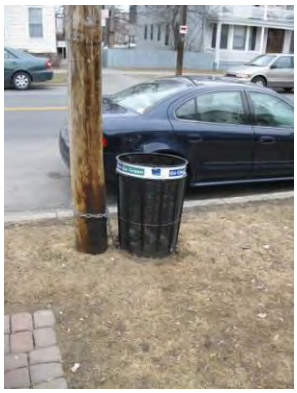
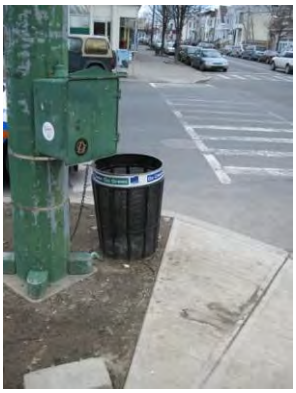
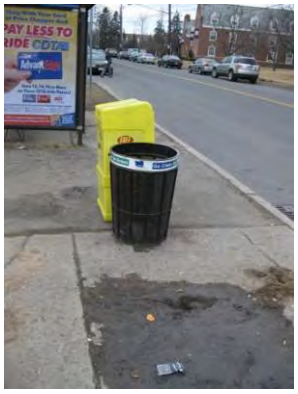
Poorly Installed Creative Pipe bike rack

Standard Hoop Rack

Standard Hitch Post

2.5.4. Trash Receptacles

Public trash receptacles consist of DGS's standard metal retainer chained or bolted in place and generally located at collector and connector street intersections. Corrosion is evident on most of the receptacles. There are also trash receptacles adjacent to bus shelters consisting of a metal frame with aggregate stone side panels. As of the completion of the study, no Big Belly solar trash compactors have been located within the District.

City of Albany Trash Receptacles and other Trash Receptacles.

2.5.5. Telephones

There are several telephone booths located in the study area. These phones are owned and operated by Verizon Communications, Inc. and currently are not profitable for the company. Selected phone booths are being removed as they fall out of service and are not being replaced.

Verizon Telephone Booth

2.5.6. Emergency Call Boxes

The College and University have installed emergency call boxes in various locations on their campuses. These boxes are installed so that students, staff and visitors can contact campus security in the event of an emergency.

Emergency Call Box

2.6. Trees and Vegetation

Trees and vegetation included in this study are those located in the maintenance bands between the curb and sidewalk of existing walkways and the public right-of-way. Several varieties of large and small species are present throughout the District (see Appendix D-3). Their condition ranges from poor to excellent. The City of Albany's forester has provided definitions for each of the existing tree conditions as follows;

> Dead - Tree is dead and must be removed. The condition could present a potential safety hazard to pedestrians.
>
> Poor - Tree has less than 50% foliage and exhibits substantial dieback throughout the canopy. Tree exhibits multiple dead limbs and leaders that are decayed and structurally unsound. The plant has evidence of insect infestation, leaf scorch, early die back, disease or restrictive growing conditions, severely damaged, decayed and hollow or malformed trunk or limbs
>
> Fair - 50-75% good foliage, some canopy dieback. The tree may exhibit occasional major limbs that are decayed, damaged or missing, poor branch structure, evidence of insect infestation or disease and minimal damage to trunk
>
> Good - 75% or more full foliage, good branch structure. The tree is erect with no significant injuries or decay, few if any dead limbs, minor areas of decay, if present, do not affect structure. Tree exhibits healthy vigor, presents a good spring leaf out and good fall color characteristic.

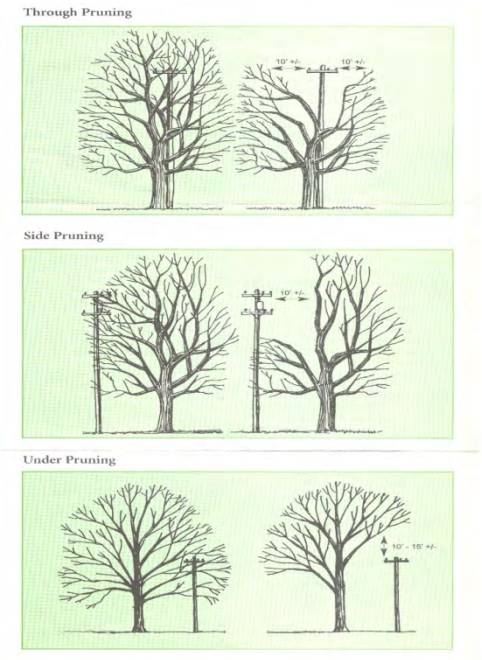
The District has many urban environment-tolerant tree species that are generally well tended by the City Forestry Division. Those that are dying or pose a public safety hazard are being replaced by trees listed in the *Recommended Urban Trees* Manual published by Cornell University's Urban Horticulture Institute. The manual is designed to help in the selection of the most appropriate tree for any given urban situation. The manual emphasizes diversity as one of the key elements to a successful tree planting program.

There are over 750 trees in the study area. It was noted that there are only five trees rated in "poor" condition that would identify them for removal (see Appendix D-3 for a pictorial of existing tree conditions). The current tree replacement program in the City states that trees under power lines must be replaced with smaller growing species to limit intermingling. Potential replacement species will be selected from the *Recommended Urban Trees* guide. Trees in the poorest condition are considered 'at risk' trees and have a high probability of failure. They have been categorized and defined as follows:

> Power Line Intermingling – Tree branches that have grown through power line cables and are completely intermingled with each other. This poses a hazard to local residents during severe storm events.

Over Pruned - National Grid uses a technique called "directional pruning". Their specifications are to maintain at least 10 feet of clearance from primary conductors in residential, urban and maintained areas. The guiding principle behind "directional pruning" is the "90-3-90" rule. Typically 90% of the interfering branches can be removed by making 3 larger cuts within the tree crown 90% of the time. Efforts are focused on the tree species and/or defects most likely to cause an outage in the most sensitive, critical portions of the distribution circuit.

The three types of pruning used for this technique are called "Through Pruning", "Side Pruning" and "Under Pruning". The most common form in urban areas is Through Pruning. This technique has been used in conjunction with "tree thinning", conducted by the City of Albany DGS, to allow sufficient light from streetlights to get through the canopy to the ground plane. This has caused an unusual tree form to occur where the only major tree branches remaining give it a "V" habit.



National Grids Directional Pruning Techniques

Although there are many reasons why trees decline, some trees that have been over pruned are left without sufficient foliage and do not produce enough chlorophyll to survive, particularly when pruning is done later in the life cycle of the tree. Additional reasons for the decline of a tree beyond power line intermingling and over pruning include:

Dead – The tree is visibly expired; foliage is minimal or not present.

Heaving Pavements –This is common in dense urban areas where large tree root systems begin cracking and heaving pavements and other substructures because they do not have enough space for proper growth. The impervious surface around the root system does not allow sufficient water supply for the expanding mature tree.

Light Array Conflict - These situations exist where major trees are located in maintenance strips and grow to a height and density that obstructs light arrays. In some locations tree branches have been pruned beyond their natural form to improve light. Sometimes power lines are buried within the canopy to where even the most intense light fixtures can prove ineffective. While some of these conditions may be isolated, there are many instances where two or more conditions may exist near the same tree..

2.7.

2.8. Parks and Open Space

There are a number of public park and open space resources within and adjunct to the Education District. These spaces are often used for both active (i.e. baseball, basketball, etc.) and passive (i.e. walking, jogging, etc.) recreation. They are also important assets that can attract and retain new residents and business owners to the District. See Appendix D-5 for photos and additional descriptions of District playgrounds and recreational facilities. Descriptions of a few of the key resources follows:

2.8.1. Washington Park

Washington Park represents the District's Eastern boundary and it is the oldest park in the study area. Built in 1872 it encompasses over 81 acres and has many opportunities for active and passive recreational activities. It is an urban oasis for many types of outdoor activities including strolling, jogging, picnicking, fishing, tennis, basketball, cross-country skiing, site seeing, and bird watching. The park is also a year round hotspot for many popular special events, displays and concerts. Washington Park exhibits high usage all months of the year. It has many activities open to visitors and residents; some sponsored by the City while others are spontaneously organized by individuals. Washington Park's open spaces are often used by visitors to play bocce, volleyball and badminton games. More formal activities such as tennis, basketball and handball have facilities maintained by the City in the park. Bicycling is popular on the many roadways, many of which are periodically closed to vehicular traffic. Limited vehicular access to Albany Plan of Union Avenue is maintained at South Lake Avenue at Hudson Avenue. Access for pedestrians, bicyclists, and persons with disabilities is maintained at all times.

2.8.2. Pine Hills Park

Located on Madison Avenue, Pine Hills Park is both a passive and active recreational park. It has basketball courts and play structures for younger-aged children as well as benches for passive recreational users. Use is higher during the spring as college students use it during the warmer weeks of the semester before departing for home, however the basketball courts and play areas are also well used during the summer and fall. Access to Pine Hills Park is achieved from Madison Avenue, Ontario and Hamilton Streets.

2.8.3. Beverwyck Park

Beverwyck is a 6-acre park with three natural turf ball fields, two near Washington Avenue and one closer to State Street. Access for persons with disabilities is limited due to the 5 to 6 foot elevation change of the playing field above Washington Avenue, Ontario and Partridge Streets. Various components of the playing fields are in need of rehabilitation. Similar to Pine Hills Park, this park is used more often during the spring as college students approach summer break and graduation. The park is more heavily used in May than during the mid-summer months primarily for general lawn recreation (i.e. Frisbee, sunning, ball play) and softball. The Beverwyck Park

lies mostly within a residential neighborhood of interior streets between Central and Western Avenues. The neighborhood received its name from Beverwyck Park, which in turn was named for Albany's original Dutch name, Beverwyck, meaning literally, “Beaver District”. Beverwyck Park functions as the "backyard" of the University at Albany’s Alumni Quad, the original residence halls of the University.

2.8.4. Albany High School Athletic Fields

The Albany High campus contains athletic fields for soccer, baseball, football, and softball. It also has several seldom-used basketball and tennis courts. There are no rims on the basketball court backboards and the old tennis courts are overgrown with weeds, making them unusable. New tennis courts were built in the summer of 2009 next to the old ones, and the High School tennis team now uses these. The school's running track was resurfaced in 2003, and is used frequently by the general public.

Use of the sports facilities is permitted only through applying to the Alternative Learning Center office for a special permit. Athletic field use is restricted to resident neighborhood associations and resident athletic organizations only. There is an hourly cost to use these facilities with a signature required for insurance to cover damage and liability. Due to past misuse and vandalism no exceptions will be made without proof of residency and insurance coverage.

2.8.5. Other Private Green Spaces

There are several privately owned open green spaces for passive and minor active recreation adjacent to the buildings at the University at Albany’s Downtown Campus and the Alumni Quad. Some areas are shaded, while others are more open and sun-filled. The lawns of these private green spaces are mostly well maintained. Access is open to the public provided loitering isn’t excessive and nuisance behavior is not evident.

2.9. Transportation

2.9.1. Transit

The District has a number of CDTA bus lines that connect to the rest of the city including the: 10, 11, and 12 which are considered trunk routes or routes with the highest service frequency and ridership in the CDTA system. All the major arterial streets in the District are covered by CDTA’s bus system. Figure 12 shows the latest bus routes in the study area provided by CDTA. CDTA also implemented a Bus Rapid Transit (BRT) route on Central Avenue which runs along Route 5. An additional BRT line has been proposed for either Washington Avenue or Western Avenue (Figure 14). Both proposed routes feature proposed BRT stations at Thurlow Terrace/University at Albany Downtown Campus, Quail Street and Partridge Street in the District.

CDTA has recently completed a county-wide route restructuring project, including major changes to routes within the City of Albany. CDTA took into account neighborhood input, rider surveys,

boarding and alighting counts, future projects and institutional needs when designing the changes. This restructuring positively impacted the District by providing better efficiency and reliability.

2.9.2. Motor Vehicle

Figure 15 shows that the highest average daily traffic volume (AADT) is on Madison Avenue (14,400) followed by Washington Avenue (12,900), Quail Street (6,000 to 8,700) and Western Avenue (7,700). Figure 16 shows the PM peak hour traffic volume at the major intersections in the study area. The intersection of Madison Avenue and Main Avenue has the highest traffic load with about 2,279 vehicles passing through in the PM peak hours. Figure 17 shows the vehicular crash locations in the study area from January 2003 to January 2009. The map shows crashes in three categories of fatal, injury and property damage only (PDO). Madison Avenue saw 14 injury crashes, including 1 fatality. Western Avenue and Washington Avenue had 11 and 12 injury crashes respectively on a slightly longer segment than Madison Avenue.

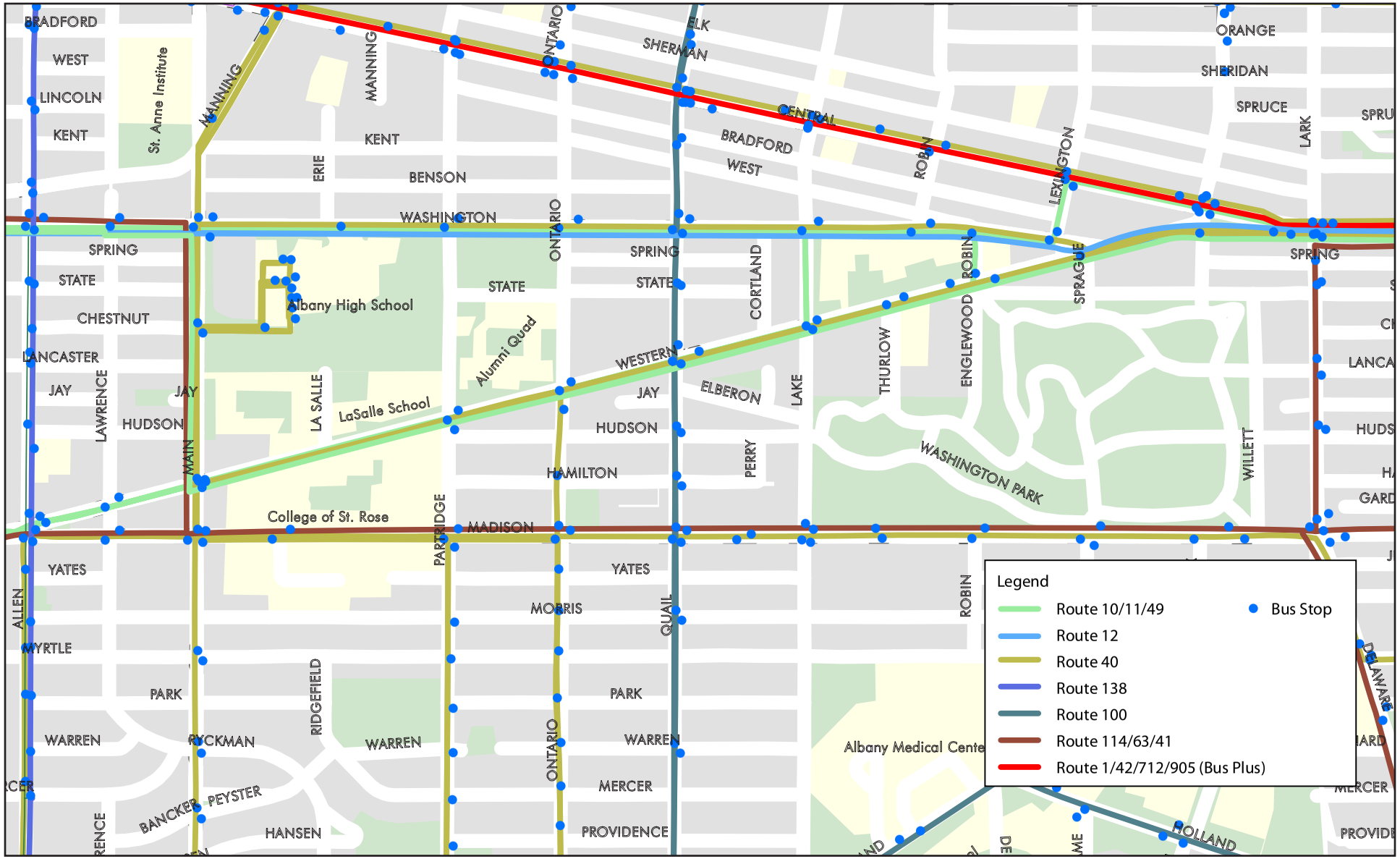
2.9.3. Bicycle

In 2009, The City of Albany, in partnership with the CDTC released a 20-year Bicycle Master Plan (BMP) with the goal of identifying bicycle routes to improve cycling as a viable mode of transportation throughout the city[2]. Figure 14 shows proposed bicycle lanes in the study area vicinity. Shared-lane pavement markings are proposed for Quail Street and Western Avenues. Washington and Madison Avenues have 14 ft. wide outside travel lanes with 3 ft. wide paved shoulders. The BMP recommends that shared-use lane markings and 'Bicycles May Use Full Lane' signs be installed on the section of Washington Avenue within the District. It identifies two potential treatments for Madison Avenue, either a reduction in vehicular travel lanes with bike lanes, or the installation of shared-use lane markings; however, both treatments require additional evaluation

2.9.4. Pedestrian

Although detailed pedestrian counts were not taken as part of this study, those living and working in the District are frequently pedestrians at some point in their daily travels. Whether it's walking to a car to travel to work, walking to a bus stop to travel to school or walking to a neighborhood retail shop to pick up a few items, walking is clearly a major form of transportation in the District. Sections 2.4 through 2.6 describe in great detail the existing sidewalk, crosswalk and street lighting conditions. Figure 18 shows the pedestrian and bicyclist crash locations from January 2003 to January 2009. Taking into consideration the traffic volumes and lengths of the roadway segments, the highest number of pedestrian injuries from crashes are along Quail Street, Western Avenue, Washington Avenue and Madison Avenue.

[2] City of Albany Bicycle Master Plan, Final Report. http://www.cdtcmpo.org/linkage/albanybmp.pdf



City of Albany Education District Enhancement Study

Figure 12: Bus Routes and Bus Stops

Albany, NY

Source: CDTA, March 2010

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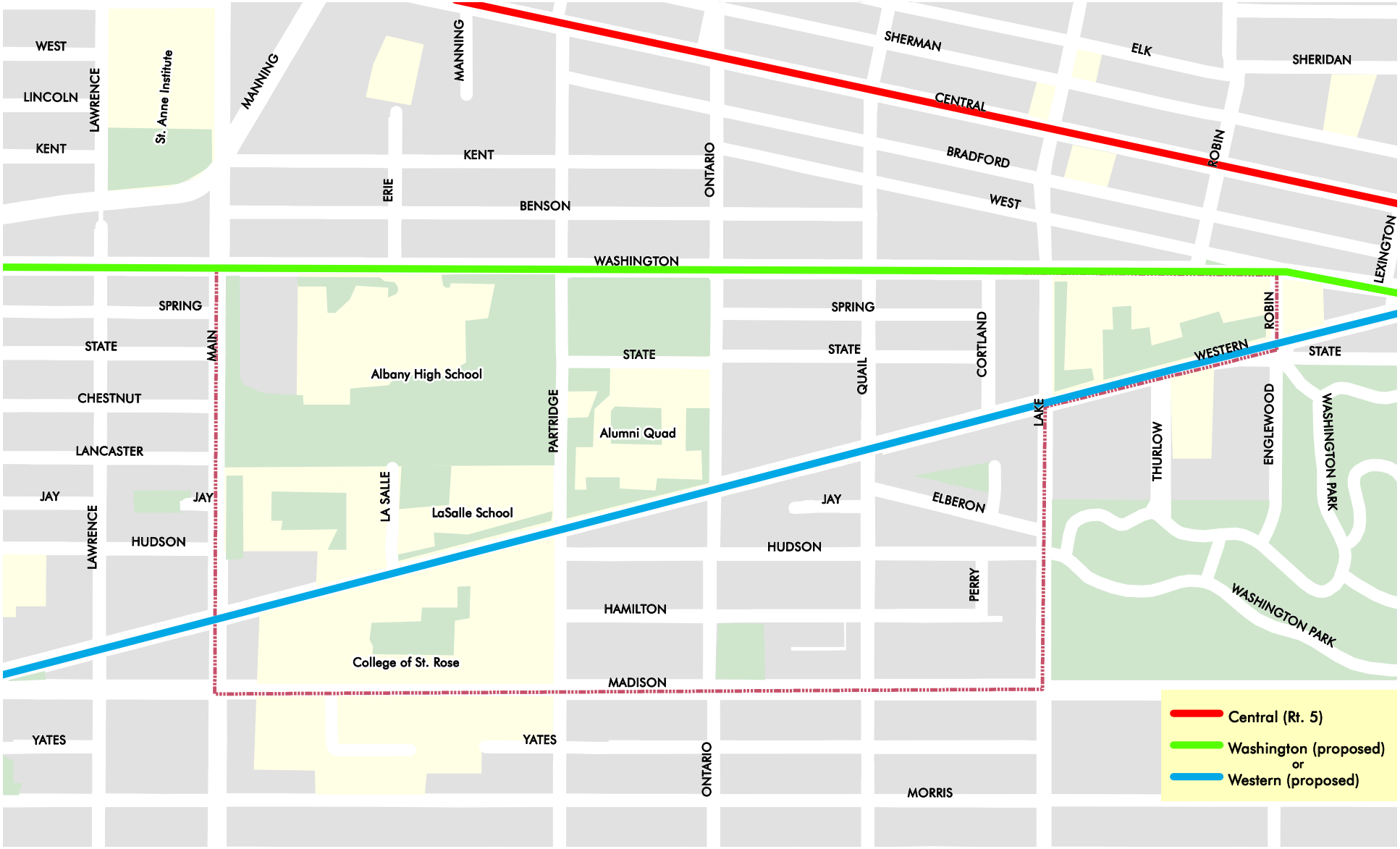
BFJ Planning



City of Albany Education District Enhancement Study

Figure 13: BRT Routes

Albany, NY

Source: CDTA, March 2010

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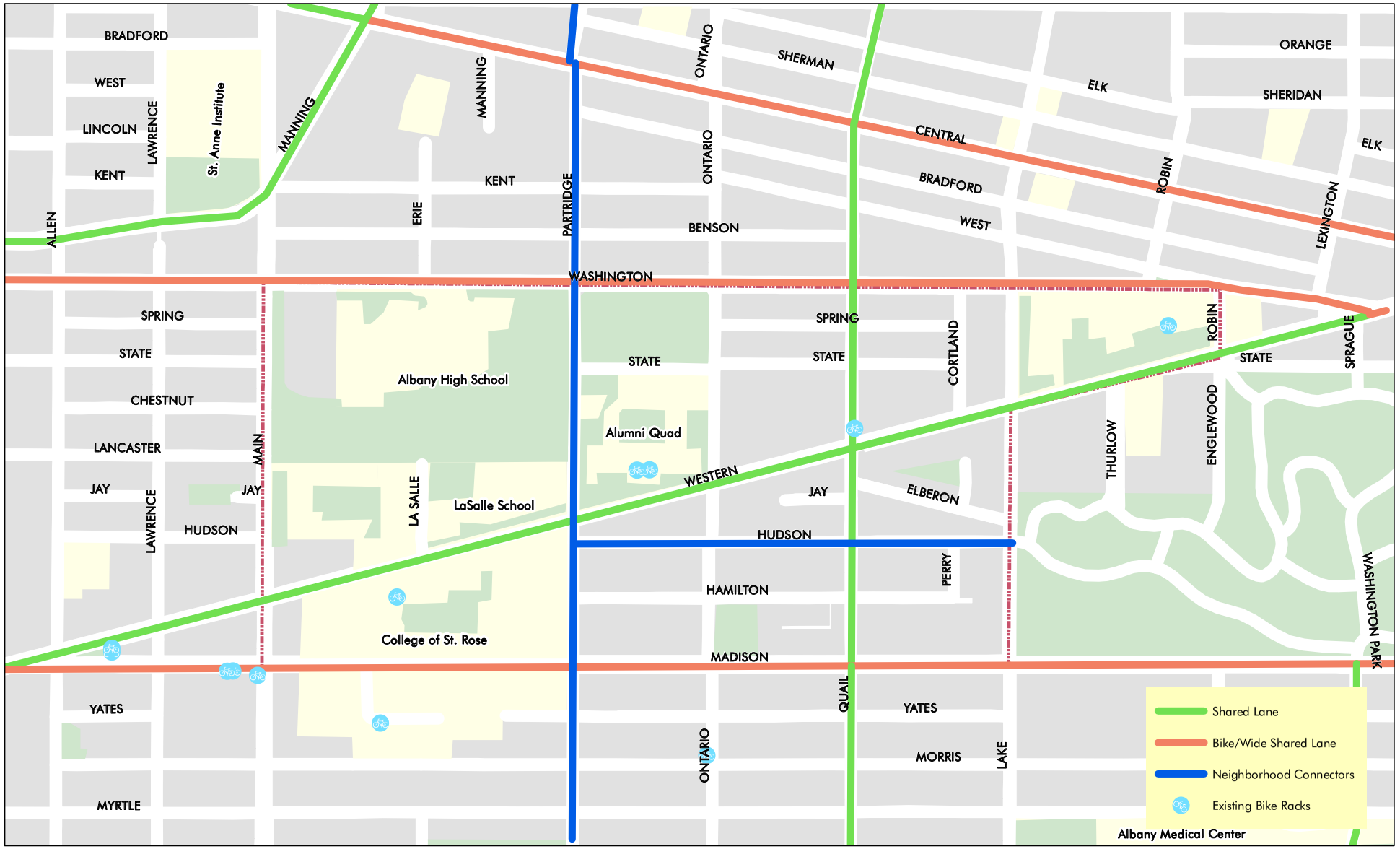

City of Albany Education District Enhancement Study

Albany, NY

Figure 14: 20-Year Bike Master Plan

Source: City of Albany Bicycle Master Plan, Dec 2009

0 700 ft

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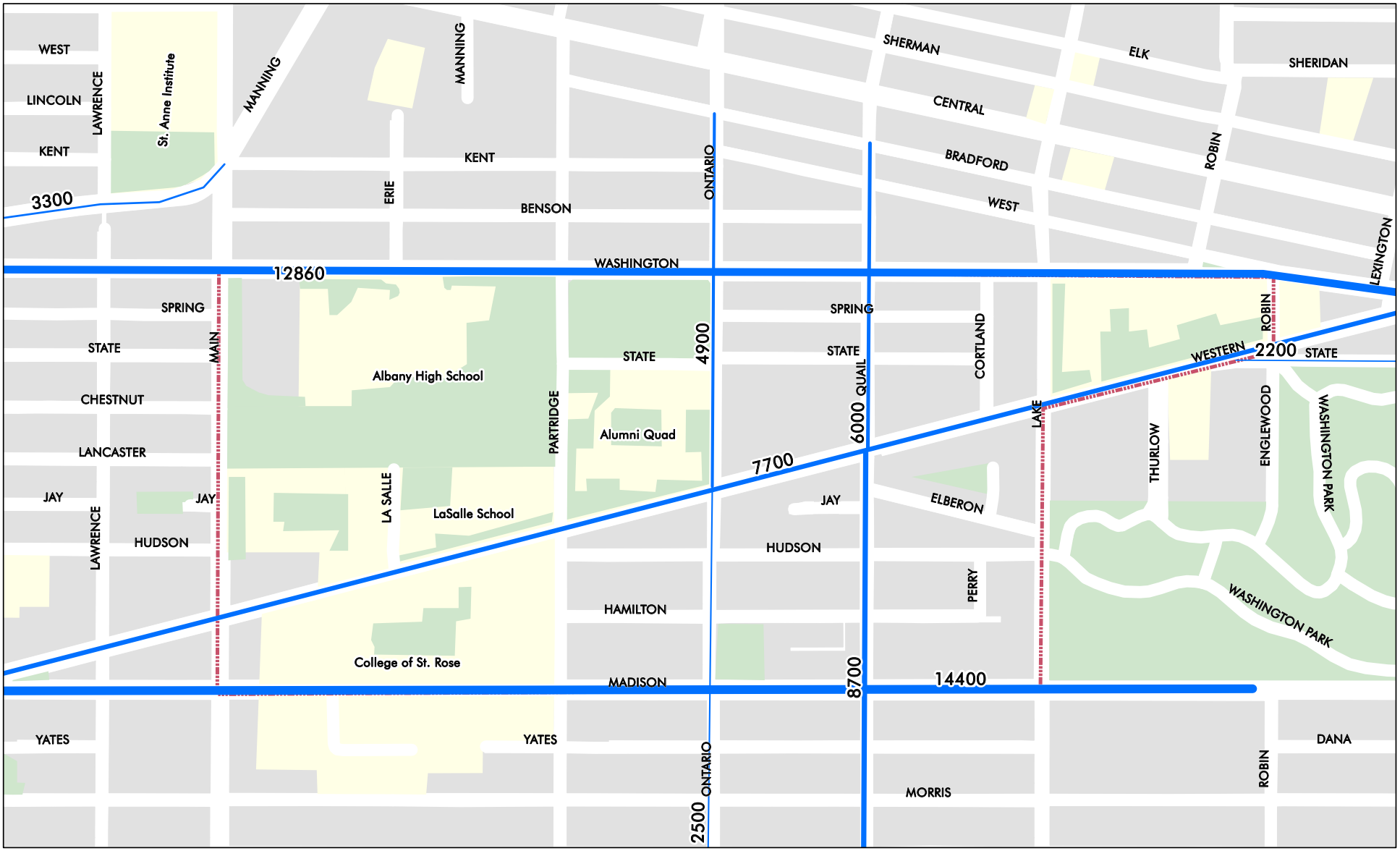

City of Albany Education District Enhancement Study

Figure 15: Average Daily Traffic Volumes (AADT) 2008

Albany, NY

Source: CDTC, March 2010

0 650 ft

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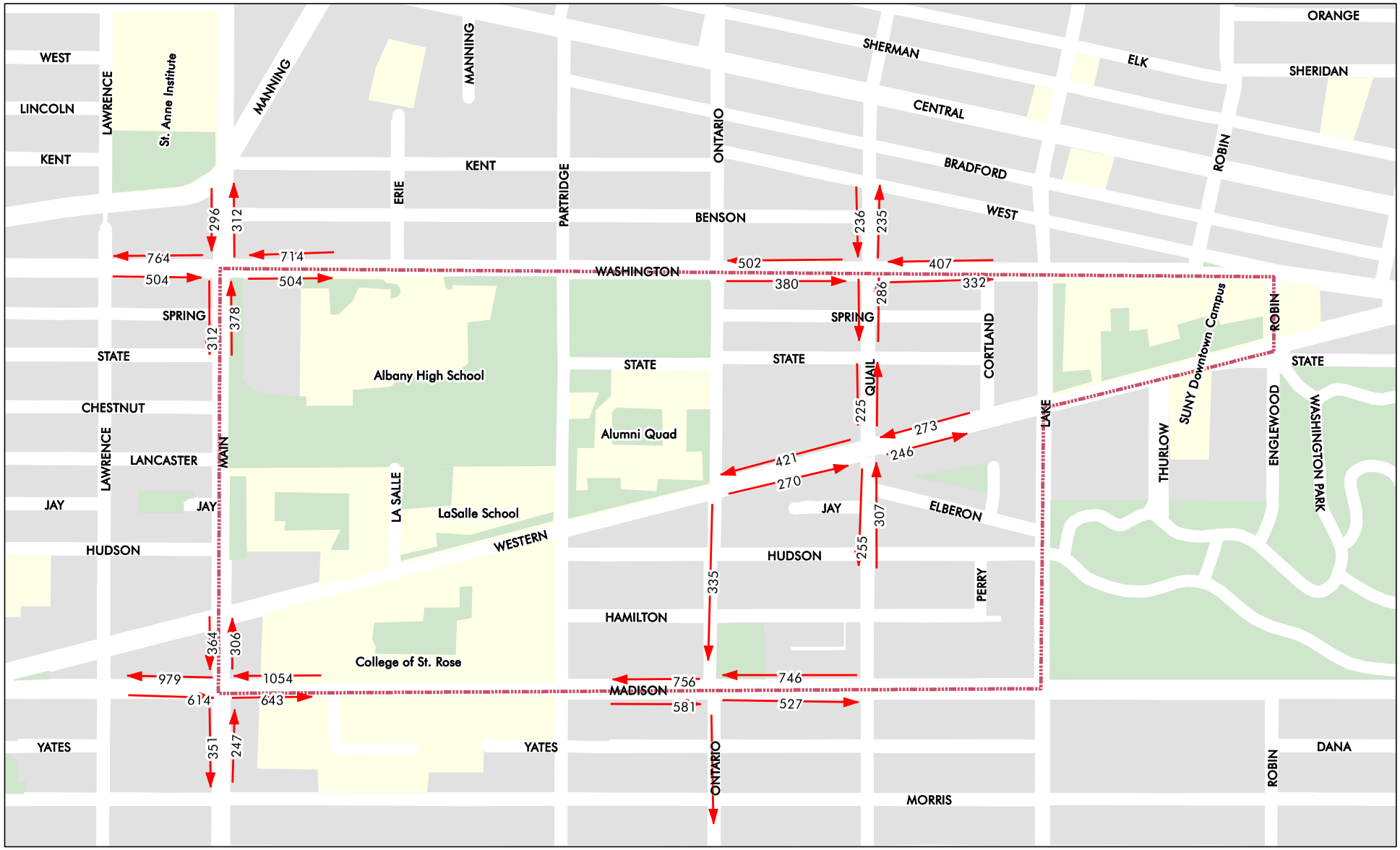

CITY OF ALBANY EDUCATION DISTRICT ENHANCEMENT STUDY

FIGURE 16: PM PEAK HOUR TRAFFIC VOLUMES

ALBANY, NY

SOURCE: CDTC, MARCH 2010

0 650 ft

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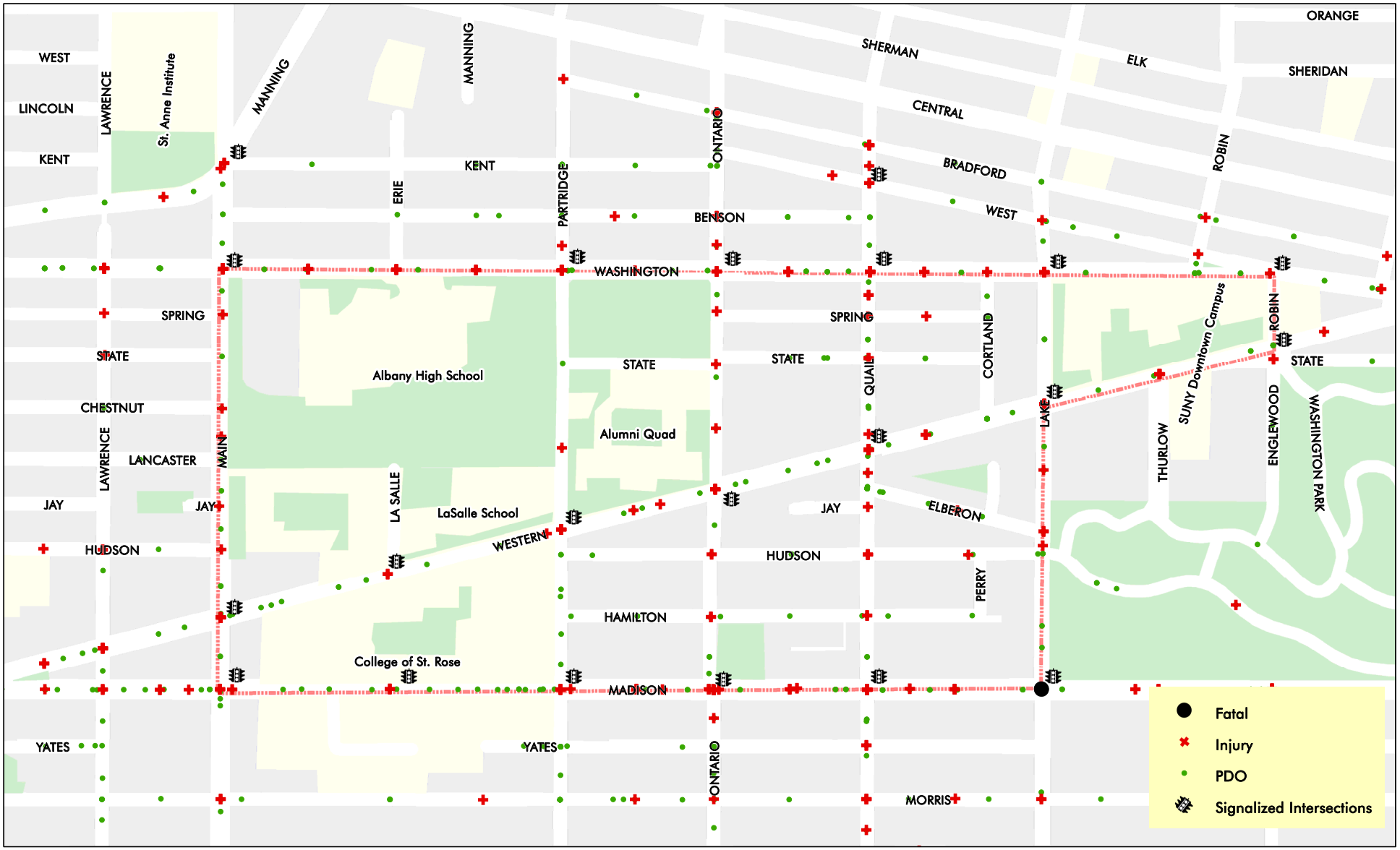


City of Albany Education District Enhancement Study

Figure 17: Vehicle Crashes by Severity (Jan 1, 2003-Jan 31, 2009)

Albany, NY

Source: CDTC, March 2010; Google Street View, March 2010

0 650 ft

BFJ Planning

CITY OF ALBANY EDUCATION DISTRICT ENHANCEMENT STUDY FIGURE 18: PEDESTRIAN & BICYCLIST CRASHES (JAN 1, 2003-JAN 31, 2009)

ALBANY, NY

SOURCE: CDTC, MARCH 2010

0 650 ft

BFJ Planning

3. Public Participation

3.1. Workshop #1

The first of two public workshops was held on Thursday, March 18, 2010 at St. Vincent DePaul Church Community Room. A full report of this workshop can be found in Appendix A. The purpose of the workshop was to introduce the study to the public, present the existing conditions in the District, and to brainstorm issues and opportunities with the residents and stakeholders living and working in the area. The workshop was successful in attracting a significant number of area residents, business owners and stakeholders—all of whom were eager to discuss a range of issues and challenges pertaining to the District. An estimated 50 persons participated in the workshop.

The groups' respective presentations at the end of the workshop revealed that there were specific concerns shared among each of the five groups about the problems confronting the District. The majority of participants felt that the walkability of the District, along with its cultural, educational, and religious amenities, are among the area's greatest assets. The variety of transportation options available in the District ranked as the area's second greatest asset. The decline of owner-occupied homes, general crime, and unruly student behavior were cited as the most serious problems afflicting the area, followed by a lack of property and building maintenance and poor infrastructure conditions. When asked to rank the underlying conditions that contribute to these problems, participants cited overall "quality of life" issues and a lack of code enforcement on the part of the City of Albany. Tellingly, participants felt that improvements to the District's streetscapes, such as installing pedestrian-scale lighting along sidewalks, would be the most effective strategy for mitigating the adverse conditions impacting the area. This seems to suggest the participants' belief that the area's problems are correlated with the negative appearance of particular parts of the neighborhood. Separately, when asked to list the types of businesses that are needed in the District, participants from each roundtable overwhelmingly cited "coffee shops" and "diners"—further demonstrating the need for more non-alcoholic establishments.

3.2. Workshop #2

The second workshop was held on Wednesday, October 6, 2010 at the Thelma P. Lally School of Education Touhey Forum of The College of Saint Rose. Approximately 60 people were present. After the initial presentation of preliminary recommendations by the consultants, participants broke into five roundtable discussions to discuss priorities for improvement.

The groups' respective presentations at the end of the workshop revealed that reducing crime and enhancing overall safety were the most important priorities for the Education District (Appendix B). Most of the strategies proposed in the presentation were supported, especially those related to crime prevention. When asked to rate the importance of the improvement categories, Crime Prevention Through Environmental Design (CPTED) and Zoning/Code Enforcement were consistently the top two priorities (Table 2).

Table 2: Importance of Improvement Categories (5 being highest importance, 1 being lowest)

Improvement Category	Group #1	Group #2	Group #3	Group #4	Group #5	Average
CPTED	2	5	4	5	5	**4.2**
Zoning and Code Enforcement	5	4	5	2	4	**3.4**
Sidewalks, etc.	4	2	2	4	3	**3**
Traffic/Pedestrians/Bicycles	3	3	3	3	2	**2.8**
Branding	1	1	1	1	1	**1**

In addition to improving design standards, participants expressed a desire for increased community involvement. Increasing awareness about community policing was generally agreed to be an important way to reduce crime. Some ideas to boost morale and promote ownership in public spaces included neighborhood cleanups and block parties. Some participants felt the universities should promote student involvement in the community and that they could help support a Business Improvement District or Merchants Association.

An emphasis was placed on the need to strengthen housing and property maintenance standards. Improvement on code enforcement was cited. There was support for a "disorderly house" designation, increasing code fines and adding fines to owners' tax bills. Some felt that the Grouper Law, which prohibits more than three unrelated persons living in the same house, is a disincentive for developers to invest in and recycle/rehabilitate residential housing. Some stated that the law should be repealed or expanded to four unrelated persons, as long as the unit was certified for four bedrooms. With regard to transportation, an emphasis was placed on the need to consider recommendations for Madison Avenue traffic calming and bike improvements. Parking incentives should also be considered to incentivize students to use car sharing and CDTA programs.

3.3. Other Participation

In addition to the public workshops, several other opportunities were provided for public input. A survey was designed to reach those stakeholders who did not attend the public workshops. Two versions were made available – an electronic version created on Survey Monkey, and a paper "stoop survey," which City Development and Planning Staff administered to residents in the District. In all, 150 surveys were completed. Results of this survey closely mirrored the findings of the public meetings, with the highest priorities on increasing safety and improving physical conditions.

CDTC and City staff also met with groups of rental property owners, tavern owners, a University at Albany Sociology course, and representatives of student government from both UAlbany and The College of Saint Rose to discuss the Study, reaching roughly 150 stakeholders. In all cases, increasing safety and the physical conditions of the District were paramount. These groups also brought in concerns regarding the negative perception of the District and those who frequent it. Both landlords and business owners were concerned with the declining number of students who are choosing to live in the District, which has been leading to vacancies, disinvestment and a weaker market for services.

A Facebook page was also maintained throughout the Study to provide information on the project's progress and notices of upcoming events and participation opportunities, as well as to stimulate discussion about Study topics of interest.

4. Study Recommendations

The following chapter summarizes actionable recommendations supported by stakeholders as ways to achieve the study's goals of developing a safe, welcoming activity center. In general, stakeholders felt that local streetscape quality, character and connectivity; crime prevention; neighborhood identity and quality of life; and sustainability were themes that needed to be pursued. These recommendations were developed in accordance with the existing conditions survey and the input gathered by each of the aforementioned participation methods.

4.1. Crime Prevention Through Environmental Design (CPTED)

With regard to physical improvements, there are a number of design standards the City can implement to reduce crime and improve the quality of life in the neighborhood. The design of buildings and places has an impact on perceptions of safety and security as well as actual opportunities to commit crime. By applying Crime Prevention Through Environmental Design (CPTED) principles, the City can promote physical conditions that discourage criminal behavior and aim to make safer places in the community. CPTED is a proactive approach to crime prevention and works by enabling casual surveillance, reinforcing territory, controlling access and managing space[3]. Neighborhood stewardship is promoted through design elements and dwelling layouts that encourage interaction and contribute to a sense of community ownership of public spaces. In addition to physical design considerations, encouraging community engagement and neighborhood activity is a very effective way to encourage a feeling of ownership and a reduction in misbehavior. Programs such as "Operation Safe Corridor", community policing and the "Midtown Neighborhood Watch" should be continued and expanded. These and other associated safety programs contributed to a 22% decrease in police reports from 2008 to 2009.

The following strategies should be considered by property owners and the City of Albany when designing and/or siting buildings and spaces:

Natural Surveillance:

- Avoid landscaping that creates blind spots or hiding places
- Locate open spaces and recreational areas so that they are visible
- Use pedestrian-scale street lighting
- Encourage property owners to keep front porch/stoop lights on overnight
- Promote re(development) that reinforces "eyes on the street"

Natural Access Control

- Limit access without completely disconnecting
- Discourage cut-through and high speed traffic
- Guide visitors through landscape and architectural features
- Locate walkways in safe areas

[3] Parramatta Development Control Plan, 2005

Territorial Reinforcement

- Encourage interaction between neighbors
- Accentuate entrances through design features
- Clearly identify buildings with visible street numbers
- Define property lines

Maintenance:

- Encourage high standards of maintenance
- Enforce City codes

It is important to make property owners, renters, including students, and businesses aware of CPTED principles. A brochure that explains CPTED strategies was distributed to participants at the second public workshop and should be made available to the wider community (Appendix C).

4.2. Transportation and Streetscape

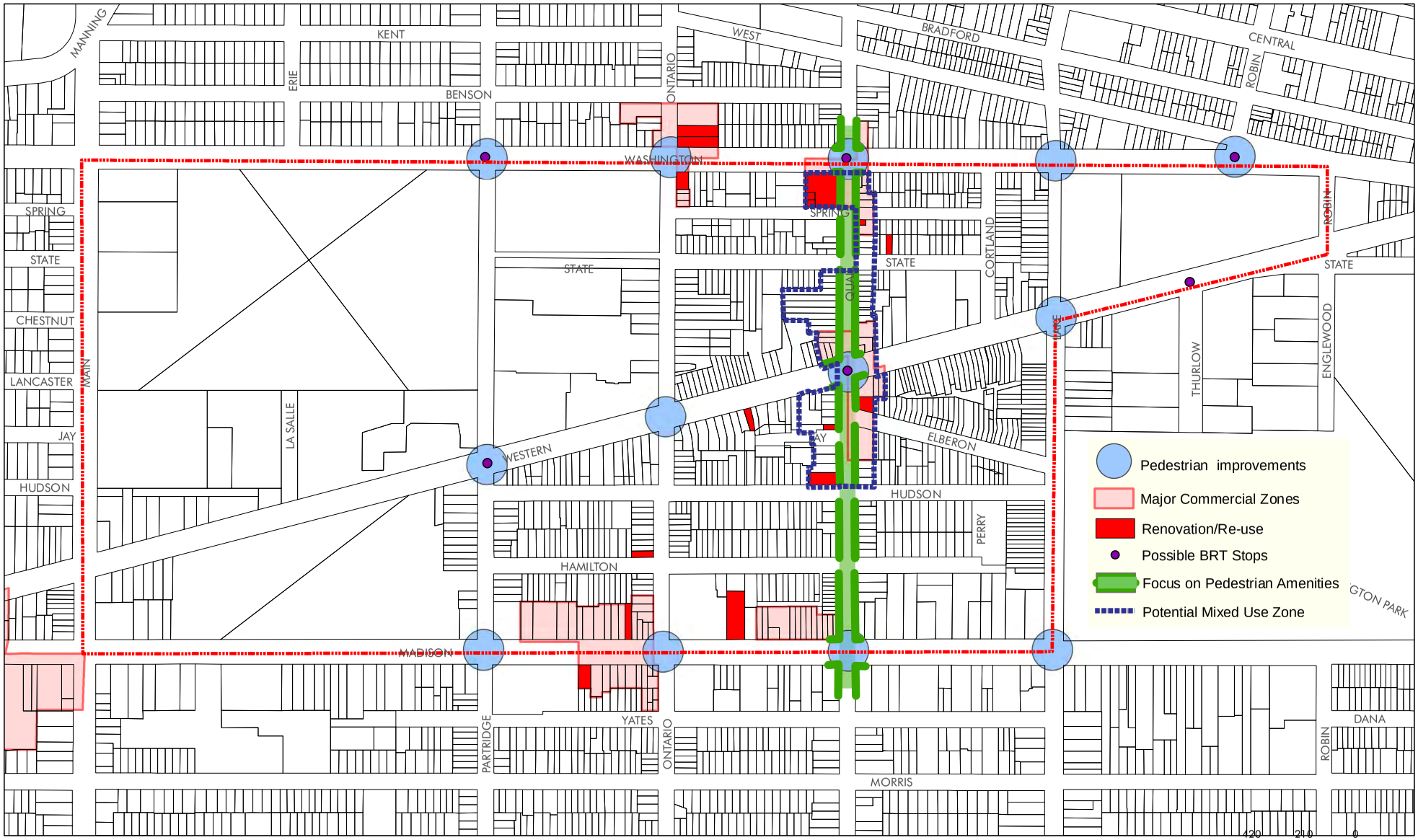
The condition of the street network within the District, both the actual roadway and the streetscape, has numerous and deep effects on quality of life. Traffic, pedestrian and bicycle connections within the District and to local schools and retail centers are imperative to the District's vitality and viability as a vibrant, mixed-use student enclave. The streetscape – both along residential side streets and commercial cross streets – is the District's best marketing piece and sets the tone for activity within the area. Improvements must be made to building facades, street trees, and other streetscape amenities in order for the District to capitalize on its potential.

4.2.1. Traffic/Transit/Pedestrians/Bicycles

The Education District is not only at the center of a number of colleges but is geographically in the center of the City. Improving connectivity to the surrounding area is critical to making it an easier place to walk, bike or drive.

The proposed framework for improvements was based on potential mass transit improvements in the area. In addition to the planned BRT service along Central Avenue, CDTA and the City of Albany are looking at future opportunities for BRT along Western Avenue or Washington Avenue. Whether the future BRT service runs along Washington Avenue or along Western Avenue, the BRT stops will likely be at the intersections with Partridge Street, Quail Street and Thurlow Terrace/University at Albany Downtown Campus.

Future pedestrian and traffic improvements, as well as potential zoning changes will be based on the potential locations of future BRT stops, on the current opportunities for commercial revitalization (the soft sites) and on the locations with significant infrastructure gaps. Figure 19 shows a framework for where these pedestrian improvements are proposed. Figure 20 shows a series of improvements that increase pedestrian safety and friendliness and traffic safety as well. They include the following:



CITY OF ALBANY EDUCATION DISTRICT ENHANCEMENT STUDY

FIGURE 19: FRAMEWORK FOR IMPROVEMENTS

ALBANY, NY

SOURCE: BFJ PLANNING, SEPTEMBER 2010

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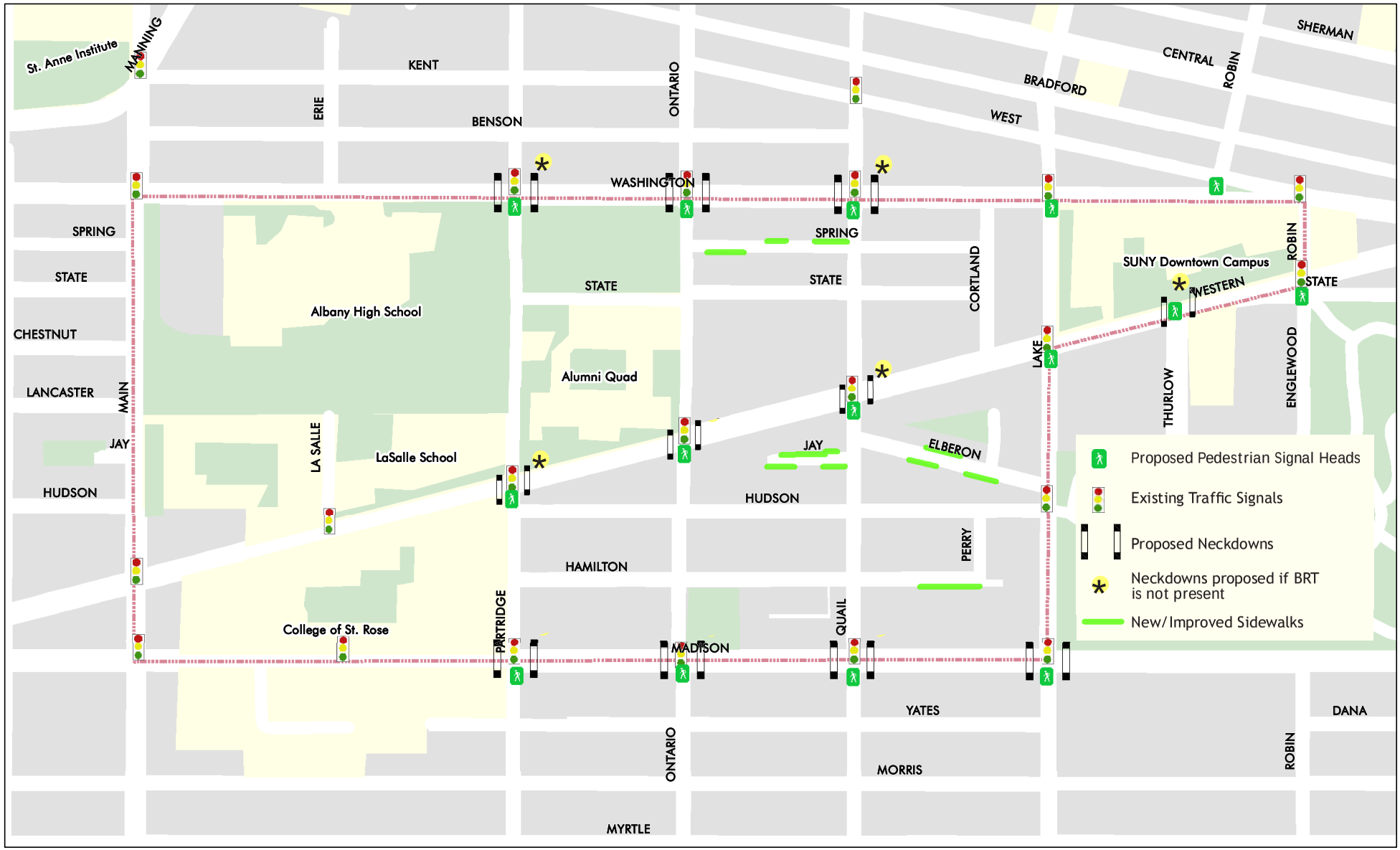


CITY OF ALBANY EDUCATION DISTRICT ENHANCEMENT STUDY

FIGURE 20: PROPOSED PEDESTRIAN FACILITIES

ALBANY, NY

SOURCE: BFJ PLANNING/CDTC, JUNE 2010

0 600 ft

BFJ Planning

4.2.1.1. Pedestrian signal heads

The traffic signals in the study area do not have any specific indications for pedestrians, forcing pedestrians to follow the signal indications for cars. Pedestrian signal heads, preferably with count-down timers, should be installed at all signalized intersections. The countdown timers are especially important along the wider avenues in the area (Madison and Washington Avenues).

4.2.1.2. Intersection neckdowns

Intersection neckdowns are traffic calming tools that widen the corner sidewalks by approximately 6 feet at those locations where pedestrian crossings exist. They have two beneficial effects: they shorten the pedestrian crossing distance, making it easier to cross the streets by reducing a pedestrian's exposure time to traffic; and they reduce the speed of the cars turning at the corner.

These improvements will result in reduced crashes. The neckdowns have to be designed such that large trucks including fire trucks can safely turn around the corners. This may mean that they cannot be installed at all locations. They also need to be designed so that water evacuation can still be managed. Figure 20 shows shows some suggested locations for intersection neckdowns. At the proposed BRT stations (Western or Washington Avenues at Partridge, Quail and Thurlow/U. Albany Downtown Campus), neckdowns are not suggested if they preclude the opportunity to install traffic signal queue jumpers for transit vehicles to bypass traffic Once a decision has been made on the BRT route and its corresponding design features, intersection neckdowns should be considered for any non-BRT station location.

4.2.1.3. Sidewalk improvements

Figure 20 shows those locations where sidewalks should be improved or installed. The various sidewalk types observed in the field allow for the development of improvements instituted through the replacement of them in-kind on an as-needed, as-scheduled basis with small modifications to the walkway and maintenance bands (Figure 24).

Type A – Replace the sidewalk with the City of Albany standard 5' wide, 4" to 6" thick concrete slab. The maintenance band should be stamped, colored asphalt or patterned uniform red.

Type B - Require concrete replacement, City of Albany standard 5' wide, 4" to 6" thick concrete slab. Grass maintenance band should be reseeded and restored.

Type C – Require full replacement of concrete pavement from the ROW line to the curb with City of Albany standard 4" to 6"-thick concrete slab, five to fifteen feet wide as needed.

4.2.1.4. Prohibit parking upstream from pedestrian crossings

In Albany, as in many cities, it is illegal to park within 20 feet of a pedestrian crossing. The reason for this prohibition is that it improves the visibility of the pedestrians at the crossings and therefore improves safety. It also makes it easier for traffic to get through the intersection when there is a significant amount of turning traffic. This can be seen for instance at the intersection of Madison and Main Avenues. If one parking space is eliminated upstream of the pedestrian crossing, through traffic can navigate around the vehicles waiting to make a left turn. Parking is currently prohibited for the last 20 feet prior to the pedestrian crossing at all intersections in the City. It is recommended that this law be the subject of intensified enforcement in the District, as well as an evaluation of design alternatives that can be used to enforce this prohibition.

4.2.1.5. Crosswalks

The coordination of a consistent crosswalk treatment throughout the entire District is important to the development of a sense of "place". Pavements in crosswalks receive tremendous amounts of wear from traffic. Recently, there have been great advances in the technology for decorative pavement treatments, which allow for the installation of crosswalks that can better withstand the wear imposed by vehicular traffic. There are durable thermoplastic systems, integrated and aggregate reinforced materials that can be inset into the existing asphalt surface to provide longer lasting patterns and colors. They are skid and slip-resistant and comply with the Americans with Disabilities Act (ADA). Some of these types of crosswalks already exist along Central Avenue in Albany. Raised crosswalks with bollards and/or in- pavement lighting could be investigated as a means of improving pedestrian safety in select high pedestrian crossings.

Crosswalk at Colvin Avenue in Albany

Inset Reinforced Aggregate Materials

Inset Thermoplastic System on Central Avenue in Albany

4.2.1.6. Curb Ramps

There are some locations where intersection sidewalk curb ramps do not exist or function properly in accordance with the current Americans with Disabilities Act (ADA) standards. The City of Albany has an ADA compliant standard ramp detail that should be added were access is inhibited. The Albany ADA Ramp Standard Detail is shown in Appendix D-6.

City of Albany Standard ADA Ramp

4.2.1.7. Emergency Call Boxes

Existing emergency call boxes should be maintained throughout the District. The installation of additional call boxes at high-incident locations should also be explored.

4.2.2. Streetscape Improvements

Based on the analysis of the existing conditions outlined above and the observances of uses, needs and residents' activities, the following series of recommendations have been developed for consideration by the City, its institutional partners, businesses and others. A map of crosswalk and furniture improvement opportunities for the District is shown in Figure 21.

4.2.2.1. Streetscape Revitalization Program

The City should consider creating a façade improvement program for businesses and property owners similar to Albany's C-1 Commercial District Revitalization Program (Figure 22). A Façade Design ordinance and/or pattern books would help to establish streetscape and building design standards and consistency. Additionally, a more thorough and detailed sign ordinance would increase the City's ability to control signage designs and require a preferred storefront treatment with increased window transparency and District-appropriate sign placement and size. Illustrations of preferred storefront applications are shown in Figure 23.

4.2.2.2. Business Improvement District/Merchants Association

Business Improvement Districts (BID) or merchants associations can take the initiative in the neighborhood to raise money for needed streetscape improvements. While retail businesses in the District alone may not have the density or contiguity to sustain a formal BID, including commercial rental properties containing three or more units in the BID tax pool may make a local BID viable. This option could be explored to determine if this is the best model for local improvements. A merchants association is an alternative that could provide a medium for local business owners to network and work together to address common issues to strengthen the District.

Institutions within and around the District could promote and help support these groups. Examples of ways to assist are: joining the BID or Merchant's Association, marketing its benefits, promoting student service or internship opportunities, assisting in the creation of business plans or expansion/relocation for local businesses, purchasing goods from local businesses, enabling acceptance of the institutions' student cards at local businesses, etc.

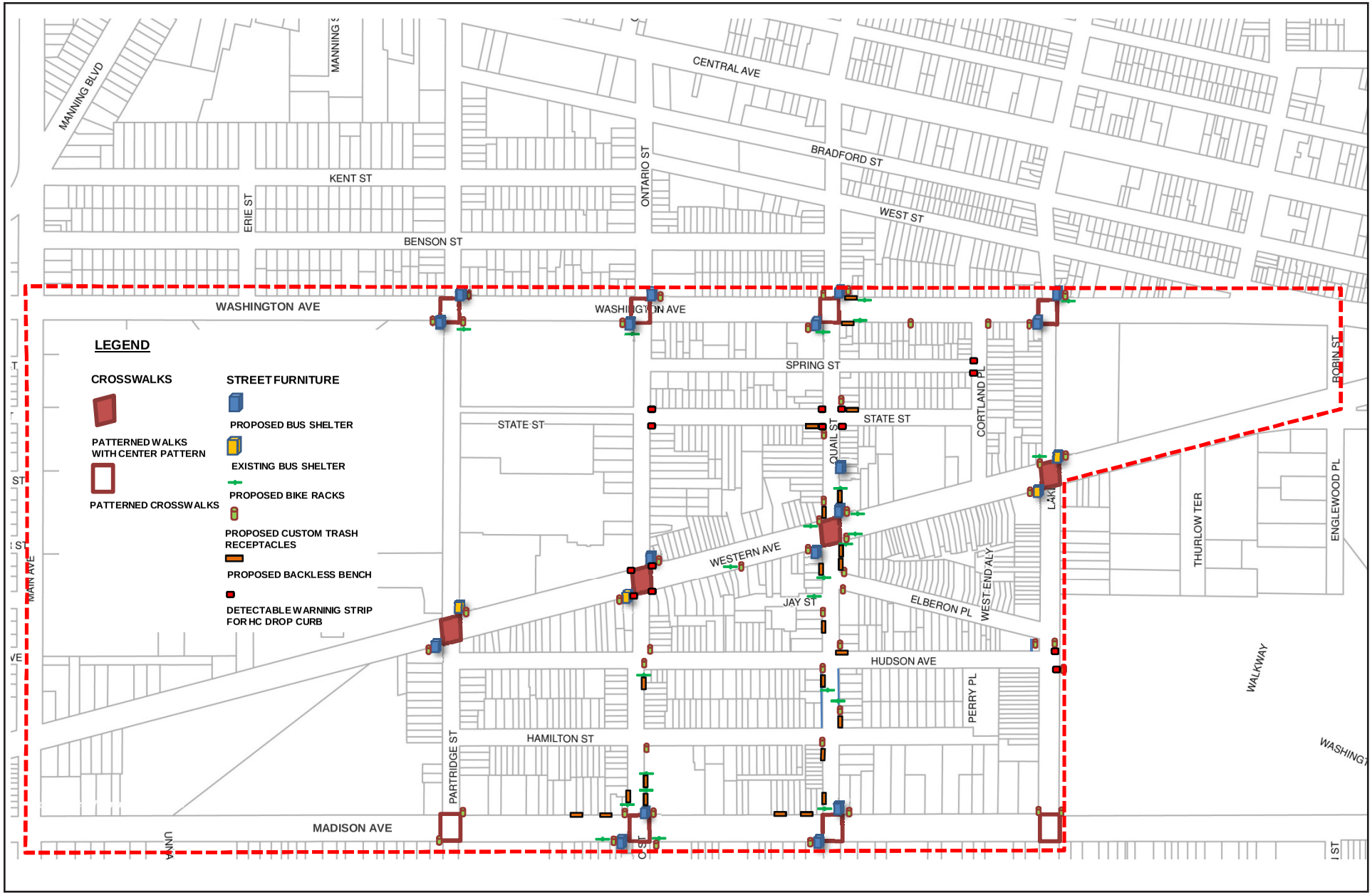
4.2.2.3. Intersection Logos

A logo developed specifically for the District can be placed in the center of crosswalk areas along Western Avenue to promote neighborhood identity and way finding landmarks. Types of materials can include a durable thermoplastic system that is inset into asphalt pavement with a reheating technology or an advanced coating for colored asphalt.

Intersection Logo

4.2.2.4. Public Art

Opportunities for public art should be explored throughout the District, with particular emphasis on exhibiting the talented students of local institutions. Public art would enhance the streetscape while reinforcing the District's identity and could be incorporated throughout recommendations like branding, bus stops, bike racks and murals.



City of Albany Education District Enhancement Study

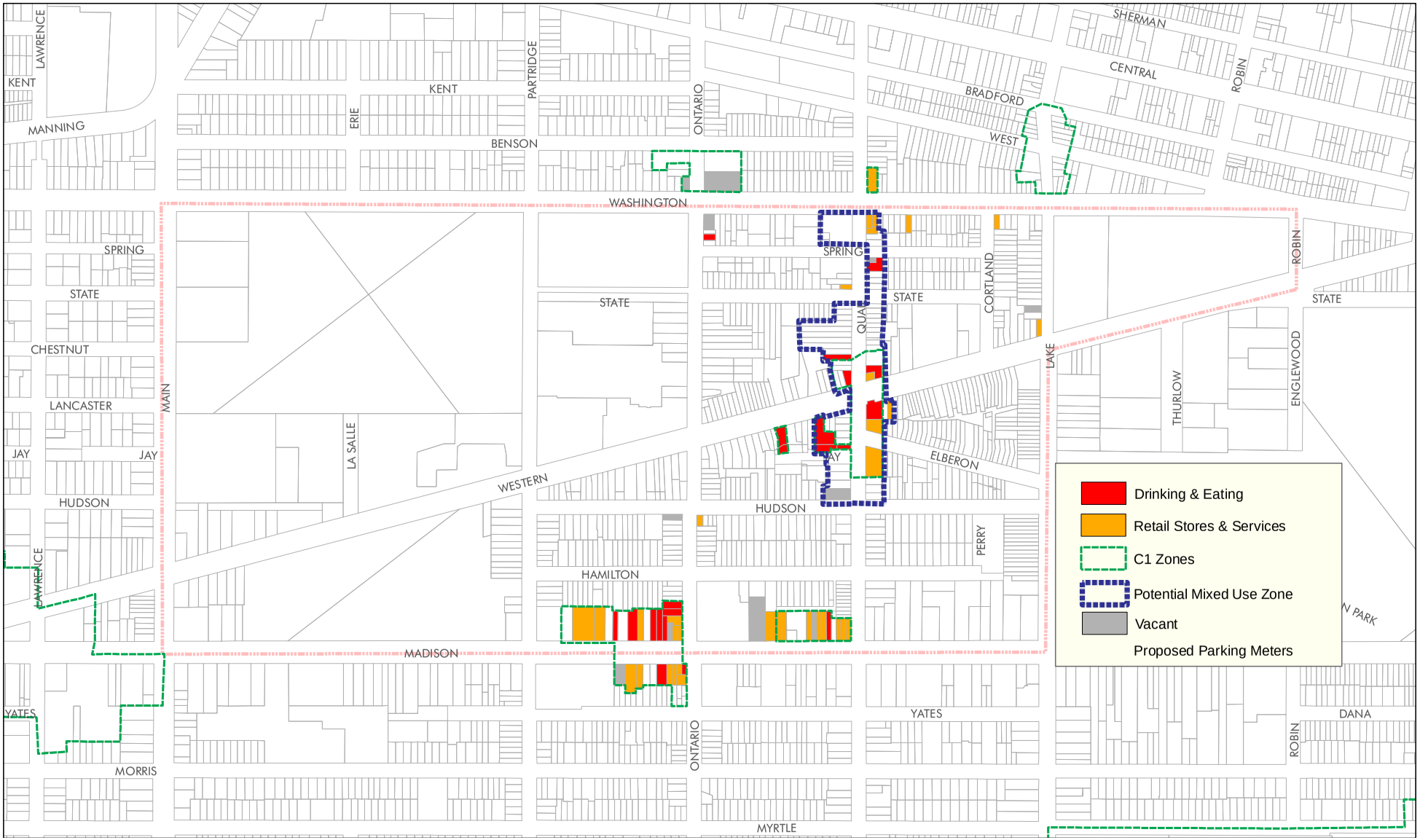
Figure 21: Site Furnishings Location Plan

Albany, NY

Source: Stantec, October 2010

0 500 ft

BFJ Planning



CITY OF ALBANY EDUCATION DISTRICT ENHANCEMENT STUDY

FIGURE 22: POTENTIAL C-1 REZONING

ALBANY, NY

SOURCE: BFJ PLANNING, SEPTEMBER 2010

0 650 ft

BFJ Planning

Preferred Storefront Applications

- Appropriate scale/ proportions

- Appropriate to architectural styling

- Provides window information while maintaining interior visibility

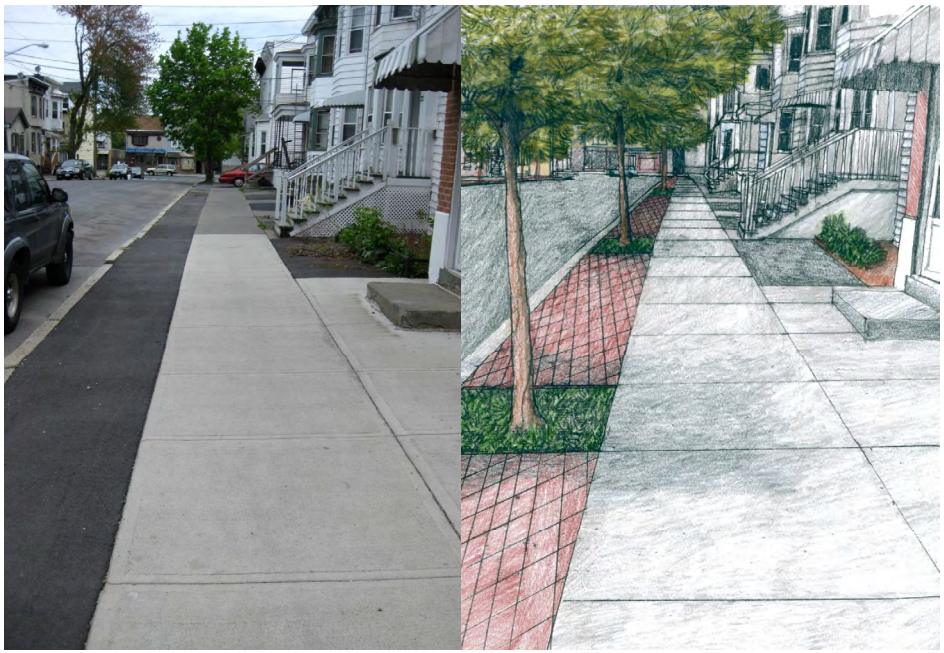
Less Ideal Storefront Applications

- Façade overwhelmed with information
- Lack of interior visibility, security concern

- Sign overwhelmed the architecture
- Façade overwhelmed with information

- Façade overwhelmed with information
- Lack of interior visibility, security concern

Sidewalk Type A Improvement



Sidewalk Type A Improvement

Sidewalk Type B Improvement

Sidewalk Type C Improvement

City of Albany Education District Enhancement Study

Figure 24: Sidewalk Improvement Types

Source: Stantec, October 2010

4.2.3. Streetscape Amenities

Streetscape amenities assist in both the functionality of the District and the aesthetic quality of the streetscape. In addition to being useful necessities in a multi-modal neighborhood, they also provide opportunities for branding, public art and creating a cohesive and consistent feel for residents and visitors.

4.2.3.1. Bus Shelters

CDTA currently installs bus shelters that are manufactured by Brasco International Inc. of Detroit Michigan. The models and sizes include;

JREX 510X – 5' wide by 10' long

JREX 515X – 5' wide by 15' long

The selection of a particular model depends on the anticipated amount of use and the location of the stop. The Capital District Transit Authority (CDTA) has indicated that it is their intention to continue using this make and model in their inventory and plan on replacing all shelters throughout the City with similar models. According to CDTA the standard Albany shelter color is Brasco International's "*Bottle Green*".

BRT stops to be located within the District will follow CDTA BRT standards, and maintain the color scheme and design of the new BRT line.

CDTA is experimenting with the use of solar powered shelters along Central Avenue. The solar power provides internal night lighting and lighting for advertisement panels. Deployment of these shelters is not planned at this time by CDTA; however, they are recommended and can be installed for the District if funding is made available. Their installation will give the District a progressive character in keeping with locations of higher education.

Brasco bus shelter with solar panel on Central Avenue

CDTA is not willing to change its choice of makes and models for bus shelters other than the proposed BRT Bus Shelters, but is willing to consider alternate colors for new shelters. It is recommended that future shelters be colored in accordance with the future branding emblem colors. Bus stops that do not meet the criteria set forth in the program will receive a freestanding metal bench as manufactured by Landscape Forms, model F1035VB.

The option of arranging advertising opportunities or public art rights within and around the shelters should also be explored with CDTA in conjunction with the local branding and aesthetic improvement effort.

4.2.3.2. Benches

DuMor Bench 166-80D

It is recommended that the backless versions of the DuMor 57 model be used in maintenance strips of commercial sidewalks. The backless versions allow users to orient themselves toward the sidewalk or street if necessary. DuMor's backless versions of the 57 model include the DuMor Bench 91-80D model with center and end arm rests. This would require custom fabrication since there is no center support for arm rests. Another option is the DuMor Bench 166-80D with included end arms and support for additional center arms as shown to the right. Both are made with Douglas Fir slats.

4.2.3.3. Trash and Recycling Receptacles

Victor *- Stanley Model SD-42*

Victor *- Stanley Model DYN-36*

Trash receptacles are often not considered a significant part of an aesthetic enhancement of streetscapes but in this case it is possible to install unique custom styles to engender a sense of place. Logos and colors can be used to differentiate the District from other parts of the City as shown to the right. Such methods have been successfully used in New York City. A recommended style is the Victor Stanley Model DYN 36 or Model SD-42, both with side door access. It is recommended that receptacles are painted the future branding emblem colors. The City of Albany Department of General Services has also been installing Big Belly solar powered trash compactors and recycling bins in commercial districts. These compactors paired with recycling receptacles should be considered and installed at mixed-use nodes and along major corridors within the District.

Recycling containers would be effective in the District, and should be installed next to trash bins throughout the District. Rental properties in the District should also be encouraged to participate in the City's recycling program. As a special consideration of the BID, commercial property owners could be required to provide recycling options to their tenants.

4.2.3.4. Bike Racks

City of Albany Dero Bike Hitch

In 2009 the City chose two new standard bike racks in con junction with the Bicycle Master Plan, the Dero Bike Hitch, Model BH-FT-GV manufactured by Dero Bike Racks of Minneapolis, Minnesota, and the standard hoop rack. It is recommended that these bike racks be located as indicated in the Site Furnishings Location Plan in Figure 22.

This bike rack is currently installed on Lark Street. Hitch posts are to be installed in narrow right-of-ways. In locations providing ample space, such as parks and parking lots, hoop racks should be installed.

4.2.3.5. Trees and Vegetation

There are numerous benefits that the additions of street trees provide to an urban landscape. They provide an aesthetic curb appeal and help create an overall sense of a higher quality of life, while providing shade and shelter for pedestrians on the sidewalk. Street trees also have the ability to function as a traffic calming device to slow motorized traffic down in areas that are utilized heavily by pedestrians and other forms of non-motorized transportation. Street trees also moderate temperature and improve local air quality. Recommended planting within the District should follow standards established by the City Forester and those listed in *Recommended Urban Trees* published by the Urban Horticulture Institute at Cornell University. The procedure in urban forestry is to ensure that a mixture of species and varieties are established to prevent disease-related die-offs of homogenous plantings that occurred in the past. Two forms of trees are proposed, major trees for sidewalk maintenance strips that DO NOT have utility lines above them. They grow anywhere from 30' to 60' feet high at maturity. And minor trees for maintenance strips that DO have utility lines above them. They grow anywhere between 15' to 30' high. There is special attention paid to certain tree species that are considered invasive such as Acer platanoides (Norway Maple) and its hybrids. It is important to note that when street trees are added to the urban canopy it is imperative to keep up with proper maintenance.

Existing trees in poor condition are listed in Appendix D-3. The identified trees should be removed and replaced with the recommended tree species also listed in Appendix D-3.

4.3. Lighting

In each method of public participation, the general ineffectiveness of local lighting was cited as a major concern. Increasing and improving the lighting where necessary in the District is essential to increasing safety and improving physical conditions.

As LED and other energy-efficient lighting options become available, these products should be used to reduce costs and increase sustainability.

4.3.1. Streetlights

Where possible, pedestrian-scale lighting should be installed as this lighting style illuminates the pedestrian realm as opposed to the auto-oriented lighting that dominates the District. National Grid is the primary provider of street lights for the City of Albany. There are several options for decorative lighting within the NG inventory

Park Avenue South Arm with Delaware Park Teardrop Fixture

through a leasing program arranged with the City Department of General Services (DGS). NG will install the pole and fixture for free. A minor additional cost is added to the monthly electrical bill for a 15 year cost recuperation period. Types of light fixtures recommended include the following;

Acorn Globe with 16' Presidential Pole for commercial areas and institutional borders or comparable

Park Avenue South Arm with Delaware Park Teardrop Fixture for placement onto existing wooden utility poles in residential areas, with Pedestrian arm overhanging sidewalk under tree canopy or comparable.

Acorn Globe with 16' pole

The recommendations are to enhance the aesthetic attributes of the District and improve the quality of night time lighting for increased security. The key is to provide a greater intensity wattage with the decorative fixtures and provide cut-offs and or shields that deflect glare and reduce light pollution. Recommendations for each street fixture location are listed in Appendix D-7.

Residential and commercial zones should each have uniform lighting intensity and aesthetic standards. A full-scale replacement of lighting will take some time. While in queue for replacement, wattage should be increased to an acceptable level in areas that currently have deficient intensity, and light fixtures should be cleaned in order to maximize their effectiveness.

It is recommended that institutions install the 16' poles with Acorn Globes or similar pedestrian scale fixtures along the sidewalks at their property lines. These fixtures may vary from the District fixture as long as the pedestrian scale is retained. Poles and fixtures throughout the District should also be replaced. When available and financially possible, materials should be of local, sustainable nature and result in low maintenance and long-term cost. Local, State and Federal sources of infrastructure funding should be sought by all participating institutions to enact these changes. To supplement these grant sources, sponsorship opportunities through local businesses, alumni associations, or other interested organizations could be explored to fund the lighting replacement project.

4.3.2. Lighting of Private Property

In addition to public and institutional lighting, private residential and commercial property owners should be encouraged to install energy-efficient lighting on all porches and stoops. These lights should be kept on overnight, or programmed to stay on throughout the night, to add to the ambient light on the sidewalk. This will also reduce dark places and discourage criminal behavior and property vandalism. Similarly, commercial property owners should be encouraged to maintain some light on the exterior of their property overnight, whether it is an appropriately lighted sign or porch light.

Refer also to the CPTED recommendation 4.1. Maintaining motion detector triggered lighting in side and rear yards that are accessible from the sidewalk is also recommended.

4.4. Zoning and Redevelopment

Revising the zoning and corresponding codes in the Education District should be a priority. The area encompasses a unique blend of uses and densities, which require special consideration.

4.4.1. Re-Zoning/Overlay District(s)

At the time of this study, the City is concurrently developing its first comprehensive plan, Albany 2030. Following the completion of Albany 2030, a citywide rezoning effort will be undertaken. Permanent changes to District zoning should be incorporated at that time. Until then, adoption of an overlay district or districts should be considered. Form-based or hybrid codes should be considered as a means of reinforcing the essential urban form of the District as opposed to simply regulating land uses.

4.4.2. Mixed-Use Commercial Districts

Mixed-use redevelopment should be explored to capitalize on the market potential of this unique District. Existing commercial zones are relatively limited in the study area. The City should consider the expansion of commercial zones in the District to build areas of critical mass that act as District commercial hubs. Focus should be placed on areas that are or have the potential to become important nodes of pedestrian activity (Figure 20) and that include either vacant or underutilized lots and buildings, as well as non-conforming commercial uses.

Rezoning these parcels to appropriate mixed uses could be an incentive for existing building owners to rehabilitate or rebuild their properties, while welcoming new and diverse businesses to the District.

In specified redevelopment zones, zoning language could be amended to (a) allow mixed use buildings to be built up to three stories or 40-feet high and (b) allow specialty retail or grocery stores of up to 30,000 square feet to be permitted as of right or by special permit. Height and density bonuses could be provided based on energy-efficiency criteria, transportation demand management thresholds, the provision of public amenities or attraction of outlined preferred uses. The emphasis here lies on creating flexibility and incentives for appropriate development in the District, which is currently falling below its potential.

In addition to those areas located on the map (Figure 22), special attention should be paid to the numerous large institutionally-controlled collections of parcels. Change in ownership of these large contiguous areas could pose dramatic changes to the District and its revitalization plans. If any of these institutions (Albany High School, the Diocese, or LaSalle School as examples) should choose to relocate or otherwise vacate their properties, an opportunity for a large-scale redevelopment would arise. The City of Albany, University at Albany and The College of Saint Rose have been monitoring these areas closely, in addition to developing campus plans for their

own property in the District. Given the opportunity, these three institutions could collaborate on a mixed use concept that complements the recommendations put forward in this Study for any newly-available large site.

4.4.3. Transit Oriented Development

Due to the number and proximity of bus lines, as well as the future development of BRT, Transit Oriented Development (TOD) could be extremely effective in the Education District. Since this area will have BRT stops, encouraging greater density, rehabilitation of existing sites and activity near the stops will serve to boost bus usage, and increase viable mixed-use commercial space in the District's commercial core. The study recommends the City modify its zoning to encourage TOD near BRT stops and multi-modal centers. Zoning changes should be made in these areas to support TOD, such as allowing properties 200 feet from future BRT stops to be built to 4 stores or 50-feet high.

4.4.4. Educational Uses

Existing Educational uses should also be taken into consideration. Institutional campuses could be incorporated into a new Educational Facility zoning classification, which would allow for all non-intensive uses typically found on an academic campus. This measure would increase internal City efficiency by reducing the number of variance and special use permit applications and cases that need handled by various departments, as well as better integrate institutional campus planning with City land use classifications.

4.5. Code Modifications and Enforcement

According to the National Center for Education Statistics, college enrollments are projected to increase nationally. As a result, there is the potential that enrollments could outstrip the institutions' ability to provide on-campus housing. There can be a number of problems for municipalities with colleges and universities when there is a large off-campus student population. There are a number of techniques communities use to mitigate the impact of student housing on residential neighborhoods and are generally known as town-gown regulations. Some of the recommendations include rental licensing, municipal inspections of rental housing, and university overlay districts. These strategies are not mutually exclusive. Regardless of the approach taken, consistent code enforcement is critical. Prior to implementing any of the following recommendations, analysis of their fiscal implications should be completed.

4.5.1. Inspections and Residential Occupancy Permits

Participants in public workshops generally supported proposed modifications to the code that would increase standards of maintenance and reduce misbehavior. Recommended code modifications aim to make it easier for owner-occupiers to rent out their properties. This

includes a city-wide exemption of all owner-occupied rental properties up to three total units from permit payments. These properties would still be required to have regular inspections and Residential Occupancy Permits (ROPs). The rental property registry should also be reinforced so that non-local rental owners have in-city agents.

It is recommended that City code strengthen maintenance standards and increase enforcement within the District. This could be achieved by:

(a) Modifying Residential Occupancy Permits (ROPs) so they are valid for only 12 or 24 months within the District as opposed to 30 months, and

(b) Increasing fees for inspections and ROPs, and fines for violations to cover the administrative costs of more frequent inspections.

(c) Requiring inspections within the District to be performed during the academic year to accurately gauge level of maintenance and occupancy.

4.5.2. Disorderly House Designation

A potential solution to repeatedly offending properties could be the creation of a "Disorderly House" designation status within the Education District. The "Disorderly House" designation would apply to properties that fail to ameliorate nuisances or continually over an extended period violate a set number of building codes and/or zoning performance standards. Once designated a "Disorderly House," a property would have increased inspection frequency to one per year, and the owner would have to apply for a Probationary Rental Occupancy Permit. Guidelines would also enable the City to deny, suspend or revoke a license if the owner continued to fail to comply with building codes. Designation as a "Disorderly House" will come with an assessed fine, and inspections will garner an increased fee to offset the cost of increased inspection and administration. Guidelines could also extend this right of denial to any pending municipal permit applications for the owner's other properties during the term of the designation.

The terms that make up a "Disorderly House" designation must be carefully determined so as not to penalize compliant and responsible owners. The nuisances would have to extend beyond two years, and violations counting toward the designation must be detailed fully with adequate notice given to the owner prior to designation. This designation is meant only to penalize scofflaws.

4.5.3. Grouper Law Assessment

The application of the Grouper Law within the District, whereby no more than three unrelated persons may live in one unit, should be evaluated. The District serves different needs than much of the rest of the City, and the negative implications of the law should be considered. This law affects the rents, condition and character of the District.

Within the District the Grouper Law could be amended or replaced with a more functional method of regulation. These revisions should include new guidelines based on criteria such as number of legitimate bedrooms, square footage, access to light and egress, etc. The goal here is not to allow increased density, but to right-size the occupancy for individual buildings and discourage property owners from adding illegal units or tenants to their properties.

4.5.4. Regulating Bars/Nightclubs

Nightlife is active in the District, specifically throughout the school year. The proliferation of bars and taverns and the concentration of private house parties, are two attractions that contribute to making the District a late-night destination. While nightlife is an asset to the District in terms of the local economy and having eyes on the street at all hours, the compounded effects of this density create negative consequences. Some of these impacts, such as late night congestion, noise and misbehavior, can be curtailed by a number of actions. Establishments operating as only a bar should continue to be allowed through special permit or variance only.

The City could also consider instituting an earlier citywide curfew for bars. It should be noted, however, that shortening the operating hours of bars only within the District would be counterproductive. Increasing trips out of and into the District between 2:00 a.m. and 4:00 a.m. should not be encouraged. Ultimately, the curfew should be legally changed at the Albany County level to ensure a level playing field for business owners. While it is being explored, the financial implications of this recommendation must be taken into account.

4.5.5. Café Permits

Establishments that provide positive activities such as restaurants, bistros and cafes should be encouraged. The possibility of waiving the fee for outdoor café permits, or requiring an application only once every three years for establishments in good standing should be considered. Encouraging outdoor cafes in the area would increase positive pedestrian traffic and reinforce vibrant neighborhood activity.

4.5.6. Parking

Parking can be a challenge in high density urban environments, but if properly managed, can actually support reinvestment and redevelopment. A Comprehensive Parking Management Strategy should be considered for the Education District. Well rounded parking management strategies consider alternatives to driving alone such as increased transit options, an improved walking environment, a mix of land uses to encourage walking, etc., all of which are recommended as part of this study. In addition, the alteration of parking regulations and paid parking at strategic locations are also strategies to be considered to manage parking. A parking permit system and metered parking are just two examples of such strategies. The Albany Parking Authority should be engaged as a major partner in the evaluation of such strategies.

A parking permit system could reduce automobile congestion and would free up spaces for local residents. However, creating a permit system in this area alone may simply disperse students from the District into surrounding neighborhoods. This issue must be studied more closely prior to determining its appropriateness for the District. A parking study could be considered which evaluates the supply, existing parking regulations, occupancy and users through a license plate type survey.

Metered parking should be considered in commercial areas, as it is important for many businesses to have turnover in parking.

Structured parking should be encouraged to maximize parking in the limited space provided by the District. This study recognizes the high cost of parking garage development, which will prohibit the construction of structured parking in many cases within the District. However, partnership among institutions and the Albany Parking Authority could be explored for a parking structure somewhere within or adjacent to the District.

As happens frequently already within the District, local institutions and businesses should be encouraged to find shared parking solutions in existing and proposed lots. This could ease the burden on on-street parking and, where possible, reduce the number of new spaces that need to be created. Also, see recommended enforcement of no parking 20 feet or less from the crosswalk in section 4.2.1.4.

4.6. Parks and Open Space

District parks include Washington Park at South Lake Avenue, Pine Hills Park, Beverwyck Park, and the Albany High School Athletic Fields. Overall, these parks should be well programmed for events and activities and be open to the public for use. The two public parks wholly within the District, Pine Hills Park and Beverwyck Park, have specific recommendations. The recommended improvements for improving use and access to parks from the District are included in Appendix D-5, which includes a pictorial matrix that illustrates recreational facilities included in each park.

4.6.1. Pine Hills Park

This study recommends that the Pine Hills Park be re-evaluated with the goal of maximizing its potential to be a multi-generational facility. One possible improvement could be the addition of two lighted pavilions for more passive use with appropriate signage to discourage loitering after dark.

4.6.2. Beverwyck Park

The playfields at Beverwyck Park are a major asset to the area. The ball fields, however, have worn backstops which need to be upgraded or replaced. The ball fields should be upgraded to encourage additional league use. The open space provided by Beverwyck Park offers

opportunities for increased programming like hosting community events, farmers markets and other low-intensity uses.

4.7. Institutional & Public-Private Partnerships

The Education District's nature creates diverse challenges, but also poses unique advantages and opportunities. The number of institutions with a direct tie and strong interest in the District creates the potential for natural partnerships to address core issues. While the University, the College, the City, businesses, and other local institutions may take on projects individually, collaborations will be key to the District's revitalization. These partnerships could take the form of joint funding for infrastructure and incentives, shared staff and administrative support of programs, commitment to marketing efforts, combined grant applications, student projects and open communication and collaboration regarding future plans. Partnership opportunities would be subject to fiscal constraints and available resources. The following general recommendations for partnered efforts should be further explored and refined by the City of Albany, the University at Albany, The College of Saint Rose, businesses, non-profits and other appropriate partners.

4.7.1. Homeownership Program

The original Midtown Homeownership Program, including its Employer Assisted Housing element, was an extremely successful venture, generating real estate investment and creating an influx of new homeowners. This program phased out in 2010, providing an opportunity to re-think local homeownership and develop an incentive to support the goals of the Education District Enhancement Study.

In concert with the recommendations developed throughout this Study's process, the City of Albany developed a new citywide homebuyer pilot program, *Choose Albany,* that makes up to $15,000 no-interest loans available to anyone purchasing a home with a purchase price up to $200,000 in Albany. The City is encouraging local employers to partner with the *Choose Albany* initiative and offer an additional customized incentive for employees of their organization. The goal is to entice those employed in Albany to also make Albany home. Employers can name their own terms and guidelines for this program, including geographic boundaries for their portion of the incentive.

Encouraging homeownership in and around the study area is essential. Particularly crucial is stabilizing the neighborhoods on the perimeter of the District and preventing that housing stock from becoming either off-campus housing or disinvested.

The City of Albany has chosen to provide a grant towards downpayment and closing costs for City employees in addition to the *Choose Albany* loan. Both The College of Saint Rose and University at Albany have readily signed on to this initiative, offering grants to eligible employees specifically targeting the Education District and its surrounding areas. This commitment will drive up the percentage of homeowners in the area, stabilizing the District and its periphery.

4.7.2. District Events

A major goal of this study is to define the District and create a strong positive identity as a vibrant and welcoming student enclave. Official events are a good way to reinforce this message while providing information and a sense of belonging to residents who call the District home. Institutions along with the City, businesses and other organizations should partner to host these events, large and small, throughout the year, and to promote other events occurring within the District.

One such event could be a welcome street fair at the beginning of the fall semester every school year. This event could include entertainment and refreshments from local businesses to draw local residents and make them aware of what local commercial districts have to offer. In addition to these activities, the City and institutions should set up information tables to make new residents aware of their rights and responsibilities as City residents as well as the resources available to them at each of the institutions. Campus groups can also be invited to encourage participation in student life.

This event will supplement the already strong efforts that the University at Albany, The College of Saint Rose and the City are making to keep local residents informed.

4.7.3. Community Service

There is an opportunity to cultivate a positive culture of student social responsibility in the Education District through volunteer opportunities and community service. Neighborhoods, businesses and the City can help by identifying and working with the University and The College of Saint Rose to publicize opportunities to improve the district's quality of life. Many students and clubs are interested but need help in finding out what is available and needed. This could be done through the web tool described in 7.5 below.

Many students participate in Pine Hills Neighborhood Association clean-ups. The study partners could expand this effort by collaborating with local neighborhood associations on a specific annual volunteer clean up of the District and by including all partners in the already established community involvement days. Examples are the "Reach Out Saint Rose" September event which has the participation of more than 500 students, or local clean-up days which draw dozens of UAlbany students several times a year.

A spirit of belonging to a City and neighborhood community as well as a campus community should be cultivated among local students. The numerous efforts made by students at both the University at Albany and The College of Saint Rose should be highlighted, and efforts should be made to introduce local students to other residents as neighbors.

4.7.4. Fundraising and Shared Costs

The infrastructure improvements recommended by this study alone are estimated to total more than $5 million. At the time of this study, like the rest of the country, all public and private institutions are facing stringent financial constraints. Resources should be pooled and creative funding methods should be developed and sought in order to advance the recommendations of this study. Institutions should program funds wherever possible and partner on grant and appropriation requests that make this District a priority.

4.7.5. District Media and Services

This study has indicated the need for collaboration on information sharing and local services. While local groups – particularly the Committee on University and Community Relations – have been making great strides in this area, technology is an opportunity for growth. The partners should explore collaboration on creating and maintaining a web tool and social media specific to the District. This presence would carry the District's brand and provide current information for those living in and visiting the District. The web presence should take full advantage of social media and phone applications – including linking to popular and already-functioning applications and sites.

Some information that should be included:

- Local events
- Community service opportunities
- Off-campus housing resources
- Public safety updates
- Snow emergency updates
- Bus schedule
- Local business listings
- Important City and institution contact information
- A District map
- Local parking and bike amenities
- Legal resources

4.7.6. Student, Student Organization and Class Projects

Students at both the College and the University are extremely active in programs and projects throughout the City of Albany and the Capital Region. This spirit of involvement is a keystone of both institutions. The energy and expertise of these active students could be more highly targeted toward activities in the District. Whether in conjunction with a specific course or student organization, or an institution-wide focus on the District, the area could directly benefit from the expertise, creativity and forward-thinking of the student body. Opportunities abound from public art installations, community engagement, and event programming to District branding, off-campus relations and local business assistance.

4.7.7. Student Housing

Stabilizing the District and preventing a dispersion of off-campus students into outlying neighborhoods requires a strong institutional presence and diverse student amenities and services within the District. Official off-campus housing could act as an anchor for better residential development and increased commercial development. This type of new off-campus housing project could be owned and operated by an institution, or sponsored by an institution and owned and managed by a private developer. In both of these cases, the housing and its residents would be supervised and act as a model for off-campus housing in the area. A housing project of this type, when done on a large scale, could open up opportunities for a major retailer and spin-off services. Feasibility would depend on issues such as funding and location.

Both the University and The College should continue their nationally recognized efforts with the Committee on University and Community Relations. This partnership creates and maintains relationships with local landlords and opens a dialogue about common issues and opportunities for collaboration.

In addition to official off-campus housing, informal student housing – where students may be renting, but is unaffiliated with an institution – should also be closely monitored for safety and quality, as indicated in the Code Modification and Enforcement section of this document.

4.7.8. Education District Non-Profit Organization

Many thriving off-campus areas throughout the country utilize a non-profit organization to undertake local revitalization and quality of life projects – from streetscape improvements and maintenance to major events and large-scale redevelopment projects. This group could also play a role in enhanced quality control of the local housing stock. This concept, built from models like the University City District in Philadelphia, the University Park Alliance in Akron, OH, and Campus Partners in Columbus, OH, could be explored as a vehicle for improvements in the Education District. In each of these examples, local institutional partners have led the way to developing these organizations and supporting their missions.

4.8. Branding and Placemaking

Branding is a familiar, all pervasive, business tool used to sell products, services and ideas. To quote a well-known branding practitioner, “A Brand is the promise, the big idea, and the expectations that reside in each customer’s mind about a product, service or company. People fall in love with brands, trust them, develop strong loyalties to them, buy them and believe in their superiority”.

A brand can:

- Express the kind of organization you are
- Reassure the public that you are who you say you are
- Connect your organization to images and ideas
- Serve as the thread for equity building over time
- Provide consistency over communication channels

But a brand cannot:

- Make people act in a certain way
- Change people's minds
- Make new friends
- Embody every message for everybody
- Respond to current events

Outside of the world of big branding, the world of Coca Cola, Apple and Nike, branding (or identity) is also used nowadays by non-profits, institutions and even communities by way of organizations such as business improvement districts and groups of community-minded individuals.

An improved streetscape with pedestrian friendly sidewalk amenities can greatly improve the perception of a neighborhood. Developing a recognizable brand or "identity" for a neighborhood can also have a significant impact on a community's image, enhancing and completing an area's placemaking efforts. Brand building in a built environment is most successful when it employs an integrated approach in which the community, officials and design professionals work together to distill the community's shared values and determine a collective vision. Only after that level of strategy and discovery, can an identifier and nomenclature be designed that can begin to express the hopes and desires of a particular community.

4.8.1. The Branding Process

Discovery

In this phase, the goal is to learn as much as possible about your neighborhood, businesses/residents, its competitive positioning and any known strategies for the future. This is achieved by research through interviews that gather information and define objectives.

Strategy & Naming

Here one pinpoints the total requirements for the development of a successful brand by determining key messages for target audiences and distilling key attributes. Naming opportunities will be explored and then vetted for legal appropriateness. Target audiences will be tested for reaction to chosen names. Typically, a district's naming will be inspired by common usage, based on a significant thoroughfare, an acronym or attributes that the area might be known by. In New York City, SOHO (South of Houston Street) is an example, so is Cobble Hill (a realtor-inspired name to make South Brooklyn attractive) and DUMBO (Down under the Manhattan Bridge Overpass).

Attributes of the Albany Education District include a lively, youthful student population with two campuses within the district; an easily understood street plan with two major intersecting streets and an evening ambience as a result of its many restaurants and bars. In addition, the district is situated in the middle of the City of Albany. All or any of these attributes readily suggest concepts and ideas upon which to build a brand.

4.8.1.1. Identifier Design & Management

A mark or icon plus a logotype equals the Identifier. This is an easily recognized shorthand depicting the brand. Most importantly, this can be the starting point for building a program. Additional tools include typography, color, texture and materials.

4.8.1.2. Application Design

The selected identifier is then applied to a range of visual applications, two & three dimensions and virtual. Typical applications include: stationery, printed collateral and promotional materials, website, email blasts, blogs, social media and most importantly, signage and wayfinding that might include gateway markers, banners, street name signs, pedestrian and vehicular directionals, street maps and recognition markers.

4.8.1.3. Implementation & Documentation

This ensures that the branding is properly produced for immediate and all future applications. To do this design guidelines are established that provide oversight to ensure brand compliance.

4.8.2. The Albany Education District

The educational institutions within the District display their own brands to a certain degree., Figure 25. The living brand may be seen in streetscape amenities such as street signage, vehicular and pedestrian directionals, gateway identifiers and banners from other communities, Figure 26. In the Albany Education District, Figure 27 illustrates potential locations for branding opportunities. The branding can also reside within the virtual realm of blogs, websites, email blasts, social media sites and also within printed collateral such as posters, area maps and newsletters.

One outcome of a successful branding program is that it can create a sense of energy among residents and outsiders that encourages active participation within the boundaries of a district. Creating a sense of cohesion and definition in a neighborhood may aid in stimulating positive growth such as decrease in crime and economic benefits, making it easier to attract new residents, investors and enterprises.

Neighborhood branding examples: Branded newspaper rack, banner, street signage, pedestrian directionals (from left to right)

University at Albany

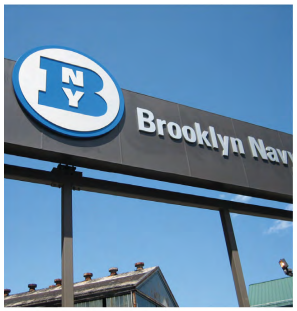
UNIVERSITY AT ALBANY
State University of New York

UNIVERSITY AT ALBANY
State University of New York

The College of Saint Rose

The College of Saint Rose

Built Environment: Gateway Markers

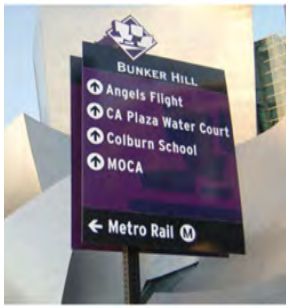


Built Environment:Recognition Markers

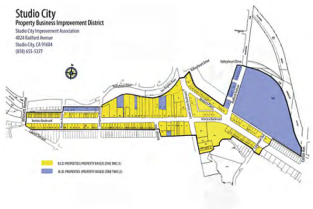
Built Environment:Banners

Visual Communication: Website, Blogs, Social Media

Built Environment: Streetscape - Street Signs, Pedestrian & Vehicular Wayfinding Directionals, Street Maps

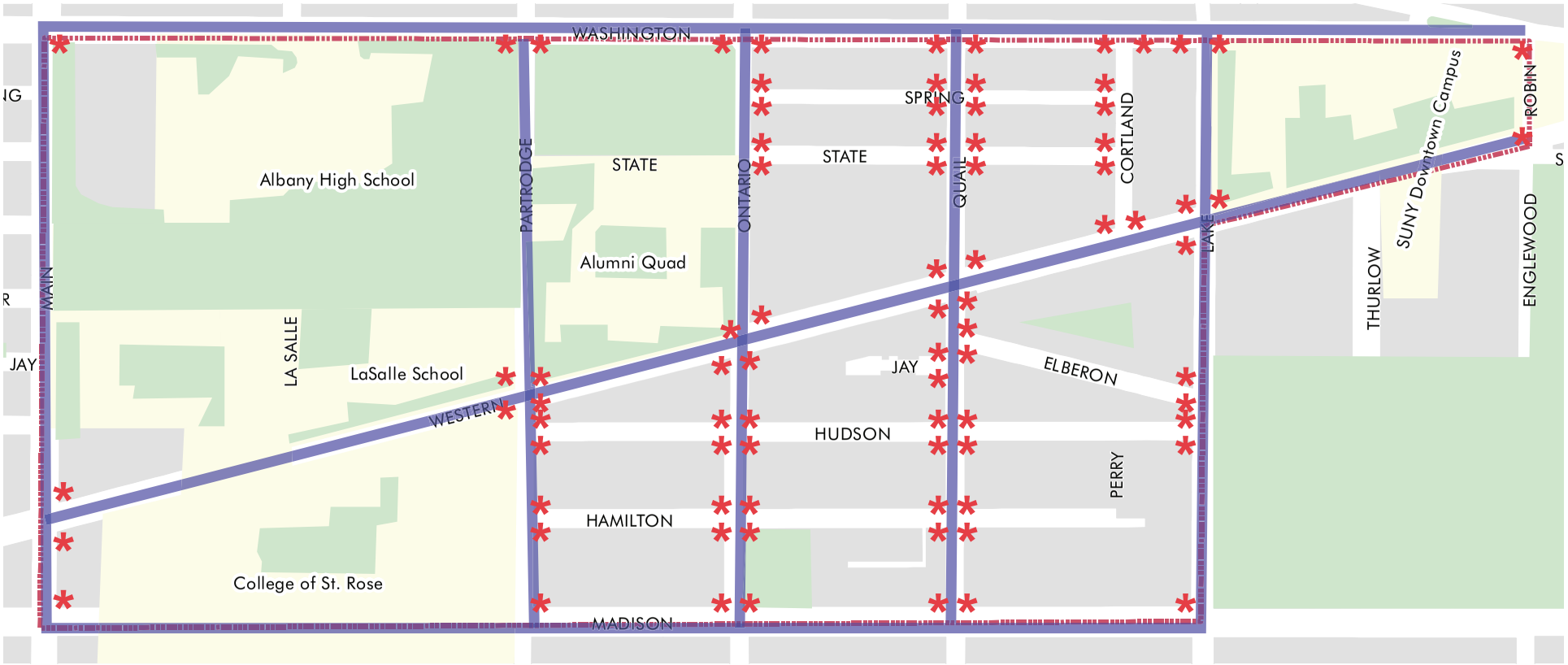


Visual Communication: Printed Collateral/Maps



City of Albany Education District Enhancement Study

Figure 26: Built Environment and Visual Communication Branding Examples

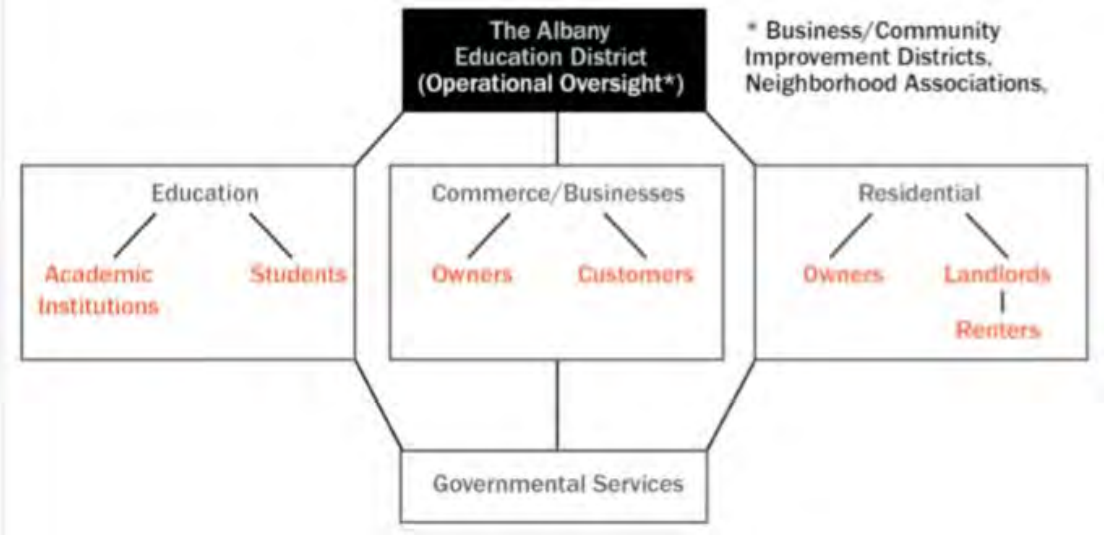


Primary Branding Opportunities
- Gateway Markers
- Banners
- Wayfinding: Directionals & Maps
- Recognition Markers

(Integrate district branding into street furniture, lighting and CDTA bus shelters)

* - Branded Street Signs

The following diagram illustrates how a branding program might represent the various participants (and beneficiaries) of the Albany Education District. It is important that a defined entity take ownership of such a program to initiate, promote and maintain its continuity.



As acknowledged by participants in the second public workgroup, branding is not the most important priority for improvement of the Albany Education District, nor is it a solution by itself. However, combined with other efforts, strategic branding has enormous power to create a distinctive character for the neighborhood and has had proven tangible results in similar situations.

We believe that initiating a branding program will help to define this community and create a distinctive sense of place. The results of this initiative will create a visual vocabulary that will express the District; and be applied to a range of materials which, when applied consistently, will build equity and understanding, even pride, among those who live, work, study and just enjoy themselves here.

5. Implementation

The purpose of the implementation plan is to outline a series of steps and identify partners that can assist in moving the plan into action and locate funding sources. The recommendations outlined by the study will be phased in over time based on available funding and other opportunities following additional evaluation and study, where appropriate.

Figure 28 shows a matrix of implementation actions to move the study recommendations toward realization. It provides a listing of the recommended improvements, cost estimates, potential funding sources, and the phase. Additional resources may be identified at a future time as improvements are further evaluated and new funding opportunities arise. Recommended actions are categorized into short-term, mid-term and long-term actions based on their anticipated year of completion. Short-term goals are recommended to be completed within 1-3 years. Mid-term goals are recommended to be completed within 4-7 years. Long-term goals are recommended to be completed within 8-10 years. However, because a recommendation is listed as a long-term goal does not preclude it from being started in the short or mid-term.

Order of magnitude costs are rough estimates that will require detailed analysis to produce more precise estimates as improvement projects proceed from a conceptual stage through implementation. In addition, estimates and actual costs of implementation may vary somewhat depending on the entity undertaking the project and the funding source used.

The implementation actions can be summed up in the following broad categories:

1. *Crime Prevention Through Environmental Design (CPTED)* strategies modify the existing physical environment of the neighborhood to help reduce crime.
2. *Transportation and streetscape* strategies seek to improve building facades, street trees, the bicycling and walking environment, transit access and streetscape amenities to improve the quality of life in the District.
3. *Lighting* strategies seek to increase and improve the lighting of the District to increase safety and improve physical conditions.
4. *Zoning* strategies consider zoning code modifications to reinforce the essential form of the neighborhood and to provide an incentive for reinvestment.
5. *Code modifications and enforcement* strategies seek to mitigate the impact of student housing on the neighborhoods (town-gown regulations) and improve quality of life in the District.
6. *Parks and open* space strategies ensure that these resources are well programmed for events and activities and are open to the public for use.
7. *Institutional partnerships* offer opportunities for a wide variety of groups to work together on important issues in the District.
8. *Branding strategies* offer the potential to develop a recognizable brand for the District which can serve to enhance the District's image.

Figure 28: Implementation Plan

Actions	Phase	Description	Partners	Potential Associated Costs	Possible (but not limited to) Fund Sources
Crime Prevention Through Environmental Design					
Distribute CPTED Brochure	Short Term	Describes CPTED strategies that property owners, residents and business owners should be aware of.	City of Albany, CUCR, PHNA	$50 to $500 (printing costs)	City, CUCR, PHNA
Continue and Expand Programs Such as Operation Safe Corridor, Midtown Neighborhood Watch and Community Policing	Short Term	Programs to encourage community engagement and neighborhood activity to support a feeling of ownership and a reduction in misbehavior.	University at Albany, College of Saint Rose City of Albany, APD, PHNA	Operational Costs	City of Albany, Police Department, PHNA
Incorporate CPTED strategies into site plan review	Medium Term	Such physical strategies include pedestrian scale lighting, landscaping that avoids hiding places, promote development that provides "eyes on the street", etc.	Albany Department of Development and Planning	N/A	N/A
Transportation and Streetscape					
Install pedestrian countdown timer signal heads at recommended locations	Medium Term	The traffic signals in the District do not have any specific indications for pedestrians. Pedestrian signal heads, preferably with count-down timers, should be installed at these intersections.	City of Albany, Developers	$40,000 per (includes two heads, crosswalk striping, push button, wiring, excavation, foundations, etc)	CDTC, Developer project cost, City of Albany
Implement neckdown improvements at recommended locations	Medium Term	Intersection neckdowns widen the sidewalks at pedestrian crossings so that pedestrian crossing distances are shortened and the length of pedestrian exposure to traffic is reduced to reduce crashes.	City of Albany, CDTA, Developer	$60/SF	Safe Routes to School, CDTC, Developer project cost, City of Albany
Sidewalk improvements	Medium Term	Replace/improve sidewalks in identified locations.	City of Albany, Developer	$3.5 - 4 million	City of Albany, Developer project cost, CDTC, Institutional Partners (adjacent to their property)
Enforce parking 20 feet from pedestrian crossings	Short Term	Limiting parking near intersections improves the visibility of the pedestrians at crossings and improves safety. It also makes it easier for traffic to get through the intersection when there is a significant amount of turning traffic.	City of Albany, Albany Police Department	Operational costs	City of Albany, Albany Police Department
Replace/improve crosswalks in identified locations	Medium Term	Coordinate a consistent crosswalk treatment (color, texture, etc.) throughout the District. Raised crosswalks with bollards and/or in-pavement lighting should be explored.	City of Albany, Developers, Institutional Partners, CDTA	Appendix E	City of Albany, Developer project costs, CDTA, CDTC, Institutional and External Partners

Actions	Phase	Description	Partners	Potential Associated Costs	Possible (but not limited to) Fund Sources
Transportation and Streetscape (continued)					
Install/improve ADA curb ramps in identified locations	Medium Term	Install or improve curb ramp locations based on the City of Albany compliant standard ramp detail to improve access for all abilities in the neighborhood.	City of Albany, Developers, Institutional Partners, CDTA	Appendix E	City of Albany, CDTA, CDTC, Developer project costs, Institutional partners
Emergency Call Boxes	Medium Term	Maintain existing call boxes and install additional call boxes as appropriate.	Institutional Partners, APD	Installation	Institutional partners (on their property, APD
Implement Façade Improvement Program	Medium Term	A Façade Improvement Program would help to establish streetscape and building design standards and consistency.	City of Albany, PHNA, Local Businesses/ property owners	$100,000 - $250,000	CDBG, City of Albany, BID/ Merchants Association, Institutional and External Partners
Establish Business Improvement District (BID) or Merchants Association	Medium Term	Business Improvement Districts (BID) or Merchants Associations can take initiative in the neighborhood to raise money for needed streetscape improvements. Explore including commercial rental properties containing three or more units in the BID tax pool with retail businesses to make a BID more viable.	Community, University at Albany, College of Saint Rose, City of Albany, local commercial property owners	Feasibility, Start-up	City of Albany, Institutional and External Partners, local commercial property owners
Install intersection logos	Medium Term	Intersection logos developed specifically for the District can be placed in crosswalk areas to promote neighborhood identity.	City of Albany, Institutional Partners, CDTA	$50,000 - $200,000 per	Institutional Partners, City of Albany
Public Art	Short Term	Opportunities for public art could be explored throughout the District highlighting local artists and students.	Institutional Partners, City of Albany, CDTA, UAG	Installation and maintenance	NYSCA, CDTA, Institutional Partners
Improve/replace identified streetscape amenities including bus shelters, benches, trash and recycling receptacles & bike racks	Medium Term	Streetscape amenities assist in both the functionality of the District and the aesthetic quality of the streetscape. In addition to being useful necessities in a multi-modal neighborhood, they also provide opportunities for branding, public art and creating a cohesive and consistent feel for residents and visitors.	City of Albany, CDTA, Institutional Partners, Developers, Local Businesses	Appendix E	CDTC, City of Albany, Institutional Partners, CDTA, Local Businesses, Developers project cost
Replace and plant new trees in identified locations with recommended tree species	Medium Term	Two forms of trees are proposed: major trees for sidewalk maintenance strips that DO NOT have utility lines within them and minor trees for maintenance strips that DO have utility lines within them. The tree inventory completed for the District can help guide the development of a tree replacement program.	City of Albany, Local Business, Local Residents, Institutional Partners, PHNA, Developers	Appendix E	DEC, EFC, US Forest Service, City of Albany, Institutional Partners, Developers project cost

Actions	Phase	Description	Partners	Potential Associated Costs	Possible (but not limited to) Fund Sources
Lighting					
Improve streetscape lighting in identified locations	Medium Term	Improve lighting within the District to ensure that the light falls on the sidewalk and the quality of the light (wattage intensity) improves visibility and therefore pedestrian safety.	City of Albany, National Grid, Institutional Partners, Developers	Appendix E	City of Albany, Institutional Partners (on/adjacent to their property), Developers project cost
Develop tree pruning standards	Short Term	Tree pruning standards should be developed that ensure sufficient streetlight exposure without negatively impacting the urban design benefits of the street trees.	City of Albany, National Grid	Staff Resources	City of Albany, DEC
Install pedestrian scale lighting, where appropriate	Medium Term	Pedestrian-scale lighting illuminates the pedestrian realm, enhance the aesthetic attributes of the District and improve the quality of night time lighting for increased security.	City of Albany, National Grid, Institutional Partners, Developers	Appendix E	City of Albany, National Grid, Institutional Partners (adjacent to their property), Developer project cost
Encourage private owners to install energy efficient lighting on porches	Short Term	Energy-efficient lighting on all porches and stoops should be kept on overnight, or programmed to stay on throughout the night, to add to the ambient light on the sidewalk.	City of Albany, National Grid, Private Owners	Installation	City of Albany, National Grid, Private Owners, NYSERDA
Zoning and Redevelopment					
Consider a zoning code overlay for the District	Medium Term	Form-based or hybrid codes should be considered as a means of reinforcing the essential urban form of the District as opposed to simply regulating land uses.	City of Albany, PHNA, Institutional Partners, Local Property Owners, Local Residents	$100,000-$200,000	City of Albany, DOS, HUD, CDTC
Mixed-Use Commercial Districts	Medium Term	Create mixed-use zones in the District to encourage redevelopment of vacant or underutilized parcels.	City of Albany, PHNA, Institutional Partners, Local Property Owners, Local Residents	As part of citywide zoning update	City of Albany, DOS, HUD, CDTC
Consider zoning changes to allow for Transit Oriented Development near Bus Rapid Transit stops	Short Term	Encourage greater density, rehabilitation of existing sites and activity near transit stops to boost bus usage, and increase viable mixed-use commercial space in the District's commercial core.	City of Albany, PHNA, Institutional Partners, Local Property Owners, Local Residents, CDTC, CDTA	As part of a TOD study or citywide zoning update	City of Albany, CDTC
Consider a new Educational Facility Zone	Long Term	Educational Facility zoning would allow for all non-intensive uses typically found on an academic campus and would better integrate institutional campus planning with City land use classifications.	City of Albany, Institutional Partners, PHNA	As part of citywide zoning update or overlay	City of Albany, Institutional Partners

Actions	Phase	Description	Partners	Potential Associated Costs	Possible (but not limited to) Fund Sources
Code Modifications and Enforcement					
Reduce length of Residential Occupancy Permits to 12 or 24 months (as opposed to 30 months)	Medium Term	Would allow for more frequent City inspections to encourage a higher maintenance standard on rental properties.	City of Albany, PHNA, Local Property Owners, Local Residents, Institutional and Community Partners	Increased staff time and resources	City of Albany
Consider increasing fees and fines related to Residential Occupancy Permits	Medium Term	Increase fees for inspections and Residential Occupancy Permits and increase fines for violations to cover the administrative costs of more frequent inspections. Attach fines to property owner tax bills.		Staff time and resources	City of Albany
Exempt owner-occupied rental properties from permit payments	Short Term	This code modification aims to make it easier for owner-occupiers to rent out their properties.		Staff time and resources, lost revenue	City of Albany
Create "Disorderly House Designation"	Medium Term	The "Disorderly House" designation would apply to properties that fail to ameliorate nuisances or continually violate a set number of building codes and/or zoning performance standards. Designation comes with a fine, an increase in inspections and fees and the owner would have to apply for a Probationary Rental Occupancy Permit.		Staff time and resources	City of Albany
Consider revising the Grouper Law	Long Term	Currently, no more than three unrelated persons may live in one unit, affecting the rents, condition and character of the District. Within the District, the Grouper Law should be amended or repealed and new guidelines drafted based on revised criteria such as: number of legitimate bedrooms, square footage,access to light and egress, etc.		Staff time and resources	City of Albany
Work with Albany County to change curfew hours for bars and consider special permits	Short Term	Consider instituting an earlier citywide curfew for bars at the Albany County level to ensure a level playing field for business owners. Establishments operating as only a bar should be allowed through special permit only.		Staff time and resources, potential loss of revenue	City of Albany
Consider waiving outdoor café permit fees	Short Term	Waiving the fee for outdoor café permits, or requiring an application only once every three years for such establishments in the area would encourage commercial uses that reinforce neighborhood activity.		Loss of permit fees	City of Albany
Consider Developing a Comprehensive Parking Management Strategy for the District	Medium Term	A Comprehensive Parking Management Strategy could consider alternatives to driving alone such as transit and an improved walking environment as well as the alternation of parking regulations, and the consideration of paid parking. A parking permit system and metered parking are just two examples of comprehensive parking management strategies that are typically evaluated.	City of Albany, Albany Parking Authority, PHNA, Institutional Partners, Local Residents, Local Property Owners, NYS Legislature	Staff time and resources, operational costs, installation and maintenance, permit fees	City of Albany, Albany Parking Authority (meters)

Actions	Phase	Description	Partners	Potential Associated Costs	Possible (but not limited to) Fund Sources
Parks and Open Space					
Improve Pine Hills Park	Short Term	Add two pavilions with lighting and signs to disallow loitering after dark, consider removing or changing the layout of the play equipment to create more passive park uses and add benches.	City of Albany, PHNA, Local Residents, Local Property Owners	Requires additional park planning	City of Albany, NYS
Improve Beverwyck Park	Medium Term	Upgrade or replace ball field facilities to encourage additional league use; provide all-season programming.	City of Albany, PHNA, Local Residents, Institutional Partners, Local Rec. Leagues	Requires additional park planning	City of Albany, Institutional Partners, NYS
Institutional and Public/Private Partnerships					
Encourage local institutions to participate in the City of Albany pilot citywide homebuyer program	Short Term	The City of Albany is currently rolling out a citywide homebuyer pilot program that makes $15,000 no-interest loans available to anyone purchasing a home in Albany. Local Institutions and employers should be encouraged to join the City of Albany, The College of Saint Rose and University at Albany in participation.	City of Albany, Institutional Partners, Businesses, PHNA and other local orgs.	Institution-determined funding commitments	City of Albany, Institutional Partners, Local Lending Agencies, Local Employers
Organize District Events	Short Term	Develop the District's identity with frequent and recurring events.		Determined by event, and to include City APD and general services	City of Albany, Institutional Partners, Vendors, PHNA, Local Businesses
Encourage Community Service	Short Term	Many students participate in the Pine Hills Neighborhood Association clean-ups. This could be expanded by collaborating with local neighborhood associations on a specific annual volunteer clean up of the District.		General Services Assistance	City of Albany, PHNA, Local Vendors, Institutional Partners

Actions	Phase	Description	Partners	Potential Associated Costs	Possible (but not limited to) Fund Sources
Institutional Partnerships (continued)					
Collaborate on the creation of a web tool and social media specific to the District	Short Term	There is a large need for collaboration on information sharing and local services related to the District. Technology is an opportunity to build upon existing partnerships in this area. Creating and maintaining a web tool and social media specific to the District would carry the District brand and provide current information to residents and business owners.	City of Albany, Institutional Partners, PHNA	Development and maintenance	City of Albany, Institutional Partners,
Incorporate Student, Student Organization and Class Projects	Medium Term	Students at both the College of Saint Rose and the University at Albany are extremely active in programs and projects throughout the city. This spirit of involvement can be targeted in the District.	City of Albany, Institutional Partners, PHNA	Determined by project	Institutional Partners
Establish Joint Off-Campus Housing	Medium Term	Official off-campus housing could act as an anchor for better residential development and increased commercial development in the District. A new off-campus housing project could be owned and operated by an institution, or sponsored by an institution and owned and managed by a private developer.	City of Albany, Institutional Partners, Developers	Development and construction costs	Institutional Partners, Developers
Establish Education District Organization	Short Term	Explore the creation of a non-profit organization to oversee and fund the revitalization of the Education District – based on similar off-campus organizations nationwide.	City of Albany, Institutional Partners, Local property owners, Local Businesses, Local Residents, PHNA	Start-up, capitalization, marketing	City of Albany, Institutional Partners, Local property owners, Local Businesses, Local Residents, PHNA
Branding					
Develop branding strategy guidelines	Short Term	Commission branding specialist to assist the community in developing branding strategy guidelines	City of Albany, Institutional Partners, PHNA, Local Businesses, Local Property Owners, Local Residents, CDTA	$120,000	Institutional Partners, Local Businesses, PHNA, Local Businesses, Local Property Owners, Local Residents, CDTA
Establish brand/identifier design	Medium Term	Commission branding specialist to design mark, determine naming and focus on streetscape elements for implementation		$135,000	
Develop application designs	Medium Term	Commission branding specialist to focus on all other elements of branding program.		$130,000	

6. Environmental Justice

The goal of Environmental Justice (EJ) is to ensure that any adverse human health or environmental effects of any government activities do not disproportionately affect minority or low-income populations. EJ does not intend to provide preferential treatment to these populations, but rather fair treatment to all populations. Specific to transportation, Executive Order 12898 has been issued in order to ensure that all federally funded transportation-related programs, policies, and activities that have the potential to cause adverse affects, specifically consider the effects on minority and low-income populations. EJ is a public policy objective that has the potential to improve the quality of life for those whose interests have traditionally been overlooked.

As a federally funded agency, the Capital District Transportation Committee is required to implement the principles of Environmental Justice in all of its programs, policies and activities. With regard to the Education District Enhancement Study, the entire study area exceeds CDTC's threshold for Hispanic population (2.6%), and most of the Transportation Analysis Zones (TAZ's) in the study area exceed the thresholds for minority populations and low income (Figure 29).

A main objective of the study was to maximize participation from all stakeholders. Many of the study's recommendations came directly from the two public stakeholder workshops, which were publicized to the community. Recommendations were vetted in the second workshop which helped the study avoid or mitigate any adverse human health, environmental, social or economic effects.

The proposed recommendations of this plan are intended to enhance access to transportation to all residents and do not have any environmental impacts which would disproportionately affect minority or low-income populations. No measures are required to mitigate any EJ impacts.

7. Environmental Mitigation

Federal transportation legislation (most recently SAFETEA-LU) placed new requirements on both the content and process of developing regional long range transportation plans in metropolitan areas such as the Capital Region. Planning studies such as the Albany Education District Enhancement Study are not regional plans but offer communities long term visions for future development/redevelopment and transportation. As a result, CDTC now requires this type of planning work to include a scan of the environmental features of the study area, utilitzing CDTC's environmental mitigation procedures. A map of potentially affected resources is included in Figure 30. Given the very urban environment of this study area, the major feature present in the District is the presence of an aquifer under the entire study area. Natural resource features such as city parks have class 1 and 2 soils within a 0.25 mile buffer of the District boundaries.

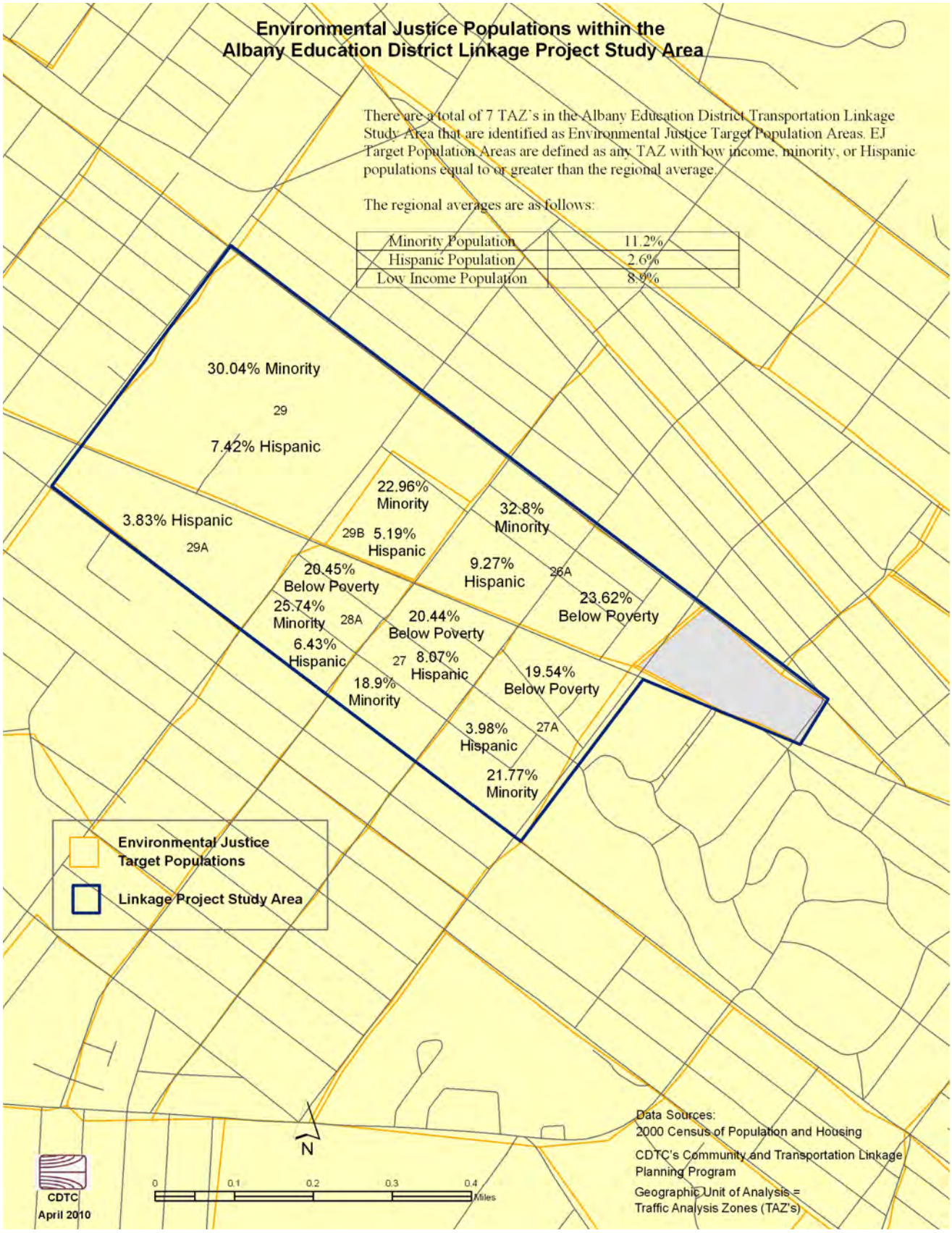


FIGURE 29: ENVIRONMENTAL JUSTICE POPULATIONS WITHIN THE STUDY AREA

SOURCE: CDTC

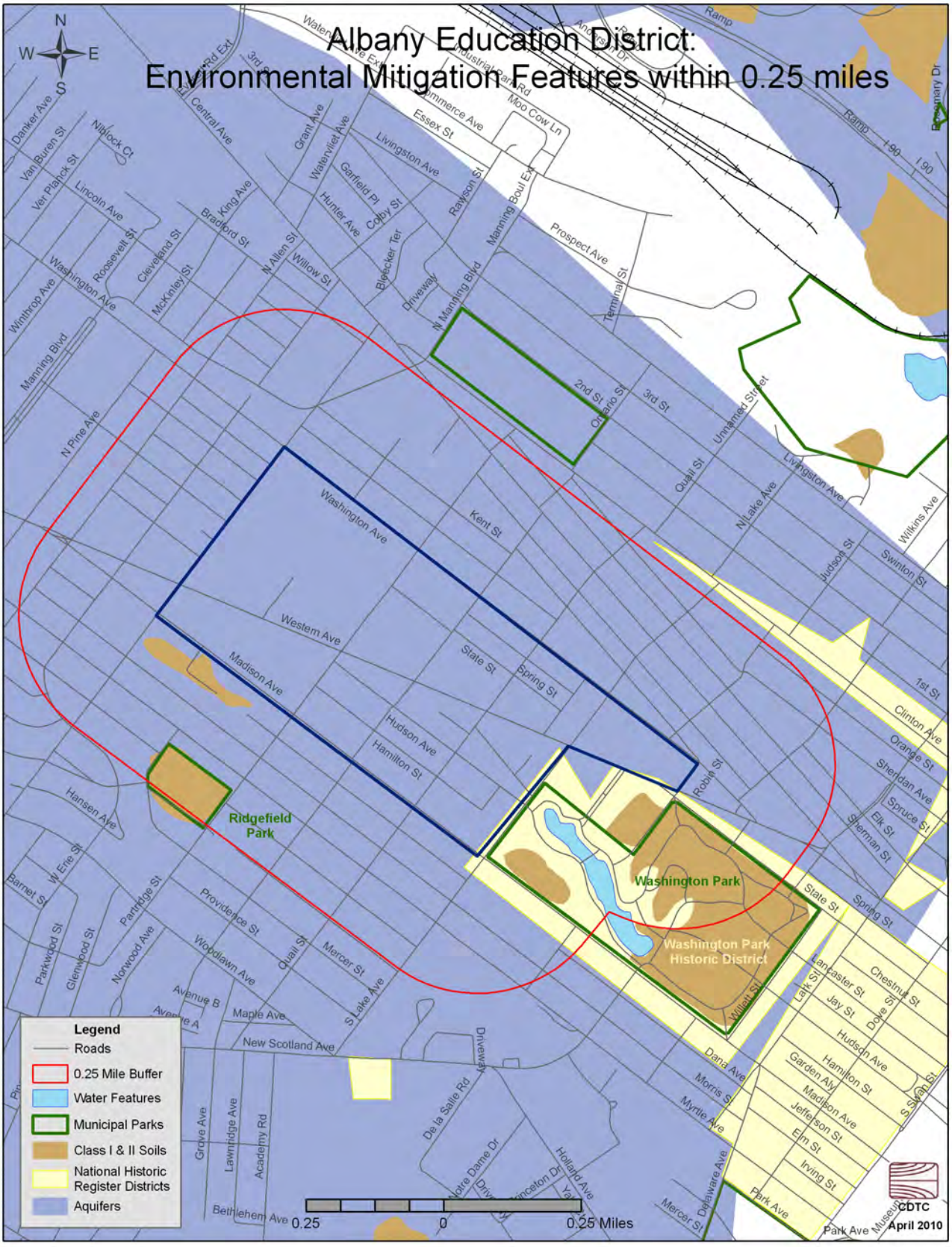


FIGURE 30: ENVIRONMENTAL MITIGATION FEATURES WITHIN 0.25 MILES

SOURCE: CDTC

BFJ Planning

Appendices

A Workshop 1 Summary Report

B Workshop 2 Summary Report

C CPTED Brochure

D Streetscape Appendices

D-1. Sidewalk Condition and Maintenance Strip Inventory

D-2. CDTA Bench and Shelter Program

D-3. Existing Tree Conditions

D-4. Recommended Street Trees

D-5. Playgrounds and Recreational Facilities

D-6. Albany ADA Ramp Standard Detail

D-7. Street Lighting Recommendations

E Sidewalk Improvement Cost Estimates

Appendix A: Workshop 1 Summary Report

Albany Education District Enhancement Study

Summary of First Public Workshop

Thursday, March 18, 2010

Prepared by:

BFJ Planning

WWW.BFJPLANNING.COM

In Association with:

Stantec

russelldesign

1.0 Introduction

The first of two public workshops for the City of Albany Education District Enhancement Study was held on Thursday, March 18, 2010 at St. Vincent DePaul Church Community Room. The purpose of the workshop was to introduce the study to the public, present the existing conditions in the District, and to brainstorm issues and opportunities with the residents and stakeholders living and working in the area. The workshop began with brief introductions by Douglas of Melnick and Sarah Reginelli of the Albany Department of Development and Planning. Following these opening remarks, Georges Jacquemart, a principal at BFJ Planning – the project consultant – delivered a presentation summarizing the goals and objectives of the study and the project timeline. In addition, thematic graphics were presented depicting existing conditions in the project study area including: zoning and land uses; number of dwelling units per parcel; non-owner occupied residential properties; student residences; commercial uses open after 11:00 p.m.; street light deficiencies; sidewalk conditions; street appurtenances; bus routes and stops; average annual daily traffic and p.m. peak hour traffic volumes; and vehicle, pedestrian and bicycle crashes (2003-2009). An estimated 50 persons participated in the workshop.

2.0 Round Table Questionnaire

Following the presentation and a brief coffee break, participants separated into five groups for round table discussion. Each group was asked to address the following five (5) key issues or questions:

1. *Please list the 5 greatest assets of the Education District – those elements that we want to preserve and/or enhance.*

2. *Please list the 5 greatest problems within the Education District – those elements we want to improve or change*

3. *Considering these 5 problems identified in the previous question, what do you consider to be contributing causes to these problems (e.g. density of bars, absentee landlords, housing stock, City code)?*

4. *What changes and improvements (physical or non-physical) would you make to the Education District to address the problems identified in the previous questions (e.g. lighting, streets, sidewalks, trees, zoning, increase of owner-occupied housing)?*

5. *Think about the mix of businesses within the Education District. What types of businesses would you like to see added to/increased in the District?*

3.0 Round Table Responses

After about an hour of enthusiastic and empassioned round table discussion, a representative from each of the five groups presented to the entire workshop audience his/her group's respective responses to the key issues and questions. The responses were written and presented on large easel pad notes. The following tables itemize and tally the responses provided by each of the five table groups. Despite the wide array of issues discussed, several common concerns and themes emerged among the five groups' respective responses to each of the five key issues or questions.

#1 List the 5 Greatest Assets of the Study Area

Table	Transportation Options	Walkability	Street Life/ Vibrancy	Cultural/ Educational/ Relgious Amenities	Population Diversity	Business Diversity	Balance of Uses	Central Location	Architecture	Sense of Neighborhood	Proximity to Emergency/ Health Srvcs.	Proximity of Parks
1	x	x		x			x			x		
2	x	x	x	x	x	x		x				
3		x		x	x	x		x	x	x	x	
4		x	x	x								
5	x	x		x							x	x
Totals	**3**	**5**	**2**	**5**	**2**	**2**	**1**	**2**	**1**	**2**	**2**	**1**

#2 List the 5 Greatest Problems of the Study Area

Table	Transportation/ Infrastructure	Poor Property/ Building Maintenance	Crime	Student Behavior	Transient/ Loss of Population	Litter	Parking	Lack of Extracurricular Activities	Poor Retail Mix	Traffic	Lack of City Commitment	Absentee Landlords/ Loss of Owner-Occupied Homes	Poor Street Lighting
1			x	x		x					x	x	
2	x	x	x	x									
3	x	x	x		x	x	x	x	x	x	x	x	x
4	x			x								x	x
5		x	x	x							x	x	
Totals	**3**	**3**	**4**	**4**	**1**	**2**	**1**	**1**	**1**	**1**	**3**	**4**	**2**

#3 Contributing Causes

Table	Quality of Life Issues	Irresponsible/ Absentee Landlords	Lack of Code Enforcement	Declining Home-Ownership	Lack of University Engagement	Student Behavior	Lack of City Commitment	Traffic Problems	Youth and Gangs	Poor Economy	Suburbanization	Perceived Quality of Schools	Nightlife
1	x	x	x	x									
2	x		x		x	x							
3	x	x	x	x			x	x	x	x	x	x	
4						x	x						x
5	x	x	x	x		x	x					x	
Totals	**4**	**3**	**4**	**3**	**1**	**3**	**3**	**1**	**1**	**1**	**1**	**2**	**1**

#4 Solutions

Table	City Code Enforcement	Streetscape Improvements /Pedestrian-Scale Lighting	Madison Road Diet	Improve Public Transit	Improve Pedestrian/ Bicyclist Infrastructure	Better Housing Policies	Landlord Training/ Enforcement	Better Law Enforcement	Stricter Zoning Enforcement	Attract More Families to Area	Strengthen Schools	Encourage Community Involvement	Strenghten/ Improve Madison Retail District
1	x	x	x	x	x								
2		x				x	x	x	x	x			
3	x		x				x	x			x		
4		x			x							x	x
5		x		x		x	x	x					
Totals	**2**	**4**	**2**	**2**	**2**	**2**	**3**	**3**	**1**	**1**	**1**	**1**	**1**

#5 Types of Businesses Needed

Table	Coffee Shop/Diner	Ethnic Restaurants	Bookstore	Basic Services (Copying/ Shipping)	Clothing	Grocery	Fitness Center	Laundry Pick-up & Delivery	Bakery	Pet Store	Drug Store	Electronics	Ice Cream	Upscale Bar/ Brewery	Florist	Art Gallery / Arts & Crafts	Anchor/ Incubator
1	x	x	x	x			x										
2	x		x						x	x		x	x	x	x	x	x
3	x		x	x	x											x	
4	x										x						
5	x	x				x		x									
Totals	**5**	**2**	**3**	**2**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**2**	**1**

5.0 Conclusions

The first public workshop was successful in attracting a significant number of area residents, business owners and stakeholders—all of whom were eager to discuss a range of issues and challenges pertaining to the District. The groups' respective presentations at the end of the workshop revealed that there were specific concerns shared among each of the five groups about the problems confronting the District. As shown in the matrix above, the majority of participants felt that the walkability of the District, along with its cultural/educational/religious amenities, are among the area's greatest assets. The variety of transportation options available in the District ranked as the area's second greatest asset. The decline of owner-occupied homes, general crime, and unruly student behavior were cited as the most serious problems afflicting the area, followed by a lack of property and building maintenance and poor infrastructure conditions. When asked to rank the underlying conditions that contribute to these problems, participants cited overall "quality of life" issues and a lack of code enforcement on the part of Albany. Tellingly, participants felt that improvements to the District's streetscapes, such as installing pedestrian-scale lighting along sidewalks, would be the most effective strategy for mitigating the adverse conditions impacting the area. This seems to suggest the participants' belief that the area's problems are correlated with the negative appearance of particular parts of the neighborhood. Separately, when asked to list the types of businesses that are needed in the District, participants from each roundtable overwhelmingly cited "coffee shops" and "diners"—further demonstrating the need for more non-alcoholic establishments. Given the measurable overlap among the various causes, solutions, and suggestions offered by the respective groups, these responses should be taken into close consideration throughout the project's subsequent stages.

Appendix B: Workshop 2 Summary Report

Albany Education District Enhancement Study

Summary of Second Public Workshop

Wednesday, October 6, 2010

Prepared by:

BFJ Planning

WWW.BFJPLANNING.COM

In Association with:

Stantec

russelldesign

DRAFT

October 12, 2010

1.0 Introduction

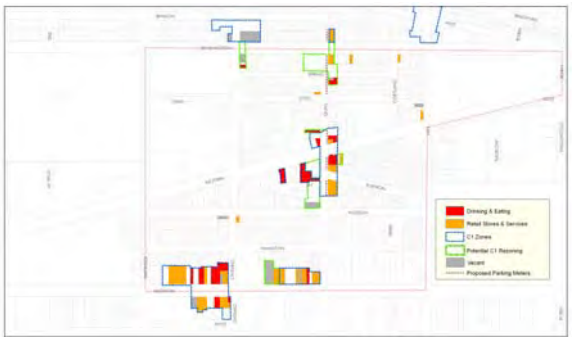
This report summarizes the results of the second and final public workshop for the City of Albany Education District Enhancement Study. The workshop was held on Wednesday, October 6, 2010 at the Thelma P. Lally School of Education forum space of St. Rose College. Its purpose was to present the study's preliminary recommendations and to give the community a chance to comment on priorities for improvement, what was missing and what recommendations were not appropriate. An estimated 60 persons participated.

The workshop began with a brief introduction by Sarah Reginelli of the Albany Department of Development and Planning. Following these opening remarks, Georges Jacquemart, a principal at BFJ Planning – the project consultant – delivered a presentation summarizing the preliminary recommendations having to do with connectivity in the neighborhood, crime prevention, sustainability, neighborhood character and housing. Graphics were presented that depicted proposed improvements, potential zoning changes, as well as preferred storefront applications and streetscape improvements. Kisha Santiago, a masters student at University at Albany also spoke about Crime Prevention Through Environmental Design and distributed a brochure which outlined crime prevention strategies for homeowners, renters including students, and business owners. In addition to the resources provided in the brochure, Ms. Santiago stressed that community engagement is an effective way to discourage misbehavior because it can encourage a feeling of ownership and pride in the community.

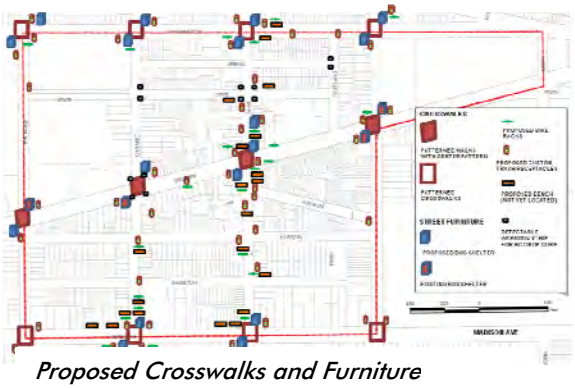
Framework for Improvements

Proposed Pedestrian Improvements

Afterwards, Craig Church from Stantec discussed streetscape recommendations based in part on their detailed survey of the neighborhood. Specific streetscape amenities discussed included light poles, solar powered bus stops, bike racks, trash receptacles, benches and crosswalks. A map was presented which outlined proposed locations for crosswalks and streetscape furniture.



Tricia Solsaa from Russell Design then discussed potential branding opportunities in the Education District and the process for developing a detailed branding program. Figures presented examples of how visual communication and branding can create a cohesive identity and a sense of place in a neighborhood. Some neighborhood branding examples shown included signage, gateway markers, wayfinding, recognition markers, maps, posters, and social media including websites and blogs. She presented a figure showing where street signage and banners could be placed in the study area, focusing on the major corridors and key nodes of transportation.



Proposed Crosswalks and Furniture

Potential C-1 Rezoning

2.0 Round Table Questionnaire

Following the presentation and a brief coffee break, participants separated into five groups for round table discussion. Each group was asked to address the following five (5) key issues or questions:

1. *Please review the list of preliminary recommendations. Rate the improvement categories from most important (5) to least important (1):*

   (a) CPTED, (b) Zoning and Code Enforcement, (c) Traffic, Pedestrians, Bicycles, (d) Branding, (e) Sidewalks, lighting, trees, and appurtenances.

2. *Did we miss any recommendations? Please explain:*

3. *Are there any recommendations that you feel are not appropriate or should be amended? Please explain:*

4. *What should be the priorities for the improvements?*

5. *Any other comments?*

3.0 Round Table Responses

After about forty-five minutes of enthusiastic round table discussion, a representative from each of the five groups presented to the entire workshop audience his/her group's respective responses to the key issues and questions. The responses were written and presented on large easel pad notes. Despite the wide array of issues discussed, several common concerns and themes emerged among the five groups' respective responses to each of the five key issues or questions. Table 1 tallies the responses provided for question 1 by each of the five table groups. Categories were rated from most important (5) to least important (1). Table 2 below provides a list of each roundtable group's answers to the discussion questions 2-5.

Table 1: Importance of Improvement Categories (Question 1)

Improvement Category	Group #1	Group #2	Group #3	Group #4	Group #5	Average
CPTED	2	5	4	5	5	**4.2**
Zoning and Code Enforcement	5	1	5	2	4	**3.4**
Sidewalks, etc.	4	2	2	4	3	**3**
Traffic/Pedestrians/Bicycles	3	3	3	3	2	**2.8**
Branding	1	1	1	1	1	**1**

Table 2: Roundtable Easel Pad Notes (Questions 2-5):

Group 1

Question 2 (missed recommendations):

- Include Madison Avenue Traffic Calming and Bike Plan
- Consider solar powered trash cans/recycling
- Increase community police efforts/bike patrol
- Amend Grouper Law
- Litter issues (cigarette butts, etc)

Question 3 (recommendations either not appropriate or should be amended):

- Have reasonable parking meter times and rates for proposed meters

Question 4 (priorities for improvements):

- Building Codes – enforce "disorderly house"
- Add code fines to owners tax bill

Question 5 (other comments):

- None

Group 2

Question 2:

- Create mechanism to bring universities & community together
- Redesign traffic – consider making Quail St. 1-way
- Improve student involvement in community
- Expansion of Safe Corridor

Question 3:

- Looks good, make it happen

Question 4:

- Public Safety/Crime Prevention

Question 5:

- Up code fines
- Branding idea: The Pulse (Partners United in Learning and Social Engagement)

Group 3

Question 2:

- Enhance overall safety
- Emphasize history of neighborhood and area (Quail Street)
- Enforce standards of acceptable behavior and accountability
- Encourage positive reinforcement of students and homeowners/land lords
- Encourage homeownership and sense of ownership in community
- Address late night congestion around bars and public transit
- Consider parking incentives for students to use new car sharing and CDTA programs, have more creative solutions
- Strengthen design guidelines, look at historical docs from original Pine Hills development
- Include Madison Ave Traffic Calming and Bike Plan

Question 3:

- Don't use branding examples shown. Some new ideas:" Midtown" (like Upper Madison), add name to Pine Hills with motto
- Bring in history of area
- Focus on positive things about living in this area – centrality, accessibility, vibrancy – "Center City"

Question 4:

- Building Codes – enforce "disorderly house"
- Add code fines to owners tax bill

Group 4

Question 2:

- Need Convenience stores – challenging with no liq. Licenses
  Enhance "welcome to neigh. & increase follow ups
- Revise bus schedule
- Use parks better and more frequently.

Question 4:

- Lighting
- Code in rental properties
- Community Events

Question 5:

- Underground frats
  - Recognizing
  - Repercussions for unrecognized
- More realistic in expectations
  - Mix of student vs. homeowners
  - Insulate homeowners

- Balance
- Website & Social Media
  - Students more likely to see social media
- Involvement
  - Through Student Groups
  - Requirements for new projects
- Businesses
  - Restaurants (nicer & more)
  - Stewards-type closer – more food, more supplies
  - BID/Merchants Assoc. needs university/college help
- Community Events
  - Block Party – boost morale, promote project
  - Use parks
  - Clean-ups
- Better lighting in parks
- Regular and more frequent bus schedule
- Better lighting
  - Eastern side of Ontario
  - Residential Streets
  - Keep house lights on
  - Spring
  - Down angle
  - Pedestrian scale
  - Both sides of street
- Code Enforcement
  - Everyone wants to live in good housing
  - "Welcome to the Neighborhood?
    - APD, UA, St. Rose
    - Follow-up, Spring too

<u>Group 5</u>

Question 2:

- Community Policing/crime
- Educating landlords/enforcement
- Enforcement in quality of life issues

Question 3:

- Service station limits?
- Special permit only?

Question 4:

- Building Codes – enforce "disorderly house"
- Add code fines to owners tax bill

4.0 Conclusions

The second workshop was successful in attracting an engaged group of residents who were eager to discuss a range of improvements. Participants included residents, students, business owners, landlords, city officials and elected officials – all of whom were eager to discuss the implications of the various recommendations proposed. Despite the wide array of issues discussed at the workshop, several key themes and recommendations emerged that should be addressed in the Final Report.

The groups' respective presentations at the end of the workshop revealed that reducing crime and enhancing overall safety were the most important priorities for the Education District. Most of the strategies proposed in the presentation, including CPTED were looked upon favorably. When asked to rate the importance of the improvement categories, CPTED and Zoning/Code Enforcement were consistently the top two priorities. The Sidewalks, etc. and Traffic/Pedestrians/Bicycles categories were both rated comparably as the third or fourth most important category. All of the groups listed branding as the least important improvement category.

In addition to improving design standards, participants expressed a need for increased community involvement. Increasing awareness about community policing was generally agreed to be an important way to reduce crime. Some ideas to boost morale and promote ownership in public spaces included neighborhood cleanups and block parties. Some participants felt the universities should promote student involvement in the community and that they could help support a Business Improvement District or Merchants Association. They could also take advantage of social media outlets such as Facebook to help bring stakeholders together.

An emphasis was placed on the need to strengthen housing and property maintenance standards. Improvement on code enforcement was cited. There was support for a "disorderly house" designation, increasing code fines and adding fines to owners' tax bills. Some felt that the Grouper Law, which prohibits more than three unrelated persons living in the same house, should be repealed or expanded to four unrelated persons, as long as the unit was certified for four bedrooms. Developers stated that this law was a disincentive for them to invest in and/or rehabilitate residential housing.

Some participants expressed concern about the branding examples shown. Even though branding was listed as the least most important priority (Table 1), two of the groups came up with ideas for new names for the Education District.

With regard to transportation, an emphasis was placed on the need to consider recommendations for Madison Avenue traffic calming and bike improvements. Parking incentives should also be considered to incentivize students to use new car sharing and CDTA programs. Given the measurable overlap among the various causes, solutions, and suggestions offered by the respective groups, these responses should be taken into consideration for the final report.

Community Strategies

Coordinated landlord communication helps reduce crime and foster trust. Sharing information on troublesome residents can prevent evicted tenants from moving to a nearby building. Regular communication can create the opportunity for landlords to put informal pressure on each other to maintain their buildings.

Neighborhood groups or organizations can help implement neighborhood programs, clean-up events, or amenities like neighborhood trash receptacles.

Contacts

The Department of General Services
Report concerns regarding street lights and municipal or building code enforcement **434-CITY** Monday- Friday, 9AM to 5PM.

Report a non-emergency incident like truancy or gang related activities to the **Police Department:** (518) 438-4000.

Raise larger concerns to your Common Councilmember. The Common Council meets the first and third Monday of each month in the Common Council Chambers in City Hall. For more information call: (518)434-5087. More information regarding City code and services can be found at www.AlbanyNY.gov

Brochure created September 2010 as part of the Midtown Education District Enhancement Study by Kisha Santiago & Omar J. Peters, Masters in Regional Planning students at the University at Albany, in conjunction with BFJ Planning

Capital District Transportation Committee

The Official Site of the city of ALBANY, NY

UNIVERSITY AT ALBANY

The College of Saint Rose

CITY OF ALBANY
DEPARTMENT OF DEVELOPMENT & PLANNING
21 Lodge Street, Albany, New York 12207

Neighborhood Safety Through Environmental Design - A Citizen's Guide

What Can You Do To Improve Safety?

Safe Neighborhoods

Real or perceived, crime affects the quality of life for residents. The popular "broken windows theory" is based on the belief that areas appearing to be neglected and lacking community cohesion are magnets for delinquent behavior. This may be represented by litter, graffiti, regular disorderly conduct and other indicators of a transient community.

There are simple strategies to help deter crime in your neighborhood. Crime Prevention Through Environmental Design (CPTED) are strategies that modify the existing environment to help reduce crime. This popular method allows home and business owners, as well as renters the opportunity to create a visible and active street. Visibility and private vs. public space markers help to create a safer neighborhood for residents and visitors.

The term 'placemaking' refers to targeted actions that result in creating a neighborhood identity. There are many strategies involved including neighborhood branding, uniform tree/flower planting or signage, focal areas for community activities that are visible to the public, and hosting regular events.

The idea behind these strategies is that community engagement creates a more interactive and intimate community which indicates resident ownership and intolerance to crime or delinquent behavior.

Keep Areas Well Lit

Consider installing wall-mounted lights outside of doorways and outdoor motion lights for walkways and backyard access areas. Solar & fluorescent lights are inexpensive ways to create natural surveillance.

Maintenance

While it is the responsibility of property owners to maintain their home or business, there are ways everyone can pitch-in. Tenant participation and responsibility can be encouraged through rent incentives as well as incorporated into lease agreements. Hold business owners more accountable and encourage them to keep trash receptacles near stores.

Claim Ownership of Your Street

There are subtle ways to claim ownership of your community. Sidewalk chalk art, bulletin boards, and decorative elements tell passersby walking through a block that families or concerned residents are present.

Crime Prevention Through Environmental Design

Promote Natural Surveillance

- Illuminate open areas and exterior doors.
- Clear obstructions from windows to allow you to observe your property from inside your home.
- Keep shrubbery short (under 3ft) to create visibility and remove blind spots or hiding places.

Create Physical Barriers to Access

- Close off dead-end spaces and private areas with fences, gates, or landscaping.
- Install and use dead-bolt locks on exterior doors.

Reinforce Private/Public Areas

- Define your property and private areas with plantings, ornaments, and yard decorations.
- Make your street address clearly visible from the street.

Maintain Building and Property

- Prune tree branches (keep 7ft off the ground) and shrubs short (under 3ft).
- Keep Property and building exterior clean and tend to needed repairs.
- Frequently empty trash receptacles and report code violations.

Albany Education District Sidewalks and Maintenance Strips

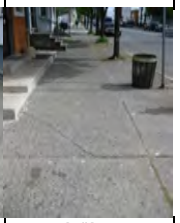
Sidewalks

Image										
Street Name	Ontario Street	Ontario Street	Ontario Street	Ontario Street	Ontario Street	Ontario Street	Ontario Street	Ontario Street	Ontario Street	Ontario Street
Location	Between Hudson Ave. and Hamilton St. East Side	Between Hudson Ave. and Hamilton St. West Side	Between Western Ave. and Hudson Ave. East Side	Between Hudson Ave. and Hamilton St. East Side	Between Hamilton St. and Madison Ave. West Side	Between Hamilton St. and Madison Ave. East Side	Between Western Ave. and State St. East Side	Between Western Ave. and State Street. West Side	Between Washington Ave. and State St. West Side	Between Washington Ave. and Spring St. East Side
General Condition	Good	Good	Good	Fair	Good	Good	Good	Good	Good	Fair
Pavement Type	Concrete/Type C	Concrete/Type C	Concrete/Type B	Concrete/Type B	Concrete/Type C	Concrete/Type C	Concrete/Type B	Concrete/Type B	Concrete/Type B	Concrete/Type C
Maintenance Strip	None	None	Asphalt	Concrete	Concrete	Concrete	Grass	Grass	Grass	None
Length	235' x 8'	235' x 8'	245' x 5'	262' x 10'	292' x 10'	292' x 10'	292' x 10'	570' x 5'	383' x 5'	156' x 5'
Photo Location	1	2	3	4	5	6	7	8	9	10
Image										
Street Name	Ontario Street	Ontario Street	Ontario Street	Ontario Street	Ontario Street	Ontario Street	Ontario Street	Ontario Street	Ontario Street	Ontario Street
Location	Between Spring St. and State Street East Side	Between Washington Avenue And Benson Street West Side	Between Washington Avenue And Benson Street East Side	Between Benson Street and West Street East Side	Between Bradford Sreet and Kent St. West Side	Between West St.and Benson St. East Side	Between Central Ave. and Kent St. East Side	Between Central Ave. and Bradford St. West Side	Between Kent St. and Bradford Street West Side	Between Bradford Sreet and West St. East Side
General Condition	Fair	Good	Good	Good	Good	Good	Good	Good	Good	Good
Pavement Type	Concrete/Type B	Concrete/Type A	Concrete/Type C	Concrete/Type B	Concrete/Type B	Concrete/Type B	Concrete/Type C	Concrete/Type C	Concrete/Type B	Concrete/Type C
Maintenance Strip	None	Asphalt	None	Grass	Grass	Grass and Trees	None	None	Grass	Grass
Length	156' x 5'	190' x 5'	190' x 5'	263' x 5'	213' x 5'	263' x 5'	175' x 5'	175' x 5'	197' x 5'	144' x 5'
Photo Location	11	12	13	14	15	16	17	18	19	20
Image										
Street Name	Hudson Avenue	Hudson Avenue	Hudson Avenue	Hudson Avenue	Hudson Avenue	Hudson Avenue	Hudson Avenue	Hudson Avenue	Elberon Place	Elberon Place
Location	Between Quail Street and South Lake Ave. South Side	Between Quail Street and South Lake Ave. South Side	Between Quail Street and South Lake Ave. North Side	Between Quail St. and Ontario Street North Side	Between Quail St. and Ontario Street South Side	Between Partridge St. and Ontario St. South Side	Between Partridge St. and Ontario St. North Side	Between Partridge St. and Ontario St. North Side	Between Quial St. and South Lake Ave. South Side	Between Quial St. and South Lake Ave. South Side
General Condition	Good	Good	Good	Good	Good	Fair	Fair	Good	Good	Poor
Pavement Type	Concrete/Type B	Concrete/Type A	Concrete/Type A	Concrete/Type A	Concrete/Type A	Concrete/Type A	Concrete/Type A	Concrete/Type A	Concrete/Type B	Type D
Maintenance Strip	Asphalt with Trees	Asphalt with Trees	Asphalt	Asphalt/Concrete	Asphalt/Concrete	Asphalt with Trees	Grass	Grass and Trees	None	None
Length	793' x 5'	793' x 5'	793' x 5'	653' x 5'	653' x 5'	658' x 5'	484' x 5'	219' x 5'	340' x 8'	300'
Photo Location	21	22	23	24	25	26	27	28	29	30

Albany Education District Sidewalks and Maintenance Strips

Stantec

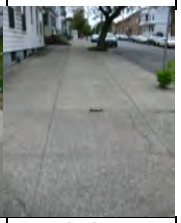
Sidewalks

Image										
Street Name	Partridge Street	Partridge Street	Partridge Street	Partridge Street	Partridge Street	Partridge Street	Partridge Street	Partridge Street	Partridge Street	Partridge Street
Location	Between Madison Ave. and Hamilton Street East Side	Between Madison Ave. and Hamilton Street East Side	Between Hamilton Street and Hudson Ave.East Side	Between Hudson Ave. and Western Ave. East Side	Between State St. and Western Ave. East Side	Between State St. and Washington Ave. East Side	Between Washington Ave. and Western Ave. West Side	Between Washington Ave. and Benson St. West Side	Between Washington Ave. and Benson St. East Side	Between Benson St. and Kent St. East Side
General Condition	Good	Excellent	Good	Good	Good	Good	Good	Good	Good	Fair
Pavement Type	Concrete/Type B	Concrete/Type B	Concrete/Type B	Concrete/Type B	Concrete/Type B	Concrete/Type B	Concrete/Type B	Concrete/Type B	Concrete/Type B	Concrete/Type B
Maintenance Strip	Grass	Grass	Grass	Grass and Trees	Grass and Trees	Grass and Trees	Grass and Trees	Grass and Trees	None	Grass and Trees
Length	292' x 5'	292' x 5'	248' x 5'	70' x 5'	768' x 5'	392' x 5'	1170' x 5'	200' x 5'	200' x 5'	207' x 5'
Photo	53	54	55	56	57	58	59	60	61	62
Image										
Street Name	Partridge Street	Partridge Street	Partridge Street	Partridge Street	Partridge Street	Quail Street	Quail Street	Quail Street	Quail Street	Quail Street
Location	Between Kent St. and Bradford St. West Side	Between Kent St. and Bradford St. East Side	Between Central Ave. and Bradford St. West Side	Between Central Ave. and Bradford St. West Side	Between Central Ave. and Bradford St. East Side	Between Hudson Ave. and Hamilton St. West Side	Between Hudson Ave., and Hamilton St. West Side	Between Western Ave. and State St. West Side	Between Madison Ave and Hamilton Street West Side	Between Madison Ave and Hamilton Street East Side
General Condition	Fair	Fair	Good	Good	Good	Good	Good	Good	Good	Good
Pavement Type	Concrete/Type B	Concrete/Type B	Concrete/Type B	Concrete/Type C	Concrete/Type A	Concrete/Type C	Asphalt/Type C	Concrete/Type C	Concrete/Type C	Concrete/Type C
Maintenance Strip	Grass and Trees	Grass and Trees	None	None	Asphalt	None	None	None	None	None
Length	250' x 5'	250' x 5'	170' x 5'	170' x 5'	170' x 5'	100' x 5'	235' x 5'	375' x 8'	292' x 5'	292' x 5'
Photo Location	63	64	65	66	67	68	69	70	71	72
Image										
Street Name	Quail Street	Quail Street	Jay Street	Quail Street	Quail Street	Quail Street	Quail Street	Quail Street	Quail Street	Quail Street
Location	Between Hudson Ave and Elberon Street East Side	Between Hudson Ave and Jay Street West Side	Across from Elberon Street South Side	Between Jay Street and Western Ave. West Side	Between Jay Street and Western Ave. East Side	Between Western Ave. and State St. East Side	Between Western Ave. and State St. West Side	Between Western Ave. and State St. East Side	Between State Street and Spring Street East Side	Between State Street and Spring Street West Side
General Condition	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
Pavement Type	Concrete/Type C	Concrete/Type C	Concrete/Type A	Concrete/Type C	Concrete/Type C	Concrete/Type C	Concrete/Type C	Concrete/Type C	Concrete/Type C	Concrete/Type C
Maintenance Strip	None	None	Asphalt	None	None	None	None	None	None	None
Length	260' x 8'	188' x 8'	101' x 5'	218' x 8'	162' x 8'	371' x 8'	371' x 8'	371' x 8'	371' x 8'	375' x 8'
Photo Location	73	74	75	76	77	78	79	80	81	82

Albany Education District Sidewalks and Maintenance Strips

Stantec

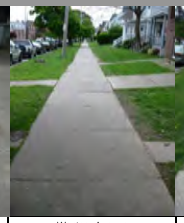
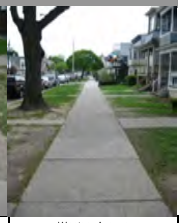
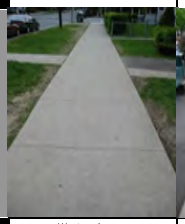
Sidewalks

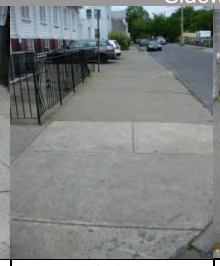
Image										
Street Name	Quail Street	Quail Street	Quail Street	Quail Street	Quail Street	Quail Street	Quail Street	Quail Street	Quail Street	Quail Street
Location	Between Spring Street and Washington Avenue West Side	Between Spring St. and Washington Avenue East Side	Between Washington Avenue and Benson Street West Side	Between Washington Ave and West Street East Side	Between Washington Ave and Benson Street West Side	Between Benson Street and West Street West Side	Between West Street Bradford Street West Side	Between West Street and Bradford St. East Side	Between Central Ave. and Bradford Street West Side	Between Central Ave. and Bradford Street East Side
General Condition	Good	Good	Fair	Good	Fair	Good	Good	Good	Good	Good
Pavement Type	Concrete/Type C	Concrete/Type C	Concrete/Type C	Concrete/Type C	Asphalt/Type C	Concrete/Type C	Concrete/Type C	Concrete/Type C	Concrete/Type C	Concrete/Type C
Maintenance Strip	None	None	None	None	None	None	None	None	None	None
Length	150' x 8'	150' x 8'	200' x 8'	356' x 8'	200' x 5'	123' x 5'	132' x 5'	132' x 8'	174' x 8'	174' x 8'
Photo	83	84	85	86	87	88	89	90	91	92
Image										
Street Name	Madison Aveune	Madison Aveune	Madison Aveune		Madison Aveune	Madison Aveune	Madison Aveune	Hamilton Street	Hamilton Street	Hamilton Street
Location	Between South Lake Ave. and Quail St. North Side	Between South Lake Ave. and Quail St. North Side	Between Quail St. and Ontario St. North Side		Between Partridge St. and Ontario St. North Side	Between Partridge St. and Ontario St. North Side	Between Partridge St. and Ontario St. North Side	Between Partridge St. and Ontario St. South Side	Between Partridge St. and Ontario St. North Side	Between Ontario St. and Quail St. South Side
General Condition	Good	Fair	Good		Good	Fair	Good	Good	Good	Fair
Pavement Type	Concrete/Type B	Concrete/Type B	Concrete/Type C	Concrete/Type C	Concrete/Type C	Concrete/Type C	Concrete/Type C	Concrete/Type A	Concrete/Type A	Concrete/Type A
Maintenance Strip	Grass with Trees	Grass with Trees	None		None with Tree Pits	None	None	Asphalt	Asphalt	Asphalt
Length	228' x 5'	565' x 5'	635' x 10'		397' x 10'	95' x 5'	168' x 5'	654' x 5'	654' x 5'	635' x 5'
Photo Location	93	94	95		96	97	98	99	100	101
Image										
Street Name	Hamilton Street	Hamilton Street	Hamilton Street	Hamilton Street	Hamilton Street	State Street	State Street	State Street	State Street	State Street
Location	Between Ontario St. and Quail St. North Side	Between Quail Street and Perry Place North Side	Between Quail Street and Perry Place South Side	Between Quail Street and Perry Place South Side	Between Quail Street and Perry Place South Side	Between Partridge St. and Ontario St. North Side	Between Partridge St. and Ontario St. South Side	Betwwn Ontario St. and Quail Street North Side	Betwwn Ontario St. and Quail Street South Side	Betwwn Quail Street and Cortland Place North Side
General Condition	Fair	Good		Poor	Poor	No Sidewalk	Fair	Excellent	Excellent	Good
Pavement Type	Asphalt/Type A	Concrete/Type B		Type D	Type D	Type D	Concrete/Type C	Asphalt/Type A	Concrete/Type C	Concrete/Type C
Maintenance Strip	Asphalt/Type A	Asphalt Grass		None	None	None	None	Asphalt	Asphalt	None
Length	635' x 5'	514' x 5'		258' Varies	NA	692'	446' x 5'	675' x 5'	675' x 5'	526' x 5'
Photo Location	102	103	104	105	106	107	108	109	110	111

Albany Education District Sidewalks and Maintenance Strips

Stantec

Sidewalks

Image										
Street Name	State Street	Washington Avenue	Washington Avenue	Washington Avenue	Washington Avenue	Washington Avenue	Western Avenue	Western Avenue	Western Avenue	Western Avenue
Location	Betwwen Quail Street and Cortland Place South Side	Between Partridge St. and Ontario St. South Side	Between Partridge St. and Ontario St. South Side	Between Partridge St. and Ontario St. North Side	Between Quail St. and Cortland Pl. South Side	Between North Lake Avenue and Cortland Pl. North Side	Between Partridge St. and Ontario St. South Side	Between Partridge St. and Ontario St. South Side	Between Partridge St. and Ontario St. South Side	Between Quail St. and Ontario St. South Side
General Condition	Good	Good	Good		Good	Good	Good	Good	Good	Fair
Pavement Type	Concrete/Type C	Concrete/Type B	Concrete/Type B		Concrete/Type C	Concrete/Type C	Concrete/Type B	Concrete/Type B	Concrete/Type B	Concrete/Type B
Maintenance Strip	None	Grass and Trees	Grass and Trees		None	None	Grass	Grass	Grass	Grass
Length	526' x 5'	692' x 5'	687' x 5'		518' x 5'	793' x 10'	714' x 5'			331' x 5'
Photo Location	112	113	114	115	116	117	118	119	120	121
Image										
Street Name	Western Avenue	Western Avenue	Western Avenue	Western Avenue		Western Avenue	Western Avenue	Western Avenue	Western Avenue	
Location	Between Quail St. and Ontario St. South Side	Between Quail St. and South Lake Ave. South Side	Between Quail St. and South Lake Ave. South Side	Between Quail St. and South Lake Ave. South Side		Between Cortland Pl. and South Lake Ave. North Side	Between Cortland Pl. and Quail St. North Side	Between Quail St. and Ontario St. North Side	Between Ontario St. and Partridge St. North Side	
General Condition	Good	Good	Fair	Good		Good	Good	Good	Good	
Pavement Type	Concrete/Type B	Concrete/Type C	Concrete/Type B	Concrete/Type B		Concrete/Type B	Concrete/Type B	Concrete/Type B	Concrete/Type B	
Maintenance Strip	Grass	Planters/Asphalt	Grass	Grass		Grass	Grass	Grass	Grass	
Length	375' x 5'	25'' x 5'	639' x 5'	165' x 5'		227' x 5'	540' x 5'	706' x 5'	714' x 5'	
Photo Location	122	123	124	125	126	127	128	129	130	131
Image										
Street Name	Cortland Place	Cortland Place	Cortland Place	Cortland Place	Cortland Place					
Location	Between Western Ave. and State Street West Side	Between Washington Ave. and Western Ave. East Side	Between Washington Ave. and Western Ave. East Side	Between State St. and Spring St. West Side	Between Spring St. and Washington Ave. West Side					
General Condition	Fair	Good	Good	Fair	Fair					
Pavement Type	Asphalt/Type A	Concrete/Type A	Concrete/Type A	Concrete/Type A	Concrete/Type A					
Maintenance Strip	None	Asphalt	Asphalt	Asphalt	Asphalt					
Length	225' x 5'	261' x 5'	356' x 5'	159' x 5'	151' x 5'					
Photo Location	132	133	134	135	136					

Albany Education District Sidewalks and Maintenance Strips	Sidewalks							
Image								
Street Name	Spring Street	Spring Street	Spring Street	Spring Street	Spring Street	Spring Street		Spring Street
Location	Between Cortland Pl. and Quail St. South Side	Between Cortland Pl. and Quail St. South Side	Between Cortland Pl. and Quail St. North Side	Between Cortland Pl. and Quail St. North Side	Between Quail Street and Ontario Street South Side	Between Quail Street and Ontario Street South Side		Between Quail Street and Ontario Street North Side
General Condition	Fair		Fair		Good	Fair		Good
Pavement Type	Concrete/Type A		Concrete/Type A		Concrete/Type C	Concrete/Type C		Concrete/Type B
Maintenance Strip	Asphalt		Asphalt		None	None		Asphalt
Length	518' x 5'		578' x 5'		177' x 5'	510' x 5'		687' x 5'
Photo Location	137	138	139	140	141	142	143	244

CDTA's BENCH AND SHELTER PROGRAM
Fact Sheet

BUDGET: CDTA's shelter program has a limited budget. To make this budget go the furthest, CDTA has negotiated a contract for bulk purchase of a standard shelter. It is a standing seam hip roof (copper color) with forest green metal, some simple scrollwork and a bench, manufactured by Brasco Inc. We also have an option to buy "vandal proof" shelters that use perforated metal instead of glass in high-vandalism locations.

Our budget is about $400,000/year for shelters and benches, including replacements. A standard 5x10 shelter costs about $12,000 to buy and install, including a concrete pad. Due to their expense, CDTA will give a higher ranking for locations that developers or landowners are willing to construct the concrete pad. Each year CDTA installs approximately 5 new shelters, 20 replacements, and 5 benches.

CRITERIA USED TO CHOOSE LOCATIONS: CDTA has a formalized criteria used to determine placement of new shelters. Lower volume stops may be offered a bench as a way to stretch the budget and provide basic accommodation. Candidates for the shelter program are evaluated using the following criteria and point system:

- Number of passengers that board at the stop (benchmark at 50/day, but exceptions are made if other conditions met) (20 points max)
- Number of routes that use the stop, with priority given to transfer points (where more than one route converge) (20 points)
- Presence/absence of safe pedestrian access (sidewalks, crosswalks, traffic light with pedestrian phase) (10 points)
- Adjacent land use (priority to higher density, transit-friendly development with street frontage) (5 points)
- Number of Customer Requests and/or recommendation by Division Superintendent or honoring prior commitments (5 points)
- Willingness of landowner/road owner to sign use agreement and/or maintain (15 points)
- Adjacent road reconstruction -- capital project or developer will pay for pad, electrical hook-up, shelter (15 points) or a pad already exists (5 points); and
- Low-income neighborhoods are given special consideration (5 points)

CDTA tracks all requests throughout the year and evaluations occur in the spring with installations occurring in the summer and early fall.

HOW TO REQUEST A BENCH OR SHELTER: CDTA Customer Information Agents @482-8822 have a form they can use for bus shelter requests that come in over the phone. You will be asked for basic information about the stop and the request. Requests are also accepted in the form of letters and petitions. Before we do the program evaluations and rankings in the spring, we also give each CDTA Division Superintendent as well as local municipalities the opportunity to nominate candidate locations. It is important to note that if the landowner/road owner is willing to put in the pad or maintain the shelter, this can elevate a location's ranking significantly, and should be noted in the request. All shelter locations must be official CDTA bus stops and be approved by the road owner/municipality and CDTA's Safety Department.

"Vandal-proof"

Standard Shelter

D4 · **Albany Education District**
Existing Tree Conditions

Trees

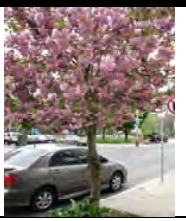
Image						
Location	Spring Street	Spring Street	Spring Street	Ontario Street	Western Avenue	Ontario Street
Condition/Hazard	Utility lines intermingled with tree branching, potential hazard during severe winter snow or summer rain storms. Difficult accessibility for National Grid linemen.		Over pruning of trees creating a malformed tree habit.			Dead tree branches
Proposed Action #1	Selective pruning		Tree remaval with smaller tree species replacement			Tree remaval with smaller tree species replacement
Proposed Action #2	Tree removal with several smaller specieis					Selective pruning
Image						
Location	Cortland Place	Cortland Place	Hamilton Street	Cortland Place	Ontario Street	Western Avenue
Condition/Hazard	Pavement damage due to root overgrowth			Blockage of light array		
Proposed Action #1	Replace pavement to circumvent root system to allow tree growth			Selective pruning		
Proposed Action #2	Tree removal with smaller tree species replacement			Tree remaval with smaller tree species replacement		

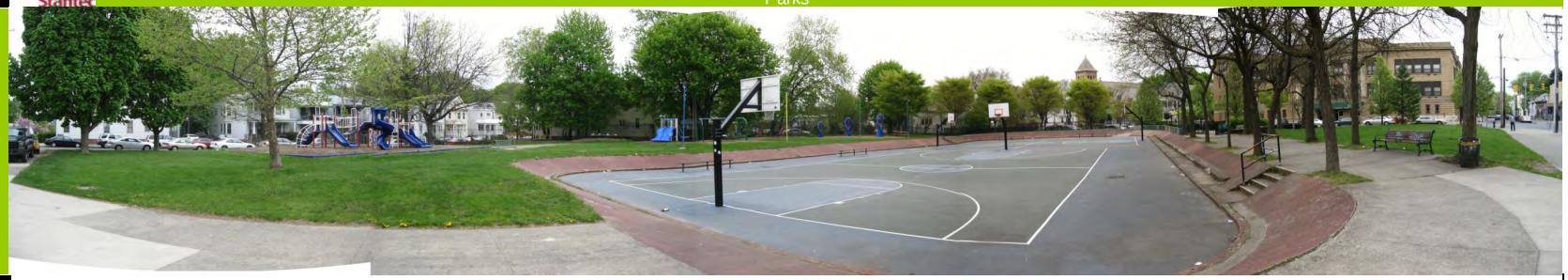
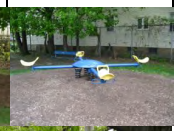
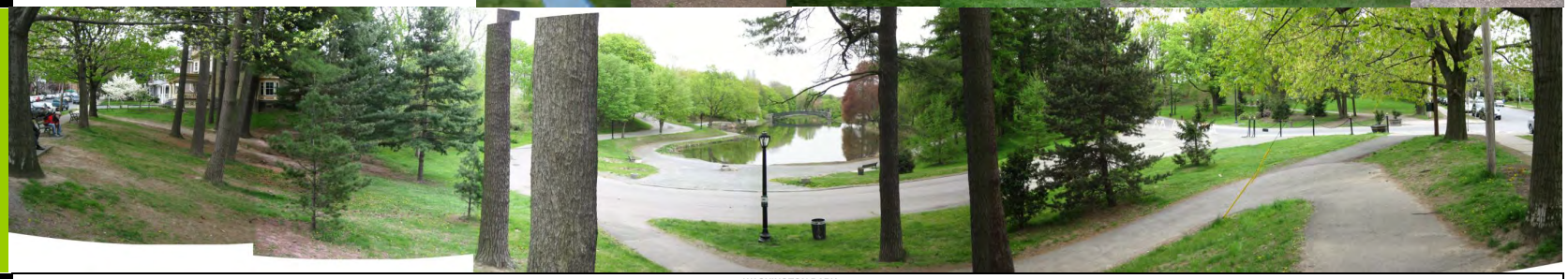
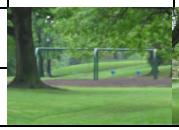
Source: Recommended Urban Trees, Urban Horticulture Institute at Cornell University

D5 - Albany Education District Street Trees

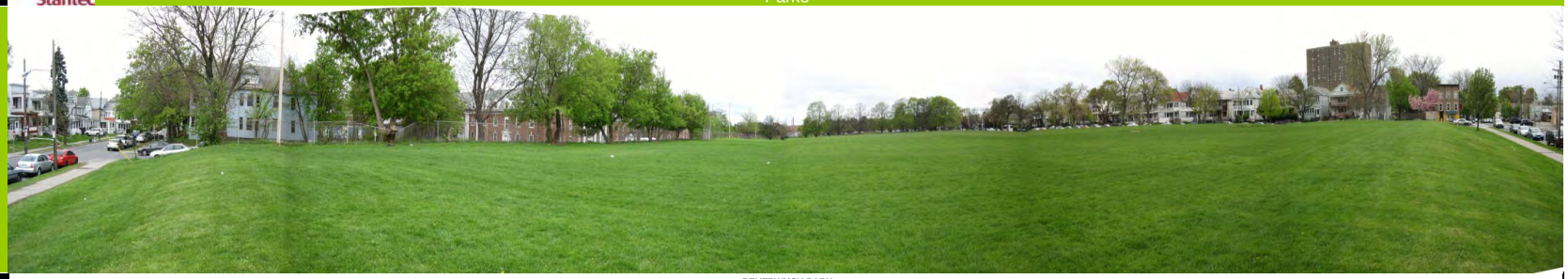
Trees

City of Albany Recommended Tree Species

Image						
Common Name	American Hornbeam	Crabapple	Winter King Hawthorn	Washington Hawtorn	Japanese Tree Lilac	Alcolade Cherry
Scientific Name	Carpinus caroliniana	Malus Species	Crataegus viridis	Sorbus aucuparia	Syringa reticulata	Prun 'Alcolade'
Specific Placement	Under utility lines	Under utility lines	Under utility lines	Under utility lines	Under utility lines	Under utility lines
Characteristics	Round spreading, Good orange-red fall color, clumps or single stem	Varies of flower colors, resistance to cedar-apple rust, fireblight, mildew and scab	Thorny, white flowers, purple -scarlet fall color, large red persistent fruit, outstanding for size and retention in water.	Round spreading, Good orange-red fall color, clumps or single stem	Large cream colored flowers in late June, tolerates drought, intolerant of standing water	Round to vase shaped, spreading, deep rose-pink bud, semi-double pink flowers, attractive bark
Maximum Height	30'	20'	30'	40'	25'	20'
Image						
Common Name	Thornless Honeylocust	Amelanchier species	Prunus sargentii	Pyrus calleryana	Koelreuteria paniculata	Liquidambar styraciflua
Scientific Name	Gleditsia triacanthos inermis	Serviceberry	Sargent Cherry	Callery Pear	Goldenraintree	Goldenraintree
Specific Placement	Streets	Under utility lines	Streets	Streets	Under utility lines	Streets
Characteristics	Pyramidal when young, irregular with age, yellow fall color. Best for reduced leaf size in fall	Upright, early white floers, edible fruit, good red to yellow fall color, clump or single stem	Vase, round with age, early pink flowers, attractive baark, bronze fall color	Round, pyramidal, white flowers in April	Round, round, yellow flower clusters in mid-summer, specify straight trunk and good branch structure	Round, round, yellow flower clusters in mid-summer, specify straight trunk and good branch structure
Maximum Height	100'	30'	50'	50'	40'	100'
Image						
Common Name	Katsura Tree	Tulip Tree	White Ash	Green Ash	London Planetree	Gingko
Scientific Name	Cercidiphylum japonicum	Liriodendron tulipifera	Fraxinus americana	Fraxinus pennsylvanica	Platanus x acerifolia	Gingko biloba
Specific Placement	Streets	Streets	Streets	Streets	Streets	Streets
Characteristics	Round , upright, new leaves bright red when unfolding, good yellow fall color	Broad, pyramidal	Good reddish to purple fall color	Oval, pyramidal, yellow fall color	Salt tolerant, pyramidal when young, open, spreading with age, tolerates wet and intermittently flooded sites	Pyramidal when young, irregular with age
Maximum Height	80'	120'	70'	60'	100'	100'

Albany Education District Playgrounds and Recreational Facilities	Parks								
Image									
Park Name	PINE HILLS PARK								
Location	Ontario Street and Madison Avenue								
Park Facilities	Apparatus	Play Equipment	Lawn space	Basketball Courts	Benches	Walkways and Paved Spaces	Trees	Lighting	Trash Receptacles	Free Information Kiosk
	Condition	Good	Fair	Good	Fair	Poor	Good	Good	Good	Optional
	Recommendations	Maintain equipment yet reduce the area they occupy	Remove and relocate erratically located paved surfaces on east side. Expand lawn spaces.	Improve periferal seating and observation	Rehabilitate or replace.	Increase pathss and circumventive walkways. Improve circulation.	Protect and add additional trees.	Increase lighting in darker areas	Utilize neiborhood centric receptacles	Add one internal and one external
General Use and Condition	The park is used frequently during the Summer months mostly by youths from college residences and the neighborhood. The basketball courts are utilized mostlyyet the play equipment is rarely utilized. It may be the reason why they are all insuch good condition. Night light allows for longer use particularly during the darker months. Seating and benches need some rehabilitation.									
Recommendation	Add two pavilions with lighting and signs to disallow loitering after dusk. Lighting should only be allowed for approved uses. Remove some all the play equipment but not all of it. Create more passive park uses. Provide improved seating in the interior of the park									
Image										
Park Name	WASHINGTON PARK									
Location	South Lake Avenue									
Park Facilities	Apparatus	Play Equipment	Lawn space	Tennis Courts	Benches	Walkways and Paved Spaces	Trees	Lighting	Trash Receptacles	Handball courts
	Condition	Good	Good	Good	Fair	Good	Good	Good	Good	Good
	Recommendations	Maintain	Park is of English Landscape Style, it should be maintained and improved in spots	Maintain	Rehabilitate or replace.	Improve	Protect and add additional trees.	Maintain	Utilize neiborhood centric receptacles	Maintain
General Use and Condition	A very well used, well designed park utilized by many of the surrounding neighborhoods.									
Recommendation	As stated in Park Facilities									

Albany Education District Playgrounds and Recreational Facilities	Parks

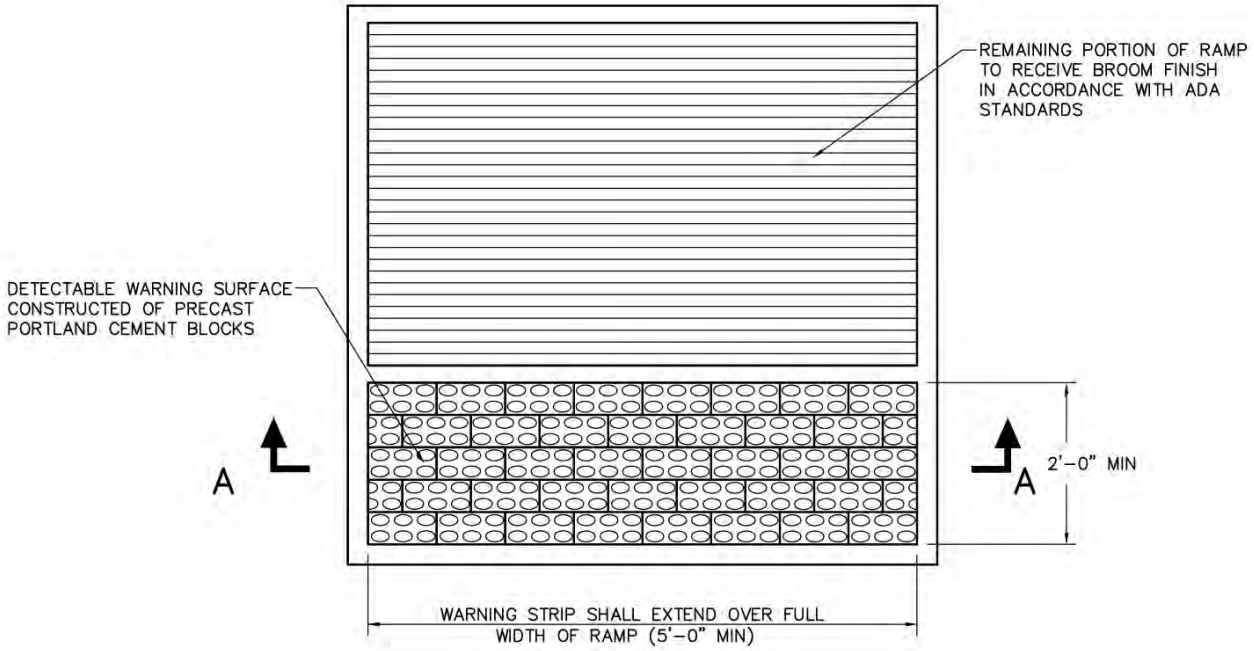
Image	

Park Name	BEVERWYCK PARK								
Location	Washington Avenue and Partridge Street								
Park Facilities	Apparatus	Baseball Fields	Lawn space	Basketball Courts	Benches	Walkways and Paved Spaces	Trees	Lighting	Trash Receptacles	Free Information Kiosk
	Condition	Fair	Good	None	None	None	Good	None	Good	None
	Recommendations	Fields may need to be improved for upgraded usage. Improve usage availability	Maintain		Add more benches at ball fields	Add a periferal walkway. Improve handicap access and access to Ualbany and College of St. Rose Dormitories.	Add trees along sidewalk areas at Washington Ave. Ontario St. and Partridge Street.	May be required at a later time if residents request it and if fields are improved for increased league use.	Utilize neiborhood centric receptacles	Add to improve usage availability notifications
General Use and Condition	This park is used during the warmer months of the year as college students approach summer break and graduation. The park is more heavily used in May than during the mid-summer months primarily for general lawn recreation (i.e. frisbee, sunning, ball play) and softball. There are three ballfields located here, two near Washinton Avenue one one near State Street.									
Recommendation	There are three worn backstops that will need some rehabilitation such as the replacement of fencing and posts and rust removal . Lawn care is generally good throughout. Vegetation is located along the parks borders. Ballfields should be upgraded (back stops, fields) for improved league use.									

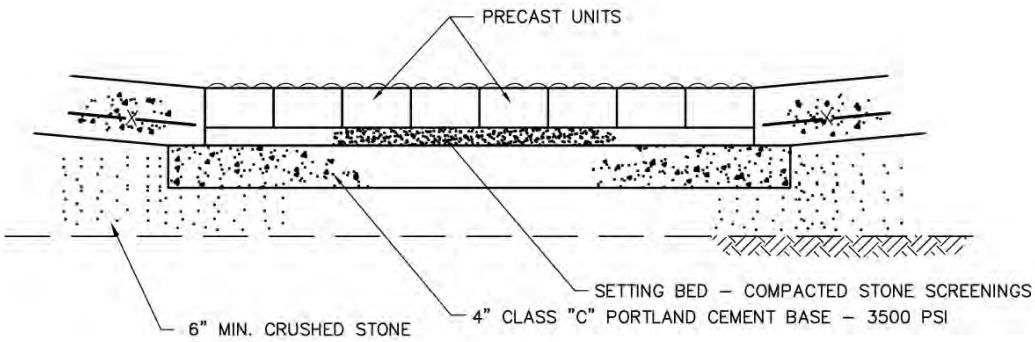
Image	

Park Name	ALBANY HIGHSCHOOL								
Location	Washington Avenue								
Park Facilities	Apparatus	Tennis Courts	Lawn space	Track	Football Field	Walkways and Paved Spaces	Trees	Lighting	Trash Receptacles	Baseball Fields
	Condition	Fair	Fair	Good	Good	Good	Good	Not lit at night		
	Recommendations	School maintainance	Many worn spots, school maintainance	School shoould provide open access for neighborhood use yet restrict public use of other facilities.	Restricted after school closure	Restricted after school closure	School maintainance	School maintainance	School maintainance	School maintainance
General Use and Condition	Use of the Albany Highschool facilities is open to established organizations yet restricted to open public use. Use can be achieved by notifying Albany Highschool Facilities Department and filling out a usage form. The initial cost is $60 dollars and XXXX each additional hour of use.									
Recommendation										

Score/Condition	Definition
1-Poor	Grounds and facilities are poorly kept damaged or does not function in accordance with its intended use. Not usable and or hazardous. Non-existent or unusable
2-Fair	Grounds and facilities are kept marginally useful. Does not function to its full capacity in accordance with its intended use. Evidence of vegetative overgrowth, weeds and cracked pavement
3-Good	Grounds and facilities are well kept and is mostly usable condition, is intact and has little/no damage to existing facilities
4-Excellent	Park grounds and play structures are new, shows no signs of wear, dilapidation or overgrowth. Functions in accordance with its desired use



PLAN



SECTION A–A

NOTES:

1. THE COLOR OF THE DETECTABLE WARNING SURFACE SHALL BE DARK GRAY, MUNSELL BOOK NOTATION BG–PB 3/5. THIS COLOR IS THE CITY OF ALBANY STANDARD COLOR FOR DETECTABLE WARNING SURFACES.
2. SEE STANDARD DETAILS FOR CURB, SIDEWALK, AND SIDEWALK RAMP INSTALLATION.
3. INSTALLATION SHALL MEET ALL APPLICABLE ADA CODES AND STANDARDS.

NO SCALE

Gerald D. Jennings, Mayor
Deirdre J. Rudolph P.E., City Engineer

CITY OF ALBANY DIVISION OF ENGINEERING
STANDARD DETAILS

DETAIL NAME:

ADA DETECTABLE WARNING STRIP DETAIL

DETAIL No.	FILE NAME:	DATE ISSUED	REVISION DATE
SW–5	SW–5.DWG	09/16/03	06/01/10

Recommended Street Lighting Changes

Date Recorded	POLE #		Primary Street Location	Approximate Reference Location	Wattage	Average Fc (Sidewalk Side)	Street Average Fc	Distance to Previous Light (ft)	Average Distance Between Lights (ft)	Tree Conflict	Recommendation	Condition/Notes
4/26/2010	76	Cobra Head	Hamilton Street	Perry Place	70 HPS	0.31		114			Increase to 150 Watt Teardrop fixture	
4/26/2010	77	Cobra Head	Hamilton Street		70 HPS	0.34		92			Increase to 150 Watt Teardrop fixture	
4/26/2010	78	Cobra Head	Hamilton Street		70 HPS	0.43		131			Increase to 150 Watt Teardrop fixture	
4/26/2010	79	Cobra Head	Hamilton Street		70 HPS	0.98		129			Increase to 150 Watt Teardrop fixture	
5/4/2010	80	Cobra Head	Hamilton Street	Quail Street	250 HPS	0.3		146		Yes	Exchange Cobrahead fixture with Teardrop fixture, selectively trim conflicting tree branches	
5/4/2010	81	Cobra Head	Hamilton Street	Quail Street	70 HPS	0.5		118			Increase to 150 Watt Teardrop fixture	
5/4/2010	82	Cobra Head	Hamilton Street		100 HPS	0.15		131			Increase to 150 Watt Teardrop fixture	
5/4/2010	83	Cobra Head	Hamilton Street		70 HPS	0.5		123		Yes	Increase to 150 Watt Teardrop fixture, selectively trim conflicting tree branches	
5/4/2010	84	Cobra Head	Hamilton Street		70 HPS	0.62		131			Increase to 150 Watt Teardrop fixture	
5/4/2010	85	Cobra Head	Hamilton Street	Ontario Street	70 HPS	0.8		116			Increase to 150 Watt Teardrop fixture	
5/4/2010	85 1/2	Cobra Head	Hamilton Street	Ontario Street	70 HPS	0.3		140			Increase to 150 Watt Teardrop fixture	
4/26/2010	86	Cobra Head	Hamilton Street		70 HPS	0.52		133			Increase to 150 Watt Teardrop fixture	
4/26/2010	87	Cobra Head	Hamilton Street		70 HPS	0.69		65			Increase to 150 Watt Teardrop fixture	
4/26/2010	88	Cobra Head	Hamilton Street		70 HPS	0.49		112			Increase to 150 Watt Teardrop fixture	
5/10/2010	89	Cobra Head	Hamilton Street		70 HPS	0.35		127			Increase to 150 Watt Teardrop fixture	
4/26/2010	90	Cobra Head	Hamilton Street	Partridge Street	70 HPS	0.13	0.46	0	121	Yes	Increase to 150 Watt Teardrop fixture, selectively trim conflicting tree branches	
4/26/2010	75	Cobra Head	Hudson Avenue	South Lake Avenue	70 HPS	0.87					Increase to 150 Watt Teardrop fixture	
4/26/2010	75 1/2	Cobra Head	Hudson Avenue		70 HPS	0.75		79		Yes	Increase to 150 Watt Teardrop fixture, selectively trim conflicting tree branches	
4/26/2010	76	Cobra Head	Hudson Avenue		70 HPS	0.49		84		Yes	Increase to 150 Watt Teardrop fixture, selectively trim conflicting tree branches	
4/26/2010	77	Cobra Head	Hudson Avenue		70 HPS	0.33		156			Increase to 150 Watt Teardrop fixture	
4/26/2010	78	Cobra Head	Hudson Avenue		70 HPS	0.23		119			Increase to 150 Watt Teardrop fixture	
4/26/2010	79	Cobra Head	Hudson Avenue	Quail Street	70 HPS	0.34		109			Increase to 150 Watt Teardrop fixture	
4/26/2010	81	Cobra Head	Hudson Avenue	Quail Street	70 HPS	0.6		224			Increase to 150 Watt Teardrop fixture	
4/26/2010	82	Cobra Head	Hudson Avenue		70 HPS	0.31		93			Increase to 150 Watt Teardrop fixture	
4/26/2010	83	Cobra Head	Hudson Avenue		70 HPS	0.32		95			Increase to 150 Watt Teardrop fixture	
4/26/2010	83 1/2	Cobra Head	Hudson Avenue		70 HPS	0.29		81			Increase to 150 Watt Teardrop fixture	
4/26/2010	85	Cobra Head	Hudson Avenue		70 HPS	0.27		147			Increase to 150 Watt Teardrop fixture	
4/26/2010	86	Cobra Head	Hudson Avenue		70 HPS	0.27		95			Increase to 150 Watt Teardrop fixture	
4/26/2010	87	Cobra Head	Hudson Avenue	Ontario Street	70 HPS	0.9		114			Increase to 150 Watt Teardrop fixture	
4/26/2010	89	Cobra Head	Hudson Avenue		70 HPS	0.46		156			Increase to 150 Watt Teardrop fixture	
4/26/2010	91	Cobra Head	Hudson Avenue		70 HPS	0.28		179			Increase to 150 Watt Teardrop fixture	
4/26/2010	92	Cobra Head	Hudson Avenue		70 HPS	0.5		113			Increase to 150 Watt Teardrop fixture	
4/26/2010	93	Cobra Head	Hudson Avenue		70 HPS	0.26		101			Increase to 150 Watt Teardrop fixture	
4/26/2010	94	Cobra Head	Hudson Avenue	Partridge Street	70 HPS	0.28	0.43	92	120		Increase to 150 Watt Teardrop fixture	
4/26/2010	19	Cobra Head	Ontario Street	Madison Avenue	250 HPS	4.54		84			Exchange Cobrahead fixture with Teardrop fixture.	
4/26/2010	20	Flood Light	Ontario Street		400 HPS	4.85		103			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	21	Flood Light	Ontario Street		400 HPS	4.74		69			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	22	Cobra Head	Ontario Street	Hamilton Street	250 HPS	1.5		100			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	23	Cobra Head	Ontario Street		150 HPS	1		135			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	24	Cobra Head	Ontario Street		150 HPS	0.9		236			Exchange Cobrahead fixture with Teardrop fixture	
4/29/2010	26	Cobra Head	Ontario Street		100 HPS	0.47		124			Increase to 150 Watt Teardrop fixture	
5/4/2010	27	Cobra Head	Ontario Street	Western Avenue	250 HPS	2		74			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	28	Cobra Head	Ontario Street		150 HPS	0.58		126			Increase to 250 Watt Teardrop fixture	
4/28/2010	30	Cobra Head	Ontario Street		150 HPS	1.25		72			Increase to 250 Watt Teardrop fixture	
4/28/2010	31	Cobra Head	Ontario Street		150 HPS	0.36		247			Increase to 250 Watt Teardrop fixture	Add National Grid Presidential Poles with Acorn Globe on opposite side of street. Space evenly in accordance with lighting consultant recommendations
4/28/2010	32	Cobra Head	Ontario Street		150 HPS	0.87		164			Increase to 250 Watt Teardrop fixture	
4/28/2010	33 1/2	Cobra Head	Ontario Street	State Street	1000 HPS	57.57		192			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	35-1	Cobra Head	Ontario Street		150 HPS	0.71		98			Increase to 250 Watt Teardrop fixture	
5/4/2010	37	Cobra Head	Ontario Street	Washington Avenue	150 HPS	0.92		247			Increase to 250 Watt Teardrop fixture	
4/29/2010	38	Cobra Head	Ontario Street		150 HPS	1.2		142			Exchange Cobrahead fixture with Teardrop fixture	
4/29/2010	39	Cobra Head	Ontario Street	Benson Street	250 HPS	0.21		138			Increase to 400 Watt Teardrop fixture	
4/29/2010	40	Cobra Head	Ontario Street		250 HPS	1.83		115			Exchange Cobrahead fixture with Teardrop fixture	
4/29/2010	41	Cobra Head	Ontario Street	West Street	250 HPS	1.23		116		Yes	Exchange Cobrahead fixture with Teardrop fixture, selectively trim conflicting tree branches	
4/29/2010	42	Cobra Head	Ontario Street		250 HPS	1.05		124			Exchange Cobrahead fixture with Teardrop fixture	
4/29/2010	43	Cobra Head	Ontario Street	Bradford Street	250 HPS	7.78		134			Exchange Cobrahead fixture with Teardrop fixture	
4/29/2010	43	Cobra Head	Ontario Street	Central Avenue	250 HPS	1.54	4.41		135	Yes	Exchange Cobrahead fixture with Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	85	Cobra Head	Madison Avenue	South Lake Avenue	250 HPS	1.28					Exchange Cobrahead fixture with Teardrop fixture	
5/10/2010	86	Cobra Head	Madison Avenue		250 HPS	1.48		98		Yes	Exchange Cobrahead fixture with Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	87	Cobra Head	Madison Avenue		250 HPS	1.3		118			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	88	Cobra Head	Madison Avenue		250 HPS	0.96		110			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	96	Cobra Head	Madison Avenue		250 HPS	1.14		116			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	97	Cobra Head	Madison Avenue		250 HPS	1.05		129		Yes	Exchange Cobrahead fixture with Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	98	Cobra Head	Madison Avenue	Quail Street	250 HPS	0.86		123		Yes	Exchange Cobrahead fixture with Teardrop fixture, selectively trim conflicting tree branches	
4/29/2010	99	Cobra Head	Madison Avenue	Quail Street	250 HPS	1.58		159			Exchange Cobrahead fixture with Teardrop fixture	
4/29/2010	100	Cobra Head	Madison Avenue		250 HPS	0.59		111			Exchange Cobrahead fixture with Teardrop fixture	
4/29/2010	101	Cobra Head	Madison Avenue		250 HPS	1.28		108			Exchange Cobrahead fixture with Teardrop fixture	
4/29/2010	102	Cobra Head	Madison Avenue		250 HPS	1.77		110			Exchange Cobrahead fixture with Teardrop fixture	
4/29/2010	103	Cobra Head	Madison Avenue		250 HPS	1.47		120			Exchange Cobrahead fixture with Teardrop fixture	
4/29/2010	104	Cobra Head	Madison Avenue		250 HPS	1.1		128			Exchange Cobrahead fixture with Teardrop fixture	
4/29/2010	105	Cobra Head	Madison Avenue	Ontario Street	400 HPS	4.54		110			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	106	Cobra Head	Madison Avenue	Ontario Street	250 HPS	2.47		64			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	107	Cobra Head	Madison Avenue		250 HPS	1.53		95			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	108	Cobra Head	Madison Avenue		250 HPS	1.53		119			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	109	Cobra Head	Madison Avenue		250 HPS	1.54		93			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	110	Cobra Head	Madison Avenue		250 HPS	1.71		118			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	111	Cobra Head	Madison Avenue		250 HPS	1.15		138			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	112	Cobra Head	Madison Avenue	Partridge Street	250 HPS	1.73	1.53	95	113		Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	47	Cobra Head	Partridge Street	Madison Avenue	150 HPS	0.59		134		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	48	Cobra Head	Partridge Street		150 HPS	1.5		113		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	49	Cobra Head	Partridge Street	Hamilton Street	250 HPS	1.27					Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	50	Cobra Head	Partridge Street		150 HPS	0.61		137			Increase to 250 Watt Teardrop fixture	

Recommended Street Lighting Changes (continued)

5/4/2010	51	Cobra Head	Partridge Street	Hudson Avenue	250 HPS	3.45		104			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	52	Cobra Head	Partridge Street	Western Avenue	250 HPS	2.9		94			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	53	Cobra Head	Partridge Street		400 HPS	3.6				Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	54	Cobra Head	Partridge Street		400 HPS	4.9		136		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	55	Cobra Head	Partridge Street		400 HPS	5.3		128		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	56	Cobra Head	Partridge Street		400 HPS	16.3		123		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	57	Cobra Head	Partridge Street		400 HPS	3.26		126		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	58	Cobra Head	Partridge Street		400 HPS	3		119		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	59	Cobra Head	Partridge Street	State Street	400 HPS	20.3		132		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	60	Cobra Head	Partridge Street		400 HPS	4.67		129		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	61	Cobra Head	Partridge Street		400 HPS	5.9		119		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	62	Cobra Head	Partridge Street	Washington Avenue	400 HPS	5.21		135			Exchange Cobrahead fixture with Teardrop fixture	
4/29/2010	64	Cobra Head	Partridge Street		150 HPS	1		220		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/29/2010	65	Cobra Head	Partridge Street	Benson Street	150 HPS	1.29		124		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/29/2010	66	Cobra Head	Partridge Street		150 HPS	0.35		129		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/29/2010	67	Cobra Head	Partridge Street	Kent Street	150 HPS	0.92		134			Exchange Cobrahead fixture with Teardrop fixture	
4/29/2010	68	Cobra Head	Partridge Street		150 HPS	1.6		99			Exchange Cobrahead fixture with Teardrop fixture	
4/29/2010	NN	Lamp	Partridge Street		?	1.5		144			No Change	
4/29/2010	70	Cobra Head	Partridge Street	West Street	150 HPS	0.89		102		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/29/2010	84	Cobra Head	Partridge Street		250 HPS	2.16	3.85	157	129		Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	26	Cobra Head	Quail Street	Madison Avenue	100 HPS	2					Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	28	Cobra Head	Quail Street	Hamilton Street	150 HPS	2.19		185			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	30	Cobra Head	Quail Street	Hamilton Street	250 HPS	1.7		196			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	31	Cobra Head	Quail Street		250 HPS	2.2		89			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	32 1/2	Cobra Head	Quail Street	Hudson Avenue	250 HPS	3.3		101			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	33	Cobra Head	Quail Street	Hudson Avenue	250 HPS	6.69		122			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	34	Cobra Head	Quail Street		250 HPS	0.35		126			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	35	Cobra Head	Quail Street	Elberon Place	250 HPS	3.2		95			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	35 1/2	Cobra Head	Quail Street	Elberon Place	250 HPS	0.97		70			Exchange Cobrahead fixture with Teardrop fixture	
5/10/2010	36	Cobra Head	Quail Street		250 HPS	3.16		63			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	37	Cobra Head	Quail Street		250 HPS	0.61		48			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	38	Cobra Head	Quail Street	Wesrern Avenue	250 HPS	0.22		96			Exchange Cobrahead fixture with Teardrop fixture	Add National Grid Presidential Poles with Acorn Globe on opposite side of street. Space evenly in accordance with lighting consultant recommendations
4/26/2010	40	Cobra Head	Quail Street		250 HPS	3.3		226			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	41	Cobra Head	Quail Street	State Street	250 HPS	0.9		137			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	42	Cobra Head	Quail Street		250 HPS	3		111			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	43	Cobra Head	Quail Street	Spring Street	250 HPS	10.6		140			Exchange Cobrahead fixture with Teardrop fixture	
4/30/2010	45	Cobra Head	Quail Street		250 HPS	2.75		147			Exchange Cobrahead fixture with Teardrop fixture	
5/4/2010	46	Cobra Head	Quail Street	Washington Avenue	250 HPS	2.7					Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	47	Cobra Head	Quail Street		250 HPS	2.8		105			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	48	Cobra Head	Quail Street	Benson Street	250 HPS	0.3		152			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	49 1/2	Cobra Head	Quail Street	West Street	250 HPS	5.8		161			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	50	Cobra Head	Quail Street	Bradford Street	400 HPS	5.6		133			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	50-1	Cobra Head	Quail Street	CentraL Avenue	150 HPS	1.04	2.84	164	127		Exchange Cobrahead fixture with Teardrop fixture	
5/10/2010	25	Cobra Head	Bradford Street	Quail Street	400 HPS	7.45		95			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	2	Cobra Head	Elberon Street	South Lake Avenue	400 HPS	1.8		118			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	3	Cobra Head	Elberon Street		400 HPS	1.93		231			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	5	Cobra Head	Elberon Street		400 HPS	5		137			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	6	Cobra Head	Elberon Street		400 HPS	4.3		117			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	7	Cobra Head	Elberon Street		400 HPS	2.3		78			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	8	Cobra Head	Elberon Street	Quail Street	400 HPS	7.4	4.31	55	119		Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	33	Cobra Head	State Street	Partridge Street	400 HPS	4.4					Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	33-1	Cobra Head	State Street	Beverwyck Park	400 HPS/400HPS	3.8		171			Exchange Cobrahead fixture with Teardrop fixture on street side	Double mounted Cobraheads
4/28/2010	33-2	Cobra Head	State Street	Beverwyck Park	400 HPS	3.64		189			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	33-3	Cobra Head	State Street	Beverwyck Park	400 HPS	3.04	3.72	203	188		Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	68 1/2	Cobra Head	State Street	Cortland Place	150 HPS	0.54				Yes	Selectively trim conflicting tree branches	
4/26/2010	68	Cobra Head	State Street	Cortland Place	70 HPS	0.34		50		Yes	Increase to 150 Watt tear drop fixture, selectively trim conflicting tree branches	
4/26/2010	70	Cobra Head	State Street		70 HPS	0.32		197			Increase to 150 Watt Teardrop fixture	
4/26/2010	71	Cobra Head	State Street		70 HPS	0.42		101			Increase to 150 Watt Teardrop fixture	
4/26/2010	72	Cobra Head	State Street		70 HPS	0.38		109			Increase to 150 Watt Teardrop fixture	
4/26/2010	72 1/2	Cobra Head	State Street	Quail Street	70 HPS	0.53		73			Increase to 150 Watt Teardrop fixture	
4/28/2010	73	Cobra Head	State Street	Quail Street	70 HPS	0.67		97			Increase to 150 Watt Teardrop fixture	
4/28/2010	74	Cobra Head	State Street		70 HPS	0.69		85			Increase to 150 Watt Teardrop fixture	
4/28/2010	75	Cobra Head	State Street		70 HPS	0.75		142			Increase to 150 Watt Teardrop fixture	
4/28/2010	76	Cobra Head	State Street		70 HPS	0.75		100			Increase to 150 Watt Teardrop fixture	
4/28/2010	77	Cobra Head	State Street		70 HPS	0.58		107			Increase to 150 Watt Teardrop fixture	
4/28/2010	78	Cobra Head	State Street	Ontario Street	70 HPS	0.25	0.52	125	108		Increase to 150 Watt Teardrop fixture	
4/28/2010	35	Cobra Head	Spring Street		100 HPS	0.35					Increase to 150 Watt Teardrop fixture	
4/28/2010	37	Cobra Head	Spring Street		100 HPS	0.05		201		Yes	Increase to 150 Watt tear drop fixture, selectively trim conflicting tree branches	
4/28/2010	39	Cobra Head	Spring Street	Quail Street	100 HPS	0.96		65			Increase to 150 Watt Teardrop fixture	
4/28/2010	42 1/2	Cobra Head	Spring Street		100 HPS/250 HPS	2.4		241			Increase to 150 Watt Teardrop fixture	
4/28/2010	44	Cobra Head	Spring Street		100 HPS	0.4		232		Yes	Increase to 150 Watt Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	47	Cobra Head	Spring Street	Ontario Street	150 HPS	1.03	0.87	212	190		Increase to 150 Watt Teardrop fixture	
4/26/2010	1	Cobra Head	Cortland Place	St. Vincents	70 HPS	7.63				Yes	Increase to 150 Watt Teardrop fixture, selectively trim conflicting tree branches	
4/26/2010	5	Cobra Head	Cortland Place		70 HPS	0.54		297			Increase to 150 Watt Teardrop fixture	
4/26/2010	6	Cobra Head	Cortland Place	Spring Street	70 HPS	0.79		89			Increase to 150 Watt Teardrop fixture	
4/26/2010	7	Cobra Head	Cortland Place	Washington Avenue	70 HPS	0.26	2.31	88	158		Increase to 150 Watt Teardrop fixture add additional pole	
4/26/2010	1	Cobra Head	North Lake Avenue	Western Avenue	250 HPS	5				Yes	Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	2	Cobra Head	North Lake Avenue		250 HPS	4.5		157		Yes	Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	3	Cobra Head	North Lake Avenue		250 HPS	2.15		163			Exchange Cobrahead fixture with Teardrop fixture	
5/10/2010	6	Cobra Head	North Lake Avenue	Washington Avenue	250 HPS	6.4		0			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	7 1/2	Cobra Head	North Lake Avenue	West Street	1000 HPS	17.06		160			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	8	Cobra Head	North Lake Avenue		250 HPS	0.24		123			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	8 1/2	Cobra Head	North Lake Avenue	Bradford Street	250 HPS	1.5		126			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	17-1	Cobra Head	North Lake Avenue	CentraL Avenue	250 HPS	2	4.86	112	120		Exchange Cobrahead fixture with Teardrop fixture	
5/4/2010	NN	Cobra Head	South Lake Avenue	Madison Avenue	150 HPS	3.5					Increase to 250 Watt Teardrop fixture	
4/26/2010	21	Cobra Head	South Lake Avenue	Madison Avenue	100 HPS	0.5				Yes	Increase to 250 Watt Teardrop fixture, selectively trim conflicting tree branches	
4/26/2010	22	Cobra Head	South Lake Avenue		100 HPS	0.45		110		Yes	Increase to 250 Watt Teardrop fixture, selectively trim conflicting tree branches	

Recommended Street Lighting Changes (continued)

4/26/2010	23	Cobra Head	South Lake Avenue		100 HPS	0.63		109		Yes	Increase to 250 Watt Teardrop fixture, selectively trim conflicting tree branches	
4/26/2010	20 1/2	Cobra Head	South Lake Avenue		100 HPS	0.63		119		Yes	Increase to 250 Watt Teardrop fixture, selectively trim conflicting tree branches	
4/26/2010	25	Cobra Head	South Lake Avenue	Hudson Avenue	250 HPS	4.16		120		Yes	Increase to 250 Watt Teardrop fixture, selectively trim conflicting tree branches	
4/26/2010	26	Cobra Head	South Lake Avenue	Elberon Place	100 HPS	0.35		122			Increase to 250 Watt Teardrop fixture	
4/26/2010	27	Cobra Head	South Lake Avenue		100 HPS	0.35		125			Increase to 250 Watt Teardrop fixture	
4/26/2010	28	Cobra Head	South Lake Avenue		100 HPS	0.8		92			Increase to 250 Watt Teardrop fixture	
4/26/2010	29	Cobra Head	South Lake Avenue		100 HPS	0.28		105		Yes	Increase to 250 Watt Teardrop fixture, selectively trim conflicting tree branches	
4/26/2010	30	Cobra Head	South Lake Avenue		100 HPS	0.6		119			Increase to 250 Watt Teardrop fixture	
4/26/2010	32	Cobra Head	South Lake Avenue	Western Avenue	400 HPS	0.6	1.07	141	116		Exchange Cobrahead fixture with Teardrop fixture	
1/25/2011	6	Cobra Head	Western Avenue	Robin Street	250 HPS	0.19		75			Exchange Cobrahead fixture with Teardrop fixture	Distance from Pole 25 on Robin Street
1/25/2011	7	Cobra Head	Western Avenue	Robin Street	250 HPS	4.06		265			Exchange Cobrahead fixture with Teardrop fixture	
1/25/2011	8	Cobra Head	Western Avenue		250 HPS	0.87		114			Exchange Cobrahead fixture with Teardrop fixture	
1/25/2011	9	Cobra Head	Western Avenue		250 HPS/400 HPS	0.81		123			Exchange Cobrahead fixture with Teardrop fixture	Double Mount with Two Cobraheads
1/25/2011	10	Cobra Head	Western Avenue		250 HPS/400 HPS	5.19		118			Exchange Cobrahead fixture with Teardrop fixture	Double Mount with One Cobrahead and One Flood Light (400 Watt)
1/25/2011	11	Cobra Head	Western Avenue		250 HPS/400 HPS	5.75		119			Exchange Cobrahead fixture with Teardrop fixture	Double Mount with One Cobrahead and One Flood Light (400 Watt)
1/25/2011	12	Cobra Head	Western Avenue		400 HPS	2.44		126			Exchange Cobrahead fixture with Teardrop fixture	Flood Light
1/25/2011	13	Cobra Head	Western Avenue		250 HPS/400 HPS	2.77		119			Exchange Cobrahead fixture with Teardrop fixture	
1/25/2011	14	Cobra Head	Western Avenue		250 HPS	0.82		120			Exchange Cobrahead fixture with Teardrop fixture	
1/31/2011	88	Acorn Globe	Western Avenue	Robin Street	100 HPS	0.5		30			No Change	
1/31/2011	89	Acorn Globe	Western Avenue	Robin Street	100 HPS	0.89		67			No Change	
1/31/2011	90	Acorn Globe	Western Avenue	Robin Street	100 HPS	1.53	2.15	67	112		No Change	
4/26/2010	15	Cobra Head	Western Avenue	North Lake Avenue	250 HPS	0.61		122			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	16	Cobra Head	Western Avenue		250 HPS	1					Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	17	Cobra Head	Western Avenue		250 HPS	1		111			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	18	Cobra Head	Western Avenue	Cortland Place	250 HPS	1		131			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	19	Cobra Head	Western Avenue		250 HPS	1		130			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	20	Cobra Head	Western Avenue		250 HPS	1		115			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	21	Cobra Head	Western Avenue		250 HPS	1		135			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	23	Cobra Head	Western Avenue		250 HPS	1		0			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	24	Cobra Head	Western Avenue		250 HPS	1		119			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	25	Cobra Head	Western Avenue		250 HPS	0.5		121			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	26	Cobra Head	Western Avenue		250 HPS	0.06		119		Yes	Exchange Cobrahead fixture with Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	27	Cobra Head	Western Avenue	Ontario Street	250 HPS	1.59		120		Yes	Exchange Cobrahead fixture with Teardrop fixture, selectively trim conflicting tree branches	
4/28/2010	28	Cobra Head	Ontario Street		150 HPS	0.58		139			Increase to 250 Watt Teardrop fixture	
4/28/2010	28	Cobra Head	Western Avenue		250 HPS	1		136			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	29	Cobra Head	Western Avenue		250 HPS	1.04		123			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	30	Cobra Head	Western Avenue		250 HPS	1.09		122			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	31	Cobra Head	Western Avenue		250 HPS	0.95		122			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	32	Cobra Head	Western Avenue		250 HPS	0.97		119			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	33	Cobra Head	Western Avenue		250 HPS	1.09		129			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	34	Cobra Head	Western Avenue	Partridge Street	250 HPS	1.75	0.96	64	115		Exchange Cobrahead fixture with Teardrop fixture	
1/25/2011	61	Cobra Head	Washington Avenue	North Lake Avenue	250 HPS	1.44					Exchange Cobrahead fixture with Teardrop fixture	
1/31/2011	63	Cobra Head	Washington Avenue	Robin Street	250 HPS	1.45		165			Exchange Cobrahead fixture with Teardrop fixture	Metal Pole
1/25/2011	62	Cobra Head	Washington Avenue	Ualbany	250 HPS	0.89		165			Near bus stop	Metal Pole
1/25/2011	42	Cobra Head	Washington Avenue	Ualbany	250 HPS/400 HPS	6.14					Exchange Cobrahead fixture with Teardrop fixture	Double Mount with Two Cobraheads
1/25/2011	43	Cobra Head	Washington Avenue	Ualbany	250 HPS/400 HPS	1.46		107			400 Watt lamp out	Double Mount with Two Cobraheads
1/25/2011	44	Cobra Head	Washington Avenue	Ualbany	250 HPS	1.36		187			Exchange Cobrahead fixture with Teardrop fixture	
1/25/2011	45	Cobra Head	Washington Avenue	Ualbany	250 HPS	3.5		181			Exchange Cobrahead fixture with Teardrop fixture	
1/25/2011	48	Cobra Head	Washington Avenue	Ualbany	250 HPS	0.47		279			Exchange Cobrahead fixture with Teardrop fixture	30' From Pole 48-1 at Ualbany Downtown Campus
1/25/2011	49	Cobra Head	Washington Avenue	Ualbany	250 HPS/250 HPS	3.33		104			Exchange Cobrahead fixture with Teardrop fixture	Double Mount with Two Cobraheads
4/26/2010	50	Cobra Head	Washington Avenue	North Lake Avenue	250 HPS	1.5	2.15	125	164		Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	50 1/2	Cobra Head	Washington Avenue	Ualbany	250 HPS	1.55					Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	51	Cobra Head	Washington Avenue	Ualbany	250 HPS	0.58		101			Exchange Cobrahead fixture with Teardrop fixture	
4/26/2010	52	Cobra Head	Washington Avenue	Cortland Place	250 HPS	2.3		96			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	53	Cobra Head	Washington Avenue	Ualbany	250 HPS	1.97		144			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	54	Cobra Head	Washington Avenue	Ualbany	250 HPS	1.4		103			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	55	Cobra Head	Washington Avenue	Ualbany	250 HPS	1.04		114			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	56	Cobra Head	Washington Avenue	Ualbany	250 HPS	1.12		142			Exchange Cobrahead fixture with Teardrop fixture	
4/28/2010	56 1/2	Cobra Head	Washington Avenue	Quail Street	250 HPS	2.4		0			Exchange Cobrahead fixture with Teardrop fixture	
4/30/2010	57 1/2	Cobra Head	Washington Avenue		250 HPS	1.4		0			Exchange Cobrahead fixture with Teardrop fixture	
4/30/2010	58 1/2	Cobra Head	Washington Avenue		250 HPS	1.47		105			Exchange Cobrahead fixture with Teardrop fixture	
4/30/2010	59 1/2	Cobra Head	Washington Avenue		250 HPS	1.2		79		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/30/2010	60 1/2	Cobra Head	Washington Avenue		250 HPS	1.14		148		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/30/2010	61 1/2	Cobra Head	Washington Avenue		250 HPS	1.44		167			Exchange Cobrahead fixture with Teardrop fixture	
4/30/2010	62 1/2	Cobra Head	Washington Avenue	Ontario Street	250 HPS	1.65		93			Exchange Cobrahead fixture with Teardrop fixture	
4/30/2010	63	Cobra Head	Washington Avenue		250 HPS	1.35		61			Exchange Cobrahead fixture with Teardrop fixture	
4/30/2010	64	Cobra Head	Washington Avenue		250 HPS	2.7		80		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/30/2010	65	Cobra Head	Washington Avenue		250 HPS	1.06		128			Exchange Cobrahead fixture with Teardrop fixture	
4/30/2010	66	Cobra Head	Washington Avenue		250 HPS	1		131			Exchange Cobrahead fixture with Teardrop fixture	
4/30/2010	67	Cobra Head	Washington Avenue		250 HPS	out		137		Yes	Repair/Exchange Cobrahead fixture w/Teardrop fixture selectively trim conflicting tree branches	
4/30/2010	68	Cobra Head	Washington Avenue		250 HPS	1.19		133		Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
4/30/2010	69	Cobra Head	Washington Avenue	Partridge Street	250 HPS	1.86	1.49	124	104	Yes	Change to Teardrop fixture, selectively trim conflicting tree branches	
1/25/2011	26	Cobra Head	Robin Street	Western Avenue	250 HPS	3.99		265			Exchange Cobrahead fixture with Teardrop fixture	
1/25/2011	25	Cobra Head	Robin Street	Western Avenue	250 HPS	0.43	2.21	145	205		Exchange Cobrahead fixture with Teardrop fixture	
1/25/2011	6	Central Park	Thurlow Terrace	Western Avenue	100 HPS	0.47					No Change	
1/25/2011	5	Central Park	Thurlow Terrace		100 HPS	0.25		116			No Change	
1/25/2011	4	Central Park	Thurlow Terrace		100 HPS	0.26		94			No Change	Maximum wattage is 100 for the Central Park Light
1/25/2011	3	Central Park	Thurlow Terrace		100 HPS	0.42		86			No Change	
1/25/2011	2	Central Park	Thurlow Terrace		100 HPS	2.67		99			No Change	
1/25/2011	1	Central Park	Thurlow Terrace	Washington Park	100 HPS	0	0.76	72	93		No Change	

Sidewalk Improvement Cost Estimates

Albany Education District Opinion of Probable Costs				
Description	Unit	Unit Cost	**Unit Cost/100 LF**	Comments
Type A Sidewalk	LF	Up to $140	Up to $14,000	
Unclassified Excavation and Disposal	CY	$15.00	$165.00	
Subbase Course, Type 2	CY	$40.00	$440.00	Sidewalks
Concrete Sidewalks & Driveways	CY	$350.00	$2,140.00	
Stamped Asphalt Pavement with Acrylic Polymer	SF	$7.00	$2,800.00	Maintenance Bands
Resetting Existing Curb	LF	$34.00	$340.00	Badly damaged curbs only
Planting Major Deciduous Tree Species	EA	$500.00	$2,000.00	Plant only in areas without overhead utilities
Planting Minor Deciduous Tree Species	EA	$300.00	$1,200.00	Plant two trees for every one major tree removed. Investigate the location of underground utilities before saw cuttting or planting
Asphalt Concrete-Type 3 Binder Course	TON	$500.00	$1,375.00	For curb resetting
Asphalt Concrete-Type 6 Top Course	TON	$500.00	$2,750.00	For curb resetting
Saw Cutting Asphalt Pavement & Concrete Pavement	LF	$30.00	$300.00	For curb resetting
Install Granite Curb Economy	LF	$50.00	$500.00	
Type B Sidewalk	LF	Up to $92	Up to $9,200	
Unclassified Excavation and Disposal	CY	$15.00	$92.00	
Subbase Course, Type 2	CY	$40.00	$244.00	Sidewalks
Concrete Sidewalks & Driveways	CY	$350.00	$2,140.00	
Establishing Turf	SY	$5.00	$222.00	In private lawn areas that are disturbed
Resetting Existing Curb	LF	$34.00	$340.00	Badly damaged curbs only
Planting Major Deciduous Tree Species	EA	$500.00	$2,000.00	Plant only in areas without overhead utilities
Planting Minor Deciduous Tree Species	EA	$300.00	$1,200.00	Plant two trees for every one major tree removed. Investigate the location of underground utilities before saw cuttting or planting
Asphalt Concrete-Type 3 Binder Course	TON	$500.00	$1,375.00	For curb resetting
Asphalt Concrete-Type 6 Top Course	TON	$500.00	$2,750.00	For curb resetting
Saw Cutting Asphalt Pavement & Concrete Pavement	LF	$30.00	$300.00	For curb resetting
Install Granite Curb Economy	LF	$50.00	$500.00	
Type C Sidewalk	LF	Up to $130	Up to $13,000	
Unclassified Excavation and Disposal	CY	$15.00	$184.00	
Subbase Course, Type 2	CY	$40.00	$488.00	Sidewalks
Concrete Sidewalks & Driveways	CY	$350.00	$4,280.00	
Resetting Existing Curb	LF	$34.00	$340.00	Badly damaged curbs only
Planting Major Deciduous Tree Species	EA	$500.00	$2,000.00	Plant only in areas without overhead utilities
Planting Minor Deciduous Tree Species	EA	$300.00	$1,200.00	Plant two trees for every one major tree removed. Investigate the location of underground utilities before saw cuttting or planting
Asphalt Concrete-Type 3 Binder Course	TON	$500.00	$1,375.00	For curb resetting
Asphalt Concrete-Type 6 Top Course	TON	$500.00	$2,750.00	For curb resetting
Saw Cutting Asphalt Pavement & Concrete Pavement	LF	$30.00	$300.00	For curb resetting
Install Granite Curb Economy	LF	$50.00	$500.00	
CDTA Bus Shelters				
Solar Panels for Bus Shelter	EA	$2,000.00		
Brasco International Bus Shelter Lg	LF	$12,000.00		
Brasco International Bus Shelter Sm	LF	$7,200.00		
Planting				
Planting Deciduous Shrub Species	EA	$50.00		
Topsoil	CY	$50.00		In private lawn areas that are disturbed
Tree Removal Over 12" to 18" Dia., Stump Cut 6" Below Grade	EA	$650.00		
Tree Removal Over 18" to 36" Dia., Stump Cut 6" Below Grade	EA	$2,500.00		Replace with 3 small deciduous trees that is City approved for planting under utilities
Granite Block Planter Edging	LF	$30.00		
Care of Trees over 23" to 36"	EA	$400.00		
Street Furniture				
Decorative Backless Bench	EA	$900.00		
Remove, Restore & Reset Decorative Bench	EA	$200.00		
New Bike Rack	EA	$1,000.00		
Reset Bike Rack	EA	$500.00		
Trash Receptacle w/ Decorative Logo	LF	$1,200.00		
Relocating Signs	EA	$165.00		
Signs	SF	$100.00	$100.00	
Lighting				
Ornamental light Poles with Luminaries	EA	$4,000.00	$12,000.00	For Non-National Grid Lighting
Rigid Plastic Conduit, 2 NPS	LF	$3.50	$350.00	For Non-National Grid Lighting
Single Conductor Cable, No. 2 Ga.	LF	$3.00	$350.00	For Non-National Grid Lighting
Ground Wire, No. 6 AWG	LF	$2.00	$200.00	For Non-National Grid Lighting
Conduit Excavation & Backfill	LF	$10.00	$110.00	For Non-National Grid Lighting
Presidential Pole with Acorn Globe 150 watt - NG	EA	$586.00		Yearly payment for light fixture
Teardrop luminaries with decorative arm and 400 watt fixture - NG	EA	$530.00		Yearly payment for light fixture
Teardrop luminaries with decorative arm and 250 watt fixture - NG	EA	$420.00		Yearly payment for light fixture
Teardrop fixture with decorative arm and 150 watt fixture - NG	EA	$303.00		Yearly payment for light fixture
Wooden Utility Pole - NG	EA	$100.00		Yearly payment
Utilities				
Trench & Culvert Excavation	CY	$30.00	$250.00	
Curb Stop & Box 3/4"	EA	$250.00		
Adjust Existing Valve Box Location	EA	$200.00		
Storm Sewer Field Inlets	EA	$250.00		
Uncoated Bar Reinforcement for Conc. Structures	LBS	$1.50		
Altering Drainage Structures, Leach. Basins, Manholes	EA	$1,100.00		
Footing Concrete Class A	CY	$500.00		
Select Structural Backfill	CY	$34.00		
Misc.				
Duratherm Pavement for Crosswalks	SF	$16.00	$7,680/EA	For crosswalks
Embedded Detectable Warning Units per Corner	EA	$335.00		

Notes:
1. Check City records for underground utilities before planting trees
2. NG = National Grid
3. All costs are NYSDOT and approximate for 2010
4. Sidewalk Type categories do not include lighting

Stantec