

UPBAN RENEWAL PLAN

DOWNTOWN URBAN RENEWAL PROJECT
SCHENECTADY, NEW YORK

PREPARED BY

DEPARTMENT OF CITY DEVELOPMENT

September 15, 1971.

URBAN RENEWAL PLAN
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C. DESCRIPTION OF THE PROJECT

1. Boundaries of the Urban Renewal Area.

The Downtown Urban Renewal Project is located in the City and County of Schenectady, New York, and is bounded generally by Franklin Street, Lafayette Street, State Street, Clinton Street, a line from the intersection of Clinton Street and Broadway to the intersection of South Church Street and Erie Boulevard, South Church Street, Mill Lane, South Ferry Street, Erie Street, Campbell Street, Railroad property, Liberty and Jay Streets and more particularly as follows:

All that tract, piece or parcel of land situate in Wards 1, 4 and 5 of the City and County of Schenectady, New York, as shown on a Map of "Downtown Project", prepared by the Department of City Development, Bureau of Planning, City of Schenectady, in June, 1971, and being further bounded and described as follows:

BEGINNING at the point where the southerly line of Franklin Street intersects the easterly line of Clinton Street, which point marks the southwesterly corner of Section "A", Project U.R.N.Y. 3-1, and runs thence along the southerly and westerly bounds of said Section "A", Project U.R.N.Y. 3-1 the following three (3) courses: southeasterly, and across Barrett Street, a distance of about One Hundred Ninety-five (195) feet to a point, thence southwesterly along the southeasterly line of Barrett Street, a distance of about Sixty-four (64) feet to a point, thence southeasterly, and across Lafayette Street a distance of about One Hundred Eighty (180) to a point on the southeasterly line of Lafayette Street, which point is on the northeasterly line of Section "B", Project U.R.N.Y. 3-1, thence southwesterly

along said northwesterly line of Section "B", Project U.R.N.Y. 3-1, and across State Street a distance of about Six Hundred Forty (640) feet to a point, thence northwesterly along the southwesterly line of State Street, a distance of about Three Hundred (300) feet to the southeasterly line of Clinton Street, thence southwesterly along the southeasterly line of Clinton Street the following three (3) courses, a distance of about Two Hundred Sixty (260) feet to a point, a distance of about One Thousand (1,000) feet to a point on the southeasterly line of Broadway, thence southwesterly across Broadway, a distance of about One Hundred Thirty (130) feet to a point on the division line between Lots 4 and 6 Broadway, which point is on the northwesterly line of Broadway, thence northwesterly along the division line between Lots 4 and 6 Broadway, and Lots 6⁰ and 6⁰ Van Gvysling Avenue, and across Van Gvysling Avenue, a distance of about Two Hundred Forty (240) feet to a point on the northwesterly line of Van Gvysling Avenue, thence southwesterly along the northwesterly line of Van Gvysling Avenue a distance of about One Hundred Twenty (120) feet to a point on the division line between lands now or formerly of Herman Garbowitz on the south, and lands now or formerly of Cavuga Service, Inc. on the north, thence northwesterly along said division line a distance of 159.26 feet to a point on the easterly line of lands of the Delaware and Hudson Railway Company, thence northeasterly along said easterly line of lands of the Delaware and Hudson Railroad Company the following three (3) courses, northeasterly a distance of 88.72 feet to a point, thence northwesterly a distance of 24.24 feet to a point, thence northeasterly a distance of about 160 feet to a point, thence

northwesterly across the lands of the Delaware and Hudson Railroad Company and the Penn-Central Company, along the division line between lands now or formerly of the Sun Oil Company on the southwest, and lands now or formerly of Carl Liss Appliance, Inc. on the northeast, across Erie Boulevard and South Church Street, a distance of about 1,050 feet to a point, on the southerly extension of the westerly line of South Church Street, thence northerly along the extension of, and the westerly line of South Church Street, a distance of about 750 feet to a point on the southerly line of State Street, thence easterly across South Church Street a distance of about 50 feet to a point, thence continuing easterly along the northerly line of lands now or formerly of Foresite Realty, Inc. and across Mill Lane a distance of about 45 feet to a point, thence along the northerly line of Mill Lane the following three (3) courses: southeasterly a distance of about 20 feet to a point, thence, continuing southeasterly a distance of about 165 feet to a point, thence easterly a distance of about 147 feet to a point, thence southeasterly across South Ferry Street a distance of about 55 feet to a point, thence southerly along the easterly line of South Ferry Street a distance of about 165 feet to a point on the northerly line of Erie Street, thence southeasterly along said northerly line of Erie Street, a distance of about 310 feet to a point on the northwesterly line of Erie Boulevard, thence southeasterly across Erie Boulevard, a distance of about 150 feet to a point on the northeasterly line of Campbell Street, thence southeasterly along the northeasterly line of Campbell Street, and its southeasterly extension through lands of the Penn-Central Railroad Company,

and the Delaware and Hudson Railroad Company, a distance of about 450 feet to a point, thence along the southeasterly line of lands now or formerly of the Delaware and Hudson Railroad Company the following 7 courses: northeasterly a distance of about 395 feet to a point, thence northwesterly a distance of about 25 feet to a point, thence northeasterly a distance of about 140 feet to a point on the southerly line of State Street, thence northeasterly across State Street a distance of about 100 feet to a point, thence northeasterly a distance of about 118 feet to a point, thence easterly a distance of about 27 feet to a point, thence northeasterly a distance of about 450 feet to a point on the northerly line of Liberty Street, thence southeasterly along said northerly line of Liberty Street, and across Broadway and Jay Street a distance of about 650 feet to a point, thence southerly across Liberty Street a distance of about 90 feet to a point on the easterly line of Jay Street, thence southerly along said easterly line of Jay Street a distance of about 220 feet to a point on the northerly line of Franklin Street, thence easterly along said northerly line of Franklin Street a distance of about 180 feet to a point, thence southeasterly across Clinton Street a distance of about 100 feet to the point or place of beginning.

2. Boundary Map.

The aforementioned descriptive boundary of the Downtown Urban Renewal Project is clearly illustrated and firmly established on the Boundary Map illustrative herein attached as layout #1.

3. Urban Renewal Plan Objectives.

Hammer, Greene, Siler Associates, in Downtown Schenectady: An Analysis of Its Economic Potential concluded:

"Downtown Schenectady, at the present time, is in a poor competitive position to participate fully in anticipated market growth. Its most serious internal problems include poor traffic circulation, inadequate parking, a deteriorated and outdated physical plant, and a physical layout that has not permitted close mutual support to develop among the various Downtown functions."

The Urban Renewal Plan has, as the basis for its development, the fact that the central business district has become blighted, deteriorated and functionally obsolete to a degree that its important role in the community is being jeopardized.

The execution and success of this plan will help provide the City of Schenectady with a modern and functional central business area.

The goal of the Downtown Urban Renewal Project is to revitalize downtown Schenectady, expanding its significance in the daily lives of the residents of Schenectady and placing it in an economic position from which it can compete in the region.

The Land Use Plan incorporates the following basic urban design and development objectives:

a. Redevelopment of a significant portion of the Central Business District through acquisition, clearance and new development. The end result will be the elimination of a substandard and blighted area and the visible upgrading of the entire project area.

b. Creation of an image for the City that will attract business and encourage investment.

c. Integration of existing structures to remain, with new development into an attractive and functional public and commercial area.

d. The provision of an adequate supply of off-street parking facilities in the most convenient areas to serve the project.

e. Improvement of the traffic circulation pattern to facilitate free and safe flow into and around the project area in conjunction with other traffic planning.

f. Site improvements, if necessary, will insure that adequate sewer and water distribution systems are present after redevelopment.

g. Architectural design, site planning and landscape design of the highest quality in the treatment of open spaces, buildings, use of material, scale, appropriateness and functional utility shall be required.

h. All electrical, telephone, and utility lines or wires will be placed underground. Ensure that all lighting, paving, planting and landscaping provided in the project area are located and designed to enhance the character and amenities of the project area. The relocation and construction of all electrical, telephone and gas lines, wires and fixtures

shall be the responsibility of the appropriate utility company.

i. Economic benefits: Improvement of the economic benefits of the project area to the community by establishing the most desirable balance of activities and facilities within the project area: commercial, office, residential and transportation.

4. Types of Proposed Renewal Activity.

Staging: Limited funds at this time has forced the Downtown Urban Renewal Project to be concentrated in a limited area. This area will hereafter be referred to as the "Central Core Area." The area designated as the "Central Core Area" is bounded generally by Clinton Street, Hamilton Street, South Church Street, the east side of the Delaware & Hudson Railroad property, State Street, and Franklin Street as illustrated on layouts #2 through #15 as "Proposed Redevelopment". This does not deny the fact that other areas within the project boundary have sufficiently deteriorated to the point where renewal is needed. If and when funds become available, other areas within the Downtown Urban Renewal Project will be considered for renewal.

A. Effectuation of the Urban Renewal Plan will be accomplished through a combination of public and private activities.

The developer's role in this project will be the following:

1. The purchase or leasing of land in the area bounded generally by Hamilton Street, Clinton Street, State Street, and the railroad right-of-way.

2. The design and construction of a shopping mall, hotel, and office tower.
3. Provision for off-street loading, as specified in land use controls.
4. Provisions for utilities of lands purchased or leased by the developer.

B. In order for the project to be economically viable and to attract the type of tenancies envisioned, it will be necessary for the City of Schenectady to provide the following:

1. The parking garage facilities described in the Land Use Plan.
2. The extension of Hamilton Street under the railroad tracks to connect with Erie Boulevard and beyond.
3. The widening and improving of various streets in and around the project area.
4. Coordination of utilities servicing the overall downtown area.
5. The preparation of an acceptable Urban Renewal Plan for the area, as well as evidence that the necessary local and state approvals have been given to the Plan.
6. The Urban Renewal Agency is responsible for the prompt acquisition, relocation, demolition and site preparation and installation of the various improvements to coincide with the developer's schedule.
7. Entering into a sponsorship agreement outlining the various obligations and responsibilities of the City and the developer.
8. Schematic plans for the proposed development will be submitted to the Schenectady Urban Renewal Agency for review and approval,

which plans shall include the following:

- a. Plans at a scale of 1" equal 100', showing location of buildings, driveways, sidewalks, curbs and square foot areas.
- b. Architectural sketches and perspective renderings showing design development of the total area.
- c. Elevations and sections through buildings at a suitable scale.

The Agency shall arrange for the review of these plans by the City Planning Commission and other departments of the City of Schenectady as appropriate.

D. LAND USE PLAN

1. Land Use Provisions:

The project will be restricted to, but not necessarily include the following types of use: Retail sales and services, office services, automotive services: off-street parking, theater facilities, and transient housing.

The retail sales and services may include major retail outlets and other small retail shops, and theater facilities.

An office complex and transient housing may be constructed to compliment the retail commercial center.

Off-street parking may be in the form of parking garages with enough spaces to satisfy the needs of the downtown project, as established in Land Use Controls.

2. Land Use Map.

The Downtown Development Program and the physical change that will take place is illustrated on layouts #1 - Existing Land Use, and #2, Proposed Land Use.

3. Zoning.

The creation of a new downtown urban renewal zone to facilitate the development of downtown retail and commercial development.

"A. Permitted Uses:

- 1) Retail
- 2) Hotels - Motels
- 3) Office
- 4) Auditorium - Theaters
- 5) Parking structures for uses permitted above
- 6) Residential

B. Building Area Requirements.

The sum total of the gross floor area of all the structures in the development exclusive of the gross floor area of the off-street parking garages shall not exceed 4.0 times the land area of the development.

C. Off-Street Parking.

Off-Street parking shall be provided as follows:

Because of the special character of this project and the multiple use which will be inherent, the amount of parking spaces required for the project is 1550 parking spaces.

This figure shall only apply to this specific phase and project in the downtown urban renewal area.

This figure is subject to change if future investigation proves 1550 parking spaces to be unrealistic.

- D. Off-street loading requirements: There shall be provided and maintained adequate space for the parking of commercial vehicles while loading and unloading. The number of berths shall be provided as specified in the following table:

| <u>Square feet of gross floor area</u> | <u>Required number of additional berths</u> |
|--|---|
| 25,001 up to and including 40,000 | 1 |
| 40,001 up to and including 100,000..... | 2 |
| 100,001 up to and including 150,000 | 3 |
| 150,001 up to and including 240,000 | 4 |
| 240,001 up to and including 320,000 | 5 |
| 320,001 up to and including 400,000 | 6 |
| For each additional 90,000 over 400,000... | 1 additional |

- E. Design approval shall be given by the Schenectady Urban Renewal Agency.

F. Standards for signs:

- (1) The use of moving signs, self-illuminated signs (other than those with bulbs concealed behind translucent glass, plates or similar material), or the use of flashing or intermittent lighting in connection with signs shall not be permitted.

Flood lights for the illumination of signs shall be so located and/or shielded so as not to interfere with the enjoyment of abutting residential areas or detract from the safety of motorists.

- (2) Advertising displays upon a building or other surface shall be regarded as coming within these regulations for signs.
- (3) Signs are an accessory use only and are not permitted as a principal use within such a planned development district.
- (4) No free-standing sign larger than eight (8) square feet shall have less than three (3) feet of open space at the bottom, extending its entire length.
- (5) No sign on the face of a building or attached to a building shall project higher than the height of the building nor extend above the building.
- (6) The shopping center shall have no more than one free-standing sign advertising the center.

4. Time Schedule.

Developer's proposal to City Council
Agreement to negotiate disposition agreement
Authorize preparation of urban renewal plan and other
documentation

1971

May

Execute disposition agreement
Adopt urban renewal plan
Acquisition appraisals
Begin land acquisition
Begin engineering design for street improvements
including railroad underpass
Developer begins schematic design for project
including parking garages
Developer begins department store lease
negotiations

October

Execute department store leases
City completes design of street improvements
Developer completes schematic design of project
(Continue land acquisition)

1972

September

City completes land acquisition
City completes relocation
City completes demolition
City completes contract documents for street
improvements
Developer completes contract documents for project
Complete arrangements for construction loan
Developer takes title to land
Let construction contracts for both public and private
work

1973

March

Complete construction of all improvements,
Public and Private
Stores open
(Carl store leads center opening by three months)

1974

September

E. PROJECT PROPOSALS

1. Property Acquisition.

The Schenectady Urban Renewal Agency shall acquire all properties or parts thereof within the proposed redevelopment area with the exception of those properties not directly influenced by the project. Properties scheduled for acquisition which are later determined to not be necessary for the development of the first stage can be exempted from acquisition by resolution of the Schenectady Urban Renewal Agency. Properties outside the proposed redevelopment area not needed for redevelopment or public improvements, but within the Downtown Urban Renewal Project Area, will also be exempt from acquisition for this first stage of the Downtown Project.

The developers will purchase or lease the property from the Schenectady Urban Renewal Agency which is to be developed commercially.

2. Land Acquisition Map.

Acquisition plans are more fully described on the Land Acquisition and Parcel Ownership Listing.

3. Utilities.

There are eight utilities that are affected by the downtown development:

| | |
|-----------------|------------|
| Water | Layout #7 |
| Storm Sewers | Layout #8 |
| Sanitary Sewers | Layout #9 |
| Power | Layout #10 |
| Gas | Layout #11 |
| Telephone | Layout #12 |
| Fire Alarms | Layout #13 |
| Traffic Signals | Layout #14 |

Water, storm sewers, sanitary sewers, fire alarms and traffic signals are the responsibility of the City. Power and gas alterations and costs shall be the responsibility of Niagara-Mohawk Power Company and telephone alterations and costs shall be the responsibility of the New York Telephone Company.

4. Developer's Obligations.

To develop an area as designated by the Urban Renewal Plan in a manner consistent with that Plan.

F. OTHER PROVISIONS NECESSARY TO MEET STATE AND LOCAL REQUIREMENTS.

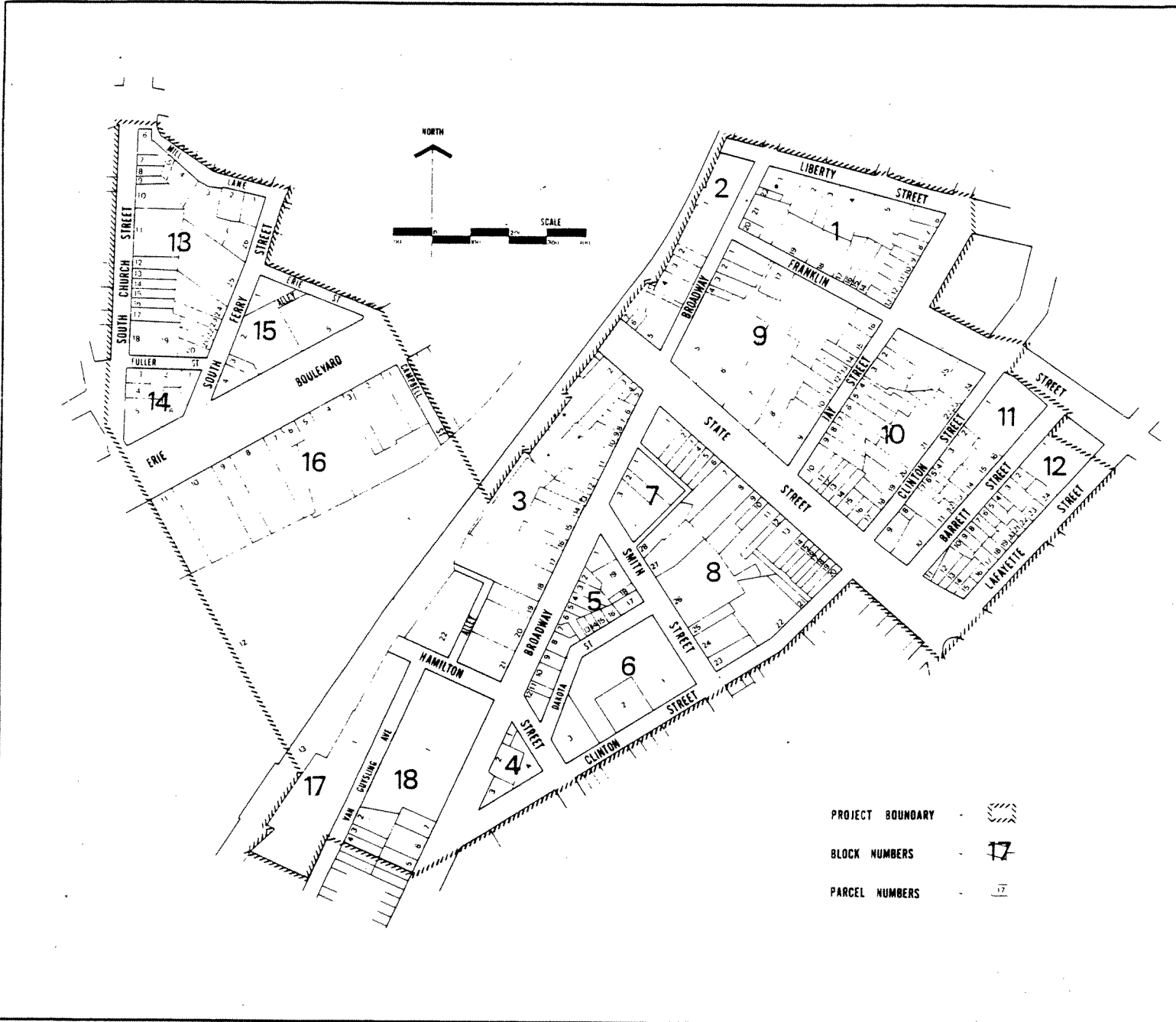
Pursuant to Section 502, Subdivision 7 of Article 15 of the New York State General Municipal Law, the following statements are made:

- a. Statement of proposed land uses - Section D.
- b. Statement of proposed land acquisition, demolition and removal of structures - Section E.
- c. Statement of proposed methods and techniques of urban renewal - Section C.
- d. Statement of proposed public, semi-public, private or community facilities or utilities - Section D.
- e. Statement of proposed new codes and ordinances and amendments to existing codes and ordinances as are required or necessary to effectuate the Plan - Section D.
- f. Statement of a proposed time schedule for effectuation of such plan - Section D.

- g. Statement of additional documents or statements as the Agency may deem appropriate - sections F and G.

G. PROCEDURE FOR CHANGE IN THE APPROVED PLAN

The provisions of this Urban Renewal Plan may be modified or amended or additions made thereto at any time by the City Council of the City of Schenectady, upon recommendation of the City Planning Commission and Schenectady Urban Renewal Agency, provided that any such changes, amendments or additions made subsequent to the sale or lease of land in the project area by the City of Schenectady shall be concurred in by the owner or lessees of the land affected by such changes, amendments or additions.



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LAYOUT # 1 - PROJECT

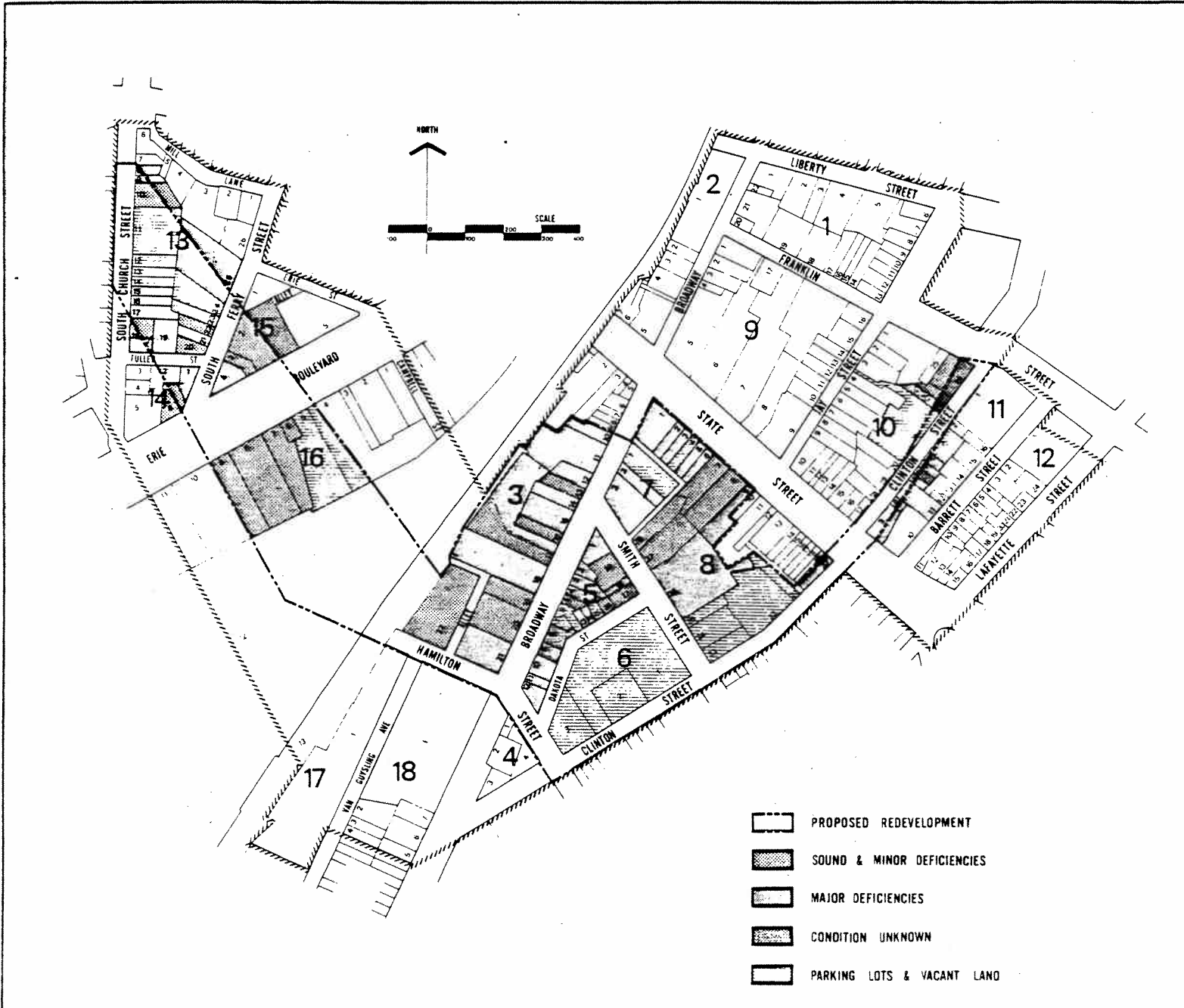
BOUNDARY

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LAYOUT #2

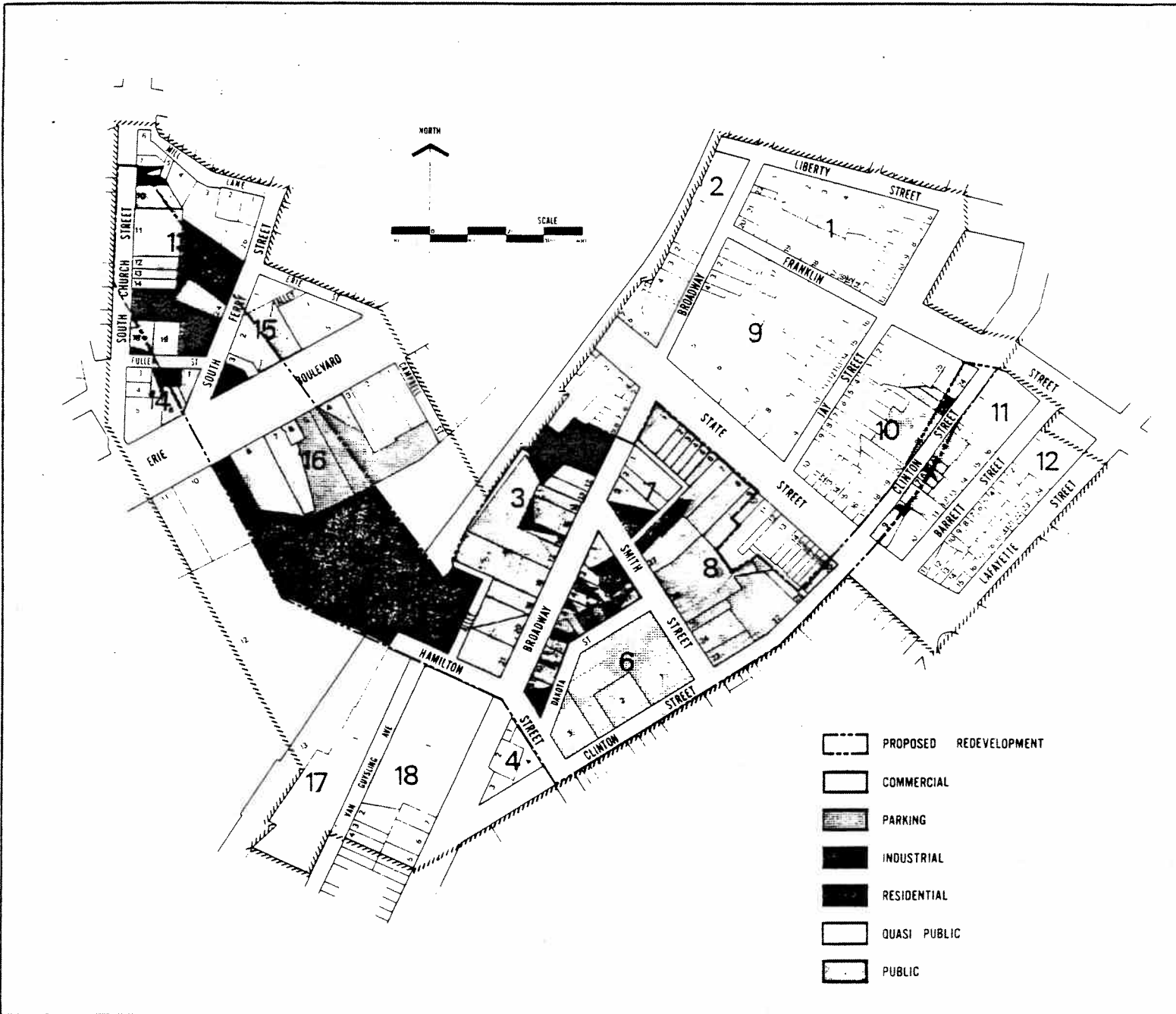
BUILDING CONDITIONS

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LAYOUT # 3

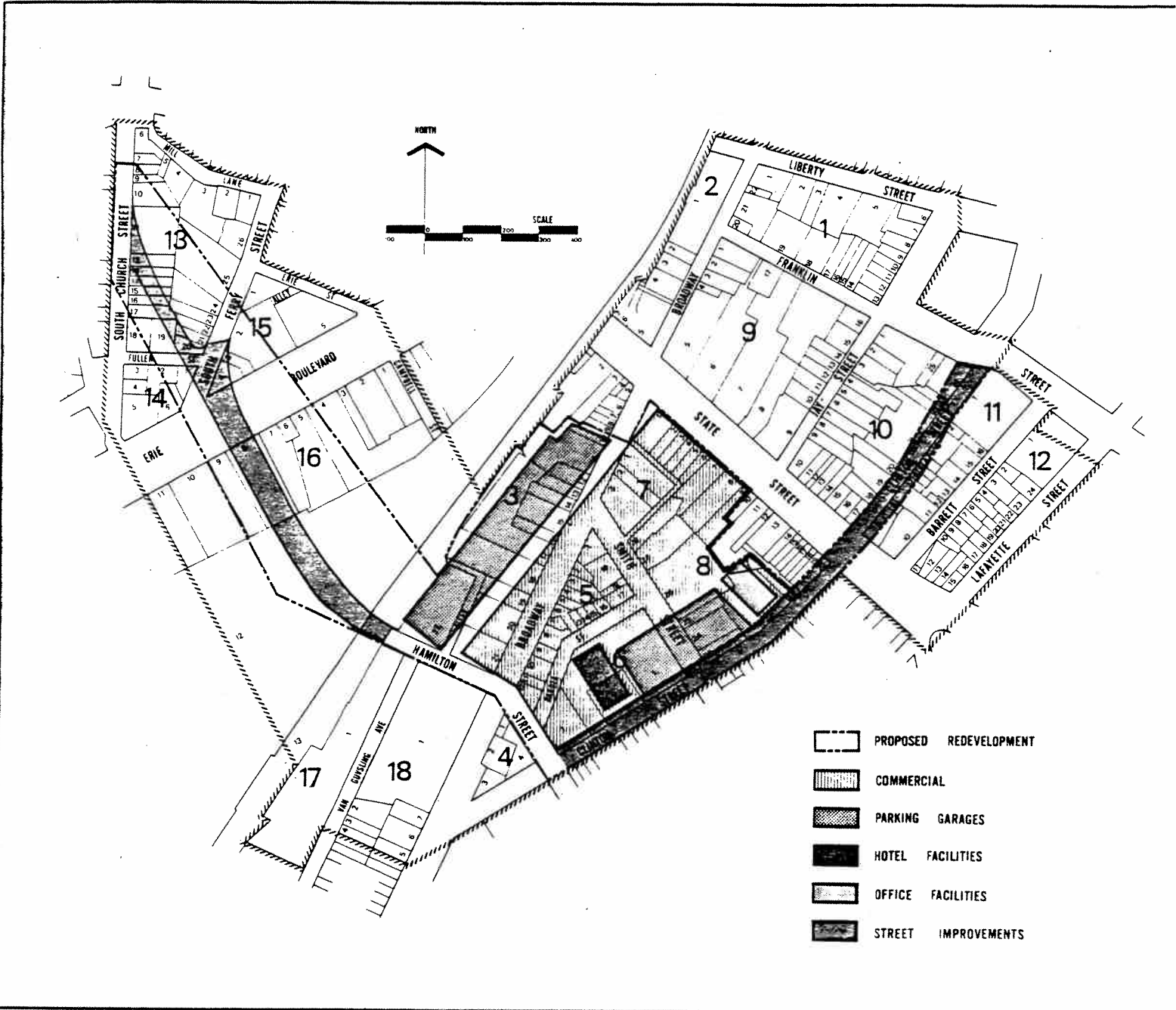
EXISTING LAND USE

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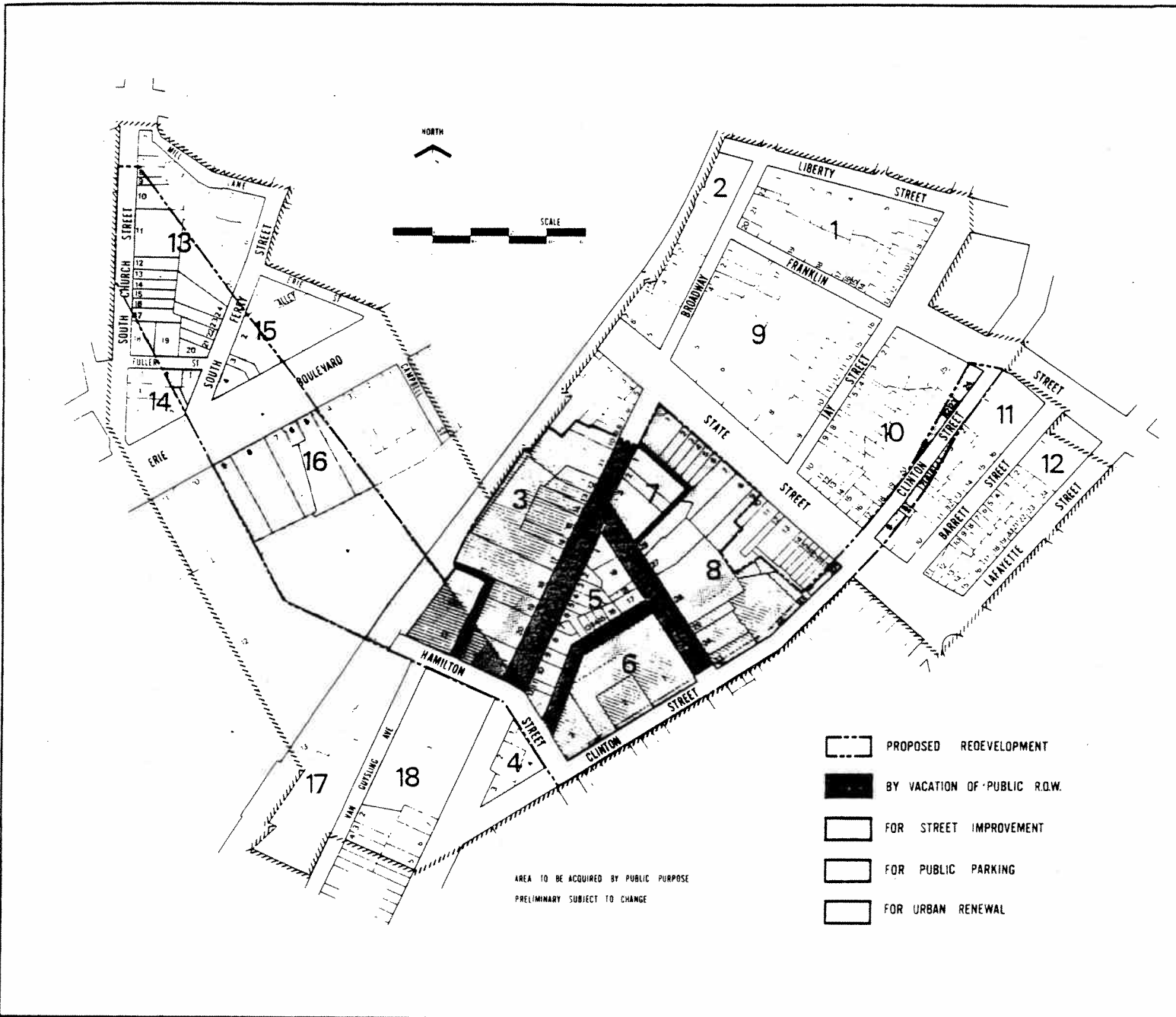
PROJECT



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LAYOUT #4 - PROPOSED LAND USE

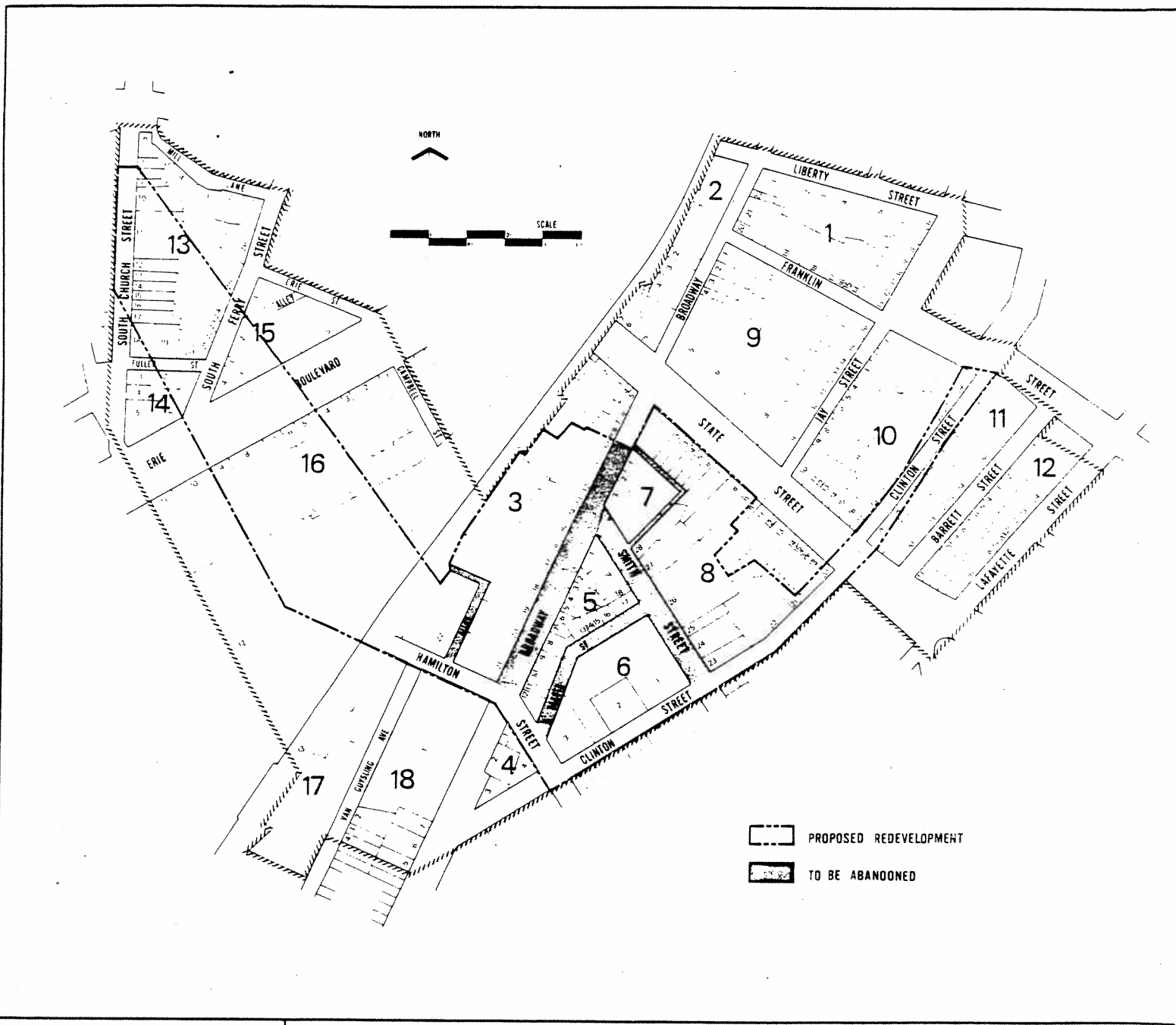
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LAYOUT # 5 - LAND ACQUISITION

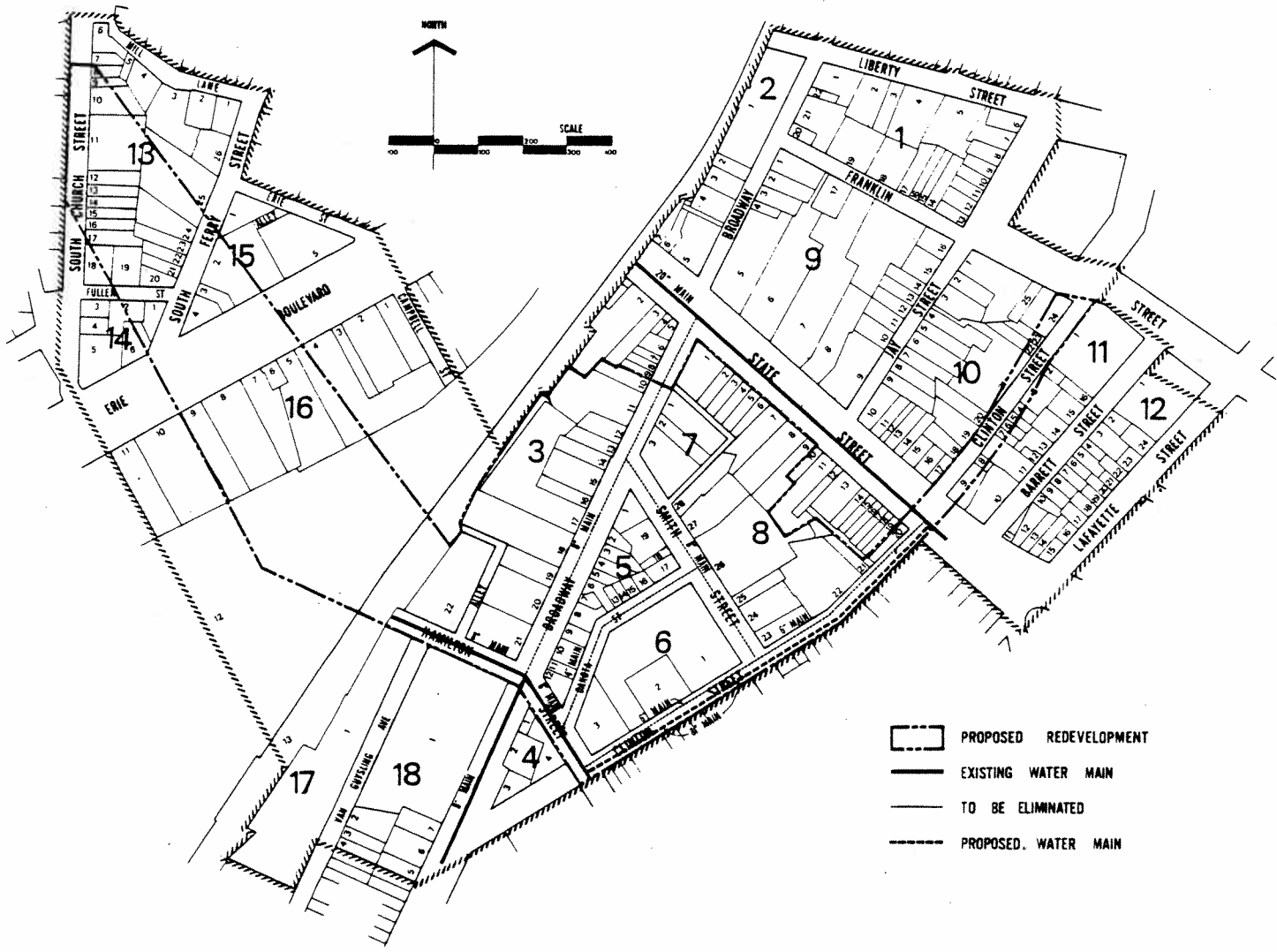
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LAYOUT #6 - STREET ABANDONMENT

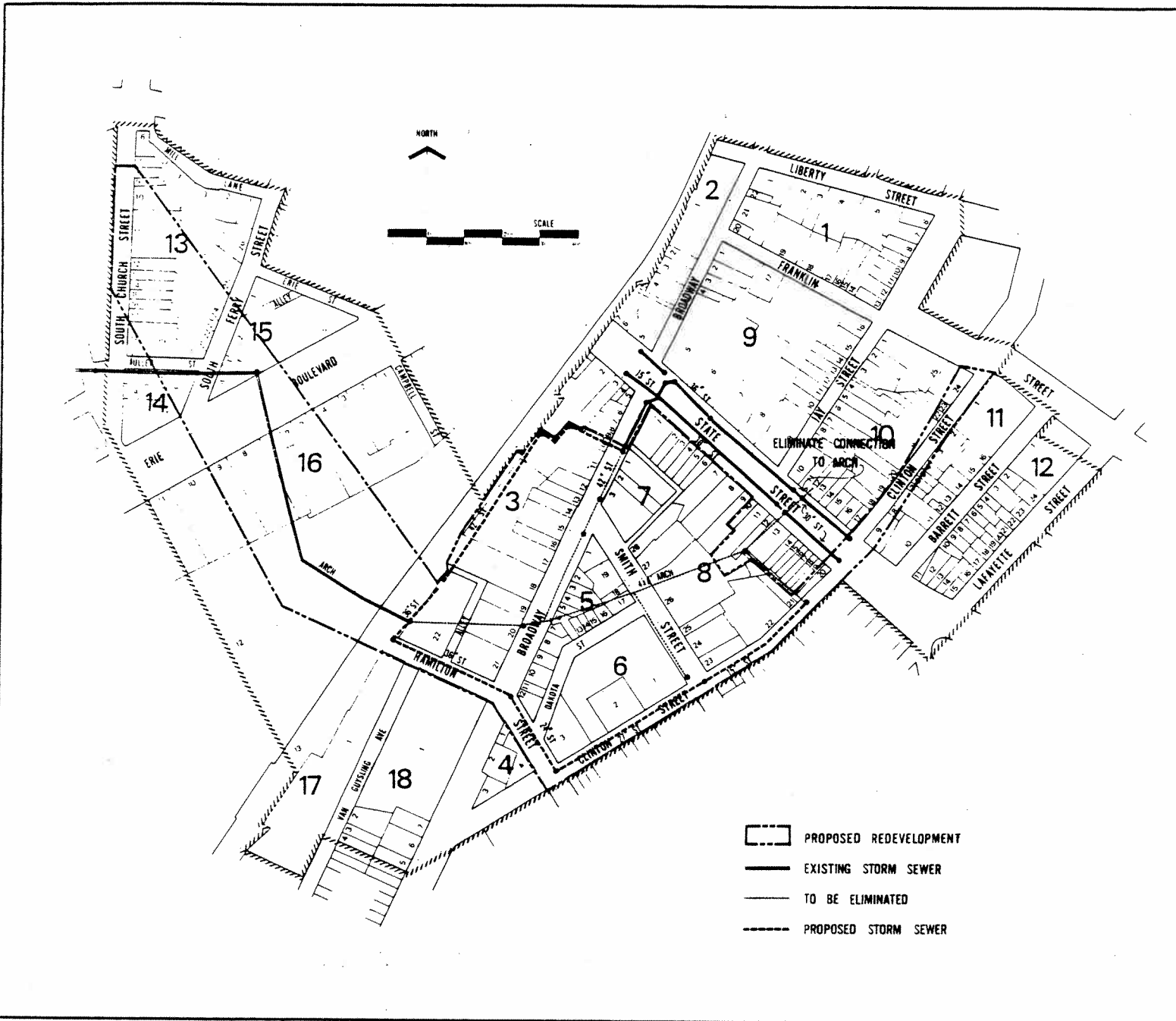
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LAYOUT # 7 - UTILITIES - WATER

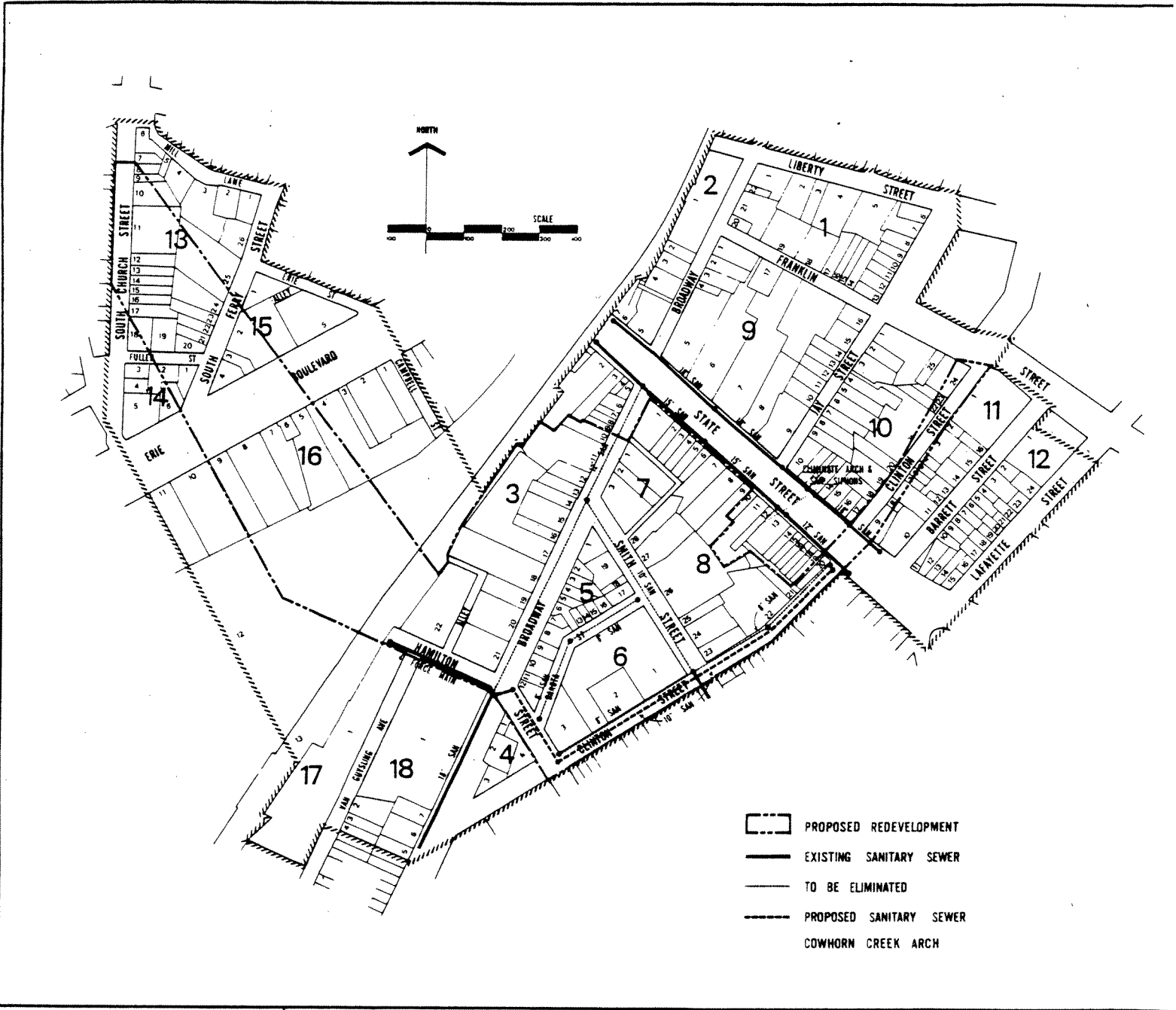
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LAYOUT # 8 - UTILITIES - STORM SEWER

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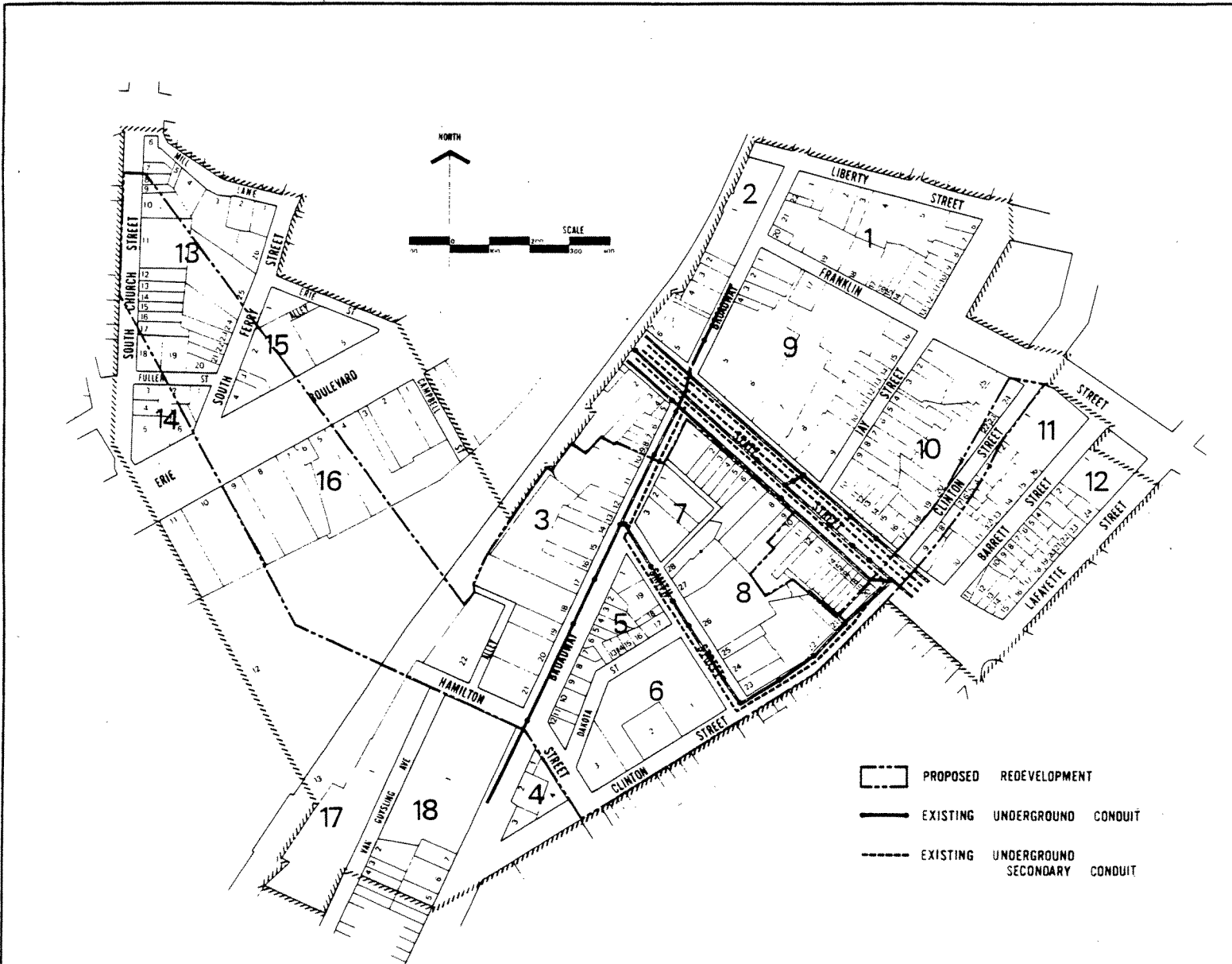
LAYOUT # 9 - UTILITIES - SANITARY SEWER

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ELECTRICAL DATA FURNISHED BY NIAGARA MOHAWK
 MORE PRECISE INFORMATION WILL BE PROVIDED
 BY THE UTILITY COMPANY UPON REQUEST



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LAYOUT #10

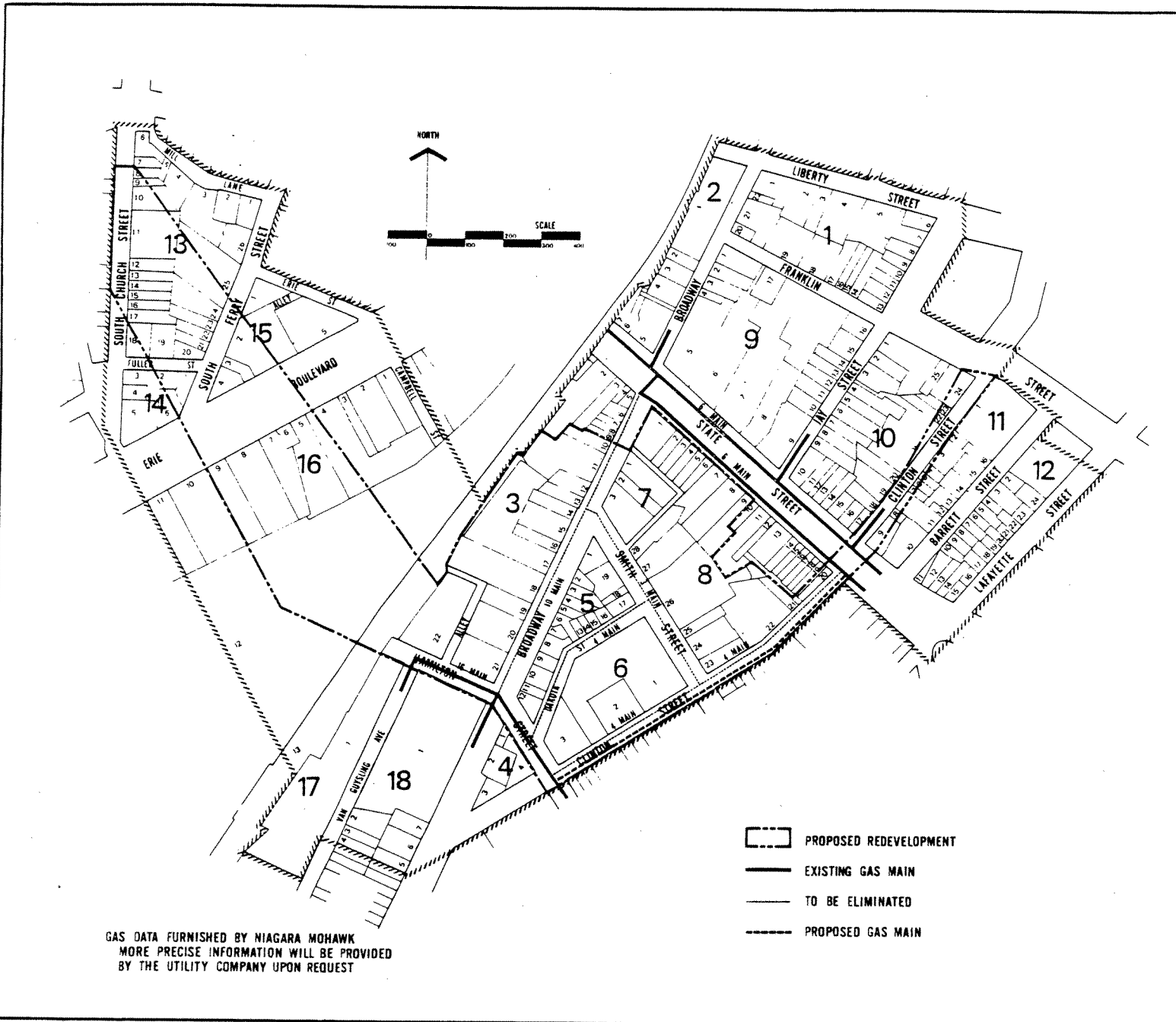
UTILITIES - POWER


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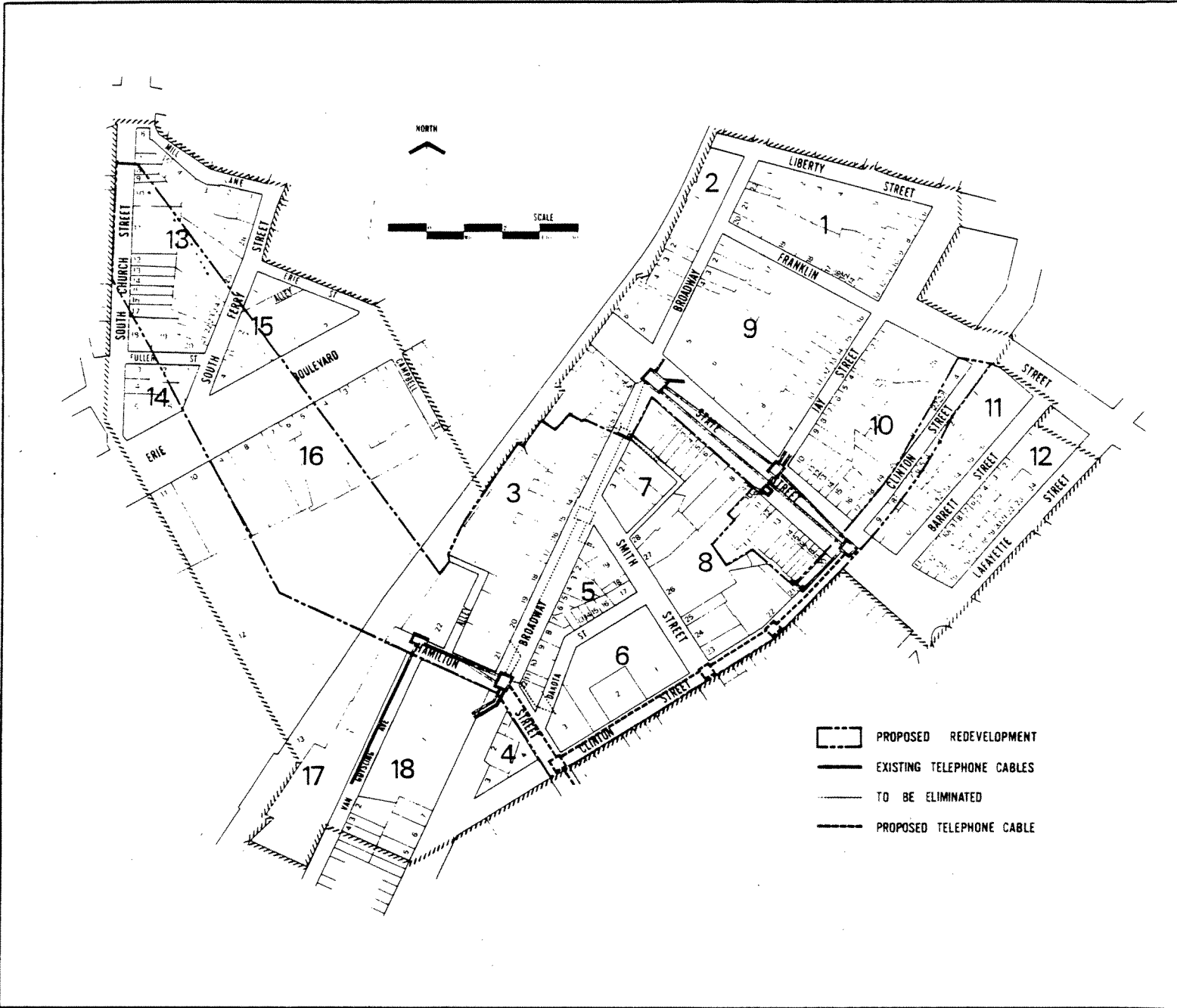
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LAYOUT # 11 - UTILITIES - GAS

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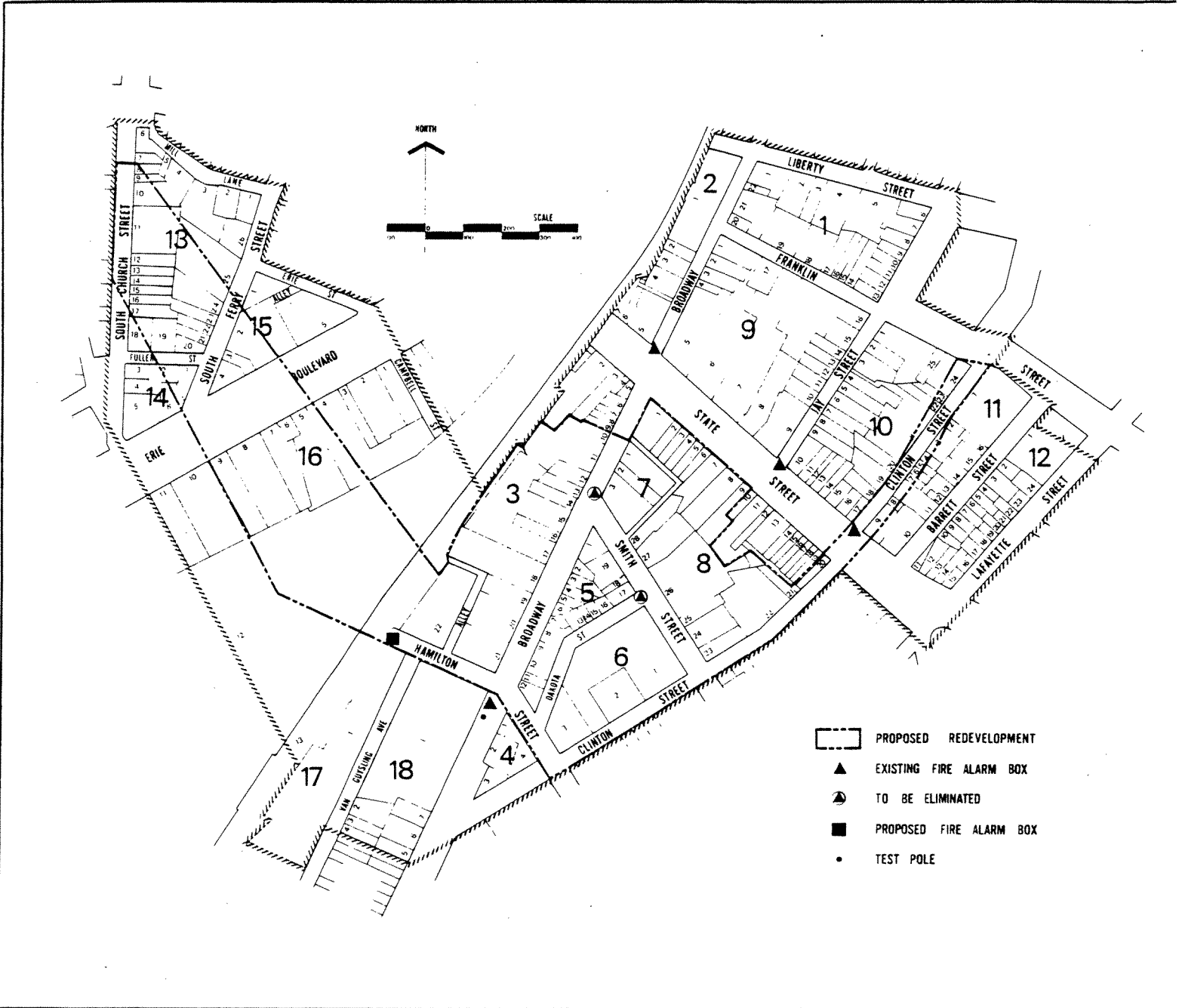
LAYOUT # 12 - UTILITIES - TELEPHONE

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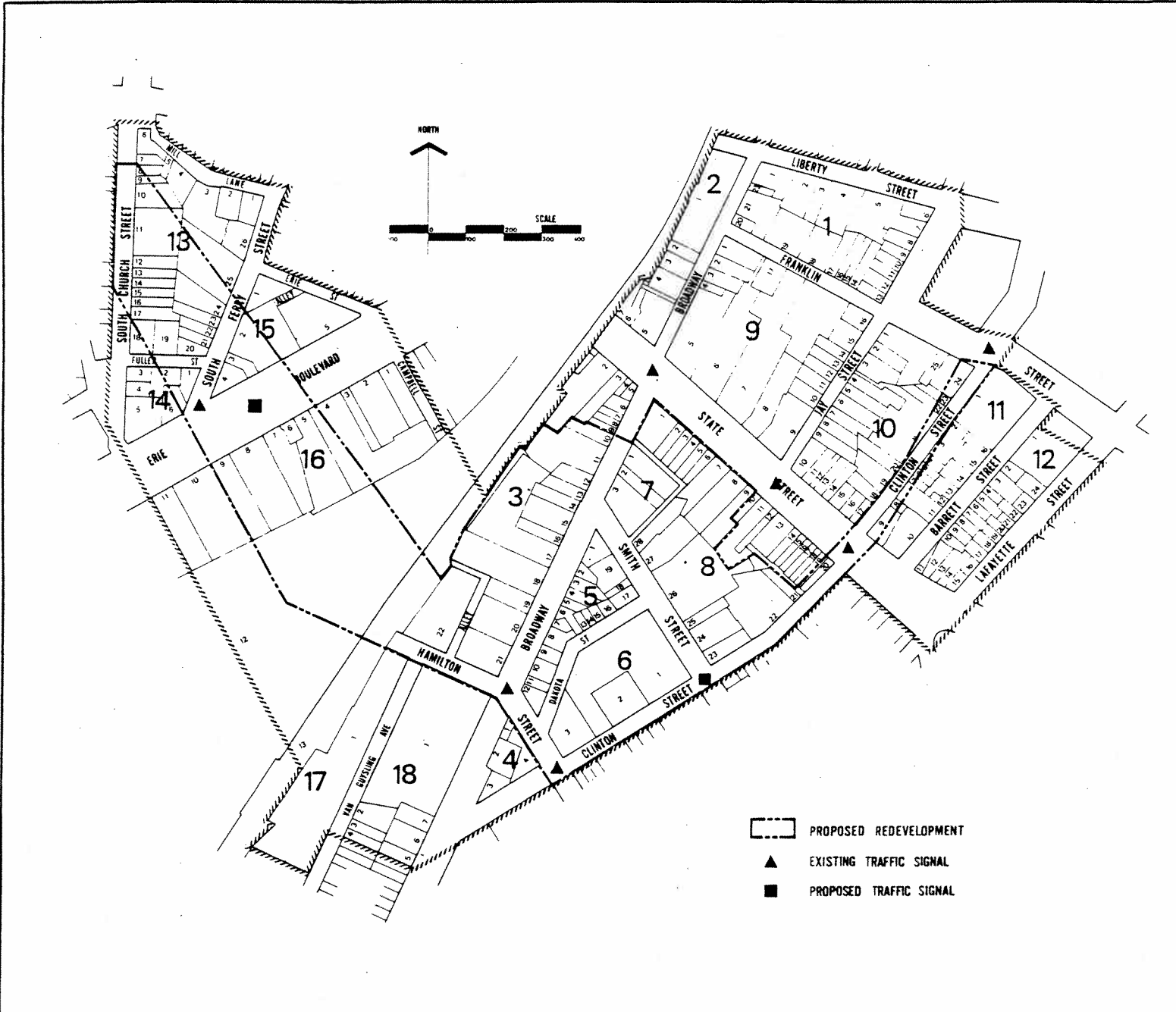
LAYOUT # 13 - UTILITIES - FIRE ALARMS

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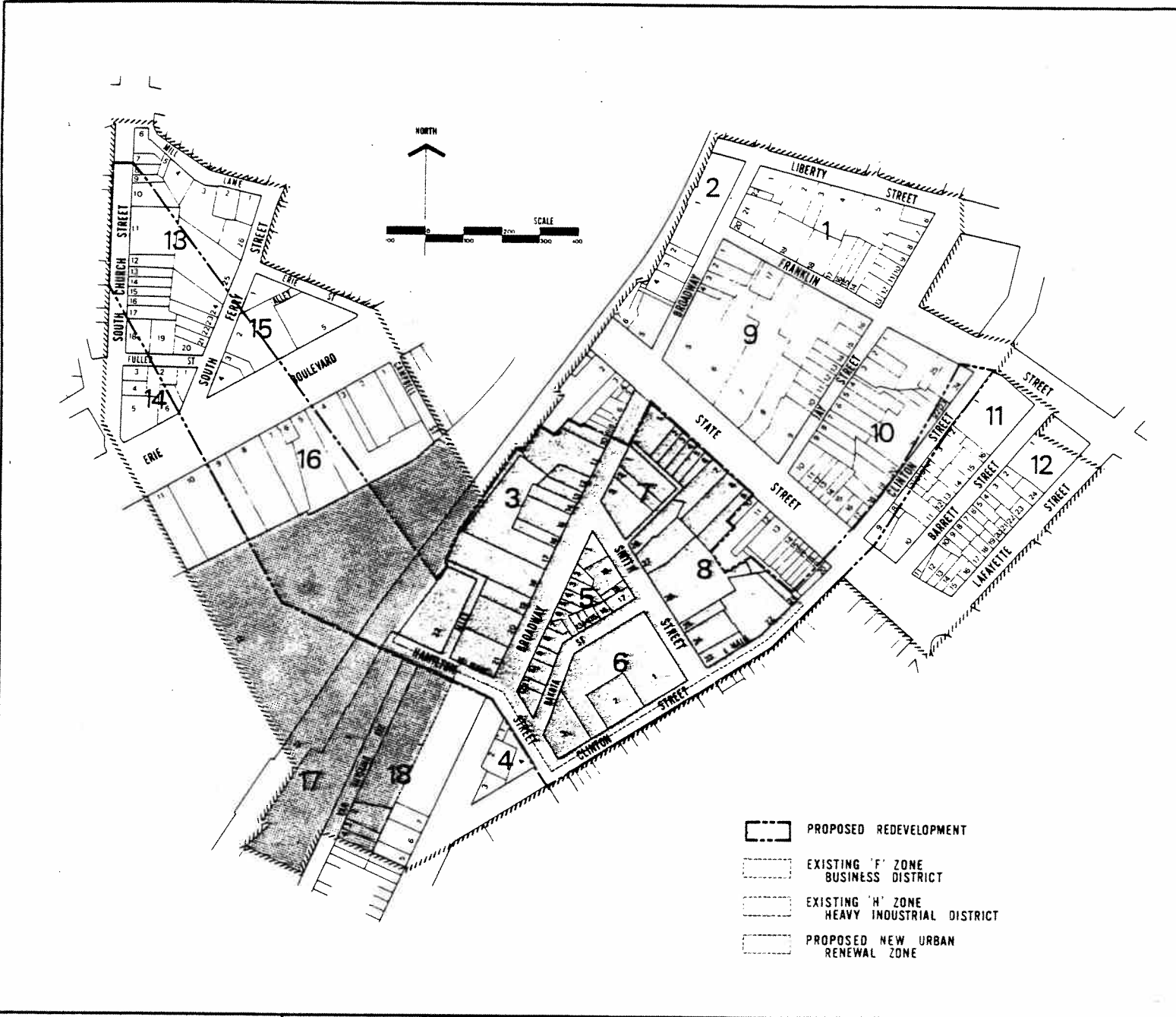
LAYOUT #14 - UTILITIES - TRAFFIC SIGNALS


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LAYOUT #15 PROPOSED ZONING

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