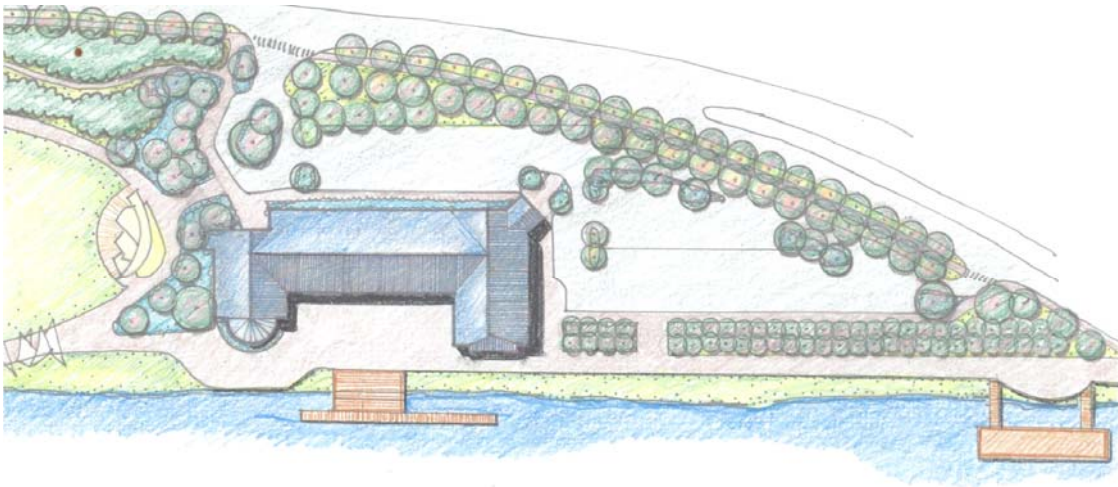


ALBANY COMMUNITY BOATHOUSE STUDY

for the

Albany Rowing Center

September 19, 2005



Submitted by:
Behan Planning Associates, LLC
6 Lake Avenue, Suite 200
Saratoga Springs, NY 12866
Phone: 518-583-4335
Fax: 518-583-6970

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Introduction

This study is a continuation of previous planning efforts conducted by the Albany Rowing Center (ARC) to site a community boathouse for future rowing activities along the Hudson River. The recommended boathouse site and structure would provide the community with a dignified facility and park that befits the capital city of New York.

Currently, the ARC utilizes a small space underneath Interstate 787 as its base of operations for boat storage and access to the river. This site and its associated facilities do not meet the existing and projected needs of the ARC which has experienced a 50% growth in membership over the past five years and continues to grow especially among high school athletes.



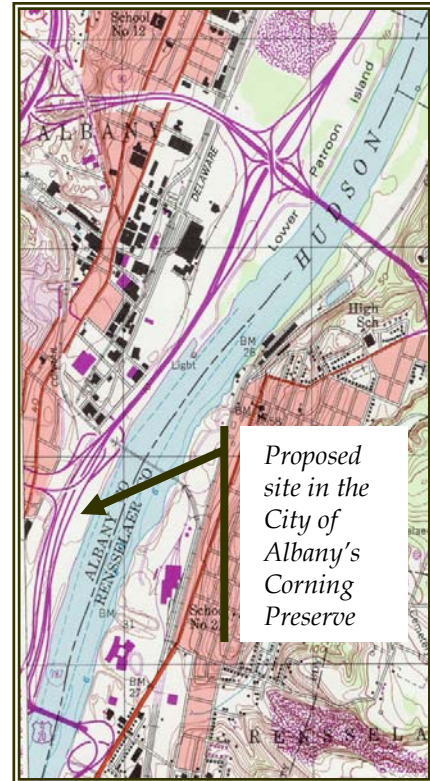
Existing ARC boat storage facility underneath Interstate 787.

A preliminary study, the Site Evaluation Summary for the Albany Rowing Center, identified and reviewed five candidate sites in the vicinity of the City of Albany for consideration as a permanent location for a multi-use, publicly-accessible boathouse along the Hudson River.

The list of sites¹ reviewed included the following:

- Matton Boatyard on Peebles Island State Park
- Rensselaer High/Amtrak Parcel
- North Albany Waterfront
- Rensselaer Technology Park
- City of Albany Corning Preserve (this location was added to list after review of first four sites proved each was severely inadequate as a home for a community boathouse facility and park)

From this list, the Site Evaluation Summary suggested that the city's Corning Preserve site would be the most-appropriate location to serve as the base for a community boathouse facility. All of the other candidate sites presented significant challenges in terms of access, visibility, utilities, ownership and use, distance from downtown Albany, and/or sufficient water levels/appropriateness for rowing activities. In contrast, the Corning Preserve site, while not only meeting the specifications to serve as a rowing center, presented an excellent opportunity for continuation of the City of Albany's waterfront planning and development vision (*see location map at right – additional area photos are included throughout this report*).



Study Purpose

The purpose of this study is multi-faceted. The overall project scope is to review the financial feasibility of a community boathouse at the Corning Preserve; develop a building and site plan that addresses location, access, design, and phasing; develop a use program to maximize the benefit to a mix of user groups; and coordinate planning and implementation with key stakeholders and decision-makers such as the City of Albany and current users of the site.



Above: existing conditions photograph of the proposed Community Boathouse site within the City of Albany’s Corning Preserve.

Corning Preserve Background

The Corning Preserve is a sensitive riverfront area, closely tied to the City of Albany’s recreational goals and objectives. This relatively small preserve already includes the city’s primary waterfront access point for recreational uses, a recently constructed pedestrian bridge linking downtown with the Hudson River, an amphitheater for musical performances, a welcome



Recently completed pedestrian bridge and amphitheater at the Corning Preserve – just south of the proposed boathouse site.

center, a popular nature trail, the riverfront barge restaurant, and other small park amenities (benches, floating docks, etc.). The city is currently developing a Phase II plan to identify the next stage in waterfront development and uses for the Corning Preserve. It is hoped that this report will be considered by the city and integrated into the Phase II plan. This truly is an exciting time for Albany's waterfront and the Corning Preserve.

Albany Rowing Center – Community Boathouse Vision

The City of Albany's Phase II planning efforts will likely determine the long-term future of the Corning Preserve – its physical components as well as its overall use, character, and design. As such, there is a pressing need for the ARC to communicate its concept for the facility and site to the community, stakeholders, and decision-makers and gain a foothold in the preserve.

|| The ARC's long-term vision for the boathouse is a multi-use, publicly accessible rowing facility that celebrates and enhances the city's connection to the Hudson River and its historical 19th century rowing heritage, and invites the community to interact with and learn about its waterfront.

Use program

As part of the site evaluation summary discussed above, a conceptual site plan was developed highlighting the various components of the proposed waterfront park and boathouse. It was imagined that the facility would include a mix of public and private space with areas for rowing club use and the general public.

The proposed facility would include boat storage, support facilities, an office area, public restrooms, and opportunities for commercial uses such as a restaurant. In addition, the site would incorporate a series of amenities designed to expand public use of this portion of the preserve such as publicly accessible docks for non-motorized water craft, a waterfront path and overlook/fishing dock, an enhanced playground/picnic area, a sports equipment rental facility, and an orientation/educational kiosk (*note: The ARC should maintain its existing facility for trailer storage*).

An important component of the overall use program is integration with the City of Albany's programming needs for the Corning Preserve. Specifically, coordinating development of the boathouse structure with city support and maintenance facilities needed at the preserve would help to conserve valuable space at the preserve and present a unified, coordinated building landscape. Rather than a series of small disjointed structures, a single building could help tie the site together and better serve the diverse needs of the community.

With a signature boathouse at its foundation, the area is envisioned as a multi-use, year-round waterfront park that allows and encourages expanded public interaction with the Hudson River. The boathouse would continue the theme of the city's celebration of its riverfront preserve through establishment of a world-class rowing facility while providing enhanced water access for the community.

How does the boathouse fit the City of Albany's future?

Competitive rowing is a sport steeped in tradition that instills individual, team, and community pride. It is enjoyed by adult novices and masters, high school and university students, and national Olympic level athletes worldwide and its facilities and events have brought notoriety to towns and cities across the country where the sport is thriving. The sport has a rich tradition in Albany and the boathouse will present opportunities to interpret this aspect of the city's history as well as the long and dynamic history of this section of waterfront as a multi-modal warehouse and lumberyard area and a berth for classic Hudson River steamboats like the Clermont.

The City of Poughkeepsie, another Hudson River city looking to reconnect with its waterfront and history, is in the process of developing a similar type of community boathouse² which is expected to provide a number of benefits including:

- Providing more people with access to rowing and the Hudson River;
- Enhancing and preserving the Hudson River waterfront;
- Providing new rowing opportunities for adults, youth, and athletes with disabilities; and
- Continuing the historic rowing tradition in the region
- Providing inner-city youth enrichment programs through a rowing venture program

A world class boathouse structure and waterfront park could certainly lead to similar benefits in Albany, taking advantage of its location along the river and enhancing ongoing tourism and economic development efforts.

Site and Facility Users

The Albany boathouse facility would be used by a number of local and regional groups and organizations, universities, high schools, and individuals as well as the public. The current facility is already home to the ARC and a number of private and public schools including Emma Willard, Russell Sage, Shaker High School, and others (current membership includes representation of 15 high schools). When complete, the ARC estimates that perhaps as many as four high schools and two to three colleges would be full users of the facility. Of course, the facility would also be used by unaffiliated individuals (residents of Albany and other local municipalities) interested in learning or continuing with the sport. The Albany Rowing Club currently runs a rowing youth camp for inner-city youth (grades 7, 8, and 9) which would continue in the new facility.

Additionally, the ARC anticipates that the Albany Irish Rowing Club will be part of the new facility.

Public Access

Associated improvements such as a kayak rental facility would encourage public use of the site and enjoyment of the waterfront. This type of resource does not currently exist in the Capital District, but is a proven successful amenity as has been shown at the popular Downtown Boathouse in Manhattan, the community boathouse in Yonkers, and the Governor-funded Annsville Creek canoe and kayak training center and franchise in Peekskill.

In addition, the relocation of rowing uses from the current site would also alleviate the minor 'traffic' congestion from competition for access to the current boat ramp from rowers, seasonal fishermen, summer motorboat users, and the AquaDucks tour boat as well as free up more parking room to accommodate these uses.

Economic Development

Rowing is already a popular sport in Albany with several clubs, schools, and organizations regularly using the existing facility and launch. These users, of which there are between 200 and 300 daily depending on the season, draw a significant amount of economic traffic to downtown Albany as patrons of cafes, diners, restaurants and bars, and other daily purchases (such as gasoline).

In addition to local users, it is likely that a series of regional, state, and perhaps national events will be drawn to Albany's waterfront to take advantage of the boathouse facility, river access, and the two 2,000 meter courses laid out on this portion of the Hudson River.³ In the past, the City of Albany and the ARC co-sponsored the Empire State Regatta each spring – an event that for over fifteen years attracted rowers from across the northeast for regional and national competition. Suspension of the regatta left a void in regional competition and a need for a similar type of event – a new boathouse and riverfront facility could be a key component to its re-establishment in Albany. The facility could also be used for state-wide events such as the Empire State Games and possibly as a site for NCAA events.⁴ These events (as well as daily operations) would provide a wonderful spectator value for patrons of the existing riverfront barge (proposed to be relocated slightly north), users of the proposed boathouse restaurant, and pedestrians creating a healthy and vibrant presence at the rebuilt preserve.

ARC currently hosts the Head of the Hudson regatta which draws 500 to 600 athletes and spectators to the Hudson River waterfront each September who also to utilize the city's restaurants, hotels, motels and other services. With a world-class boathouse as its finish line, the event can only grow and prosper.

Furthermore, with adequate multi-purpose space, the boathouse could be used for rowing-related conferences. Albany is ideally situated in the northeast and easily accessible for many colleges, high schools, and clubs for these types of events.

The increased amount of regular, daily users of the boathouse will also contribute to the economic growth of the city. For example, it is estimated that the boathouse will generate approximately \$140,000 yearly in rental and associated fees, potentially leading to a net economic impact of over \$1/2 million (using a multiplier of 4.0). This does not include the economic benefits associated with major events or rental of “flex space” for meetings and conferences or the daily impact of rowers’ dollars spent in the city which could easily be another \$1/2 million over the seven month rowing season.

In summary, the proposed boathouse would play an important role in the city’s waterfront activities by providing public access, opportunities to interact with and learn about the river, increased tourism through events, and increased visibility of the city statewide and nationally. All of these aspects contribute to the continued economic development efforts of the city and its renewed association efforts with the Hudson River.

Site Development Details

Realization of the Albany/ARC Boathouse hinges on a variety of development issues including but not limited to the city’s ongoing planning efforts for this portion of the preserve, existing users, site access and/or control, construction costs, funding/financing, and overall project feasibility. Each of these issues is broadly discussed below.

Ongoing planning

The City of Albany has recently begun its Phase II study of the Corning Preserve. It is essential that the idea and vision of a community boathouse be communicated to the planning team and further, it is hoped that the city will integrate this study into the Phase II report (either by reference or inclusion). The ARC should maintain its representation on the Phase II planning committee and continue to re-evaluate strategies as the plan is developed.

Existing users

The study area site is currently used as access to the Corning Preserve Trail (the site includes a 75 car parking lot) and picnic/playground areas. In addition, the site is home to the Riverfront Barge Restaurant, a seasonal pub and eatery that provides a unique on-the-river experience. The community boathouse concept plan would enhance the public aspects of the existing site – for example, picnicking and playground facilities would remain while the addition of a waterfront promenade and river access would be established. However, it is likely that the Riverfront Barge

Restaurant would need to be relocated slightly to the north to make room for the new structures, docks, and access points.⁵

Site access and/or control

It is essential to integrate the boathouse concept into ongoing planning efforts. However, as development of the structure as proposed could take several years, it is recommended that the ARC establish an immediate presence at the site.

This could first be established through acquisition of some type of lease arrangement with the City of Albany for use of the site and construction of the rowing/park facilities. The agreement would help solidify grant proposals and ensure that the site will be available for the boathouse concepts. In order to assure the city that this land will not be tied up without progress, the agreement could include a clause that would revoke usage and access rights if construction or specific implementation steps have not begun by a certain date.

The presence could then be further solidified through construction of the boat storage and river access components only – prior to development of other aspects of the facility and plan. A well-designed boat storage facility along with floating docks required for river access would also resolve the immediate needs in terms of an enhanced facility. (This phased approach is discussed and outlined in more detail in the subsequent section of this report.)

Long-term access and use of the site should be correlated with the City of Albany's plans and objectives for the Corning Preserve. Establishment of a shared facility, as described earlier, is one option that should be considered. This facility could easily serve the needs of the rowing community as well as some of the city's Corning Preserve structural needs for this area.

Construction costs

Since a final design has not yet been selected, a detailed cost estimate has not been completed. However, it is likely that the structure envisioned by the ARC – a symbol and an important architectural icon for the City of Albany for years into the future – would be a multi-million dollar building. In addition, there will be additional costs associated with construction of the complete waterfront park such as expansion of parking and park improvements, relocation of Riverfront Barge Restaurant, installation/expansion of utilities, etc.

To minimize future utility expenses, the structure should be as efficient as possible. Site design and construction should utilize green construction techniques and take advantage of all other state and philanthropic programs designed to assist and promote energy efficiency including the energy star program, NYSRDA grants, the Niagara Mohawk Foundation, and the Kresge Foundation.

Building Alternatives

Three building alternatives are presented within this plan to demonstrate the variety of layout, size, and cost potential for development of the boathouse.

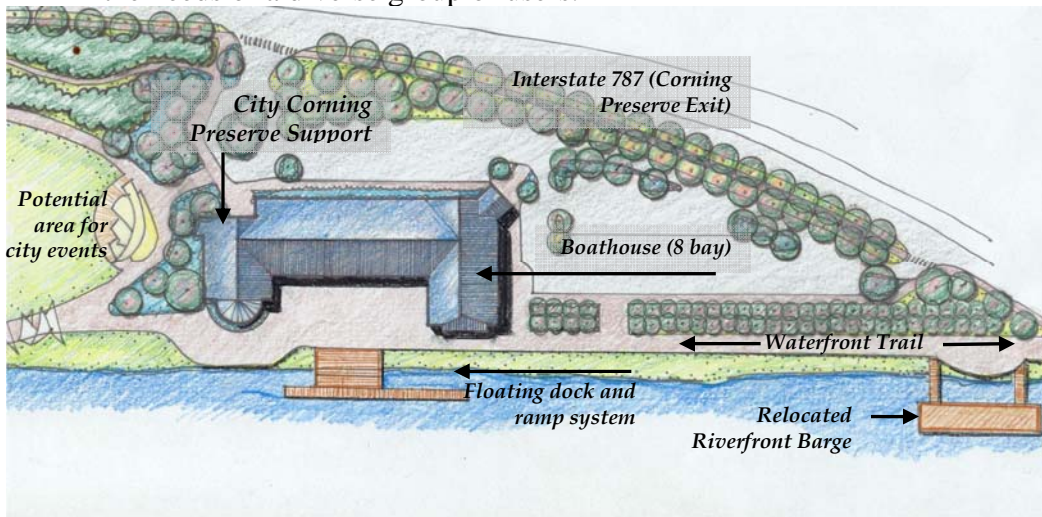
The alternatives are designed to provide flexibility in locating the boathouse on the Corning Preserve and coordinate with the City of Albany's concepts and needs for future development of the area. Each structure is located at the existing parking area off Interstate 787 and represents varying degrees of scale and interconnectivity with city functions.

(see subsequent pages)

Option 1. Single-structure boathouse and city support facility

This structure fully integrates rowing and city events needs at the preserve within a single structure. The building includes 8 bays for storage of boats (each holding between 12 and 40 boats); ancillary space for storage and office administration; showers, lockers, laundry facilities and restrooms for public boaters; area for practice rowing tanks; a separate wing for corning preserve events support; and “flex space” for special events, conferences, and meetings.

As the sketch shows, this option utilizes a single building to provide space for rowing and city needs related to the preserve. This serves to limit the overall impact of buildings on the preserve through a coordinated design. The facility will have the appearance of a single structure while serving the needs of a diverse group of users.

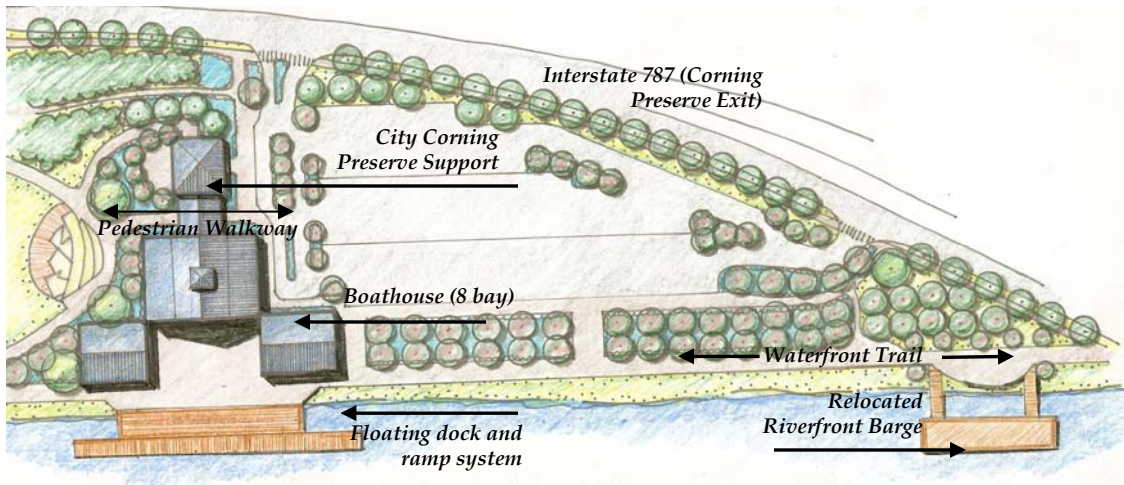


Financial Feasibility Component	Full Grant	Partial Loan*
Number of bays	8	8
Total size (sq. ft.)	42,765	42,765
Ancillary Space (bathrooms, lockers, etc.)	4,450	4,450
Rowing tank space (sq. ft.)	5,000	5,000
First floor space for boat bays only (sq. ft.)	22,210	22,210
Second floor space for office, meetings, events, etc (sq. ft.)	11,105	11,105
Estimated cost per square foot	\$125	\$125
Total estimated construction cost	\$5,345,625	\$5,345,625
Loan/debt service	\$0	\$35,973
Annual maintenance and operating costs (\$3/sq ft)	\$128,295	\$128,295
Total annual cash flow needs (operating and debt service)	\$128,295	\$164,268
Total income	\$137,240	\$137,240
Cash surplus / shortfall	\$8,945	- \$27,028

*Assumes \$500,000 loan at 6% for 30 years

Option 2. Combined boathouse and city support facility

This 8 bay design presents another integration option to locating the boathouse on the preserve in coordination with future City of Albany Corning Preserve facilities. In this alternative, the boathouse is aligned in an inverted “T” shape to respond to the depth limitation of the site (in general there is significantly more room when configuring boat bays parallel to the Hudson River compared with perpendicular alignments). The city support features are located to the west of the boathouse facility, opposite a pedestrian walkway in a separate, but connected structure. This design provides for the same facilities described in option 1 (e.g., showers, meeting space, etc.) with the exclusion of rowing tank space and associated income while limiting the impact of new structures on the parking area.

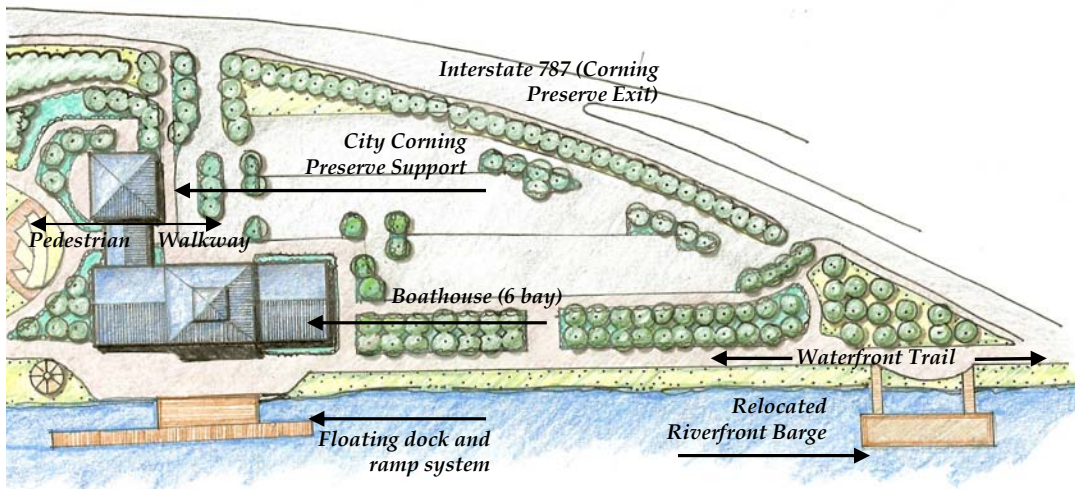


Financial Feasibility Component	Full Grant	Partial Loan*
Number of bays	8	8
Total size (sq. ft.)	34,450	34,450
Ancillary Space for bathrooms, lockers, etc. (sq. ft.)	4,450	4,450
First floor space for boat bays only (sq. ft.)	20,000	20,000
Second floor space for office, meetings, events, etc (sq. ft.)	10,000	10,000
Estimated cost per square foot	\$125	\$125
Total estimated construction cost	\$4,306,250	\$4,306,250
Loan/debt service	\$0	\$35,973
Annual maintenance and operating costs (\$3/sq. ft.)	\$103,350	\$103,350
Total annual cash flow needs (operating and debt service)	\$118,350	\$139,323
Total income	\$119,240	\$119,240
Cash surplus / shortfall	\$15,890	- \$20,083

*Assumes \$500,000 loan at 6% for 30 years

Option 3. Parallel single-purpose boathouse

This design shows a 6 bay boathouse with all bays aligned parallel to the Hudson River. This structure takes full advantage of the linear nature of the preserve (a result of the lack of depth due to I-787 to the west) and consists of the smallest structural footprint. The primary difference from alternatives 1 and 2 is the reduction in the number of boat bays (similar to option 2, these calculations do not include the rowing tanks and associated income). This structure is designed to house all of the ancillary features of the previously described alternatives. Similar to option #2, the city's Corning Preserve support facility would be located just to the west of the boathouse across a pedestrian walkway.



Financial Feasibility Component	Full Grant	Partial Loan*
Number of bays	6	6
Total size (sq. ft.)	29,762	29,762
Ancillary space for bathrooms, lockers, etc. (sq. ft.)	4,450	4,450
First floor space for boat bays only (sq. ft.)	16,874	16,874
Second floor space for office, meetings, events, etc (sq. ft.)	8,438	8,438
Estimated cost per square foot	\$125	\$125
Total estimated construction cost	\$3,720,250	\$3,720,250
Loan/debt service	\$0	\$35,973
Annual maintenance and operating costs (\$3/sq. ft.)	\$89,286	\$89,286
Total annual cash flow needs (operating and debt service)	\$89,286	\$125,259
Total income	\$97,040	\$97,040
Cash surplus / shortfall	\$7,754	-\$28,219

*Assumes \$500,000 loan at 6% for 30 years

Income Assumptions:

The following income assumptions were used for calculating the financial feasibility components for each alternative.

- Use of lockers and showers by public preserve users and others: \$1,440 annual (~60 users per month at \$2.00 fee)
- Rental of “flex” space on second floor: \$15,000 annual (20 events at \$750)
- Rental of rowing tanks: \$18,000 annual (144 rental hours at \$125/hr.)
- Rental of boat bays: \$80,600 to 102,800 annually (see below for detail)

Rental of Racks in Boat Bays				
	Type of boat	Number of boats per bay	Yearly rental (per boat)	Total annual rental
Bay 1	Singles	40	\$400	\$16,000
Bay 2	Doubles	24	\$550	\$13,200
Bay 3	Fours	12	\$800	\$9,600
Bay 4	Eights	12	\$1,050	\$12,600
Bay 5	Singles	40	\$400	\$16,000
Bay 6	Doubles	24	\$550	\$13,200
Bay 7	Fours	12	\$800	\$9,600
Bay 8	Eights	12	\$1,050	\$12,600
Total income from 8 boat bays				\$102,800
Total income from 6 boat bays (excludes bay 7 and 8)				\$80,600

In addition to these revenue sources, additional income can be generated by corporate sponsorship. For example, businesses and organizations will be able to rent sign space on the rowing tanks and promote their operations at events through temporary advertising on the docks.

As described within the use program outline (page 3), initial concepts for the community boathouse integrated commercial uses into the facility – potentially a restaurant and /or health club. However, due to the limitations of the site (primarily a lack of depth) and the overall lack of available space at the Corning Preserve, these types of commercial operations are not considered feasible at this time. As such, the primary income-generating component of the boathouse would be the rental of boat storage space, user fees, and rental of second floor space for meetings, conferences and other events.

Financing plan and strategy

The ARC has begun developing a preliminary financing and funding strategy to cover construction costs for the Albany Community Boathouse. The ARC intends to access a variety of public, private, and philanthropic

funding sources including grants, donations, and investments. Some of these sources include:

- Federal transportation funds including future T-21 funds as authorized
- New York State environmental protection fund
- Donations from corporate and private foundations
- Other federal, state and local grants⁶ including funds through HUD, NY State Small Cities, and the Canal Corporation
- Hudson River Foundation
- User fees

Note: the ARC has received grants through the Hudson River Foundation's Hudson River Improvement Fund for replacement of docks which enabled river access for rowers, power boats, and fishing.

Site Development Plan

Under a perfect scenario, funding for the project would be readily available, the City of Albany would endorse the community boathouse plan, and construction of the facility and park could begin within a relative short period of time (as an early-action element of the Phase II Corning Preserve improvements). However, if sufficient funding for the community boathouse as described and designed in this report cannot be secured the ARC should consider a development program that allows for the facility to grow in size as funds become available and use increases.

Utilizing the phased approach would also more quickly and cost-effectively provide the ARC with a new location for river access and boat storage, allow for growth while not “overbuilding” a structure that would not be affordable and not needed for several years into the future, and perhaps most importantly, the phase one structure would establish and secure the ARC's presence at the site. This approach may be necessary considering the availability of funding and the timing of the city's Corning Preserve activities. Following a phasing approach would not preclude development of a multi-use facility. Rather, it would help ensure the ARC's future at the site and satisfy initial use needs. A proposed phasing plan is outlined below:

Phase 1 components

- Small building for boat storage (4 bays)
- Floating docks
- Office area
- Public access components including storage and rental facility (kayaks, etc.), showers and laundry for motor boaters, improved pedestrian pathway and overlook
- Minimal expansion of parking

Phase 2 components

- Expanded public access components (e.g., rehabilitation of public restroom to include additional kayak rental)
- Boathouse expansion (added bays and sections for increased use by ARC and others)
- Expanded historical interpretive opportunities for public viewing and education
- Relocated Riverfront Barge Restaurant
- Rowing tanks which will generate rental income

Conclusion and Action Plan

The community boathouse at the Corning Preserve presents a wonderful opportunity for the City of Albany to continue its waterfront re-connection and enhancement efforts. The boathouse ties into the city's ongoing planning and development efforts for the preserve by re-establishing links with the river and creating special places for all to enjoy. Furthermore, the entire project (boathouse, river access, and park) would significantly increase public access to the Hudson River and the waterfront, providing rowing and other water-related opportunities for the community, increase the "visibility" of the city, and enhance tourism and economic development efforts. This effort will also dovetail into New York State plans to increase Hudson River access by 2009 in conjunction with the Hudson Fulton Champlain anniversary.

Action Plan

The Albany Community Boathouse action plan outlines a draft strategy for moving forward with continued planning and implementation of the community boathouse. This plan should be revised as new information comes available and major steps are completed.

1. ONGOING PLANNING

A. Overall project administration and development

- i. Ensure that as the project continues, administration and implementation tasks are completed

- *Consider funding for project administrator/consultant to continue to advance the ARC/Community Boathouse objectives over the next 1 – 5 years.*

B. Coordinate with the city's Phase II Corning Preserve planning effort

- i. Ensure that the community boathouse concept is considered and integrated into the city's plan

- *Maintain presence on Phase II planning committee*

ii. Modify community boathouse strategies as needed (related to new information)

- *Conduct monthly or bi-monthly meetings of ARC to update other members of phase 2 progress (internally) and re-evaluate strategies*

iii. Identify the needs, expectations, and level of detail required by the city

- *Continue attendance at Phase II committee meetings and conduct regular conversations with city staff*

C. Develop the next level of architectural and site design drawings

i. Seek grant funding for design plans (in conjunction with grants/funds for construction)

- *Hire grant writers*

ii. Acquire costs estimates for full project construction as well as components – including phased approach

- *Hire planning, architectural, and engineering firms to conduct estimates*

2. EXISTING USERS

A. Ensure that existing users of the proposed site are integrated into the planning process

i. Keep an open dialogue with the Riverfront Barge and Restaurant owner

- *Meet with owner to present preliminary concept and options/alternatives*

ii. Encourage the city to survey Corning Preserve users and residents on the types of park/water-related amenities desired (as part of the Phase II planning process)

3. SITE ACCESS

A. Establish Albany Rowing Center's presence at the proposed site

- i. Acquire a lease agreement with the city for use of the site and construction of the facilities

- ii. Begin construction of boat storage and other phase one components discussed in this report

4. FINANCING PLAN

A. Acquire funds for design and construction

- i. Begin outreach to political leaders at all levels of government, philanthropic organizations and individuals, universities, and high schools.

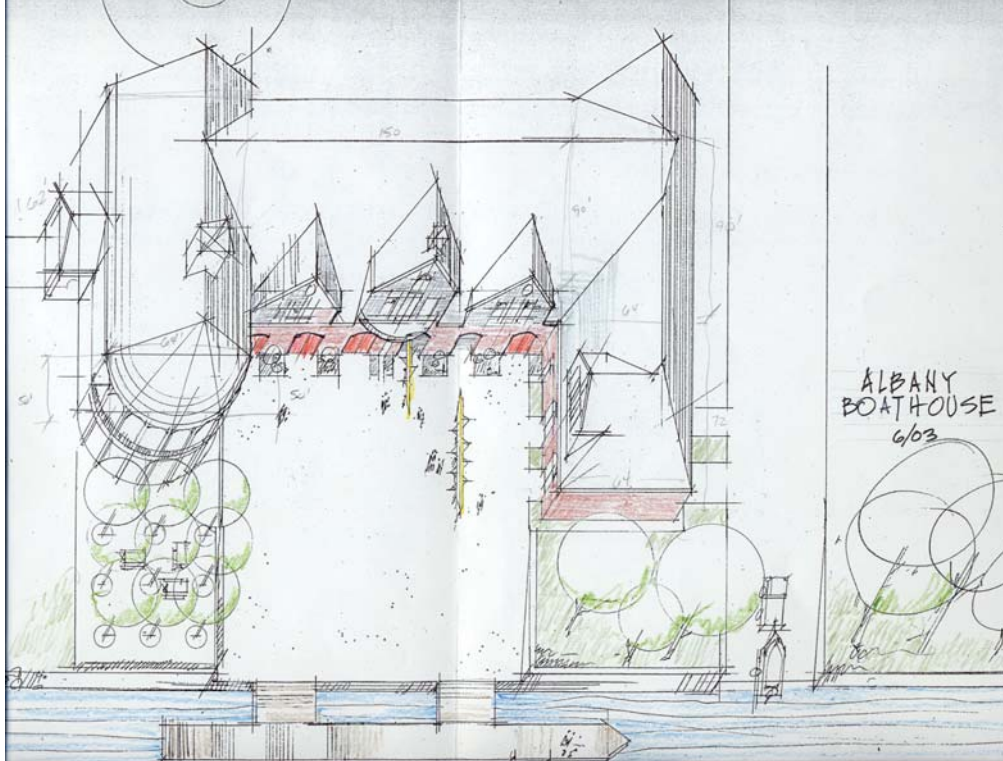
- ii. secure use/lease letters of intent from universities and high schools

- ii. Identify and write grant applications for construction and design components

APPENDIX GRAPHICS



Appendix Image 1: Existing conditions – Corning Preserve and environs



Appendix Image 2: Sketch of Option 1: Single Structure Boathouse and City Support Building (Design – Tom Frost, Frost Architecture).

FOOTNOTES

¹ Please note, more information regarding each of these sites is available in the earlier study developed by Behan Planning Associates, LLC for the ARC.

² Sources of Poughkeepsie community boathouse information include: Governor Pataki press release of October 30, 2003 www.state.ny.us/governor/press/year03/oct30_6_03.htm; Hudson River Rowing Association www.hrrowing.org/facilities/boathouse/index.htm; and Dutchess County Executive press release of November 25, 2003 www.dutchessny.gov/CountyGov/Departments/CountyExecutive/CE20031125boathouse.htm

³ The courses each consist of 6 to 7 lanes and are the standard racing length for the sport. One course begins near the I-90 bridge and ends near the Albany Pump Station. The second course begins slightly further to the north and ends at the Amtrak rail road bridge

⁴ It is important to note that standard NCAA rowing events require a full buoyed course which may pose some level of difficulty due to the river's tidal shift as well as the cost of the equipment (estimated at \$15,000)

⁵ According to City of Albany staff, the Riverfront Restaurant's lease for use of the site is through New York State. However, it may have been assigned to ALDC at some point.

⁶ There is precedent for NYS, county and local assistance for similar projects. For example, Governor Pataki awarded \$500,000 to the City of Poughkeepsie for construction of a community boathouse facility along the Hudson River. In addition, Dutchess County Executive, William R. Steinhaus allocated \$45,000 for construction of the facility with the County IDA pitching in \$300,000. The Canal Corporation, a subsidiary of the New York State Thruway Authority provided grant funds for both Syracuse and Pittsford's rowing facilities. Furthermore, the Hudson River Foundation's Hudson River Improvement Fund recently awarded a series of grants including money for the Hudson River Rowing Association to construct a portion of the Greenway trail along the waterfront in Poughkeepsie