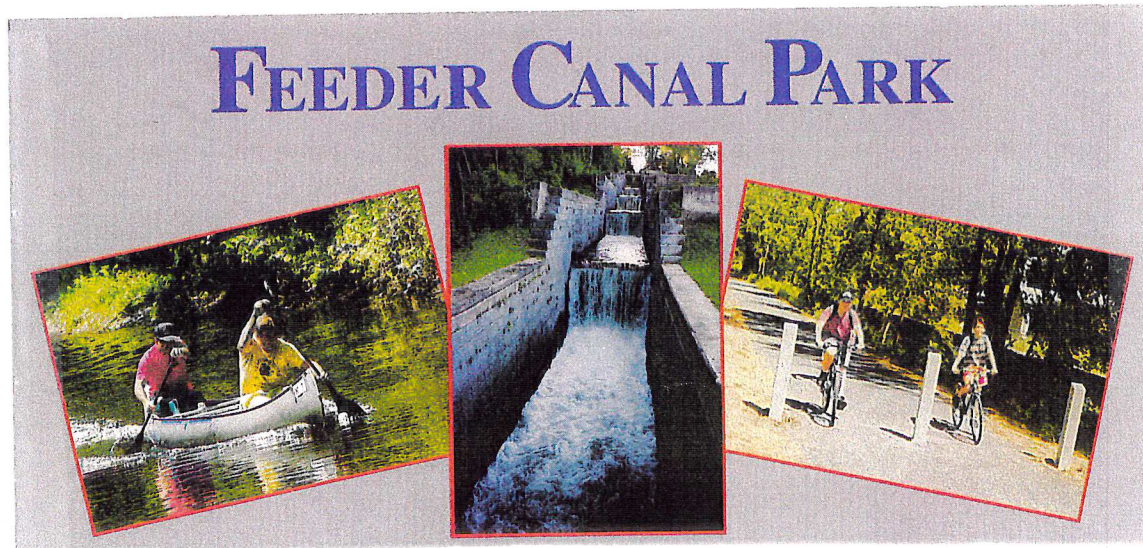


# *Update to the Feeder Canal Park Master Plan*

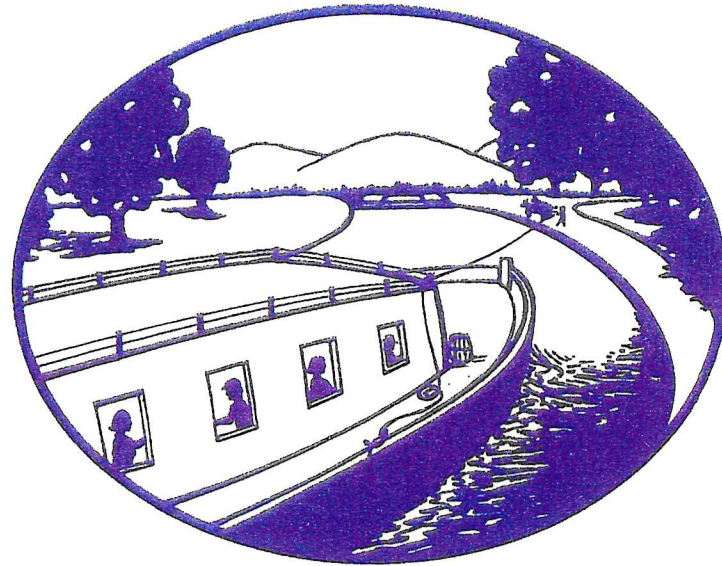


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Glens Falls, NY 12801

**October, 2000**

**FEEDER CANAL ALLIANCE  
P.O. Box 2414  
Glens Falls, New York 12801**

# *Update to the Feeder Canal Park Master Plan*



**October, 2000**

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# *Update to the Feeder Canal Park Master Plan*

October 2000

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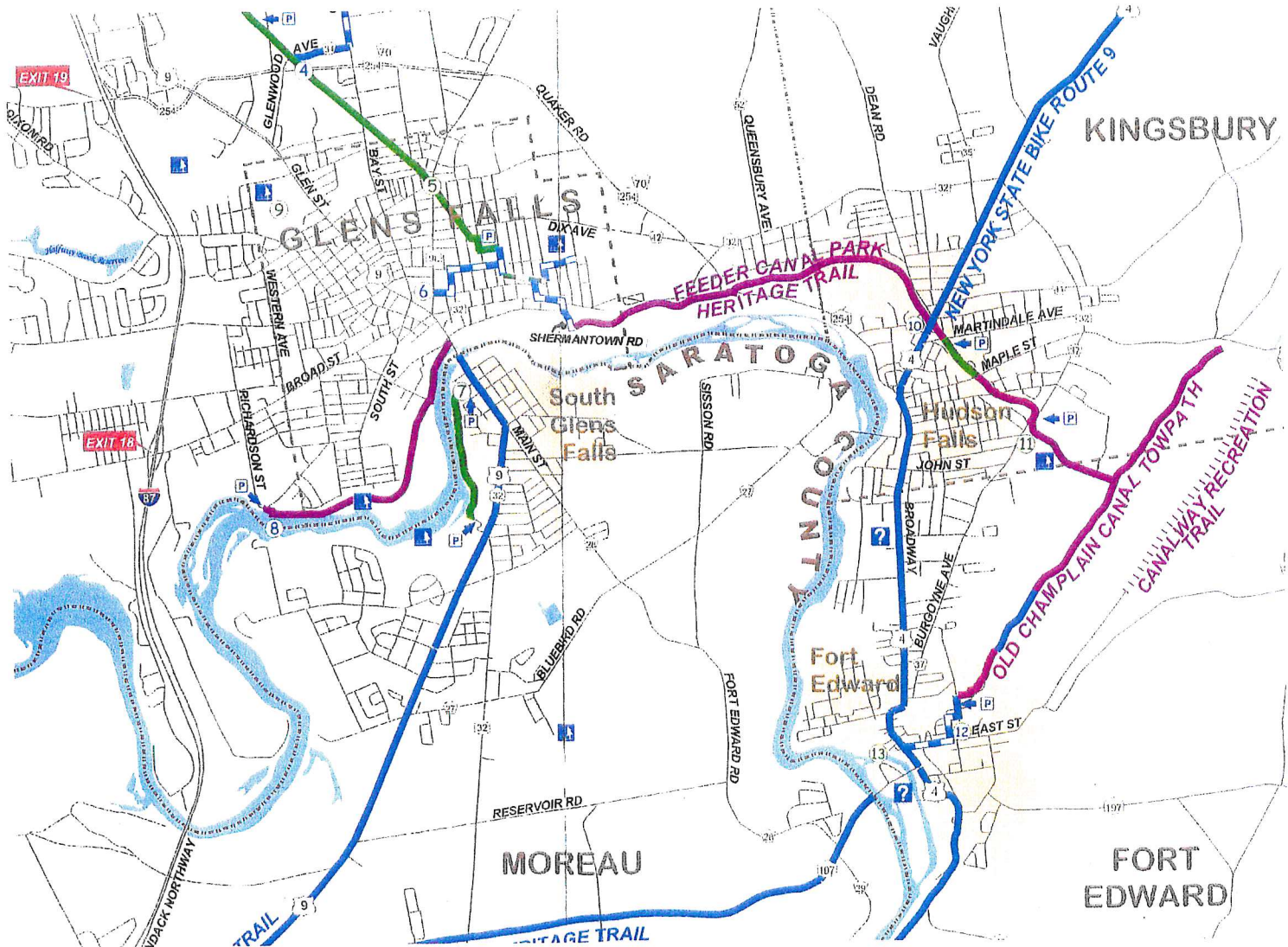
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REGIONAL BICYCLE MAP (Partial)  
Adirondack/Glens Falls Transportation Council

# I. INTRODUCTION

## *Message FROM THE PRESIDENT*

*The Board of Directors of the Feeder Canal Alliance, a New York not-for-profit corporation, is pleased to present this Update to the Alliance's original Master Plan for the creation of a Feeder Canal Park. It is not our intention to duplicate the extensive work done by the original Advisory Task Force and consultants in creating the Master Plan. The Plan, one of the first of its kind for revitalization of part of New York State's Canal System, is as comprehensive and as valid in its concepts and many of its recommendations today as it was when originally adopted.*

*The Alliance's vision and goals remain the same. However, with the passage of time a number of things have changed and should be noted. Over the past decade the Alliance has maintained its focus and has doggedly pushed forward to make our dreams and vision as presented in the 1990 Plan a reality. The Overlook – Feeder Dam Park, Main Street/Martindale Park and the Five Combines – Historic Locks Area are prime examples. As we approach the 21<sup>st</sup> century our vision is to continue this progress.*

*A number of project components have been or are being modified based upon the knowledge and experience gained over the last ten years. As the last surviving piece of the original State Canal System, it is our fervent hope that this magnificent resource – the Glens Falls Feeder Canal – be preserved and developed for today's enjoyment and for the enrichment of future generations.*

-Howard Raymond,  
President

## *I. INTRODUCTION*

### *Background. The Master Plan Update*

In July 1990 the Feeder Canal Alliance (the Alliance) adopted the "Feeder Canal Park Master Plan," sub-titled "A Plan For The Preservation Of The Glens Falls Feeder Canal And The Creation Of The Feeder Canal Park." (the Plan) The central goal of the Plan was to transform the Feeder Canal, which was neglected in recent times, into a significant cultural, economic and recreational resource. Over the past ten years the Feeder Canal Park concept has become a reality. In the Year 2000 the Feeder Canal Park is a beautiful, 7-mile linear park along the banks of the Glens Falls Feeder Canal.

While much has been accomplished in these ten years, the actions contemplated in the original Plan were aggressive, numerous, time-consuming and costly and the Plan continues to be an active, operative document. In the autumn of 1999 the Board of Directors of the Alliance recognized the need to revisit the text of the Plan and decided that a supplement was warranted in order to bring recommendations and actions taken up-to-date, modify textual references and develop a strategy for the future.

The Alliance has developed this update in consultation with Pamela J. Burns, an independent consultant, from Glens Falls, New York. The supplement has its own format and will highlight changes and developments which have occurred and set forth a vision for the future.





***II. THE FEEDER CANAL PARK 10 YEARS LATER***

## *II. THE FEEDER CANAL PARK – 10 YEARS LATER*

A great many things have happened since the Master Plan was written in 1990. The 1990 Plan envisioned the Feeder Canal and Park as “part of a larger park and canal system” “an integral part of the Champlain Canal...” and “...a part of a Tri-County Multi-Purpose Trail.” It identified the need along the Feeder Canal for a restored towpath and seven “activity areas.” The Plan was right on target and its vision was later incorporated into a larger Champlain Canal Corridor Study published in December 1993 by The Lake Champlain Lake George Regional Planning Board, which submitted the Study to New York State.

***Impact of State and National events.*** The initiatives taken by New York State in the decade of the 1980’s laid the groundwork for the recognition of the 524-mile long State Canal System in the 1990’s as an historic, cultural jewel, a drawing card for tourism and an economic and recreational resource like no other in the nation.

In 1992 the State transferred responsibility for the Canal System from the Department of Transportation to the Thruway Authority and established the NYS Canal Corporation as a subsidiary of the Authority. Under the same legislation a Canal Recreationway Commission was created and a comprehensive plan for the development of the Canal System was mandated.

The Feeder Canal, as part of the overall System, falls under the jurisdiction of the Canal Corporation, which is responsible for the maintenance and upkeep of the System. By 1992, the Feeder Canal was recognized by the State as part of the whole. In 1993 it was included as part of the regional Champlain Canal Corridor and the 1993 Study was integrated into the Statewide Canal Recreationway Plan published in 1995.

By 1996 the Canal Corporation had published its “Canal Revitalization Program.” The program provided for a \$32.3 million dollar NYS investment over a 5-year period for re-development of 6 harbor sites, service ports and lock projects, a trail initiative along the Erie Canal, all on State-owned property; and funds for marketing and promotion. By 2000 the plan was updated and called for additional investment.

The State Canal Program also drew national attention. In the Fall of 1996 the U.S. Department of Housing and Urban Development announced funding for communities along the Canal Corridor under its Community Development Block Grant – Small Cities Program. This provided grant and loan funding to local municipalities to develop municipal, not-for-profit and private projects in conjunction with the State’s investment in the Canal.

Each and every plan, along the way, recognized the need for continuing investment to preserve and enhance the Canal System and utilize its potential. The synergy envisioned in the Feeder Canal Master Plan was becoming a reality and the Feeder Canal became an integral component of the whole.



### *From Concept to Action – the decade of the 90's.*

The 1990 Master Plan and the proposed ten-year Action Plan were extremely aggressive. The Plan called for a highly coordinated effort among state and local governments, the Alliance and the private sector. Responsibilities for the implementation of the recommended actions are either the sole responsibility of the various entities or are shared by those entities in varying degrees. The participants in development include NYS and the NYS Canal Corporation, six local municipalities, which host the 7-mile long linear Feeder Canal Park, two counties, the Feeder Canal Alliance and private individuals, local foundations and corporations.

Throughout this past decade the Alliance and the NYS Canal Corporation have been the most active participants in the implementation process and are involved on a day-to-day basis to secure successful outcomes. The municipalities play supporting roles in reaching goals. Recommendations, actions and graphics can be found in Chapters III and IV respectively of the original Plan. Without reiterating the recommendations or the action plan in full, we will set forth what has been accomplished. All accomplishments have been in furtherance of the Plan and when taken together show that a significant journey has taken place.

Major successes include:

- ❖ Establishment of the Feeder Canal Park and recognition of “Park” status in the State’s Canal Recreationway Program.
- ❖ Completion of the restoration of the Feeder Canal Towpath, and connection with the Warren County Bikeway via on-street connectors.
- ❖ Creation of a tri-county multi-purpose trail and advances made in the bikeway connecting Whitehall to Fort Edward/Kingsbury under a TEA-21 Transportation Enhancement Grant.
- ❖ Acceptance in May, 2000 of US Route 4 as a designated Scenic Byway, including the Feeder Canal and a component of the Champlain Heritage Corridor.

### *Development of the Towpath and the 7 activity areas.*

**The Towpath:** The New York State Thruway Authority/Canal Corporation has cleared and graded the towpath to the recommended 10-foot width. Completed in 1993, it has a stone-dust surface for walking and bicycling.

Officially designated the “Feeder Canal Park Heritage Trail,” it spans the length of the Feeder Canal, except for the ¾ mile stretch in the City of Glens Falls between the Finch Pruyn & Company, Inc. (Glen Street) and Shermantown Road Park. Although originally recommended to connect across the Finch Pruyn & Company, Inc. lands, the recommendation was abandoned as not practical after a series of discussions with company officials.

The Trail and Park are maintained by the Alliance and the NYS Canal Corp. Debris and overgrowth are cleared on an annual basis. Vehicle barriers and signs have been installed at access points and road crossings. Interpretive signage has been erected at key locations along the Trail providing



visitors with short historical synopses regarding the importance of the area or site. There are currently five parking areas along the Trail (See Regional Bicycle Map published by the Adirondack/Glens Falls Transportation Council). By far the Canal Park Trail is one of the most scenic and historically significant sections of the Tri-County Multi-purpose Trail.

**The Hudson River Overlook-Feeder Dam Park:** (Town of Queensbury) Located at the western terminus of the Heritage Trail, The Overlook – Feeder Dam Park is an 8½-acre site of historic significance. The Feeder Dam – the origin of the canal and the inlet for water flowing into the canal at Lock 14 – provides scenic vistas of both the Hudson River and the canal. The original Plan called for the development of a new park at the site. With the assistance of funding from a grant under the 1997 HUD Canal Corridor Initiative, the Year 2000 will see this vision become reality.

A joint effort among the Alliance, Warren County, the NYS Canal Corporation and the Town of Queensbury the Park will provide parking, a kiosk shelter and picnic area, additional interpretive signage, nature trail and needed repairs. In 1990 the Moore Memorial Bridge was erected with funding from the Pyramid Company of Glens Falls. The bridge provides access to the Trail on the south side of the canal between the canal and the river.

Over the years the additional site improvements were accomplished. Canoe docks, directional and interpretive signage and park benches were installed at key points along the Trail. Although the Plan called for two loops to be

created between the dam and the Bush Street Bridge, the recommendation has been abandoned because it is not currently feasible.

**Haviland's Cove Park:** (City of Glens Falls) Haviland's Cove Park is a municipal park owned and operated by the City of Glens Falls. Located on Pruyn's Island, it is due east of the Feeder Dam Park between Bush Street and Murray Street bridges. The only existing park on the canal in 1990, it provides seasonal recreational facilities, including parking and restrooms, picnicking and swimming for community residents. The City is in the process of making improvements to the park, which complement and enhance the Heritage Trail experience.

**Shermantown Park:** (City of Glens Falls) The western section of the Heritage Trail (from the Feeder Dam to Glen Street) is connected to Shermantown Park by travelling east along Warren Street or Oakland Avenue from Glen Street where the eastern Trail section along the canal banks begins. (See "Towpath" section). The site includes ruins of historic lime kilns and a canal bridge still at its original height. The Heritage Trail once again parallels the Canal. The park includes parking, canoe access and picnic tables and continues to be a work-in-progress.

The park is also the site of the connection to the Warren County Bikeway which links the City of Glens Falls with Lake George. The Adirondack – Glens Falls Transportation Council has proposed certain city streets as the designated on-street connector between the Bikeway and the Feeder Canal Heritage Trail.

**Main Street Commercial Area and Martindale Park:** (Village of Hudson Falls) The original Plan identified 3½ acres spanning both the west and east sides of U.S. Route 4 – Main Street extending to Martindale Avenue in the Village of Hudson Falls as a revitalized commercial district and park to include an interpretive center, small commercial shops, picnic area, boat basin and other visitor amenities. Since a great portion of the lands rest in private ownership development takes a great amount of time and resources.

Located on the west side of U.S. Route 4, approaching the Whitehall Bridge over the canal, approximately 1 acre of land along the banks of the canal and Heritage Trail was purchased by Beaverkill Conservancy, an affiliate of The Open Space Institute, for inclusion within the Feeder Canal Park. The previous owners of the land, Michael and Margaret Murray sold the parcel to the Conservancy in 1998. The Murray's 40-year old business, Creamy Delights Ice Cream Stand, which sits on the site, will be moved to an adjacent parcel.

Volunteers have cleared the parcel of excess brush in the Spring of 2000 and a picnic area, nature trail and a parking area are being created. Additional benches and interpretive signage are also being installed.

A revised concept plan was commissioned by the Alliance in June 1996. Rather than displace Creamy Delights it was incorporated into the plan with the agreement of the owners. This is the only area along the Heritage Trail where refreshments can be purchased and is an important adjunct to the Park. Plans call for an Interpretive Center to be built to contain public space and private offices and will

be the future permanent home of the Alliance. The Center will house information, displays and a gallery that will interpret the historic canal for visitors. A paved plaza has also been proposed. The site will be able to support outdoor displays and other public functions.

Interpretive signage, a canoe launch and a picnic area have already been developed along the west side of the Trail. At the Martindale Boat Basin to the east, there are picnic tables and park benches, a boat launch, a parking area and interpretive signage.

**Pearl Street Historic District and Cultural Area; and Sawmill Greenway and Lock 12:** (Village of Hudson Falls). Of the seven activity areas proposed in 1990 for redevelopment these two remain as yet undeveloped. In 1998 the Alliance commissioned an historic structure and adaptive re-use report of the site of the Griffin Lumber Company silos to explore the potential of the concept developed in the original Master Plan. This re-development is still under consideration and alternatives are being investigated. Lands south of Lock 12 were cleared and the remains of the Kenyon Sawmill were uncovered.

The Sawmill Greenway still holds considerable appeal. The suggestion to increase water depths at Locks 11 and 13 has been eliminated from future plans.

**Five Combines Historic Locks Area:** (town Of Kingsbury) This historic locks area is located at the eastern end of the Feeder Canal where it intersects with the Old Champlain Canal. The site contains some of the most historically and visually significant features along the canal and includes the first 10 locks of the canal. Locks 6 through

10 are a combination of five locks which were used to lift canal boats 130 feet to the elevation of Hudson Falls and Glens Falls and are virtually the only locks of the Erie Canal period remaining intact.

Between 1991 and 1992 New York State invested \$750,000 on refurbishing the Five Combines. Stonework was stabilized and fissures between or behind the stones were regouted. The area along the banks and the lock chambers were cleared. Workers cleared around the ruins of the sluiceways creating a stone channel for runoff and removed portions of the concrete sluiceway that was destroyed in 1987. During the removal of debris the foundations of the first stone-arch sluiceway and possibly the original wood floor upon which the archway was built were uncovered. A metal gate was installed to secure the site and allow the public to view these historic remains.

With assistance from volunteers and donations an overlook and walking bridges were constructed, interpretive signage erected, and picnic tables installed creating one of the areas most beautiful passive parks. The site can be accessed from Burgoyne Avenue and parking is available across from Lock 11, which is buried under Burgoyne Avenue.

Original 1990 plans called for an interpretive center and boat dock to be located on the site with a parking area for approximately 120 cars. These plans are not possible. Instead, the interpretive center will be located on Main Street in Hudson Falls. (See page 5). The NYS Canal Corporation has closed the Towpath to vehicular traffic, except for handicapped accessibility, from the parking area at Burgoyne Avenue east to the Old Champlain Canal. Plans to refurbish Locks 2 and 3 have been scheduled by

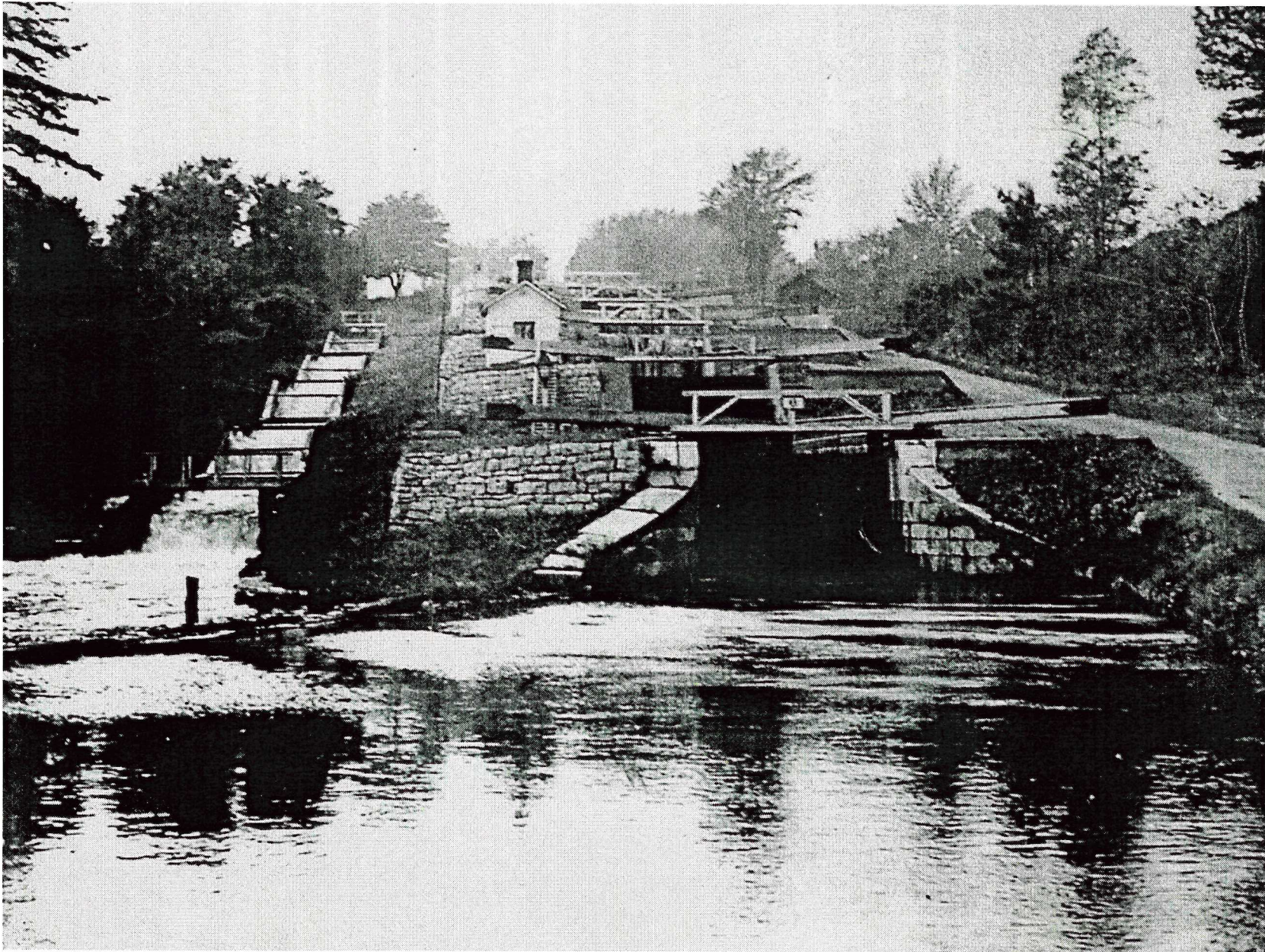
the NYS Canal Corporation. Potential use of the Kingsbury and Fort Edward landfills is still open to speculation.

What exists today is a beautiful park open to the public for recreation and enjoyment. The Heritage Trail joins the Old Champlain Canal Towpath at the T-Bridge over the Old Champlain Canal. The current northern terminus of the Old Champlain Canal Towpath is located on the south side of Route 196 in the Town of Kingsbury. Going south along the Old Champlain Canal Towpath hikers and bicyclists can reach the Village of Fort Edward at McIntyre Park. Here there are places to park and enjoy the historic sites of Fort Edward. The Tri-County Bikeway has a proposed designator on-street connector through Fort Edward to the Saratoga County Heritage Trail across NYS Route 197 to NYS Route 9.

Trail expansion in Fort Edward will include development along the current Champlain Canal to Lock 8. With the assistance of funding from the TEA-21 Enhancement Project a 9.9 mile Canalway Recreation Trail along the current Champlain Canal will be developed between Fort Edward and Fort Ann. Thus fulfilling one more recommendation of the 1990 Master Plan for a tri-county bikeway.

**Bond Creek Boat Basin:** (Town of Fort Edward) The vision to create a boat basin between the Old Champlain Canal and the Champlain Canal with boater amenities and establish a small commercial area between Bond Creek and Route 196 remains a vision. Land is in private ownership and there are a number of problems associated with the concept. This concept is no longer incorporated in current or future plans.



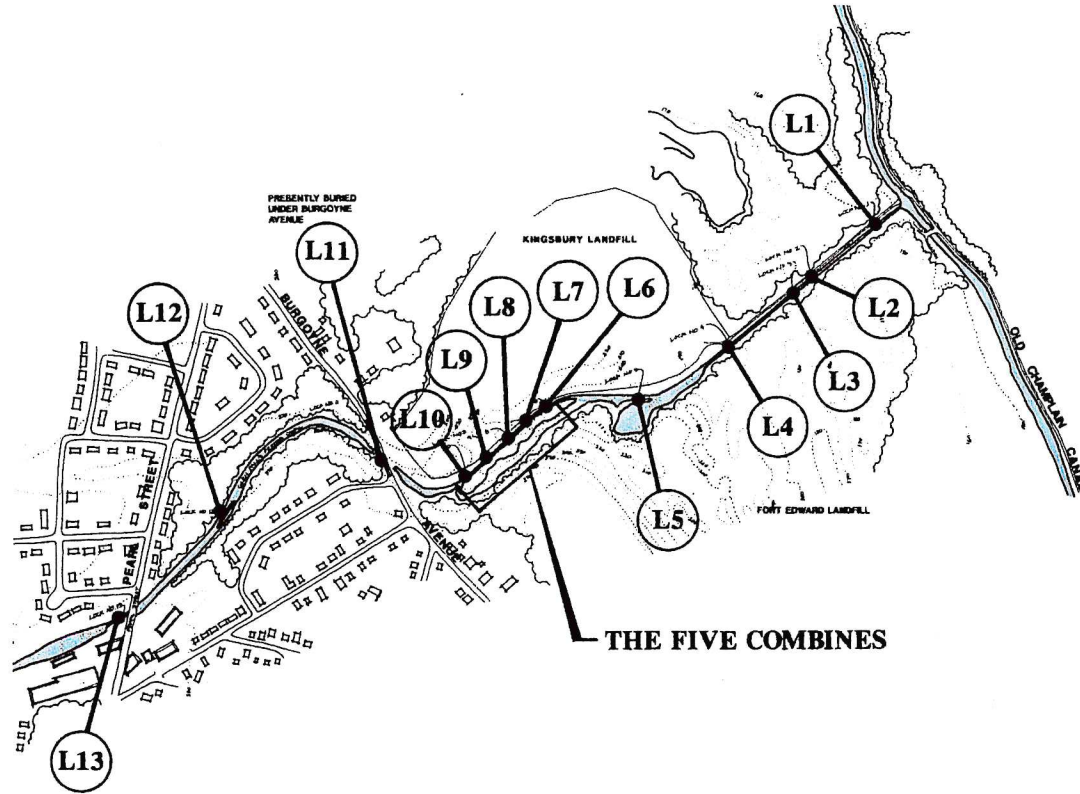
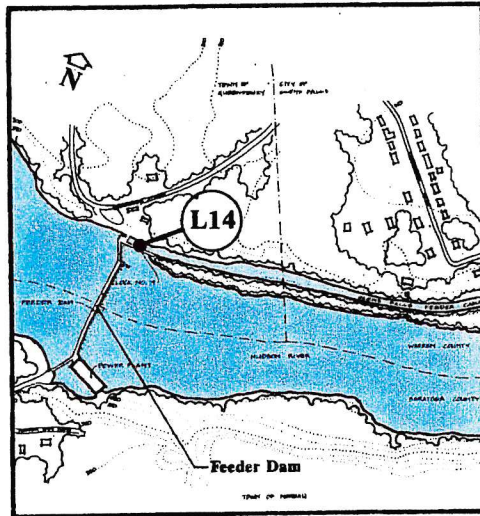


NY State Archives

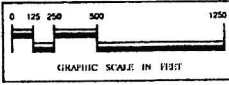
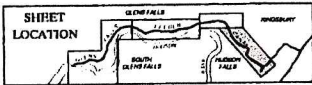
### ***III. 1990 ACTION PROGRAM REVISITED***



(L5) Lock Number



SHEET  
1 of 1



## FEEDER CANAL PARK MASTER PLAN

CLIENT  
FEEDER CANAL ALLIANCE, INC.  
Utilizing Our Heritage  
1 Reed Street  
Glens Falls, New York 12001

CONSULTANTS  
URBAN RESEARCH AND  
DEVELOPMENT CORPORATION  
25 Scullion Plaza  
Bethlehem, Pennsylvania 18016

HUGH MOORE HISTORICAL PARK  
AND MUSEUMS INCORPORATED  
P.O. Box 977  
Easton, Pennsylvania 18044-0877

### *III. 1990 ACTION PROGRAM REVISITED*

#### *The Original Action Program.*

Chapter IV of the 1990 Master Plan, pages 63–72, outlines a 10-year program to systematically carry out the plan. It followed Plan Recommendations found in Chapter III. Actions were grouped in five time frames: Immediate, Short term (within 2–3 years), Moderate term (within 4–5 years), Long term (within 6–10 years) and Continuous.

This update chapter will deviate from that format. The fact that some actions did not happen within the timeframes proposed in the Plan is far less important than the fact that they did happen. An action suggested by the Action Program is listed by the year it was accomplished or completed, rather than by category or timeframe. Following the section, “Milestones and Accomplishments,” is a section on “recommended actions” that, for one reason or another, have not taken place.

**MILESTONES and ACCOMPLISHMENTS: In furtherance of Master Plan recommended actions in the areas of: design, access, connectiveness, uses, park features, recreation and safety, maintenance and preservation, park operations, interpretation and education, promotion, and funding.**

- 1990

- ❖ Feeder Canal Alliance (the Alliance) sponsors recreational activities, including the annual canoe race, initiated in 1987.

- ❖ Alliance schedules spring clean-ups along the towpath and the Canal. Volunteers are solicited, brush is cut, and debris removed enhancing the surrounding environment and uncovering the towpath.
- ❖ Alliance opens its first office, made possible from a grant from the J. M. Kaplan Foundation.
- ❖ Chapman Museum, Glens Falls, hosts exhibit on the Feeder and Old Champlain Canals.
- ❖ Moore Memorial Bridge completed near Lock 14. The Overlook – Feeder Dam Park permits pedestrian and bicycle access over the canal to the towpath, made possible with grant funds from the Pyramid Corporation/Aviation Mall. Landscaping around the bridge is completed and the bridge is dedicated June 9, 1990.
- ❖ Funding secured from the NYS Erie/Barge Canal Challenge Grant Program for a lock tender study and a canoe launch site at the Overlook - Feeder Dam Park. Alliance solicits matching funds.
- ❖ Alliance promotes canal with informational booth at Sandy Hill Days, Fort Edward Whitewater Derby, Fort Edward Heritage Days, Taste of the North Country and the Washington County Fair on an on-going annual basis over decade of the 1990’s.



## 1991

- ❖ Work continues to keep the towpath accessible. Directional signs and vehicle bollards are erected along the towpath. Points of access include Lock 14 – the Feeder Dam (Queensbury); Haviland’s Cove Park area, Murray Street, Shermantown Road (all Glens Falls); Martindale Boat Basin and Pearl Street (Hudson Falls); and Burgoyne Avenue (Kingsbury – Fort Edward).
- ❖ Work begins to clean out the site of the Boat Basin at Martindale Avenue. Miller Associates, Architects of Hudson Falls, develop conceptual Plan for Boat Basin Park. The Alliance secures a grant from the Leo Cox Beach Foundation for construction of a boat launch.
- ❖ Regional artist, John Gullucci, completes five artistic renderings in watercolor of the historic Feeder Canal.
- ❖ Shermantown Park area adopted by the Glens Falls Kiwanis Club in November. Planned actions include site clean-up and seeding, installation of traffic bollards, and canoe dock. The Club provides help in restoring the towpath from Shermantown Road Bridge to the bridge at the Glens Falls Cement Company. Jointa Lime Company provides the stone dust.
- ❖ Town of Queensbury grants award to Alliance to assist with repairs and to build retaining wall near Lock 14 (the guard lock) at the Overlook – Feeder Dam Park.

## 1992

- ❖ New York State undertakes the refurbishing and repairs of the Five Combines Historic Site.
- ❖ Funding for research and design of interpretive signage was awarded by the Hudson River Foundation.
- ❖ Mini-park at Martindale Avenue Boat Basin receives funding from Leo Cox Beach Foundation.
- ❖ Towpath restoration continues on the area around Shermantown Park. Glens Falls Kiwanians install two canoe docks, bollards and make other site improvements at the Park area. They plant evergreens to provide screening of nearby buildings.
- ❖ 15 areas along Towpath and Canal are identified for the “Adopt-A-Canal-Program” instituted by the Alliance. Area companies and organizations asked to join program.
- ❖ Work on the Boat Basin at Martindale Avenue continues. Additional grant from Leo Cox Beach Foundation is received.
- ❖ Clearing work done at Lock 12, site of the old Kenyon sawmill.
- ❖ Alliance continues to promote Canal with display at Aviation Mall and to hold its annual Canalfest, canoe race and more.

- ❖ Alliance hires its first part-time director to help coordinate on-going Park development in furtherance of Master Plan.
- ❖ State Legislation established New York State's Scenic Byway Program to be administered by the Landscape Architecture Bureau of the NYS Department of Transportation.
- 1993
- ❖ Pedestrian bridges built and picnic tables installed at the Five Combines Historic Locks Site made possible by funding from the Erie/Barge Challenge Grant Program.
- ❖ Self-guided tour of the Canal created. (See Appendix II for updated tour guide).
- ❖ Alliance works with Warren County Recreation Department regarding Master Plan recommendation to investigate acquisition of abandoned D&H Railroad bed for extension of bike path, which would bring bikeway within ½ mile of the towpath and canal.
- ❖ Vermont Senator Jeffords proposes legislation to inventory regional resources in the Champlain-Hudson Valley region, a preliminary step toward designation of a National Heritage Corridor.
- ❖ Access areas to towpath and canal extended: in Queensbury at Feeder Dam Park and River Street (near Ciba Geigy); in Glens Falls at Bush Street, Murray Street and Glen Street bridges, and Shermantown Park;

in Kingsbury/Hudson Falls at County Line Bridge, Main Street (US Route 4) and Martindale Avenue Boat Basin and Burgoyne Avenue near the Five Combines.

- ❖ Feeder Canal Park Master Plan recommendations incorporated into The Champlain Canal Corridor Study (Lake Champlain-Lake George Regional Planning Commission), which was incorporated into the NYS Canal Recreationway Plan. Feeder Canal recognized as part of the NYS Canal System.
- ❖ Nine miles of trail from the Feeder Dam, Queensbury to Fort Edward along the towpaths of the Feeder Canal and the Old Champlain Canal included for funding for Canalway Trail System being created by the NYS Canal Corporation.
- ❖ Member item awarded Alliance by NYS Senator Ronald Stafford for development of a park design and site plan for Locks 1-4: Historic Lock Area, just east of the Five Combines (Locks 6-10).
- 1994
- ❖ NYS Canal Corporation clears and grades towpath to a width of 10 feet, providing a stone dust surface. All motorized vehicles are prohibited on the trail (with the exception of maintenance vehicles). (Because of the historic nature of the Towpath and for safety reasons asphalt was not used).

- ❖ Towpath restored with a \$341,000 investment from NYS and trail dedicated as the “Feeder Canal Park Heritage Trail.”
- ❖ New dam constructed across the Hudson River at Glen Street by Adirondack Hydro Development Corporation. Discussions between the company and the Alliance are held regarding development of viewing stations and recreational access.
- ❖ Boat Basin Park at Martindale Avenue, Hudson Falls dedicated and officially opened on September 10<sup>th</sup>.
- ❖ Welcome signs installed at the Overlook – Feeder Dam Park and Boat Basin. Initial interpretive signage installed along Trail.
- ❖ Historic Locks 1 - 4 Study complete and presented to Alliance.
- ❖ System set in place by NYS Police for safety and reporting procedures for incidences occurring along the canal system.
- ❖ Tours of Heritage Trail conducted for out-of-state visitors. Feeder Canal Park and Heritage Trail realized as a regional resource.
- ❖ New pedestrian bridge project at Historic Locks (Locks 1 - 4). Park funded by grant from the Leo Cox Beach Foundation.
- ❖ New evergreens and picnic table pad installed at Shermantown Park by the Glens Falls Kiwanis.
- ❖ NYS Canal Corporation and Town of Kingsbury co-sponsor ISTEAs Transportation Enhancement Grant application for \$575,000 to restore Lock 1 at Historic Locks Park to 19<sup>th</sup> century working order.
- **1995**
- ❖ Self-guided tour of Park updated.
- ❖ Alliance grows to over 400 members including over 30 corporate sponsors.
- ❖ Land acquisition study commissioned by the Alliance for the purchase of the Main Street-US Route 4 (Murray property: Creamy Delights) land.
- ❖ Adirondack Hydro Power installs interpretive signage at the South Glens Falls side of the Glens Falls Dam.
- ❖ Picnic tables and new descending stairs installed at the south side of the pedestrian bridges at the Five Combines Historic Site.
- ❖ Alliance receives grant from the Town of Queensbury for benches along the Warren County portion of the Heritage Trail.
- ❖ Educational programs and tours increase.

- ❖ First triathlon held in July. Rules established for bikers.
- ❖ Canal Society of New York State convenes in Glens Falls for its annual meeting. Canal/Heritage Trail a key tour for convention goers.
- ❖ Alliance and NYS Canal Corp. receive Community Achievement Award from Chronicle Newspaper of Glens Falls for successfully preserving the towpath/Heritage Trail and the construction of the 7-mile long linear Feeder Canal Park.
- ❖ Folklore video under production by Alliance with grant assistance from Warren County Decentralization Program.
- 1996
- ❖ Talks continue regarding the purchase of the Main Street/US Route 4 Murray property. “Concept Plan for the Murray Property” commissioned by Alliance to investigate property development. Study prepared by Joy, McCoola & Zilch, P.C. and The L.A. Group, P.C. and presented to Alliance in June.
- ❖ 4 one-piece concrete picnic tables and benches for Five Combines and 5 steel benches for Trail are purchased with the assistance of a Leo Cox Beach Foundation grant.
- ❖ Alliance develops folklore video project.
- ❖ The Champlain Canal Byway Steering Committee formed to establish feasibility of creating a designated Scenic Byway along US Route 4 corridor in Saratoga and Washington Counties. Committee elects to move forward.
- ❖ Senator Jeffords (VT) continues to work on the establishment of the Champlain Valley Heritage Corridor Project, which includes the Counties of Warren and Washington on the New York State side.
- ❖ Locktender’s shanty remodeled with donation of materials from Curtis Lumber.
- ❖ Annual events and educational programs sponsored by the Alliance continue.
- 1997
- ❖ Feeder Canal Alliance celebrates its 10<sup>th</sup> anniversary.
- ❖ Alliance’s educational program developments include production of a slide presentation depicting lives of canal people, funded by Washington County Decentralization Program. Brochures, postcards and extensive informational materials made available to the community. Programs and presentations continue.
- ❖ The new picnic tables installed at Martindale Boat Basin and the Five Combines Historic Site. (See 1996 purchase, above).

- ❖ Booklet published by Alliance - “A History of the Glens Falls Feeder Canal,” by Michael LaCross in conjunction with BOCES students.
- ❖ Purchase agreement reached between the Michael and Margaret Murray and the Open Space Institute for a 1 – acre parcel at the Main Street/U. S. Route 4 site in Hudson Falls, adjacent to the Heritage Trail. Alliance works with the Murrays to begin development of a park setting.
- ❖ Warren County incorporates the Overlook – Feeder Dam Park development in its 1997 HUD Canal Corridor Initiative application. Funding approved in August.
- ❖ Alliance’s informational material and brochure included in all Washington County Tourism’s promotional package. Promotional bags are distributed at the County Fair, Americade and NYS Thruway Rest stops.
- ❖ Alliance’s canal shanty moved to Main Street property. Shanty used as an informational kiosk at various sites to promote public awareness of the Feeder Canal Park and Heritage Trail.
- ❖ NYS Scenic Byways Program Nomination Handbook published outlining the steps to be undertaken for nomination. Champlain Canal Byway Steering Committee instrumental in handbook preparation.
- ❖ Footbridge replaced at Lock 1 with funding assistance from the local Ft. Edward branch of the GE Elfun Society.
- ❖ Work begins to widen and resurface the towpath from the T-Bridge east along the Old Champlain Canal Trail in Fort Edward.
- ❖ Alliance website created by Adirondack Technologies.
- **1998**
- ❖ Riza Touba, owner of Griffin Lumber Company, approaches Alliance with proposal to consider restoration of the Five Silos, located west of Lock 13 on Maple Street in Hudson Falls. Alliance seeks grant funding for a historic structure report and adaptive reuse study.
- ❖ The Beaverkill Conservancy, an affiliate of the Open Space Institute, purchases the 1 – acre site from the Murrays. The Murrays accept less than the market value – a significant contribution to the development of the Park. Site is projected to house an interpretive center and museum and be the permanent home for the Alliance. The mini park and canoe dock can now be extended into a larger park setting.
- ❖ NYS Canal Corporation donates new steel bench frames for the Trail. Alliance constructs and installs benches.

- ❖ Mileposts are installed along the Trail with help from the NYS Canal Corporation.
- ❖ Historic booms are located at Overlook Park – Feeder Dam with the assistance of Finch & Pruyn Paper Company.
- ❖ Adirondack/Glens Falls Transportation Council conducts bicyclist/pedestrian survey to update its long-range plan for continued trail development.
- ❖ “Feeder Canal – A Field Guide to A One-acre Plot – At the Five Combines” an environmental trail created by WSWHE BOCES students.
- ❖ Alliance website is updated, new e-mail address added.
- ❖ Alliance granted Absolute Charter by New York State Board of Regents.
- **1999**
- ❖ Alliance and volunteers begin work on the Park at the Main Street/U.S. Route 4 site (the Murray property).
- ❖ 10<sup>th</sup> Annual Canoe Race held, sponsored by GE.
- ❖ New York State holds NYS Canals Cruise and Trail Trek, a 13-day cross-state event to celebrate the NYS Canal System.
- ❖ Champlain Canal Byway Draft Enhancement Plan published by the Champlain Canal Byway Steering

Committee. The Feeder Canal Park included as an integral regional resource within the Plan.

- ❖ Champlain Valley Heritage Corridor Project moves forward. National Park Service seeks public comment (between November and March of 2000) on a draft special resource study on cultural and natural resources in the Champlain Valley and potential role of the Park Service in furthering the preservation, interpretation and promotion of these resources. Potential for additional funding for heritage corridor if federal legislation adopted. NPS serves in supporting role and does not obtain jurisdiction over community resources.
- ❖ The Warren–Washington County Healthy Heart Program donates \$1,000 for the annual canoe race and participates in National Trail Days to promote Feeder Canal Park as a recreational health resource in the community.
- ❖ Alliance plans to update Master Plan in 2000.
- ❖ New signs for the Shanty and at the Five Combines are made possible by grant from the Leo Cox Beach Foundation.
- **2000**
- ❖ Park setting and picnic area cleared and groomed at Main Street – Martindale Park area. Creamy Delights Ice Cream Stand continues to operate on site providing Feeder Canal Park users with a stopping point for refreshments.



- ❖ Design work complete and work plan for the Hudson River Overlook HUD Canal Corridor Initiative project at Feeder Dam Park updated. Schedule set for making improvements.
- ❖ Champlain Canal Byway Plan presented for public comment, adopted and approved. In May NYS DOT's Scenic Advisory Board approves nomination and connects the Champlain Canal Byway (Waterford to Whitehall) with the Lake Champlain Byway (Whitehall to Plattsburgh).
- ❖ City of Glens Falls receives NYS Parks Development Grant and plans for major improvements to Haviland's Cove Park.
- ❖ Adirondack – Glens Falls Transportation Council's Bike and Pedestrian Committee conducts a trail usage survey in August along Canal's Heritage Trail as a connecting link in its overall trail system.
- ❖ GE sponsors Annual Canoe Race.

#### **ACTIONS RECOMMENDED THAT HAVE NOT BEEN TAKEN**

A number of actions recommended in the original Master Plan and Action Program have been modified or eliminated from current plans: The following paragraphs outline those actions. The page references where suggestions were made in the original Plan are in parentheses.

#### **The Overlook/Feeder Dam Park.**

Continuous loop trails linking the south side Trail with a north side nature trail have been eliminated from plans as currently not feasible. (Page 37, 45, 65).

#### **Haviland's Cove - Glens Falls Redevelopment Plans.**

In the Spring of 2000 the City of Glens Falls issued a draft of its new 2000 Master Plan including a redevelopment plan for the downtown business district. It support's development efforts for historic preservation of resources. The City's new plan does not address the opening of Haviland's Cove Park on a year-round basis. Currently, the park is only open during the summer season. (Page 65).

#### **Pearl Street Historic District and Locks 13 and 11.**

Recommendations to install planks over the grate on Lock 13 to create a winter skating area have been eliminated. The canal is governed by the NYS Canal Corporation, which has determined liability issues make the idea not feasible. This also applies to the culvert near Lock 11. (Page 40, 41).

#### **The Five Combines Historic Locks Area and Main Street Development.**

The original concept design for the Five Combines Historic Locks Area has been modified over the past decade. The proposed information center for display of canal artifacts, audio-visual presentations and tour information has been eliminated from this area. Instead the interpretive center

will be built adjacent to the canal at the Main Street/U.S. Route 4 property owned by the Beaverkill Conservancy. (Pages 7, 42, 55 and Design map - Page 43). Information kiosks at Main Street and Martindale Park have been eliminated as a result of the above plans for the interpretive center. (Page 55).

Public and service parking areas, a small boat dock and alternate access roads to the Five Combines Historic Locks Area have been eliminated from current plans. The NYS Canal Corporation will not permit vehicular traffic, except for handicapped accessibility, on the Trail. Parking is available at the top of the hill directly off Burgoyne Avenue. (Page 43).

#### **Old Champlain Canal/Bond Creek Boat Basin.**

As mentioned earlier in this Update, development, including the suggested dredging of the basin, is no longer part of current or future plans. Canal boat rides through Lock 1 are also not contemplated at this time. (Pages 7, 43, 67, 70).

#### **Acquisitions, Easements, Zoning, Legislative Initiatives.**

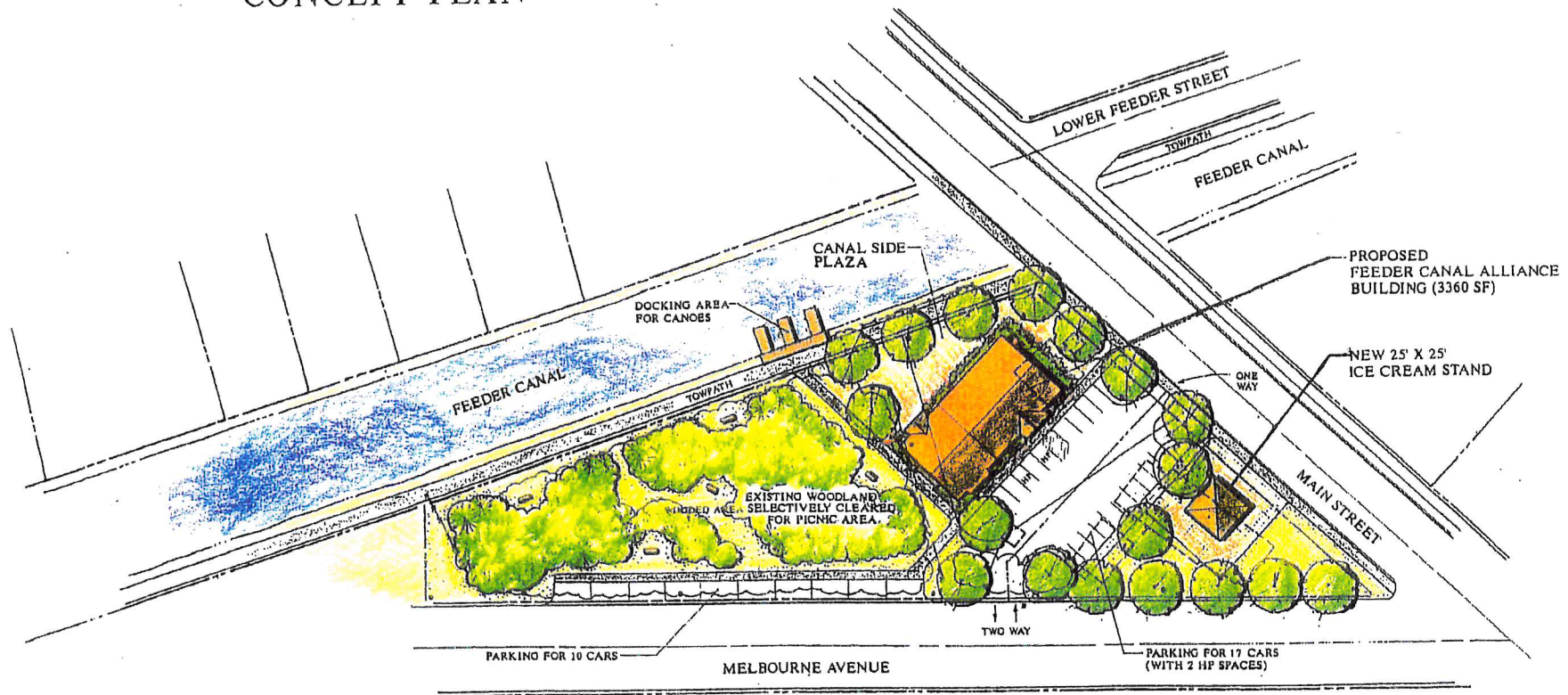
Stormwater management ordinances are not contemplated or needed. New York State and local municipalities are responsible under NYS law. However, monitoring of new and existing municipal stormwater management activities by the Alliance will continue (Page 9).

Lands along the Old Champlain Canal recommended for acquisition is no longer feasible. (Page 43).

Use of a portion of the Fort Edward Landfill as green space will not happen. (Page 60).

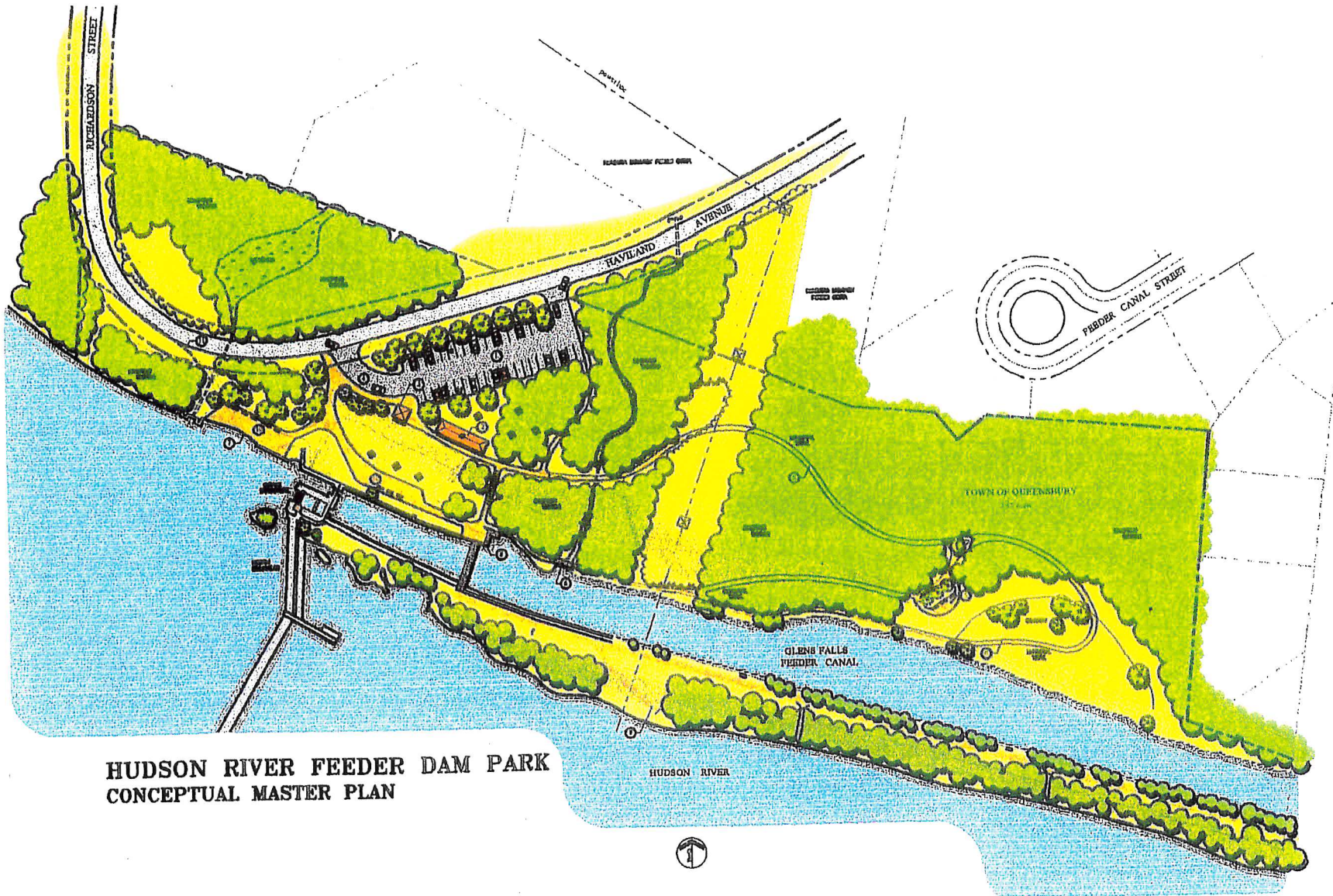
Creation of a Feeder Canal Commission under State legislation was recommended in the Plan but has not been implemented since the Alliance has successfully helped coordinate implementation of actions and improvements recommended in the 1990 Master Plan. The option to create a Commission for administration of the Park is still under consideration. (Page 57, 70). State or National administration is not contemplated. (Page 56).

Feeder Canal Alliance, Inc. - Murray Property  
Village of Hudson Falls, New York  
**CONCEPT PLAN**



**IV. ACTION PLAN FOR THE 21<sup>ST</sup> CENTURY**





**HUDSON RIVER FEEDER DAM PARK  
CONCEPTUAL MASTER PLAN**

#### ***IV. ACTION PLAN FOR THE 21<sup>ST</sup> CENTURY***

##### **FIVE – YEAR PLAN FOR CONTINUING DEVELOPMENT – A WORK IN PROGRESS**

###### **HUDSON RIVER OVERLOOK – FEEDER DAM PARK IMPROVEMENTS**

Goal: Completion of proposed improvements.

Background: In 1997 The Feeder Canal Alliance partnered with the Warren County Planning Department to submit an application for grant funding under the US Department of Housing and Urban Development's Canal Corridor Initiative to make additional improvements to the Hudson River Overlook – Feeder Dam Park at Lock 14 in the Town of Queensbury, New York. (1990 Master Plan at Pages 37 and A2). A number of recommended improvements had already been made over the decade of the 1990's. In August 1997 Warren County was awarded a \$25,000 grant to make the improvements. Site design work was completed in 1998. (See attached: Concept Master Plan for the Overlook).

In addition to the improvements contemplated under the HUD grant, a settlement agreement between the Federal Energy Regulatory Commission (FERC) and Niagara Mohawk Power Corporation and/or its successors regarding the Feeder Dam was negotiated during 1999 and early 2000.

Incorporated in that agreement are improvements to recreational facilities located at Lock 14 – The Overlook – Feeder Dam Park site in accordance with the 1998 Concept Master Plan prepared for the Project.

Sponsors: Warren County – Planning Department and the Feeder Canal Alliance.

The Warren County Planning Department will administer/oversee project development in conjunction with the Feeder Canal Alliance. The NYS Canal Corp., the Alliance and volunteers are responsible for maintenance and upkeep.

Current Status: Active, work – in – progress.

Target Completion Dates: Summer 2001: HUD Grant activity, 2005: other improvements.

Funding Sources: US Department of Housing and Urban Development – Canal Corridor Initiative, Orion Power New York, New York State Canal Corporation, Municipal.

Tasks Completed to Date: Site Design work, installation of metal bollards on existing bridge, initial repair of canoe launch retaining wall, initial work on trail crossing of drainage stream, nature trail development.

**HUDSON RIVER OVERLOOK – FEEDER DAM  
PARK IMPROVEMENTS (continued)**

Activities :

Development Task	Timetable	Responsible Party
Upgrade to trail crossing of drainage stream	Spring 2001	Warren County DPW NYS Canal Corp.
Upgrade canoe launch retaining wall	Spring 2000	Warren County DPW
Purchase and installation of concrete picnic tables	Spring 2001	Warren County Planning Feeder Canal Alliance
Installation of information kiosk	Spring 2001	Warren County Planning Feeder Canal Alliance
Boom preservation and Shelter for 4' x 46' boom	Tentative - 2005	Feeder Canal Alliance (Private donation)
Car-top boat launch, access to tailrace for fishing, canoe portage and entry area for canoes. Trails to canal and launch area(s), added Picnic tables & 16-car parking area	Summer 2001 Or within 18 mo. of License Issuance and acceptance	Orion Power New York (Successor to Ni-Mo)

**SHERMANTOWN PARK – LIME KILN STATION**

Goal: Continued development of the Park in conjunction with the NYS Canal Corporation, the City of Glens Falls and private landowners.

Background: Shermantown Park is located on Shermantown Road in an industrial section of the City of Glens Falls and represents a component of the historic industrial nature of the Hudson River and the Feeder Canal. Improvements were made throughout the decade of the 1990's. (1990 Master Plan at pages 38 and A3). The Park was included as a component of the \$25,000 HUD Canal Corridor Initiative Award.

Sponsors: Feeder Canal Alliance, NYS Canal Corporation.

Current Status: Active, work – in – progress.

Targeted Completion Date: 2001.

Funding Sources: US Department of Housing and Urban Development, NYS Canal Corporation, Municipal, Private

Activities:

Development Task	Timetable	Responsible Party
Interpretive Signage: kiln site	Spring 2001	Warren County Planning Feeder Canal Alliance
Site Upgrades and additional parking	Through 2001	Feeder Canal Alliance NYS Canal Corporation



**SHERMANTOWN PARK – HUDSON RIVER LINKAGE PROJECT**

Goal: To provide recreational enhancements for canoeists and kayakers using the Hudson River and the Feeder Canal.

Background: Under its Federal hydroelectric re-licensing agreement, the Glens Falls based paper manufacturer, Finch, Pruyn & Company, Inc., proposes to create a canoe access area along the banks of the Hudson River (the River) east of the Murray Street Bridge in Glens Falls.

The project also includes a portage between the River and the Feeder Canal. A platform and canoe dock (with the agreement of the NYS Canal Corporation) will be built on the south side of the Feeder Canal. This will allow canoeists to use the Canal as a water route around the Glens Falls Dam at Glen Street. The company has also agreed to construct a canoe/cartop boat and fishing access site on City-owned lands near Shermantown Park. Canoeists will then be able to choose between remaining on the Canal or portage over land to the River access point to continue a southern journey along the River to Fenimore, Fort Edward and points south.

Sponsors: Finch, Pruyn & Company, Inc. of Glens Falls, New York.

Current Status: Proposed.

Targeted Completion Date: Spring 2002.

Funding Sources: Private: Finch, Pruyn & Company, Inc.

Activities:

Development Task	Timetable	Responsible Party
Hudson River upstream access (Murray Street Bridge Area): River access, portage and canal docking, directional signage, picnic area	Spring 2002	Finch, Pruyn & Co., Inc. (NYS Canal Corp. agreement for Feeder Canal access).
Hudson River downstream (Shermantown area) access and portage	Through 2005	Finch, Pruyn & Co., Inc. (City of Glens Falls agreement)

**MAIN STREET COMMERCIAL AREA – PARK AND INTERPRETIVE CENTER DEVELOPMENT**

Goal: To locate an interpretive center with permanent office space for the Alliance within a park setting adjacent to the Feeder Canal while maintaining the private, commercial operation of Creamy Delights Ice Cream Stand.

Background: The site is located on the west side of U.S. Route 4, approaching the Whitehall Bridge in the Village of Hudson Falls. Approximately 1 acre of land along the banks of the Canal and Heritage Trail was purchased in 1998 by Beaverkill Conservancy, an affiliate of The Open Space Institute, to be included as part of the Feeder Canal Park. The previous owners, Michael and Margaret Murray,

are currently rebuilding their business, Creamy Delights Ice Cream Stand, on an adjacent parcel. The original concept called for more extensive development than is now planned. (1990 Master Plan, Pages 39 and A4). In 1996 a new Concept Plan, commissioned by the Alliance, was adopted. (See attached Murray Property Concept Plan).

Sponsors: Open Space Institute, Feeder Canal Alliance, NYS Canal Corporation.

Current Status: Active, work – in – progress.

Targeted Completion Date: 2005.

Funding Sources: Private foundations through the Open Space Institute initiatives, NYS Canal Corporation. Additional potential sources: Through Feeder Canal Alliance initiatives, singly or in conjunction with governmental partnerships: TEA-21 Transportation Enhancement Grant Program, Empire State Development Corporation Grant/Loan Programs, HUD Small Cities CDBG Program, Hudson River Foundation, Glens Falls Foundation, Leo Cox Beach Foundation, USX Foundation, and private contributions.

Activities:

Development Task	Timetable	Responsible Party
Park site clearance, landscaping, and picnic Area,	Spring 2001	Open Space Institute Feeder Canal Alliance
25'x25' new Creamy Delights Ice Cream Stand	Spring 2001	Private: Michael and Margaret Murray
Docking Area: Shoreline clearance, stationary platform, 6'x16' dock	2001	Feeder Canal Alliance in conjunction with NYS Canal Corporation
Property Transfer	2002	Open Space Institute/ Beaverkill Conservancy NYS Canal Corporation
84'x42' 1-story interpretive center, including gallery, meeting room /library, FC Alliance office space and leasable office space; plaza and site work – landscaping	2005	Feeder Canal Alliance

Interpretive Center Construction Budget: \$366,000\*

\*This figure does not include property costs or site work for ice cream stand.

**PEARL STREET HISTORIC DISTRICT AND CULTURAL AREA**

Goal: Pursue an initiative to investigate important historic resources along the Feeder Canal Linear Park including development of an historic structure report and adaptive reuse study of the Griffin Lumber Company’s coal silos.

Background: The Pearl Street, Hudson Falls area is an existing industrial complex that includes a number of historically significant structures. This area also represents a component of the historic industrial nature of the Feeder Canal. Five silos located on the Griffin Lumber Company property are an imposing visual representation of our industrial past. In the early 1900’s the silos stored coal shipped by barge from Pennsylvania to the site, unloaded and lifted by crane to the top of the 40’ high silos.

As time passes the now vacant silos continue to deteriorate. Buildings at the corner of Pearl Street housed a turbine that was powered by water diverted from the canal. Other buildings also have the potential of adaptive reuse. The properties currently remain in private ownership. This is an area of the original Master Plan that has yet to be accomplished. (1990 Master Plan at page 40).

Sponsors: Feeder Canal Alliance in conjunction with private owners.

Current Status: Proposed.

Targeted Completion Date: 2001-2002: historic buildings study; 2008: potential property transfer dependent upon study results.

Funding Sources (potential): NYS Rural Planning Grants, Glens Falls Foundation, other private foundations, National Trust for Historic Preservation, State Art/Humanity grants, Municipal, Private organizations and individuals.

Activities:

Development Task	Timetable	Responsible Party
Historic Structure Report	2001-2002	Feeder Canal Alliance.
Historic Buildings Adaptive Reuse Study	2001-2002	Feeder Canal Alliance
Property acquisition and /or development – museum potential	Dependent upon results of studies	Feeder Canal Alliance and Private owners

**FIVE COMBINES AND HISTORIC LOCKS AREA**

Goal: To continue historic restoration of Locks 1 – 10 and maintain park-like atmosphere to serve public.

Background: The 90 ± acre Five Combines – Historic Locks Area is located at the eastern end of the Feeder Canal between Burgoyne Avenue and the intersection of the Feeder Canal and the Old Champlain Canal. This site contains some of the most historically significant features along the canal. The locks are virtually the only locks of the Erie Canal period remaining in tact within New York State.

Over the course of the past decade, the New York State Canal Corporation, which has responsibility for the Feeder

Canal, and New York State have invested a significant amount of time and funds for the preservation of the Five Combines Area. The design recommendations in the original Master Plan have been revised. (1990 Master Plan at pages 39-40 and A6). The Interpretive Center and Park have been relocated to the Main Street Commercial Area. Additional lock restoration is still needed for Locks 1-5.

Sponsor: NYS Canal Corporation.

Current Status: Active, work – in – progress.

Targeted Completion Date: 2002 (Locks 2 and 3).

Funding Sources: NYS Canal Corporation.

Activities:

***Restoration of LOCKS 2 AND 3***

Background: During the 1950's NYS DOT drove an earthen berm/dam to stop water flow through locks 2 and 3 and diverted the waters through a spillway. Rather than repair or replace the deteriorating concrete walls in the spillway the Canal Corporation. has elected to restore the old locks 2 and 3 to maintain the aesthetics and historic nature of the Five Combines Historic Locks Area.

Plans are now in the design stage. It is the intention of the Canal Corporation. to install a concrete floor replacing the timber floors, which have rotted and realign the stonework walls. The concrete floor will help support and stabilize the stone walls and will allow water to flow through the locks as it historically did.

Activities:

Development Task	Timetable	Responsible Party
Locks 2 and 3 – replace timber floors with concrete, stabilize stone walls and reopen water flow through the locks	2001 - 2002	NYS Canal Corporation (Capital Program Budget)
Upgrade: Pave Towpath Trail from the T-Bridge to the 5 Combines to stay trail erosion	2001	NYS Canal Corporation (Capital Program Budget)
Continued restoration Maintenance/Upkeep	On-going	NYS Canal Corporation Feeder Canal Alliance

**PARK PRESERVATION AND OPERATION**

Activities:

Development Task	Timetable	Responsible Party
Warren County – Glens Falls portion of Feeder Canal between Route 9 (East side) and Finch Pruyn & Co. Inc. yards – realignment of canal walls	Winter 2001	NYS Canal Corporation (Capital Program Budget)
Upgrade: Directional and interpretive signage for uniformity and consistency along Trail and access roads	2001- 2002	Feeder Canal Alliance in conjunction with area agencies and communities
General annual Maintenance/Upkeep	On-going	NYS Canal Corp. Feeder Canal Alliance

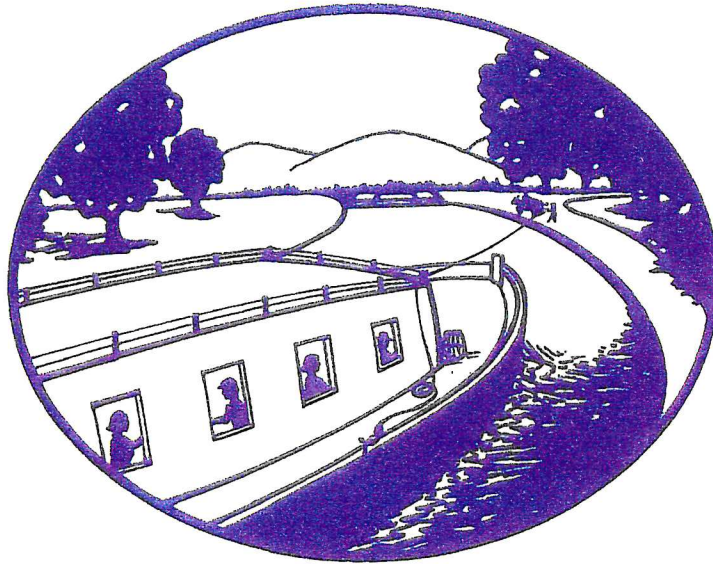
***OTHER: ACTIVITIES OF THE FEEDER CANAL ALLIANCE IN FURTHERANCE OF MASTER PLAN GOALS AND OBJECTIVES:***

**AREAS OF INTERPRETATION AND EDUCATION  
and  
PROMOTION AND ECONOMIC DEVELOPMENT**

***Continuous Actions:***

- ◆ Publish informational material regarding the history of the Feeder Canal and the development and use of the Feeder Canal Park.
- ◆ Provide tours of the Feeder Canal Park and surrounding historic areas.
- ◆ Promote historic tourism efforts including motor coach tours.
- ◆ Insure inclusion of information on the Feeder Canal Park on regional and tourism web sites and other promotional media, brochures, etc. Continue to provide periodic updates so that information is current.
- ◆ Work with area educators to produce and present in-school and on-site history and science programs to promote understanding of the importance of the Feeder Canal and its contributions to the region.
- ◆ Facilitate use of the Feeder Canal Park for individuals, other not-for-profit organizations, private companies and agencies.
- ◆ Support and promote the Feeder Canal Alliance as a healthy recreational resource.
- ◆ Continue to seek funding sources for on-going educational and promotional programs as well as for the physical development and maintenance of the Feeder Canal Park.
- ◆ Coordinate with various regional agencies and organizations to promote linkages with the regional trails network, including cooperative efforts to improve and coordinate access road signage for safety and ease of travel.

# *Update to the Feeder Canal Park Master Plan*



**October, 2000**

***V. APPENDICES***

## ***Acknowledgements***

### **CONTRIBUTORS ALONG THE JOURNEY The Decade of the 1990's**

#### **INDIVIDUALS, SCHOOLS AND ORGANIZATIONS, AND BUSINESSES:**

*The Feeder Canal Alliance Board of Directors acknowledges, with gratitude, the contributions of time, energy, donations and charitable contributions made by literally hundreds of individuals, elected officials, schools and school groups, youth and adult organizations, and businesses over the course of the last decade. Their individual and collective efforts and dedication have made the Feeder Canal Park a reality and an on-going legacy to be enjoyed by generations to come. They are too numerous to name individually, but without whom this beautiful resource would not have been saved. However, the Board would be remiss if it did not acknowledge the continuous commitment over the years of the following:*

Gaynelle and Charles MOORE, Founders of the Feeder Canal Alliance

PAST and PRESENT MEMBERS OF THE BOARD OF DIRECTORS, STAFF, MEMBERS and VOLUNTEERS of the Feeder Canal Alliance

Daniel CULLIGAN, Canal Section Superintendent of the NYS Canal Corporation, and his staff

#### **FOUNDATIONS:**

Hudson River Foundation

J. M. Kaplan Foundation

Leo Cox Beach Philanthropic Foundation

Open Space Institute/Beaverkill Conservatory

Sandy Hill Foundation

Warren-Washington Counties Decentralization of the Arts Program

#### **GOVERNMENT AND MUNICIPALITIES:**

##### Federal:

U.S. Americorps, U.S. Department of Housing and Urban Development

##### State:

State Senator Stafford, NYS Departments of Economic Development and Transportation, NYS Thruway Authority and the NYS Canal Corporation

##### Regional:

Warren County Planning Department, Warren County Tourism, the County of Warren, Warren-Washington JTPA Program, Washington County Tourism, the County of Washington

##### Local:

City of Glens Falls, Town of Fort Ann, Town of Fort Edward, Town of Kingsbury, Town of Queensbury, Village of Hudson Falls



## SELF GUIDED TOUR OF THE FEEDER CANAL PARK

### WALKING AND BIKING THE FEEDER CANAL PARK HERITAGE TRAIL (THE TOWPATH)

The Towpath begins at the **Hudson River Overlook – Feeder Dam Park** and Lock 14, located at **Richardson Street** in Queensbury. (Parking available).

At **Exit 18 of the Northway (I 87)**, travel **East (toward Glens Falls)** to the first traffic light (**Richardson Street**), turn right and continue to the end where the Hudson River and the Feeder Canal meet. From the parking lot, cross the Moore Bridge and walk or bike east on the developed Towpath adjacent to the 7-mile Feeder Canal which supplies water to the Champlain Canal.

**The Bush Street Bridge and Haviland’s Cove** are your next points of reference (City of Glens Falls). (Restrooms [except during winter months] and Parking available). The canal and its Towpath form the north boundary for **Pruyn’s Island**. The berm bank – the side of the canal opposite the Towpath – used to be stacked with drying lumber from the sawmills, awaiting transportation on the canal. The Island was very much involved in canal life during the 19<sup>th</sup> century, and many workers lived here.

Continue along Pruyne’s Island, noting the various businesses on your right, to **Murray Street** (Parking available). Just prior to Murray Street is a shallow basin across the canal, which was once the Morgan Dry Dock

where canal boats were repaired. Continue through the **Finch Pruyne and Company, Inc.** parking lot to **Route 9**.

Here you have two choices:

- (1) Take a left onto Glen Street, up the hill past the Civic Center, then right onto Warren Street, past the Hyde Collection to Shermantown Road on your right, **or**
- (2) Cross Route 9 and follow Oakland Avenue until it intersects with Warren Street, turn right and proceed to Shermantown Road. (**A word of caution:** Oakland Avenue can be dangerous because of the heavy traffic going into and out of Finch Pruyne and Company, Inc. property).

A short distance down **Shermantown Road** (Parking available) the Towpath again continues east. You have now left Glens Falls and are entering the Town of Queensbury. To your right you will see stonework and ruins of a series of limekilns. At one time there were more than 83 limekilns along the canal. The Jointa Galusha Lime Company, now behind you, dates back almost to the beginning of the canal. The word “jointa” indicates the best or first quality lime. Perfect limestone, as found in Glens Falls is a fine species of marble or carbonate of lime. The kilns were constructed of limestone and lined with firebrick, 25’ – 30’ high and 18 sq. ft. at the base. Kilns are charged at the top, the stone settling as it becomes calcined, with the product being drawn from the bottom every eight hours. One charging would produce about 400 barrels of lime.

Walk past the **Glens Falls Cement Company** and reach the crosswalk where lower **Warren Street** becomes **River Street**. (**Caution:** This is a very busy section of highway). You will now pass the Ciba-Geigy treatment plant and head for the county line, cross a bridge, variously known as Quarry Crossing, County Line and now the Warren Street Bridge, (**Caution:** watch for traffic), and enter **Washington County and the Village of Hudson Falls**. Continue along the Towpath to US Route 4.

**Route 4 and the Creamy Delight Ice Cream building!** (**Parking available**) You might want to take advantage of picnic tables here in the park developed by the Feeder Canal Alliance. The Creamy Delight building is to be rebuilt a few feet to the south to make room for a **future park and interpretive center for the Alliance**. (**Caution:** this is a very busy crossing). The Towpath is now to the left of the canal. Continue along the trail.

**The Martindale Boat Basin (Parking available)** is a park developed by the Alliance at Martindale Avenue, Hudson Falls, and the final exit for those preferring to canoe the canal. Here also are picnic tables and benches.

The section from Martindale Avenue to Burgoyne Avenue was once the site of Griffin Lumber Company, with various log-holding ponds on one side or the other of the canal.

Continue east to the crossing at **Maple Street** where you will see five 40-foot silos once used to store different types of coal that were shipped from Pennsylvania on canal boats. Next you come to **Pearl Street** where you are in the area of Lock 13 and Lock 12. This is a very pleasant area with large trees overhead and sometimes you can see fish in

the canal. Also, you are on the edge of private properties and large back yards. Approaching **Burgoyne Avenue** you will walk over Lock 11, which is buried beneath the road.

Cross **Burgoyne Avenue (Parking available)** and you are in the Town of Kingsbury and the beginning of the famed **Five Combines – Historic Locks District**. **The Five Combines** include Locks 10, 9, 8, 7 and 6. There is signage describing the workings of these locks. A little further down the hill and downstream are Locks 5, 4, 3, 2 and 1. The end of this area brings you to the so-called “T-Bridge”. To your left a trail continues along the Old Champlain Canal to Bond Creek, which feeds into the Champlain Canal. To your right the Feeder Canal Trail continues along the Old Champlain Trail to **McIntyre Park** in the Village of Fort Edward. (**Parking available**).

*You may enter the trail from any of the parking areas, and except for Shermantown Road, and may follow the trail in either direction. It is great for cross-country skiing, biking, walking, or just having a picnic. There is also access to the Warren County Bike Trail, which continues up to Lake George. You may also canoe a portion then walk or bike a portion.*

## CANOEING THE FEEDER CANAL

THE GLENS FALLS FEEDER CANAL IS SUITABLE FOR CANOEING FIVE MILES FROM THE BEGINNING AT THE FEEDER DAM AT RICHARDSON STREET IN QUEENSBURY TO THE TAKEOUT AT THE BOAT BASIN PARK ON MARTINDALE AVENUE IN HUDSON FALLS. THE WATER IS APPROXIMATELY FOUR FEET DEEP, BUT VARIES IN SOME AREAS.

### ACCESS FOR LAUNCHING CANOES

**HUDSON RIVER OVERLOOK – FEEDER DAM PARK** – A canoe dock is available at the **Moore Memorial Foot Bridge** at the Feeder Dam on **Richardson Street**. (Parking available).

Beginning at this dock the canoeist will paddle under the Bush Street Bridge, past several industries on Pruyn's Island and through Finch Pruyn and Company, Inc.'s busy industrial complex. If the water level is high, it is sometimes necessary to get low in the canoe to pass under an open structure holding a pipe across the canal as you enter the complex. Of special interest is the passage through the paper mill's operation. During the canal's commercial days, Finch Pruyn and Company, Inc. shipped many loads of newsprint to New York City before the canal closed in the 1920s.

**SHERMANTOWN ROAD** – A canoe dock is also available at **Shermantown Road**, which is located off **Warren Street**. (Parking available).

Canoeists should be aware that there is a four-foot drop from the dock to the water at Shermantown Road. Entering the canal at this point the paddler will avoid the **Finch Pruyn Industrial Complex** and Jointa Galusha Lime Company. After easy paddling around the bend in the canal the **Glens Falls Cement Company** comes into view. Continuing on you will pass through a tunnel under the highway at Route 254 and continue past the **Samaritan Counseling Center** and rural wooded areas noted by bird watchers. There are docks at the **future site of the Feeder Canal Park Interpretive Center as well as ice cream at The Creamy Delight**. Next will come the bridge at Route 4 and just beyond there the Martindale Avenue Bridge and Boat Basin Park, the last docks of the canal.

**MARTINDALE AVENUE – (Parking available)** This is the end of the five-mile canoe trip. Here there is a dock, a picnic table and benches. Many canoeists leave a second car here rather than paddle upstream. Also, this is the area (if you choose) to take a walk down the Towpath to the Five Combines – Historic Locks District that is described more thoroughly in the “Walking and Biking the Towpath” section.

Updated 1/2001  
By the Feeder canal Alliance

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