

Hudson River and Champlain Feeder Canal

Regional Waterfront Plan



Moreau – Fort Edward – Queensbury – Glens Falls – South Glens Falls – Hudson Falls - Kingsbury

Final Report – July 2008



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Prepared by:



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Section 1: Introduction

The Hudson River and Champlain Feeder Canal Regional Waterfront Plan establishes a regional vision for the waterfront of the Towns of Moreau, Fort Edward, Kingsbury and Queensbury, the Villages of South Glens Falls and Hudson Falls, and the City of Glens Falls – one that draws from their history and which looks to their future. By joining together in this intermunicipal effort, these communities have recognized the potential value of the resource that they share – the waterfront. Each of these communities, and the region as a whole, stands to benefit as a result of a renewed vitality along the Hudson River and Champlain Feeder Canal waterfronts.

As an intermunicipal project, this waterfront plan is somewhat different than similar efforts that focus on a single municipality's waterfront. This project encompasses a very large area, and as a result, certain components of the plan are, by necessity, developed more broadly. Information about existing conditions, for example, is presented in an overview fashion. The plan itself establishes a single vision and a single set of waterfront policies that are shared by the participating communities. But in recognition of New York State's tradition of home rule, recommendations and implementation strategies are also developed individually for each community. The plan provides both a broad regional vision and more specific community-based strategies for implementation.

What is the NYS Coastal Management Program?

The Department of State, Division of Coastal Resources (DCR) is involved in a wide variety of programs and initiatives that help revitalize, promote and protect New York's communities and waterfronts.

The Division works with local governments to prepare Local Waterfront Revitalization Programs, or LWRPs. An LWRP is a locally prepared, land and water use plan and strategy for a community's natural, public, working, or developed waterfront through which critical issues are addressed. In partnership with DCR, a municipality develops community consensus regarding the future of its waterfront and refines State waterfront policies to reflect local conditions and circumstances. The Local Waterfront Revitalization Program also contains the organizational structure, local laws, projects, and on-going partnerships that implement the planning document. Once approved by the New York Secretary of State, the Local Program serves to coordinate State actions needed to assist the community achieve its vision.

The Division provides technical and financial assistance for plans and projects that expand public access, revitalize waterfront areas, restore habitats, and strengthen local economies. DCR programs are designed to encourage long-term partnerships between waterfront communities and DCR in order to advance projects through planning, design and implementation. The Hudson River and Champlain Feeder Canal Regional Waterfront Plan was prepared with funds provided to the Town of Moreau, on behalf of all the participating communities, by DCR through the Environmental Protection Fund - Local Waterfront Revitalization Program.

Process for Developing the Plan

A **Waterfront Advisory Committee (WAC)** was established to oversee the preparation of this Regional Waterfront Plan for the City of Glens Falls, the Towns of Moreau, Fort Edward, and Queensbury, and the Village of South Glens Falls. Later, the Town of Kingsbury and the Village of Hudson Falls joined the effort. The committee included representatives from the participating communities, as well as other interested parties. Regular participants included:

- Harry Gutheil - Town of Moreau;
- Neil Orsini - Town of Fort Edward;
- Merrillyn Pulver - Town of Fort Edward;
- Stuart Baker – Town of Queensbury;
- Robert Phinney - Village of South Glens Falls;
- Kathy Varney - Village of Hudson Falls;
- Jeff Stuart and Steve Gurzler - City of Glens Falls;
- Jim Lindsay - Town of Kingsbury;
- Laura Moore – Warren County Planning Department;
- Mike Valentine – Saratoga County Planning Department; and
- Andy Labruzzo - NYS Department of State, Division of Coastal Resources.

Additional participation at WAC Meetings from the Washington County Planning Department, the Adirondack/Glens Falls Transportation Council, Moreau Lake State Park, Roger’s Island Visitor’s Center, the Feeder Canal Alliance, and others greatly benefited the development of this plan. The role of the WAC was to guide the planning process, communicate with municipal leaders, and help facilitate community involvement in the development of the Plan.

Financial assistance for the preparation of the Regional Waterfront Plan was received from the New York State Department of State Division of Coastal Resources through a grant from the Environmental Protection Fund, with monetary and in-kind contributions from each of the participating communities. The WAC hired a local planning team - The Chazen Companies and Elan Planning and Design - to work with it in preparing the plan. The committee met approximately once a month to plan and publicize the public participation process, review research and findings prepared by the consultant, identify key projects, and discuss critical issues.

A **Community Outreach Plan** was developed which identified forums and outreach tools to ensure that the voices and views of all interested persons in the Hudson River and Champlain Feeder Canal Regional Waterfront Plan area are heard and reflected in the development and preparation of the plan. The community outreach plan identified key individuals and

organizations to be included, a general schedule of public meetings, and a description of outreach efforts.

The WAC has already implemented initial phases of the Community Outreach Plan. The public was updated as to the plan's status at three Local Waterfront Opportunities Workshops which were conducted around the region in January of 2007. The workshops were intended to introduce and generate interest in the project, to expand the committee's understanding of the issues, and to brainstorm initial ideas about solutions and potential projects in the community. Feedback received from those in attendance at the workshops was taken into consideration as the Plan was developed.

The WAC has also served as local ambassadors for this project, updating local boards and organizations about progress on the plan. These efforts will continue in the future. And finally, the WAC is developing a project website (hosted by the Town of Queensbury) to make available to the public current information about this process.

Additional opportunities for public input into this process are planned for early 2008, as an initial draft of the plan document is made available for public review and discussion.

Section 2: Waterfront Revitalization Area Boundary

As indicated on Figure 1, Waterfront Area Boundary, the study area includes seven municipalities from Saratoga, Warren, and Washington Counties. The waterfront boundary area is defined as the area that would be directly impacted by and that directly impacts initiatives set forth in this study. The Waterfront Area consists of: northern and eastern portions of the Town of Moreau and the entire Village of South Glens Falls in Saratoga County; southerly portions of the Town of Queensbury and the City of Glens Falls in Warren County; the Villages of Fort Edward and Hudson Falls, westerly portions of the Town of Fort Edward, and that portion of the Town of Kingsbury which follows the Champlain Canal in Washington County.

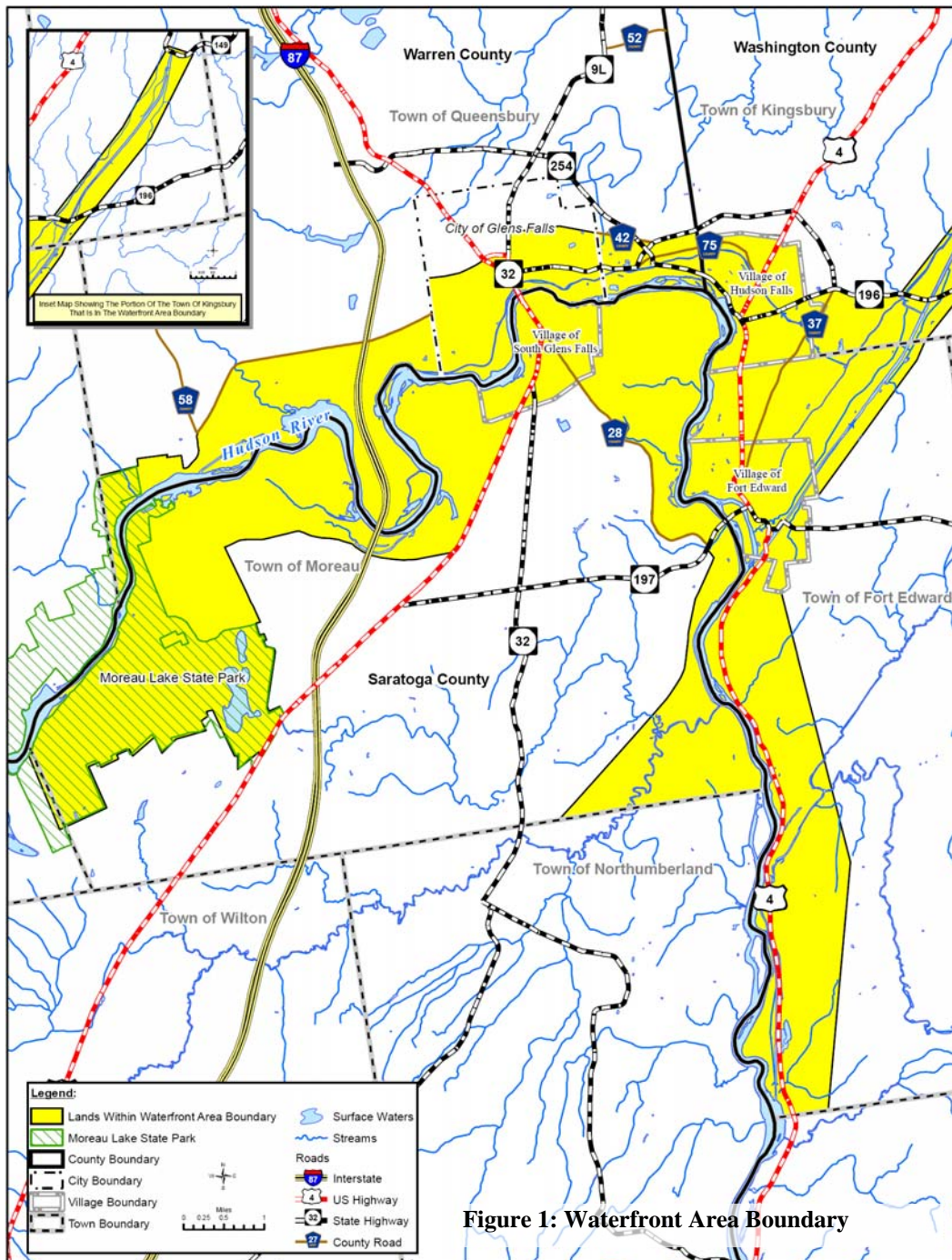


Figure 1: Waterfront Area Boundary

Moreau – Fort Edward – Queensbury – Glens Falls – South Glens Falls – Hudson Falls - Kingsbury

Waterfront Revitalization Area Existing Conditions

Glens Falls is the main urban center for this region; however, the Villages of South Glens Falls, Hudson Falls, and Fort Edward are also smaller centers of activity for their communities. Portions of Moreau and Queensbury, especially in proximity to the Northway and Glens Falls, are suburban in nature; and more rural settings can be found in outlying portions of these towns and in the Towns of Fort Edward and Kingsbury outside of the villages. Interstate 87 (the Northway) and U.S. Routes 9 and 4 are the major roadways that traverse the study area in a north-south direction.

The 2000 population of the communities in the study area totals approximately 87,000, with median household income at varying levels between \$30,222 and \$47,225. Between 1990 and 2000 there were some demographic changes in the region. With the exception of the Villages of Fort Edward and Hudson Falls, all of the communities in the study area experienced an increase in the number of households. Among the municipalities in the study area, Queensbury experienced the largest increase in population and households at 12.4% and 20% respectively. The Town and Village of Fort Edward and the Village of Hudson Falls had the largest decreases in population between 1990 and 2000.

The character of the local waterfront can be defined by its economic and social history. Historically, the residents of this area made their living through natural resource-based activities, such as logging, mining, paper mills, and farming, and the paper industry remains an important component of the local economy. Today, the area's economy is dependent on manufacturing and heritage-tourism, while agriculture remains an important industry in the area. Several industries (paper, machine, cement, power production) are major employers within the region.

The study area contains a mix of residential neighborhoods, commercial areas, factories, utility operations, vacant land, and recreation/park lands. Based on the assessment data, the three dominant land uses within the study area include industries/factories, residential, and vacant land. Industrial uses are prominent in many locations along the Hudson River. Although many parcels along the waterfront are used for industrial operations, there are lands owned by National Grid and other companies that are underutilized or vacant. These areas should be viewed as opportunities for future redevelopment or reuse. The main residential land uses within the study region include neighborhoods within the Villages of South Glens Falls, Fort Edward, Hudson Falls, and the City of Glens Falls. These areas provide pedestrian-friendly Main Street neighborhoods, waterfronts, historic sites and unique structures. Parkland and other recreational lands are another dominant land use pattern located throughout the study area. The study area contains Moreau Lake State Park and several other waterfront parks and boat launches. Hudson River access is achieved via numerous boat launches and "pull-off" areas, places along the river that are accessible by pedestrians that often have associated informal parking areas.

The more urban portions of the study area contain municipal water and sewer infrastructure, while much of the remainder of the study area relies on individual waste water systems and individual water supply wells.

The region is rich in historic and cultural resources, whose many historic sites and buildings have been preserved throughout the study area. The preservation and enhancement of historic and cultural resources benefits the heritage-tourism sector of the local economy. In addition, historic and cultural resources give each community a unique local identity.

Important and sensitive environmental features are located throughout the study area. They include streams, 100-year floodplains, wetlands, watersheds, and areas of steep slopes.

The Hudson River is the largest water resource in the area. The upper Hudson River flows swiftly down from its mountain sources at Lake Tear of the Clouds to its terminus 315 miles downstream in New York City. In the 160 miles between Lake Tear of the Clouds and the Troy Dam, the river drops more than 4,300 feet over natural rapids and man-made dams. Throughout history, the fast-flowing river provided both power to operate machinery and a convenient means of waste disposal. The Hudson River is a significant natural, cultural, and economic resource for its surrounding municipalities and was designated as one of the American Heritage Rivers in 1997. A portion of the river south of Fort Edward is due to undergo one of the largest environmental remediation projects in history over the next few years. The US Environmental Protection Agency is overseeing a cleanup of PCBs in the upper Hudson River and it is expected to begin the cleanup in 2009. In addition to the Hudson River, there are numerous creeks and streams that flow through the study area.

The Champlain Canal (Hudson River and Champlain Canal) and the Old Champlain Feeder Canal run through the area. The Champlain Canal is located in the easterly portion of the study area and convergences with the Hudson River at Rogers Island in the Village of Fort Edward. The Champlain Canal is a 60-mile canal that connects the south end of Lake Champlain to the Hudson River. The Old Champlain Feeder Canal is a significant artifact of New York State history as it is the last surviving part of the original Erie Canal period system to remain intact. The Feeder Canal was a man-made ditch constructed to help “feed” water to the New York Canal system. It also transported goods such as lumber, cement, and paper products. It takes water from the Hudson River at the Feeder Canal Dam in Queensbury and runs through Glens Falls, Hudson Falls, and Kingsbury before terminating at the Champlain Canal.

Wetlands are prevalent throughout the study area in low lying areas and along streams. Floodplains are also common along the Hudson River, and many areas are periodically submerged by floodwater. Some of the communities in this Regional Waterfront Plan address floodplain protection through their zoning code.

The public lands along the Hudson River are a significant resource that is an essential part of the character for many shoreline communities.

The Hudson River and its tributaries provide a recreational resource that offers a wide variety of recreation opportunities such as canoeing, boating, fishing, swimming, and picnicking. There are also a number of parks that exist along the waterfront, as well as several public boat launches and/or marinas. Many of these publicly owned river-access points are in need of serious enhancements.

The Hudson River in this region has a great history as a working waterfront. Throughout history the residents of this area have made their living through natural resource-based activities such as logging, mining, and farming. The study area includes a wide variety of natural resource-based industrial uses such as hydroelectric dams, a paper factory, concrete production, mining, and agriculture resources. There are three New York State Locks located within the study area, as well as six hydro dams.

There are a number of abandoned commercial and industrial properties along the waterfront that offer an opportunity for these communities to remediate and reuse the lands for public benefit. Several communities are taking proactive steps to remediate these sites under the New York State Brownfields Opportunity Area program (BOA).

Agriculture is an important activity throughout the Hudson River watershed. Agriculture has played a key role in the region's past and continues to contribute to the local economy, distinguish a rural character, and provide open space resources. The study area contains a few parcels that are deeded as open space or preservation lands.

There have been numerous local, county and regional planning efforts undertaken in relation to this study area. Understanding each community's vision and goals relating to the waterfront is an important component of this study. These plans are outlined in detail in Appendix A.

A detailed inventory and analysis of the participating communities is also located in Appendix A.

Section 3: Regional Waterfront Vision and Goals

Regional Waterfront Vision

The communities of the Hudson River and Champlain Feeder Canal are linked by the resource that we share – the waterfront. The waterfront is the location of our shared history and it will be a catalyst for our future vitality together. We envision a future where residents and visitors alike will identify our region through this resource; appreciating the diverse historic, cultural, recreational, and economic opportunities that are joined here by the water. By working together to enhance our individually significant sites and by improving the connections between them, we aspire to create a region that is larger than the sum of its parts; a region that can meet our needs and sustain our cherished quality of life for many years to come.

Regional Waterfront Goals

In order to achieve the regional vision described above, the communities along the Hudson River and Champlain Feeder Canal have established the following goals to guide decision-making. The recommended programs, uses and projects described in this waterfront plan attempt to direct actions and investments toward the achievement of these goals.

- Improve public access to the waterfront for all manner of water-based recreation – boating¹, swimming, fishing, birding, etc.
- Complete existing biking/hiking trails and establish new trails to link all seven waterfront communities to one another, and to the Greater Saratoga–Lake George Region.
- Enhance our regionally and nationally significant historic and cultural sites. Continue to work with established historic preservation and heritage tourism initiatives and organizations to improve and expand the telling of our story.
- Develop a nationally recognized environmental laboratory/research center focused on the nation’s largest ever environmental clean-up project, as well as other environmental restoration and brownfield projects in the area. Partner with school districts and institutions of higher education to create world-class learning opportunities in this ‘living laboratory’; building on the archeology and historic research already underway in the region.
- Steward the long-term health of the Hudson River and all of the region’s natural and man-made waterways.
- Protect natural resources along the waterfront and conserve open lands and significant farmland in the region.
- Support the continued revitalization of the region’s Main Street communities (Glens Falls, South Glens Falls, Hudson Falls, and Ft. Edward) and enhance historic hamlets such as Fort Miller and Fenimore. These are and should remain the social, civic, and economic centers of our region. The pattern of compact, walkable communities along the waterfront and surrounding rural landscapes contributes greatly to the unique sense of place in this region.
- Develop and focus visitor services in the Main Street communities.
- Develop or expand land and water based transportation and non-motorized connections to improve visitor access to attractions and activities in the region.

¹ Use of personal watercrafts or motorized boats subject to local jurisdiction

- Enhance and improve the main travel corridors through the region, and develop or improve gateways to each community.
- Create strategies for the environmental remediation and reuse of old or abandoned commercial and industrial sites.
- Maintain and expand existing industrial activity, consistent with the other goals laid out in this plan, and encourage the establishment and expansion of local businesses and diverse opportunities for employment.
- Link heritage tourism and recreational improvements with economic development activities.
- Leverage diverse sources of funding, both public and private, to implement this plan.
- Overcome institutional divisions (7 municipalities, 3 counties) and develop a long-term forum for thinking about this region as one “borderless community”.
- Consider coordinated, inter-municipal approaches to resolving long-term infrastructure (water, sewer, etc.) needs consistent with local and regional plans. Examine other opportunities to share municipal services.

Section 4: Proposed Uses and Projects

The recommendations for the waterfront presented below are intended to improve land and water experiences throughout this area. Regional initiatives are described first. These are followed by recommendations for each of the participating communities.

Regional Recommendations

i. Create a “Blueway Trail” connecting the communities by water

A "Blueway Trail" is a small boat and/or paddling route (or series of routes) along a waterway that combines recreation and environmental awareness while linking communities and land-based attractions such as recreational trails, historic sites, and parks. Here along the Hudson River and its tributaries, both natural and man-made, there exists a great variety of water-based experiences. Yet, most residents and visitors to the region are not aware or have not had the opportunity to view the region from the water. The purpose of the Blueway Trail would be to enhance access to the region’s waterways and to develop information that would improve awareness of this waterway resource.

As mentioned, the Hudson River and its tributaries in this region do not present just one unified experience. Instead, there are at least three conceptual sub-areas that can be described for the Blueway Trail. From upstream to downstream, they are:

- *The Linear Lake* – the first sub-area of the Blueway Trail stretches from the Spier Falls Dam at the western edge of the study area in Queensbury and Moreau, to the Boralex hydro-electric facility that straddles the river between the City of Glens Falls and the Village of South Glens Falls. Upstream from the Boralex hydro-electric facility, with the exception of dams such as the Sherman Island Dam and the Feeder Canal Dam, the Hudson



River is a placid, almost lake-like waterbody suitable for power boating and swimming. There are public beaches in both the Village of South Glens Falls and the City of Glens Falls, and several boat launches, fishing areas, parks, and trails that run along the river in this subarea.

- *The “Wild” River* – though not wild in the sense of being in nature, the stretch of the Hudson River from Glens Falls south to Fort Edward presents a very different type of water-based experience. It has very limited public access and is navigable only by canoes or kayaks. However, for this type of recreational boater the “wild” river sub-area has the potential to be an attractive alternative to busier portions of the river. For example, below the portage around Bakers Falls,

moderate rapids offer the excitement of a white water experience along the shores of Moreau, Hudson Falls and Fort Edward.



Though portions of the river here are flanked by large industrial facilities, both active and out of use, many parts of this sub-area are relatively undeveloped and hidden from view. The proximity of this undeveloped section of the river to the region's City and Villages creates a unique opportunity to experience the waterway. Improved public access from both sides of the river is needed, and suggestions for creating such access are found in the recommendations for individual communities below.

- *The International Waterway* – the Champlain Canal is part of the NYS Canal System and links the Hudson River, from New York City past Albany, to Lake Champlain and the Province of Quebec. Open throughout the warmer months, the Champlain Canal carries boats and visitors from around the world through the southern and eastern portion of this region. From the canal lock in Fort Miller, the canal continues north to Fort Edward where it leaves the Hudson River and flows through Kingsbury and beyond. In this sub-area, the water-based user experiences placid sections of the Hudson River, locks that raise and lower boats so they can avoid un-navigable sections of the river, and the man-made canal that was literally dug through the earth to carry people and goods along the water before railroads and motor vehicles made this possible on land. Along the way, one passes forests and farm fields, Rogers Island, the historic Village of Fort Edward, and the terminus of the Champlain Feeder Canal at the Five Combines.



Creation of a “Blueway Trail” through the region will require several steps. Suggested activities include:

- Conducting an assessment of current access points and their conditions and an assessment of the need for additional access points.
- Designing improvements for existing access points and plans for new access points at appropriate intervals along the river.
- Enhancing navigation systems and information about conditions on the water for the safety and enjoyment of users of the Blueway Trail.

- Identifying local inns, restaurants, and other businesses (marine supply, bait and tackle, canoe rental, etc.) that could cater to users of the Blueway Trail.
- Developing marketing and promotional materials to increase awareness about this trail for the region's residents and visitors.

ii. Complete the regional trail system to connect the communities by land

Through the coordination of the Adirondack/Glens Falls Transportation Council, and partners such as Moreau Lake State Park, the Feeder Canal Alliance, the New York State Canal Corporation and the local communities, an impressive trail system already exists in this region. Furthermore, this system is connected via the Warren County Bikeway to Lake George. It may someday be connected to Lake Champlain by the Champlain Canal Trail and to Saratoga Springs and the greater Capital Region through the proposed Saratoga County Heritage Trail System.

The challenge for this region is to fill in the gaps between what already exists, completing a network of trails that links all of the communities along both sides of the river to one another. Suggestions for the major gaps include:

- *The Western Loop* (Village of South Glens Falls, the Town of Moreau, Moreau Lake State Park, and the Town of Queensbury) - options for connecting the Betar Byway in the Village of South Glens Falls through the Town of Moreau to Moreau Lake State Park should continue to be explored.



In the vicinity of the Village, several options have been discussed for continuing the Betar Byway including the shared use of designated streets and/or the development of separated trails in the rights-of-way of such streets. Local examples exist including extensive trail systems in communities such as Clifton Park and Malta that have been developed in this manner.

Moving away from the neighborhoods surrounding the Village, there may be other options completely independent of the roadway network. Larger, undeveloped parcels, county forest lands, and other conservation lands along the river could be considered as alternative locations for multi-use trails. The use of utility rights-of-way (water, sewer, electric, gas, etc.) should also be viewed as potential opportunities for linking to Moreau Lake State Park.

From Moreau Lake State Park, use of the Sherman Island Dam should be explored to connect state park lands on both sides of the Hudson River. Once in Queensbury, the trail could turn eastward, using the Hudson Pointe Preserve and other publicly-owned and land conservancy-owned lands along the river to connect to Big Bay Road. From the southern end of Big Bay Road, options for going over or under the Northway (I-87) and connecting to Hudson River Park

must be considered. Finally, the loop could be completed by linking Hudson River Park to the western end of the Feeder Canal Trail. Use of designated streets such as Big Boom Road, in addition to vacant lands and utility rights-of-way could help create this segment.

- *The Central Gap* (City of Glens Falls)
- In the central portion of the study area, the primary gap in the regional trail network is located in the City of Glens Falls. Coming from Haviland's Cove, the Feeder Canal Trail ends abruptly (as a separate trail facility) at Route 9/Oakland Road and does not start again until one reaches the eastern edge of the City. In between, trail markers direct users through local streets; however these streets are not particularly safe or attractive for most users. Bicycle and pedestrian improvements to these streets, or off-road alternatives, are needed.



Once the Feeder Canal Trail picks-up again east of the City, it continues along the river in Queensbury to Hudson Falls, and to the Five Combines in Kingsbury. From the Five Combines at the eastern end of the Feeder Canal Trail, there are several alternatives for creating improved connections southward to the Village of Fort Edward, and eastward to the proposed Champlain Canal Trail.

The NYS Canal Corporation has recently agreed to connect the end of the Feeder Canal to the Champlain Canal in Kingsbury as it designs and constructs a new section of the Champlain Canal Trail from Fort Edward to Whitehall over the next few years. This connection from the Champlain Canal Trail to the Feeder Canal Trail will create a continuous trail link from communities along the Champlain Canal to Glens Falls and Lake George.

- *The Southeast Corner* – South and east of the Village of South Glens Falls, there are no trail connections toward Hudson Falls, Fort Edward, or to other points south such as the Old Saratoga on the Hudson (Schuylerville) region. Since not much planning for trails has gone into this portion of the study area, opportunities for creating such connections from South Glens Falls and the Town of Moreau to the Fenimore Bridge and/or across the Route 197 Bridge to Rogers Island should be explored. On-street connections, an existing railroad right-of-way, and several utility rights-of-way should be considered as this conceptual design work progresses.

More suggestions for completing various components of the regional trail system are discussed in the recommendations for individual communities below. But in general there are several steps that the region should undertake, perhaps coordinated by an entity such as

the Adirondack/Glens Falls Transportation Council, as it strives toward completion of this world-class regional trail network:

- Conceptual design for the three network subsections described above – this should include significant public involvement early and often in the process. Eventually more detailed design and construction could occur for discrete segments as appropriate.
- Public education about the benefits of trails – this should include information about how common landowner and neighborhood concerns regarding such issues as liability, safety and crime, property values, and inappropriate use have been successfully addressed in communities across New York State and the nation.
- Development of partnerships for technical assistance and funding with organizations and agencies such as: the Feeder Canal Alliance, Lakes to Locks Passage National Scenic Byway, the Erie Canalway National Heritage Corridor, Moreau Lake State Park, the NYS Department of State, the NYS Department of Transportation, Parks and Trails New York, local land conservancies, and others.

iii. Coordinate With Related Regional Planning Initiatives in Nearby Communities

- *Provide Linkages to Old Saratoga on the Hudson*

The Old Saratoga on the Hudson Plan covers an area that adjoins the southern end of this study area on both sides of the river. Therefore, it would be beneficial to coordinate initiatives and activities with the leaders of Old Saratoga on the Hudson on at least a periodic basis. Such coordination could strengthen the recreation and tourism opportunities in the area and stimulate increased regional tourism. Physical connections to the Old Saratoga area could also be improved; both along NYS Route 4 from Fort Edward, which serves as the Lakes to Locks Passage National Scenic Byway and as State Bike Route 9, and from Moreau via West River Road.

- *Make Connections with the First Wilderness Heritage Corridor*

The First Wilderness Heritage Corridor Plan is an effort by Warren County and the communities located along the former Adirondack Branch of the Delaware and Hudson Railroad Line. The Plan outlines opportunities to enhance tourism development along the entire Northern Hudson Corridor from Corinth to North Creek. This corridor revitalization plan was funded by the New York State LWRP program. The Hudson River and Champlain Feeder Canal area communities should take advantage of the success that the First Wilderness Corridor has already achieved and link the tourism efforts together to create an even larger draw for visitors to the area.

- *Enhance trail connections from the Village to the Feeder Canal Trail and the Champlain Canal Trail*

As noted under the second Regional Recommendation above, several opportunities exist for improving the connections from the Village of Fort Edward to both the end of the Feeder Canal Trail in Kingsbury, and to the proposed Champlain Canal Trail. Facilities for the EPA Hudson River dredging project may obstruct some of these alternatives for the short-term, but eventually the infrastructure created along the Champlain Canal may serve to expand the possibilities there. As these connections are designed, it will be important to consider the integration of this trail network to the Village. Attention to wayfinding, to encourage trail users to explore Main Street and direct them to Rogers Island, will increase the economic benefit of these facilities. The New York State Canal Corporation will be an invaluable partner in this effort and can help facilitate permitting and other regulatory issues that apply to Canal Corporation properties.



iv. Develop a Regional Identity and Tourism Marketing Strategy

Overcoming the institutional divisions created by having seven communities divided into three separate counties is one of the challenges for this regional initiative and one of the goals of this plan. Despite the institutional divisions, this is truly an economic and cultural region tied together through history by the river.

In some ways, the region struggles with its identity because it is the land in between – between the Lake George region, the Saratoga region, the Adirondacks, the First Wilderness, Old Saratoga on the Hudson, and so forth. Creating a regional identity, sometimes referred to as a “brand”, would help the region sell itself as a destination for travelers who might otherwise not be aware of all the many historic, cultural, recreational, and natural resource attractions that exist here.

The communities of the Hudson River and Champlain Feeder Canal can become a region that identifies itself through its continuous waterfront linked together by historic, cultural, recreational, and economic opportunities. However, successfully implementing this concept will require more than just the creation and printing of a brochure with a logo.

The five principles enunciated by the National Trust for Historic Preservation provide an excellent framework for discussing how to implement an expanded tourism economy without detracting from the high quality of life that local residents enjoy and without harming the region’s abundant natural resources. They are as follows:

- Focus on authenticity and quality of experience:

The authentic and high quality experience found in this region has been one of the driving forces of its settlement and economic successes. Consequently, redevelopment efforts must avoid "prettification" that is more closely associated with

some heavily developed tourist areas. To date, the city of Glens Falls and the historic villages have managed to maintain that unique character as development and redevelopment has occurred.

➤ Preserve and protect resources:

The protection of the waterways and natural resources is paramount to a sustainable future for the region to sustain an economic future. The authenticity of the experience is strengthened if the natural environment is preserved.

➤ Make sites come alive:

A site that is actually used by a community is a much more compelling experience for the visitor. Fragile or endangered materials and/or facilities should certainly be protected. However, if it is consistent with sound environmental and historic preservation practices, communities should continue to actively use those sites that illustrate their history and/or culture.

➤ Find the fit between a community and tourism:

Tourism succeeds when the resources communicate what is special about the place, its environment, and its way of life. Such places quickly lose their appeal if efforts to accommodate tourists overwhelm the character of the place. Care must be taken to connect visitors to the community in a way that does not disrupt everyday community life.

➤ Collaborate:

A successful resource-based economic development experience comes from the creation of consistent messages and well-coordinated series of experiences for each visitor. This can only be done through the close collaboration of existing organizations and enterprises. Collaboration is essential if visitors are to have an experience that truly reflects community character. At the same time, collaboration is essential for effective marketing and promotion.

v. Establish a Framework for Inter-Municipal Cooperation

Any large regional initiative like the Hudson River and Champlain Feeder Canal Regional Waterfront Plan could benefit from having an entity that is dedicated to the management and implementation of the projects set forth in the plan. Identifying an entity that will be responsible to facilitate continued cooperation between the participating communities and to coordinate the planning and completion of proposed projects would greatly improve the likelihood of success. Of course, the entire group of participating communities would still meet periodically to oversee these efforts and update priorities.

Until such an entity can be formed, it is suggested that the current Waterfront Advisory Committee (WAC) continue to meet on a quarterly basis while they consider options for long-term project sustainability.

In the short-term, the WAC could retain full responsibility for coordinating these efforts through the quarterly meetings. Through this venue the communities could, for example, prepare joint grant applications to fund priority projects. This level of coordination may prove to be sufficient to make significant progress toward implementation of the projects and initiatives described within this plan.

If it does not prove adequate, it may be necessary to consider a higher level of oversight and coordination. If this does become necessary, the individual municipalities must remain fully involved in the decision-making process.

Some additional alternatives for enhancing local capacity that could be considered include:

- *Create a formalized structure, or Memorandum of Understanding, between the involved municipalities-* This option is simply a statement by the communities involved in this planning effort that they agree to continue to work together, where possible, to implement the recommendations put forth in the Plan. Such an agreement would solidify the positive and cooperative relationship that currently exists between the involved municipalities and would carry that relationship into the future.
- *County Planning Departments -* Another option would be to place the coordination/facilitation responsibilities with the Washington, Warren, and Saratoga County Planning Departments. One County could be appointed as the lead, while all three Planning Departments would work together to manage and implement the projects in the Regional Waterfront Plan on behalf of the communities. The County Planning Departments would guide the participating municipalities and work together on any regional initiatives appropriate for county level involvement.
- *Dedicated Waterfront Coordinator -* A position could be created to oversee implementation of this plan. This position could perhaps be funded through subsequent grant applications. The Department of State, for example, currently helps fund a staff person for the Lake George Watershed Conference. Another alternative, would be for the participating communities to fund such a position through an intermunicipal agreement. This model had served the communities around Canandaugua Lake well for many years – funding the work of a watershed manager who implements that region’s watershed protection initiatives.

vi. Expand Public Transportation Options

Offering public transportation between some of the historic and recreational sites included in this plan would provide greater access to these areas, especially for those who are unable or do not wish to walk or bicycle between locations. The potential for a motorized tour of the historic sites in the area exists as well, for those visitors who wish to experience the region in this manner.

Currently, a bus travels on Tuesdays between the Village of Lake George and Coopers Cave in the Village of South Glens Falls. Additionally, Greater Glens Falls Transit has a trolley that runs between Lake George and Glens Falls from July through September, which can be used to connect to other transit services. Utilizing these connections, a trolley or bus loop could be established that would take visitors from Lake George all the way south to Fort Edward, stopping at the various locations highlighted in the sections below. Initially this would be an infrequent service meant mainly for day trips as a tourism attraction, but could eventually grow into a more reliable bus service that would strengthen the connections between these communities and add to the opportunity for multi-modal recreational and tourism opportunities.

vii. Create Community Gateways and Enhance Pedestrian Infrastructure

➤ *Gateways*

Gateways serve as the first and last impression of a community, as well as signifying a sense of arrival into the community as a whole. These gateways may or may not be located at the political boundaries to the Village or Town; the location is dictated by a sense of arrival, which may be influenced by physical landmarks such as intersections, views, or buildings. In addition, gateways signal to travelers that they have arrived at a place where they can find a full range of services to fulfill their needs and make their trip more enjoyable.

Each of the communities participating in this Regional Waterfront Plan should examine where they believe their gateways are and make efforts to improve those gateways as part of an overall physical enhancement initiative. Defining and improving the gateways to the community will strengthen the cohesive efforts of this plan: creating the trails, scenic areas, and historic tourism opportunities, and inviting visitors to take advantage of the amenities that exist within each community. Gateways can be enhanced by informational and wayfinding signage, welcoming signs, improved landscape or building design, or the creation of viewing points or park areas that define a sense of arrival.

➤ *Pedestrian Enhancements*

Creating safe and enjoyable spaces for pedestrians is an important goal for all communities. Pedestrian safety is crucial for the economic and social health of an area, allowing people to travel safely between destinations and experience the unique qualities that a place can provide. Pedestrian safety can be enhanced by providing adequate sidewalks, buffers of grass and trees between sidewalks and roadways, cross-walks that are frequent and well-marked, crossing signals, and reduced curb cuts. For pedestrians to experience



a place in a positive way there are a number of other qualities that must be present as well. Building size must be appropriate for the pedestrian-scale, the design of buildings should allow for permeability and visual interest, and the street network should be well-connected

and navigable. Public amenities such as street furniture, landscaping, lighting, trash receptacles, and signage are all ingredients that can be used to further improve the pedestrian experience. Connecting pedestrians with the Hudson River, Champlain Canal, and the Feeder Canal is a crucial aspect of this project as well, be it through look-out areas, trails, bridges, or other means of access to the water.

The communities participating in this Regional Waterfront Plan all possess unique qualities that could be enhanced by making some changes to the pedestrian environment. Each community should assess its pedestrian infrastructure and create a plan and set of guidelines outlining future changes that will be made to pedestrian areas. Making these changes will benefit the communities greatly by making them safer and more accessible, encouraging residents and visitors to patronize downtown businesses, and making connections between the Hudson River and the communities that surround it. Increased tourism and greater quality of life for residents can both be achieved by enhancing the pedestrian environment.

viii. Formulate a Regional Brownfields Reuse Strategy

Brownfields are vacant or underutilized properties within a community that are, or are perceived to be, contaminated or unsafe. These areas are often old industrial sites, typically located near rivers or rail lines. A significant number of brownfields exist within the study area for this Regional Waterfront Plan, and they can provide unique opportunities for reuse and redevelopment. Brownfield redevelopment projects offer the potential for greater connections with water resources, economic development opportunities, improvement of public spaces, and enhancements to public infrastructure. Creating strategies for environmental remediation and reuse of old or abandoned industrial sites must be a primary concern for the communities participating in this Regional Waterfront Plan.

The State of New York Department of State Division of Coastal Resources, in partnership with the Department of Environmental Conservation has a Brownfield Opportunity Area Program (BOA) that assists communities in planning for the redevelopment and revitalization of areas affected by brownfields. The Town of Fort Edward, the Village of Hudson Falls, and the City of Glens Falls each have areas that are enrolled in the BOA Program. These three communities are currently preparing or planning to prepare Pre-Nomination Studies that will allow them to gain funding and assistance for the improvement of various underutilized or contaminated lands. Specific intentions outlined by these three communities for their brownfield strategies include re-use of existing buildings, improvements in housing, economic growth, and public infrastructure, provision of open space and recreational opportunities, business investment, and improved environmental quality. Uses for these properties could include opportunities for light industry or manufacturing, which would result in job creation and employment options for local workers. Completion of these brownfield redevelopment programs would greatly improve these communities by providing greater public access to the Hudson River, cleaning up contaminated industrial sites for re-use, and spurring investment in new businesses and tourism initiatives through general community enhancement.

The Town of Queensbury and the Warren County Economic Development Corporation (WCEDC) have also applied for a grant under the BOA program to conduct a Pre-

Nomination Study for an approximately 400 acre area that contains 20 potential brownfield sites in the South Queensbury Target Area.

Specific recommendations for implementing BOA projects in the study area include:

➤ *Complete Hudson Falls' Brownfields Opportunity Area (BOA) Study*

The BOA program is described under Regional Recommendations above. The Village of Hudson Falls, in partnership with Hudson Falls Business Association and the Feeder Canal Alliance, intends to complete a Pre-nomination Study for an approximately 500-acre area that contains seven or more potential brownfield sites located near the Hudson River and throughout the Village. Most of the industrial operations have closed leaving behind contaminated lands and abandoned buildings. The project objectives are to facilitate redevelopment and improve key sites in a way that provides economic growth, develops recreational opportunities, and improves the adjacent low and moderate-income residential neighborhoods.

➤ *Create re-use plans for significant Brownfield areas*

There are a number of underutilized brownfield areas within the waterfront boundary. The communities where these brownfields are located should consider formulating ideas and plans for the re-use of those areas. Planning ahead for potential future uses of those brownfield sites would place the municipality in a good position if the opportunity to revitalize those sites were to arise. Areas such as Hudson Falls GE Capacitor site and the Hudson River Dredging areas are good examples of such situations.

The Hudson Falls GE Capacitor site is occupied by an inactive GE capacitor plant and is currently under remediation by GE. The site will not experience significant redevelopment at any point in the near future due to high levels of contamination present at the property. The Village should stay well-informed of these efforts as well of any long term plans for reuse. Consideration should be given to the aesthetic quality of this site, as it forms a portion of the Western gateway into the Village.

ix. Coordinate with related initiatives in nearby communities

There are a number of projects underway in Saratoga, Warren, and Washington Counties with local municipalities joining forces to envision the future of their regions. These initiatives include the Old Saratoga on the Hudson Partnership, the First Wilderness Heritage Corridor, the Lakes to Locks Passage National Scenic Byway, and coordination among communities around Lake George. The Hudson River and Champlain Feeder Canal Regional Waterfront Plan supports these other efforts to enhance the economic and environmental health, and quality of life of regions in Upstate New York.

Each of these initiatives can benefit from regular communication, information sharing, and coordination when appropriate. For example, such relationships can result in the development of a cohesive voice to lobby for more government aid and technical assistance for such issues as open space protection, tourism and recreational development, the

protection of natural and cultural heritage, and the revitalization of main streets throughout the area.

Community Recommendations

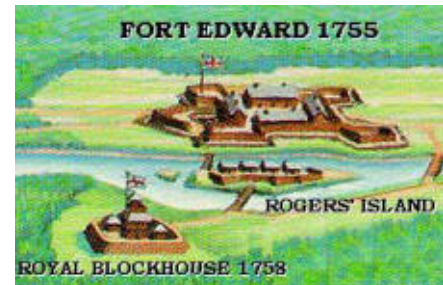
Town of Moreau

➤ *Improve Bicycle Safety on West River Road*

The Town of Moreau could study the potential for creating a trail along West River Road that extends from the State Boat Launch to the Town's southern boundary with the Town of Northumberland. This trail would feature scenic views of the Hudson River and surrounding countryside, and has the potential for provision of vista points, pull-offs, pocket parks, and other public amenities. Connecting people with the river and making connections between the various communities along the river would be the primary objective of this trail. A feasibility study will be required for this trail due to issues relating to wetlands, shoreline distances, and land ownership.

➤ *Recreate the Royal Blockhouse*

The Royal Block House is an important historic site from the French and Indian War. At this location there was a 1750's safe house and observation post built as part of the Fort Edward complex. Currently only remnants of the site remain, and Moreau would like to study the possibility of constructing a replica of the original structure. The site would be a historic area open to the public, with access provided both on the site and by way



of trails that would connect the Royal Block House with other public resources in the area. The site is ideal as a scenic overlook for those wishing for a birds-eye view of the Hudson River, and is also ideal as part of an historic biking or driving tour that could connect the many historic tourism opportunities of the region.

➤ *Enhance State Boat Launch*

The State owns a public boat launch off of West River Road in the Town of Moreau. This is one of the few public access points to the Hudson River in this area and is a great asset to boaters and fisherman alike. The State has plans to construct a new marina at this site sometime in 2008. Currently, the Boat Launch needs a number of improvements in order to make it useful and accessible to the public. Improved signage is also needed in order to make the site easier to locate along West River Road.



Additional improvements to the site could also include widening of the road to allow greater access and passing capabilities, grading and improvement of the road, paving a parking area for cars and trailers, and improvements to the docking and launching facilities. Public amenities could also be provided such as restrooms, trash receptacles, picnic benches, and a scenic viewing area overlooking Rogers Island.

An additional boat launch is planned just north of this location as part of the EPA Hudson River dredging project. Long term plans for this facility should also be investigated to determine if it could eventually serve the public once dredging is completed.

➤ *Clean-up and Reuse Former Dredge Sites*

There are a number of sites along West River Road in the Town of Moreau that contain land-filled remnant deposits resulting from the removal of the Fort Edward Dam. These sites are likely to contain PCB contamination in the form of sediment and debris removed from the river. These contaminated landfill sites should be removed in order for the Town to reuse them for other purposes and to improve the environmental quality of the area. The Town of Moreau wishes to remove these landfill materials and restore the sites for future use, and could begin that process by working with the Department of Environmental Conservation and conducting an environmental review of the sites to determine contamination levels and potential next steps.

➤ *Create Trail Access to the Hudson River at the Moreau Industrial Park*

A potential public access site to the Hudson River exists at the Industrial Park in the Town of Moreau off of County Route 27. A walking or biking trail would make accessible this part of the river for the first time.

➤ *Investigate Future Reuse of the Lehigh Cement Quarry*

The Lehigh Cement Quarry in the Hamlet of Fenimore is currently operating and providing jobs within the community. If and when the quarry closes it may have the potential for future development and/or for establishing recreation opportunities and possible public access to the Hudson River. The quarry is located on a beautiful property along the Hudson River, with the City of Glens Falls as a backdrop. The Town of Moreau should investigate the DEC reclamation plan for this quarry in order to better understand the options, and ultimately to plan for the future use of the site.

➤ *Establish Trail to Moreau Lake State Park from South Glens Falls*

Moreau Lake State Park offers a wealth of recreational opportunities including boating, camping, fishing, hiking, and many others. Connecting other areas of Moreau and the region to this State Park via a trail system would allow for greater public access to the park from the surrounding area. A trail connection with the park would also create an opportunity for those

staying in the park to travel in and around the area without motorized vehicles and to enjoy the historic and scenic trails and sites being created and enhanced by this Regional Waterfront Plan.

Conceptual ideas for establishing this connection are discussed as part of *The Western Loop* under the second Regional Recommendation above.

➤ *Improve pedestrian/bicycle safety on Hudson River crossings to Fort Edward and Hudson Falls*

The bridge carrying NYS Route 197 over the Hudson River connects Moreau to Rogers Island and Fort Edward. Pedestrian and bicycle accommodations on this bridge are inadequate and should be upgraded as part of any future improvements that may be necessary to the bridge.



To the north, the bridge carrying Hudson Falls Road (Saratoga County Route 27) over the Hudson River connects Moreau to the Village of Hudson Falls just above Baker's Falls. Adjacent to the modern bridge, the old Fenimore Bridge remains in place. This very attractive old bridge is in a state of disrepair that makes it unsafe for public use.

A feasibility study should be conducted to determine if, and for what purpose, the bridge could be saved. If it is determined that the bridge can be saved then perhaps it could be converted for non-motorized transportation, providing a special connection for pedestrians and cyclists with magnificent views of the river and Baker's Falls. Together with improvements to the overlook at Baker's Falls (discussed below), this area would form a gateway between the two communities and provide another area of interest for residents and visitors to the region. If the bridge must be removed in the future for any reason, perhaps the bridge material could be salvaged and used in local projects of an historic nature (i.e. paving stones for boat launch, surface material for path, decoration for historic markers).

➤ *Create a Master Plan and Design Concept for the Baker's Falls Overlook*

There is a wonderful opportunity present at the Bakers Falls overlook to create a public viewing site and park. This area is currently underutilized and it would be advisable to formulate a Master Plan for this area in order to explore the potential uses of the site. The Baker's Falls Overlook could contain such amenities as a public park with picnic areas, scenic overlooks, and interpretive signage explaining the significance of the falls and historical information about local



industry. General enhancements should include wayfinding signage, improvements to the parking area and overlook sites, and improved landscaping and maintenance.

The Bakers Falls site is an excellent opportunity to create a gateway into the Town of Moreau from Hudson Falls, with improvements and signs alerting visitors to their arrival in Moreau. As part of the greater trail network being proposed for this Regional Waterfront Plan, this site could be a destination along that trail, connecting the scenic and historic areas in Moreau to the Village of Hudson Falls directly across the river. The above-mentioned potential improvements to the Fenimore Bridge could connect pedestrians and cyclists from this new park to the other historic and recreational opportunities present in Hudson Falls and beyond. Maps of the regional trail network would offer the Baker's Falls Park as a picnic site or a significant historic stop along the route.

Town and Village of Fort Edward

➤ *Create an Education Center for Environmental Restoration*

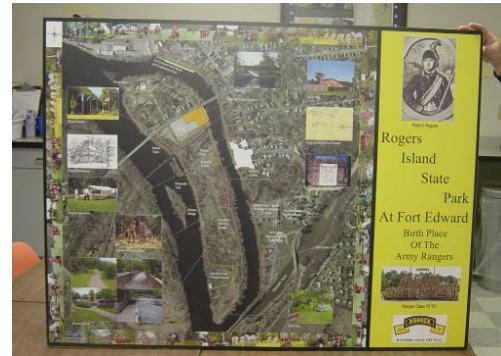
The EPA dredging project that will soon begin on the Hudson River in Fort Edward provides a unique educational opportunity for local residents and tourists alike. This will be the largest dredging project to date in the United States, and therefore could be an attraction for scientists, tourists, and educational institutions from across the country. Fort Edward is an ideal place to create an institution to showcase the dredging project and other scientific information for the public while simultaneously providing a private laboratory space for visiting scientists and students (alternatively, a site in Hudson Falls could also be appropriate). The Hudson River dredging project provides the opportunity for the region to become a national model for environmental restoration and to instill in the public a long-term vision of environmental stewardship.

A facility such as this would be open to the public and could be a destination that would improve the tourism economy in Fort Edward and the region as a whole. The facility would be separate from the Rogers Island Visitor Center, which currently has interpretive information, a small museum, and an available archeological laboratory space with public viewing areas. Existing organizations from the area such as the Darrin Freshwater Institute could be valuable partners in the effort to establish and manage this facility. Regional colleges and universities or area school districts could also be involved. Creating this attraction would benefit educational institutions by providing learning laboratory space, while simultaneously benefiting the general public through provision of informational exhibits about the Hudson River clean-up process.

An initial step for establishing this type of facility would be to identify and bring together interested partners from the local community, from the region, from the state, and perhaps from the private sector (such as GE). Convening these partners for an initial brainstorming workshop, or charrette, could help jump start the project, generating a vision for what this facility could become. This will be followed-up with more detailed feasibility studies.

➤ *Continue Rogers Island Improvements*

There are a number of improvements that have been made or are being planned for Rogers Island. These efforts should continue in order to make this area an attractive site for tourism activities and more fully integrate the island with the rest of Fort Edward. The community was awarded a grant by the Department of State to conduct community visioning for redevelopment of Rogers Island as a public park and tourist destination. Grant funds will support a community planning process, feasibility assessment, and conceptual designs.



In addition to planned improvements to the facilities at Rogers Island, an effort is underway to encourage state acquisition of most of the island itself. This would ensure that the significant archeological resources that have yet to be unearthed and interpreted for public understanding and enjoyment are protected for the long term. State acquisition and incorporation under the State Park or Heritage Systems would enhance the recognition of this site as a significant historic resource for the state and the nation. The Town and Village of Fort Edward would like to purchase the southern tip of the island for future commercial use.

Fort Edward has recently received a Transportation Enhancements Program (TEP) grant for \$2 million, a Canal Corporation grant, and a Scenic Byway grant for improvements to Rogers Island, a site that is already a significant heritage tourism attraction. Funded improvements include a state of the art museum complex and an addition to the Rogers Island Visitors Center.

The Visitor's Center and archeological lab play an important role in discovering and telling the story of Fort Edward's history. Current plans to improve this facility will expand the opportunities for historians, archeologists, and visitors.

'The Great Carrying Place,' a museum complex being planned by The Rogers Island Heritage Development Alliance (RIHDA), the 501c3 not-for-profit that manages the Rogers Island Visitors Center for the town, has received funding through the Transportation Enhancement Program. The proposed museum will be developed as a 35,000 square foot building on Town-owned property. The museum will display exhibits of "transportation" beginning with the first Native American inhabitants, through the many regional conflicts, and demonstrate the importance of this historic waterway in the growth of Upstate New York. The Museum will display artifacts that chronicle surface transportation during the 18th, 19th, and early 20th centuries, along with numerous outdoor exhibits chronicling river life through history.

➤ *Acquire and develop, for historic interpretation, the Old Fort Edward Sutler Site*

The Sutler site is the location where civilian merchants sold provisions to soldiers encamped at historic Fort Edward in what is now the Village. Though the fort no longer stands, the old Sutler site is rich in historic artifacts from the period of the French and Indian War. Acquiring and securing the site would ensure that these resources are protected and carefully examined under proper archeological procedures. The site could also be developed for historic interpretation related to the fort, its inhabitants, and the role the area played in the early history of our country.



➤ *Encourage the rehabilitation and reuse of the old school building in the Village*

This historic building occupies a prominent location at the entrance to the Village from Moreau. The Town and Village should coordinate or help sponsor a feasibility study to examine options for the possible reuse of this building. Similar buildings in the region have been rehabilitated and reused as museums or for other public purposes, or have been converted to mixed-use commercial, office, and/or residential space with appropriate sensitivity to the historic integrity of the structure. For example, an old city school in Saratoga Springs was recently converted by its private owner to an energy-efficient (“green”) office building that is now home to several not-for-profit organizations and small businesses from the community. This type of adaptive reuse could benefit the community in several ways – it could provide tax revenue and create jobs while restoring the historic fabric of the Village.

➤ *Improve the Train Station and Freight House Area*

The Town should develop a master plan for the overall improvement of the Fort Edward Train Station and Freight House Area. Integrating this historic facility to the neighborhood and establishing connections to Main Street, Rogers Island and the regional trail system should be primary among the goals for this effort. The Town has received a Restore NY grant for assistance with the improvements and restoration of the train station and for preservation of the freight house. Funds have also been allocated for this work through the Adirondack/Glens Falls Transportation Council. However, little progress has been made to date. The Town needs to take proactive measures to ensure that this valuable project is seen through to its completion.



It is worth noting that this station is the only active stop in the region along the Amtrak route between New York City and Montreal, and therefore has the potential to be a significant resource for the region’s tourism efforts. Greater Glens Falls Transit, in coordination with

Amtrak, runs the Amtrak Train-Catcher shuttle service. For a \$20 one-way trip, this service picks departing Amtrak passengers up, who have made a reservation 48 hours in advance, and drops them off at any hotel in the Lake George – Glens Falls area. Upon request, the service will pick passengers up at a Hotel for a return trip to the train station. Depending on future usage and frequency of train service, the Town and Village should continue to support the coordination of multimodal services to optimize the travel time of travelers as they move from mode to mode. This has the benefit of reducing automobile congestion on the roads and of providing an alternative method of transportation for those who cannot, or choose not to drive.

➤ *Create access to the Moses Kill for passive recreation*

The Moses Kill is an untapped natural and recreational resource in the Town of Fort Edward. Stone work from the old canal aqueduct is still visible in this otherwise natural setting; a reminder of the impressive history of this now relatively quiet region of upstate New York. Formalizing access to the Moses Kill in the form of hiking trails and canoe/kayak access would open this beautiful area to passive recreation.

➤ *Protect the historic character of the Hamlet of Fort Miller*

The Hamlet of Fort Miller is a true gem, tucked away between the river and the canal at the southern end of Town. Ensuring that the historic integrity of this little community is preserved for future generations should be a priority for the Town. Developing a Master Plan for Fort Miller would be an appropriate first step.



Town of Queensbury

➤ *Support the Proposed Aquarium of the Adirondacks*

The Town should continue to offer its support for the proposed Aquarium of the Adirondacks. Preliminary plans are in the works for a privately funded 60,000 sq. ft. aquarium facility for the region. While a site has not been chosen for this project, there are several vacant or abandoned properties that exist in the Town of Queensbury (and perhaps elsewhere in the region) that would be excellent locations for this venture. Such a facility could also be an excellent reuse for a re-mediated brownfield site.

An Aquarium of the Adirondacks would offer a truly unique interdisciplinary attraction as the only aquarium facility of its kind to feature species of the Adirondack Region in addition to aquatic exhibits from around the world. As envisioned, the facility might contain a special events space that could host everything from conferences to weddings, helping generate much-needed revenue. In addition to its educational value, the facility could prove to be an

engine in the local economy by creating jobs, while attracting many visitors to the region who would shop, lodge and eat in local establishments. The site could also be a stopping point along the proposed regional trail network discussed throughout this plan.



The idea of the Aquarium already has the support of numerous State and local leaders. The Town and its partners at the county and the state could offer technical assistance for the project by providing planning services such as site selection and ensuring consistency with local plans and laws, or by helping to secure grant funding for the feasibility analysis, design, and construction of the facility if it continues to progress.

- *Plan for and guide redevelopment along Main Street to optimize community and economic benefits*

Warren County is currently designing the reconstruction of Broad Street/Main Street/Corinth Road from Northway Exit 18 to the City of Glens Falls boundary. The Town of Queensbury is, and should continue to, actively pursue several enhancements to this reconstruction, including, various streetscape improvements, traffic calming methods at important intersections, the construction of a continuous sidewalk system, and linkages to the future Northway Business Park in the City of Glens Falls and the Hudson River Feeder Canal Trail Park.

- *Implement Richardson Street Bike Linkage.*

This project will include the construction of dedicated bicycle lanes on Richardson Street and will provide key community linkages from Main Street to surrounding neighborhoods, the Hudson River Feeder Canal Park, and the future Northway Business Park. The dedicated bike lanes will provide a safe and efficient mode of transportation along a busy thoroughfare.

- *Collaborate with Ciba Geigy for the reuse of remediated State Superfund site.*



The Ciba Geigy property, once a highly contaminated site, now offers an opportunity for the Town of Queensbury to enhance public access to the waterfront. The property was a joint Federal Resource Conservation and Recovery Act (RCRA) and State Superfund site which has been remediated, bulldozed, and turned into a grassy field. The 45 +/- acre Main Plant site is located just east of the City of Glens Falls in a mixed industrial/residential area on the northern bank of the Hudson River. The contaminated soil was sealed under an impermeable cap and a groundwater collection system was installed along the southern site perimeter to collect and treat groundwater from the

overburden and bedrock aquifers. On January 9, 2006, the Department of Environmental Conservation approved the Construction Certification Report for the corrective measures completed at the Main Plant Site including corrective measures completed at the Poned Backwater Area, Cement Company Pond, the Pre-treatment Plant and that section of the Hudson River adjacent to the Main Plant Site and downstream to the Baker's Fall Dam. Purchase of the property by the town or tax incentives for the property owners should be considered as means of facilitating a partnership with Ciba Geigy to open the property up for use as a public park and waterfront access point. A first step for creating a park should be the development of Park Master Plan for this facility.

➤ *Expand Recreational Activities at the Hudson Pointe Nature Preserve.*

This project could entail an expansion of the Hudson Pointe Nature Preserve, including the possible development of a beach and better public access to the river. The beach could provide spots for a boat launch, a picnic pavilion and cookout sites, and a children's play apparatus area. A Master Plan for this Nature Preserve should be developed.



City of Glens Falls

➤ *Explore opportunities for Pruyns Island*

Pruyns Island is an underutilized waterfront resource in the City of Glens Falls. The City should develop a Master Plan for this area that could identify waterfront redevelopment opportunities, enhanced public spaces along the water, and new and improved biking/walking trails. This type of study could be accomplished under the state's Brownfield Opportunity Area program (see regional recommendation above) or as part of a smaller neighborhood or area planning initiative funded under the Department of State's Local Waterfront Revitalization Program.

➤ *Establish an Adirondack Forestry and Paper Industry Museum*



In cooperation with the Village of South Glens Falls and the region's paper companies (Finch Holdings, SCA) that still operate massive paper facilities in both communities, develop a museum to describe the role of the Adirondacks and the Hudson River in the development of the American paper industry, and the role that this industry still plays in the local economy and in the efforts to conserve and manage the state's tremendous forest resources.

An initial step for establishing this type of facility would be to identify and bring together interested partners from the local community, from the region, from the state, and perhaps from the private sector (such as Finch Holdings and SCA). Convening these partners for an initial brainstorming workshop could help jump start the project, generating a vision for what this facility could become. This would have to be followed-up with more detailed feasibility studies.

➤ *Enhance the park at Haviland’s Cove*

The park and beach at Haviland’s Cove are tremendous assets for a small city such as Glens Falls. Few cities in the state and none in the region have such a well developed waterfront recreational facility. Its contribution to the quality of life in the community is enhanced by the Feeder Canal Trail, which provides non-motorized access to the park from many parts of the community. Continuing to maintain and enhance this resource despite limited resources is an important task for the City. The City should develop an improvement plan for this park, and seek grant funding through the NYS Office of Parks, Recreation, and Historic Preservation (OPRHP), the Department of State, or others to supplement local financial resources.



➤ *Develop new access points to the Hudson River*

As described in the first Regional Recommendation above, while a portion of the Hudson River in the City is “wild”, there is a portion that is calm and usable for recreational purposes. The City should consider the feasibility of using some of the vacant properties along the river to create additional public access points in the form of hiking trails and canoe/kayak access. This would open this beautiful area for passive recreation.

Village of South Glens Falls

➤ *Continue to Enhance Connections between the Betar Byway Bike Trail, Cooper’s Cave, the Hudson River, and the City of Glens Falls.*



Connections that link the Betar Byway (a bike/hike path along the Hudson River), Cooper’s Cave, the Hudson River, and the City of Glens Falls should continue to be enhanced. These connections will strengthen recreation and tourism opportunities in the area and create the possibility of longer and more interesting trips for regional trail users. The goal of the Village is to create a large historic/recreational area to be used by families.

➤ *Improve the boat launch located near the Old Stable Building*

The canoe launch adjacent to the Old Stable Building is maintained by Boralex as part of its FERC approval requirements. There is parking there, but lack of signage is a problem and should be improved upon. This launch site could also be improved with restrooms, a nature trail loop, an information kiosk, landscaping, and a picnic area. Other amenities could

include additional land and water sports facilities and equipment. Improved portage around the dam, and signs indicating where this portage exists, would also be helpful for users.

- *Provide for the Restoration, Preservation, and Adaptive Reuse of the old Stable Building on River Street.*

This project will involve the restoration, preservation, and adaptive reuse of the stable building on River Street. This late 1800s brick stable building, which is structurally sound, will require a great deal of work to rehabilitate for reuse. Like most stables, the entire interior consists of raw unfinished wood. In order to convert the building for reuse, it will cost upwards of \$500,000. While the Village has started some work, thanks in part to a small grant of \$25,000 in legislative member item funds, much more funding is needed to complete this project.

The stable's prime location on River Street makes this an attractive project to undertake because it could help bring more visitors to the Cooper's Cave Park area of the Village. There are a number of options that the Village has for the reuse of the building. It could be adapted into a Cooper's Cave Museum or a paper mill museum, or as a place for a craft/farmer's market. It is not yet known whether any of these options can be financially feasible or whether any is desired by the community. Thus, a feasibility study should be undertaken to determine the best reuse of this property. The feasibility study should engage the public in making a final determination through a visioning and planning process.

The building should also be considered for inclusion on the State and National Registers of Historic Places. Listing on the State and National Registers is beneficial because it provides recognition that a property is of significance to the Nation, the State, or the community, and because it creates potential grant funding and tax incentive opportunities.

- *Explore options for the reuse of waterfront property east of Route 9.*

The Village should work with the corporate owners of waterfront land east of Route 9 - National Grid, Boralex, and SCA - to determine what if any opportunities exist for creating public access or parkland along the river, or for redeveloping unused or underutilized portions of this land. This type of study could be accomplished under the state's Brownfield Opportunity Area program (see regional recommendation above) or as part of a smaller neighborhood or area planning initiative funded under the Department of State's Local Waterfront Revitalization Program.

- *Implement Recommendations from the Corridor Improvement Plan for Route 9*

This study, described in Appendix A, recommends short, intermediate, and long-term improvements to alleviate traffic congestion along this section of Route 9 in the Village; specifically at the intersections of US 9/5th Street/Main Street, and the two signalized intersections along Route 9 to the north. Short term recommendations include signal timing adjustments, left-turn prohibition signs, and a study of the feasibility of a roundabout at the intersection of Main Street/Fifth Street. Intermediate recommendations include

improvements to sidewalks along Main Street and crosswalks and curb extensions to be added at different intersections along Main Street, as well as streetscape improvements. The long-term improvement recommendation is the installation of a roundabout at the US 9/5th Street/Main Street intersection.

Village of Hudson Falls

➤ *Expand Historic Walking Tours*

In 2005 a local Eagle Scout created a walking tour of the village center. As part of this project, a brochure was created, which includes many individual sites and a map. The brochures have been distributed around the village at places that are convenient and open to the public. An orange identification sign was also created and installed in the locations housing the brochures in order to better inform the public where the brochure can be obtained. Since the creation of the walking tour, the Village Historian has led numerous tours throughout the village center.

The Village should expand or build upon its early success. Cooperation between the Village and the Historical Society, Feeder Canal Alliance, and other groups should be continued to compile an expanded list of significant historical sites. Grant funding could be obtained to print additional brochures and design and install signs for each historic site.

➤ *Improve Five Combines Wayfinding and Interpretive Signage*

The Five Combines area is a unique and interesting site that offers scenic views, historic information about the Champlain Feeder Canal, trail connections to other areas along the Feeder Canal, picnicking, and other recreational opportunities. Currently, the area is well-maintained and it has a number of trails and bridges that offer views of the Feeder Canal and the surrounding area. Existing public amenities include picnic tables, interpretive signs, and benches. With a few minor improvements, this site should continue to be a major destination along the regional trail system envisioned in this Regional Waterfront Plan.



Minor improvements to the public parking area, as well as the placement of a destination sign would assist the public in locating and utilizing this unique site. Improving the quality and quantity of interpretive signs, that tell about the history and operation of the Five Combines, would engage the public and offer more incentive for historic tourism. Providing wayfinding signs at both ends of the improved trail would assist visitors with finding their next destination along the trail, as well as alerting the public to additional opportunities available along the trail. For example, the intersection of the old and new Feeder Canals occurs at a bridge at the bottom of the hill below the Five Combines. Interpretive signs and wayfinding signage would be incredibly useful at this location as well, tying together the various existing and historic waterways to illustrate their importance in the settlement of this area.

➤ *Consider the feasibility of rehabilitating the Fenimore Bridge*

As described under the recommendations for the Town of Moreau (Improve pedestrian/bicycle safety on Hudson River crossings to Fort Edward and Hudson Falls), the Fenimore Bridge is an historic bridge that crosses the Hudson River above Baker's Falls. The bridge is currently in a state of disrepair that makes it unsafe for public use. A full feasibility analysis should be conducted to determine if, and for what purpose, the bridge could be saved.

➤ *Open Up Views and Access to the Hudson River*

The Village of Hudson Falls is afforded a magnificent location along the Hudson River, however, residents and visitors can not see it. The Village should undertake a visual assessment, using the information gathered to develop activities such as community walks, photographic exhibitions, or slide presentations to inform citizens of the importance of scenic vistas and viewsheds to the community's quality of life, and to encourage voluntary protection of scenic areas. Scenic areas endow communities with substantial benefits, such as higher property values and increased tourism revenue.

One option for creating scenic areas is to clear out some of the trees, and any overgrown brush, along River Street and NYS Route 4. This would open up views and create new access points to the River. These new access points could serve as possible scenic outlooks, boat launches, and/or public beaches. Technical assistance from the Soil and Water Conservation District or other appropriate agency should be employed to ensure that these activities are conducted in an environmentally responsible manner.

➤ *Enhance Murray Park and the Route 4 Bridge over the Feeder Canal*

The area where Route 4 crosses the Feeder Canal is an important location along the Feeder Canal trail. Currently this area features Murray Park, a small public park with a parking lot and picnic area that abuts the canal. The Feeder Canal Trail runs through this park and continues along the canal in both directions. There are some minor improvements that could be made to this area that would enhance the user experience and make the park more of a destination for residents and visitors alike.

The Murray Park land was deeded to the Feeder Canal Alliance in 2004. The organization has a Master Plan for the park which includes a new building with an interpretive center about the Feeder Canal. The interpretive center would house a gallery, meeting space, and the Feeder Canal Alliance offices, as well as a commercial kitchen and gift shop. Also included in the Master



Plan are improvements to the existing park and trail, and renovation of the adjacent ice cream shop. Implementation of this plan would be a valuable asset to the efforts put forth in this Regional Waterfront Plan and efforts should be made to assist the Feeder Canal Alliance with this project.

Town of Kingsbury

➤ *Transform the Old Champlain Canal into a Linear Park*

The Town is currently working with the NYS Canal Corporation on transferring ownership of Towpath Road, which the Town currently maintains even though the Canal Corporation owns it. If the Canal Corporation were to transfer ownership to the Town, the Old Champlain Canal (5 miles) that runs along it would be included. This portion of the Old Champlain Canal remains totally intact and navigable; and the area could be a wonderful linear park.

Over the years, the old canal has become completely overgrown with weeds, and filled with trash, old appliances and tires. A cleanup effort should be undertaken to make this portion of the canal an attractive place and a recreational resource for residents and visitors alike. Access to the old canal can be made where it meets with the Feeder Canal and NYS Route 196. Brochures, which can be made available at this access point or elsewhere in the region, could depict the early history and significance that the old canal played in transporting freight and passenger traffic.



➤ *Support the Rehabilitation of the Old Smith Basin Hotel*

On the corner of County Route 41 and NYS Route 149, also known as Smith Basin, stands a building which once housed a hotel. The old structure, which is currently privately owned, should be rehabilitated back into a hotel, providing a place for tourists to stay while exploring the many cultural and historic resources in Kingsbury and throughout the region. The Town should work with the property owner, if willing, to find sources of State and/or Federal funds to restore the building back to its original grandeur and to study the feasibility of its reuse.

➤ *Complete the Champlain Canal Trail, including a connection to the Feeder Canal Trail*

This project is already being implemented by the NYS Canal Corporation. As described under Regional Recommendations above, this project will help complete the eastern portion of the Regional Trail network envisioned in this plan and will connect this system to neighboring regions.

Section 5: Implementation Strategies/Matrix

The Implementation Matrix below includes all of the recommendations described in Section 4. The purpose of the matrix is to provide the Regional Waterfront Plan communities with steps for implementing projects, general priorities for implementation, and identification of stakeholders, partners and sources of technical assistance and funding. The Regional Recommendations are listed first, followed by individual Community Recommendations.

The “Potential Sources of Funding and Technical Assistance” column refers to channels through which the waterfront revitalization communities can seek assistance. It is not meant to be an exhaustive list, but rather a guide to some of the most readily available resources. Municipal budgets have not been included as a funding source in the matrix as it is assumed that they are always a potential source of funding. Likewise, a good potential source of funding for any project is through a State or Federal legislative representative. These “member items” have not been listed as a source of funding as they would apply to most of these projects.

Recommendation / Project	Next Steps	Priority: High (H) Medium (M)	Lead Agency / Organization	Budget Estimate (if applicable)	Potential Sources of Funding and Technical Assistance*
REGIONAL RECOMMENDATIONS					
Create a “Blueway Trail” connecting the communities by water	Prepare Blueway Trail Master Plan to address elements identified in Section 4 above.	H	Waterfront Advisory Committee (WAC)	\$50,000 - \$100,000	<ul style="list-style-type: none"> • NYS Department of State (DOS) • NYS OPRHP • NYS DEC • Erie Canalway National Heritage Corridor • Hudson River Valley Greenway
Complete the regional trail system to connect the communities by land	Develop Master Plans for each of three sub-areas as described in Section 4 above.	H	WAC and Adirondack/Glens Falls Transportation Council (A/GFTC)	Varies based on status and public support for previous conceptual design efforts	<ul style="list-style-type: none"> • NYS DOS • NYS Canal Corp. • NYS DOT • NYS OPRHP • NPS – RTCA program
Develop a Regional Identity and Tourism Marketing Strategy	Convene stakeholders for day long, facilitated work-session to initiate this effort	H	WAC	\$8,000 - \$12,000 (for initial meeting)	<ul style="list-style-type: none"> • NYS DOS • Empire State Development • National Trust for Historic Preservation

Recommendation / Project	Next Steps	Priority: High (H) Medium (M)	Lead Agency / Organization	Budget Estimate (if applicable)	Potential Sources of Funding and Technical Assistance*
Establish a Framework for Inter-municipal Cooperation	Monitor for need	H	WAC	--	<ul style="list-style-type: none"> • NYS DOS • Saratoga, Warren, & Washington Counties
Expand Public Transportation Options	Update Regional Public Transportation Plan to define opportunities for linkages	M	A/GFTC, Greater Glens Falls Transit, and WAC	Part of Regional Transportation Plan	<ul style="list-style-type: none"> • A/GFTC • NYS DOT
Create Community Gateways and Enhance Pedestrian Infrastructure	Develop plans for individual community gateways (with regionally consistent design). Conduct walkability audits and pedestrian improvement plans for Main Street communities.	H	WAC, County Planning Departments, A/GFTC	Varies based on scope of individual studies	<ul style="list-style-type: none"> • NYS DOS • NYS Division of Housing and Community Renewal • NYS Office for Small Cities • NYS DOT • Saratoga, Warren, & Washington Counties
Formulate a Regional Brownfields Reuse Strategy	Convene regional meeting of BOA communities to initiate and define areas for collaboration	M	WAC, County Planning Departments, DOS	\$2,000 - \$5,000	<ul style="list-style-type: none"> • NYS DOS • Saratoga, Warren, & Washington Counties
Coordinate with related initiatives in nearby communities (Old Saratoga on the Hudson, First Wilderness Heritage Corridor, etc.)	Develop periodic opportunities to gather together leaders of these initiatives	M	WAC, County Planning Departments, DOS	--	<ul style="list-style-type: none"> • NYS DOS • Saratoga, Warren, & Washington Counties
COMMUNITY RECOMMENDATIONS					
Town of Moreau					
Improve Bicycle Safety on West River Road	Conduct feasibility and design a bike lane for this county highway	M	Town, Saratoga County DPW	\$8,000 to \$15,000 (design)	<ul style="list-style-type: none"> • Saratoga County • NYS DOT
Recreate the Royal Blockhouse	Investigate purchase and feasibility of constructing replica	H	Town	\$15,000 to \$25,000	<ul style="list-style-type: none"> • NYS DOS • NYS OPRHP • Erie Canalway National Heritage Corridor

Recommendation / Project	Next Steps	Priority: High (H) Medium (M)	Lead Agency / Organization	Budget Estimate (if applicable)	Potential Sources of Funding and Technical Assistance*
Enhance State Boat Launch	Design improvements	M	Town, NYSDEC	\$10,000 to \$25,000	<ul style="list-style-type: none"> • NYS DOS • NYS DEC • NYS Canal Corporation
Clean-up and Reuse Former Dredge Sites	Conduct environmental review and plans for reuse	M	Town and EPA	\$20,000 - \$40,000	<ul style="list-style-type: none"> • NYS DOS • NYS DEC
Create Trail Access to the Hudson River at the Moreau Industrial Park	Outreach to landowner(s) and planning and design of trail and waterfront access	H	Town and Saratoga County	\$15,000 - \$30,000	<ul style="list-style-type: none"> • NYS DOS • Saratoga County Planning / IDA
Investigate Future Reuse of the Lehigh Cement Quarry	Coordinate with Lehigh Cement and NYS DEC	M	Town	--	<ul style="list-style-type: none"> • Saratoga County Planning • NYS DEC
Establish Trail to Moreau Lake State Park from South Glens Falls	Develop Master Plan with significant public education and outreach component	H	Town, A/GFTC	\$25,000 - \$50,000	<ul style="list-style-type: none"> • NYS DOS • A/GFTC • NYS DOT • NYS OPRHP • Saratoga County
Improve pedestrian/bicycle safety on Hudson River crossings to Fort Edward and Hudson Falls	Address as part of any bridge improvement project	M	Town, A/GFTC	--	<ul style="list-style-type: none"> • A/GFTC • NYS DOT • Saratoga and Washington Counties
Create a Master Plan and Design Concept for the Baker's Falls Overlook	Develop Park Master Plan	H	Town	\$30,000 to \$40,000	<ul style="list-style-type: none"> • NYS DOS • NYS OPRHP • Utility company

Recommendation / Project	Next Steps	Priority: High (H) Medium (M)	Lead Agency / Organization	Budget Estimate (if applicable)	Potential Sources of Funding and Technical Assistance*
Town and Village of Fort Edward					
Create an Education Center for Environmental Restoration	Convene stakeholders for day long, facilitated work-session to initiate this effort	H	Town and Village	\$8,000 - \$12,000 (for initial brainstorming)	<ul style="list-style-type: none"> • NYS DOS • NYS OPRHP • Erie Canalway National Heritage Corridor • Lakes to Locks Passage • NYS DEC and EPA • Regional Colleges and Universities • Washington County • General Electric
Continue Rogers Island Improvements	Complete current initiatives	H	Town and Village	Planned work mostly funded	<ul style="list-style-type: none"> • NYS DOS • NYS OPRHP • NYS DEC • NYS DOT
Acquire and develop, for historic interpretation, the Old Fort Edward Sutler Site	Investigate purchase and feasibility	H	Town and Village	\$20,000 - \$30,000	<ul style="list-style-type: none"> • NYS DOS • NYS OPRHP
Encourage the rehabilitation and reuse of the old school building in the Village	Partner with private sector to investigate purchase and feasibility	M	Town and Village	\$10,000 - \$15,000	<ul style="list-style-type: none"> • Empire State Development • NYS OPRHP • NYS Office for Small Cities • NYS DOS
Improve the Train Station and Freight House Area	Complete current initiative	H	Fort Edward LDC, A/GFTC	Planned work already funded	<ul style="list-style-type: none"> • A/GFTC
Create access to the Moses Kill for passive recreation	Develop Master Plan for this natural area	M	Town	\$25,000 - \$40,000	<ul style="list-style-type: none"> • NYS DOS • NYS Canal Corp. • NYS DEC • NYS OPRHP

Recommendation / Project	Next Steps	Priority: High (H) Medium (M)	Lead Agency / Organization	Budget Estimate (if applicable)	Potential Sources of Funding and Technical Assistance*
Protect the historic character of the Hamlet of Fort Miller	Prepare Hamlet Master Plan	H	Town	\$25,000 to \$40,000	<ul style="list-style-type: none"> • NYS DOS • Washington County Planning
Enhance trail connections from the Village to the Feeder Canal Trail and the Champlain Canal Trail	Plan and design connections	M	Town and Village, A/GFTC	\$20,000 - \$30,000	<ul style="list-style-type: none"> • NYS DOS • NYS Canal Corp. • NYS DOT • A/GFTC • EPA
Town of Queensbury					
Support the Proposed Aquarium of the Adirondacks	Monitor and provide technical assistance/support as appropriate	M/H	Aquarium of the Adirondacks, Town	--	<ul style="list-style-type: none"> • NYS DOS • Warren County • Empire State Development
Plan for and guide redevelopment along Main Street to optimize community and economic benefits	Coordinate with Warren County and City of Glens Falls to implement existing plan	M	Warren County, Town, A/GFTC	As per existing study	<ul style="list-style-type: none"> • NYS DOT • A/GFTC • NYS Office for Small Cities • Warren County
Implement Richardson Street Bike Linkage	Design and construct bicycle facility	M	Town	\$20,000 - \$30,000	<ul style="list-style-type: none"> • NYS DOT • A/GFTC • NYS DOS • Warren County
Collaborate with Ciba Geigy for the reuse of remediated State Superfund site	Develop Site Master Plan	H	Town	\$30,000 - \$50,000	<ul style="list-style-type: none"> • NYS DOS • NYS DEC • NYS OPRHP • Warren County Planning
Expand Recreational Activities at the Hudson Pointe Nature Preserve	Prepare Master Plan for this Nature Preserve	H	Town	\$30,000 - \$40,000	<ul style="list-style-type: none"> • NYS DOS • NYS DEC • NYS OPRHP

Recommendation / Project	Next Steps	Priority: High (H) Medium (M)	Lead Agency / Organization	Budget Estimate (if applicable)	Potential Sources of Funding and Technical Assistance*
City of Glens Falls					
Explore opportunities for Pruyns Island	Prepare Island Master Plan	H	City	\$40,000 - \$50,000	<ul style="list-style-type: none"> • NYS DOS • NYS Office for Small Cities • Empire State Development • Warren County Planning
Establish an Adirondack Forestry and Paper Industry Museum	Convene stakeholders for day long, facilitated work-session to initiate this effort	M	City, Warren County, Paper Companies	\$8,000 - \$12,000 (for initial brainstorming)	<ul style="list-style-type: none"> • NYS DOS • Warren County • Paper Companies • NYS Office for Small Cities • Empire State Development
Enhance the park at Haviland’s Cove	Develop Park Improvement Plan	M	City	\$25,000 - \$40,000	<ul style="list-style-type: none"> • NYS DOS • NYS OPRHP • Warren County
Develop new access points to the Hudson River	Investigate potential of acquiring vacant lands along the river	M	City	\$10,000 - \$20,000	<ul style="list-style-type: none"> • NYS DOS • Warren County
Village of South Glen Falls					
Continue to Enhance Connections between the Betar Byway Bike Trail, Cooper’s Cave, the Hudson River, and the City of Glens Falls	Complete current initiatives	H	Village	Planned work mostly funded	<ul style="list-style-type: none"> • NYS DOS • NYS DOT • NYS Office for Small Cities • Saratoga County
Improve the boat launch located near the old Stable Building	Design improvements to boat launch	M	Village	\$20,000 - \$25,000	<ul style="list-style-type: none"> • NYS DOS • NYS DEC • NYS OPRHP • NYS Office for Small Cities • Saratoga County

Recommendation / Project	Next Steps	Priority: High (H) Medium (M)	Lead Agency / Organization	Budget Estimate (if applicable)	Potential Sources of Funding and Technical Assistance*
Provide for the Restoration, Preservation, and Adaptive Reuse of the old Stable Building on River Street	Conduct feasibility study with community participation	H	Village	\$20,000 - \$25,000	<ul style="list-style-type: none"> • NYS DOS • NYS OPRHP • NYS Office for Small Cities • Saratoga County
Explore options for the reuse of waterfront property east of Route 9	Conduct BOA study or Neighborhood Master Plan	M	Village	\$30,000 – \$50,000	<ul style="list-style-type: none"> • NYS DOS • NYS Office for Small Cities • Empire State Development • Saratoga County • Industrial property owners
Implement Recommendations from the Corridor Improvement Plan for Route 9	Implement study recommendations	M	Village, A/GFTC	As per Route 9 study	<ul style="list-style-type: none"> • NYS DOT • A/GFTC • Saratoga County
Village of Hudson Falls					
Expand Historic Walking Tours	Update existing walking tour materials	M	Village, Historical Society	\$10,000 - \$15,000	<ul style="list-style-type: none"> • NYS DOS • NYS OPRHP • NYSCA • Washington County
Improve Five Combines Wayfinding and Interpretive Signage	Conduct public workshop and develop signage plan	H	Village, Feeder Canal Alliance	\$20,000 - \$30,000	<ul style="list-style-type: none"> • NYS DOS • NYS OPRHP • NYS Canal Corp. • Erie Canalway National Heritage Corridor
Consider the feasibility of rehabilitating the Fenimore Bridge	Conduct feasibility study for non-vehicular use	M	Village, Town of Moreau	\$40,000 – \$50,000	<ul style="list-style-type: none"> • NYS DOS • NYS DOT • A/GFTC • Washington and Saratoga Counties
Open Up Views and Access to the Hudson River	Prepare visual assessment and conceptual design plans for selected areas	M	Village	\$20,000 - \$30,000	<ul style="list-style-type: none"> • NYS DOS • Washington County SWCD • NYS DEC

Recommendation / Project	Next Steps	Priority: High (H) Medium (M)	Lead Agency / Organization	Budget Estimate (if applicable)	Potential Sources of Funding and Technical Assistance*
Enhance Murray Park and the Route 4 Bridge over the Feeder Canal	Implement Master Plan for this Park	M	Feeder Canal Alliance, Village	See Park Master Plan	<ul style="list-style-type: none"> • NYS DOS • NYS OPRHP • NYS Canal Corp. • Erie Canalway National Heritage Corridor
Town of Kingsbury					
Transform the Old Champlain Canal into a Linear Park	Complete acquisition and develop Park Master Plan	H	Town	\$30,000 - \$50,000	<ul style="list-style-type: none"> • NYS Canal Corp. • NYS DOS • NYS OPRHP • Erie Canalway National Heritage Corridor • Washington County
Support the Rehabilitation of the Old Smith Basin Hotel	Work with landowner to explore feasibility	M	Town	\$10,000 – 20,000	<ul style="list-style-type: none"> • NYS DOS • NYS OPRHP • Washington County • Empire State Development

* Acronym Key:

- | | |
|-----------|---|
| NYS DOS | New York State Department of State |
| NYS OPRHP | New York State Office of Parks, Recreation, and Historic Preservation |
| NYS DEC | New York State Department of Environmental Conservation |
| NYS DOT | New York State Department of Transportation |
| NPS-RTCA | National Park Service – Rivers, Trails, and Conservation Assistance Program |
| A/GFTC | Adirondack / Glens Falls Transportation Council |
| IDA | Industrial Development Agency |
| EPA | Environmental Protection Agency |
| NYSCA | New York State Council on the Arts |
| SWCD | Soil and Water Conservation District |

Appendix A: Inventory and Analysis

The purpose of this section is to inventory and describe information about existing conditions within the waterfront area for the communities of Moreau, Fort Edward, Queensbury, Glens Falls, South Glens Falls, Hudson Falls, and Kingsbury. Existing conditions will include the general regional setting, a description of the developed waterfront, current land uses, current land use regulations (zoning), water and sewer infrastructure (if any), cultural and historic resources, regional plans/initiatives, local plans and studies, and the natural, public, and working waterfront. At the beginning of the plan-making process, it is important to develop an understanding of the general characteristics of each participating community and the region; and to consider what opportunities or limitations these existing conditions indicate for the future planning of this area. Given that multiple communities are cooperating in the planning process, this section will assess existing conditions in an overview fashion. Together with an understanding of the public's aspirations for the future, determined through an analysis of existing local plans and through public workshops convened as part of this process, this summary of existing conditions in the study area will help determine appropriate plan recommendations and implementation strategies that will ultimately be incorporated into this Regional Waterfront Plan.

➤ The General Setting

The Hudson River and Champlain Feeder Canal Regional Waterfront Plan study area is illustrated in *Figure 1, Waterfront Area Boundary*. As described above, the study area takes in all or parts of seven communities along the Hudson River, the Champlain Canal, and the Champlain Feeder Canal in the vicinity of Glens Falls, New York. Glens Falls is the main urban center for this region; however, the Villages of South Glens Falls, Hudson Falls, and Fort Edward are also smaller centers of activity for their communities. Portions of Moreau and Queensbury, especially in proximity to the Northway and Glens Falls, are suburban in nature; and more rural settings can be found in outlying portions of these towns and in the Towns of Fort Edward and Kingsbury outside of the villages. Interstate 87 (the Northway) and U.S. Routes 9 and 4 are the major roadways that traverse the study area in a north-south direction.

➤ **The Developed Waterfront**

The People and the Economy

Table 1: Regional Demographics²

Municipality	Population			Households			Median Age	Poverty*	Median Household Income
	1990	2000	Change	1990	2000	Change			
Town of Moreau**	13,022	13,826	+6.17%	4,580	5,128	+12%	37.3	7.1%	\$40,536
Village of South Glens Falls	3,506	3,368	-4%	1,452	1,523	+4.9%	38.1	10.6%	\$31,623
Saratoga County	181,276	200,635	+10.7%	66,425	78,165	+17.7%	36.9	5.7%	\$49,460
Town of Queensbury	22,630	25,441	+12.4%	8,310	9,948	+20%	39.3	5.0%	\$47,225
City of Glens Falls	15,023	14,354	-4.5%	6,129	6,267	+2.3%	35.6	14.8%	\$30,222
Warren County	59,209	63,303	+7%	22,559	25,726	+14%	39	9.7%	\$39,198
Town of Fort Edward**	9,891	9,033	-9%	2,226	2,248	+1%	36.7	10.5%	\$33,660
Village of Fort Edward	3,561	3,141	-12%	1,298	1,247	-4%	35.3	7.9%	\$32,347
Village of Hudson Falls	7,651	6,927	-9.5%	2,988	2,876	-3.7%	35.7	17.2%	\$31,516
Town of Kingsbury**	11,851	11,171	-6%	4,447	4,491	+1%	36.8	12.6%	\$34,919
Washington County	59,330	61,042	+2.9%	20,256	22,458	+10.9%	37.5	9.4%	\$37,668
New York State	17,990,455	18,976,457	+5.5%	6,639,322	7,056,860	+6.3%	35.9	14.6%	\$43,393

* Represents the number of individuals below the poverty level
 ** Town Totals include Village totals

Saratoga County is part of the Albany-Schenectady-Troy Metropolitan Statistical Area. Warren and Washington Counties are part of the Glens-Falls Metropolitan Statistical Area.

² 1990 and 2000 U.S. Census Bureau.

The Town of Moreau is located along the northern border of Saratoga County and had a 2000 population of 13,826 (including the Village of South Glens Falls). The Village of South Glens Falls (population 3,368) is located in the northern portion of the Town. While the Town's population increased, the Village's population decreased between 1990 and 2000. This reflects the continued post-war trend of population movement from more urban and dense areas to more suburban and less dense areas.

The City of Glens Falls and the Town of Queensbury are located directly north of the Town of Moreau in Warren County, on the other side of The Hudson River, and had 2000 populations of 14,354 and 25,441, respectively. Among the municipalities in the study area, Queensbury experienced the largest increase in population and households at 12.4% and 20% respectively. This growth in Queensbury is well above the population growth of Warren County, while the City of Glens Falls noticed a sharp decrease between 1990 and 2000. This further reflects the trend of population movement from urban areas to the suburbs.

The Town of Fort Edward is located to the east of the Town of Moreau in Washington County. Fort Edward had a 2000 population of 9,033 (including the Village of Fort Edward), a 9% decrease from 1990 which was well below the population increase of Washington County as a whole. Located directly north of Fort Edward are the Town of Kingsbury and the Village of Hudson Falls. Kingsbury's 2000 population was 11,171 (including the Village of Hudson Falls), representing a population decrease of 6% between 1990 and 2000.

With the exception of the Villages of Fort Edward and Hudson Falls, all of the communities in the study area experienced an increase in the number of households. This is a trend mirrored on a regional, state and national level that has been attributed, at least in part, to decreasing household sizes.

The communities with the biggest decreases in population between 1990 and 2000 are also the most economically depressed communities in the area. The City of Glens Falls and the Village of Hudson Falls have poverty rates that far exceed that of their respective Counties and the State. Likewise, these communities have the lowest median household income.

The character of the local waterfront can be defined by its economic and social history. Historically, the residents of this area made their living through natural resource-based activities, such as logging, mining, paper mills, and farming. Today, the area's economy is dependent on manufacturing and heritage-tourism, while agriculture remains an important industry in the area. Several industries are major employers within the region. The paper industry has always been the area's economic base and remains so today. SCA Tissue North America, Finch Paper Holdings, and Irving Tissue are major paper manufacturers in the area. In addition to the paper industry, the following companies are located along the river: Jointa Galusha³, the Glens Falls/Portland Cement Co., Danfoss Flomatic Corporation (headquartered on Pruy'n's Island in Glens Falls)⁴, and the Glens Falls Lehigh Cement Co. (located in Queensbury and Moreau along

³ Jointa Galusha, is a member of the D.A. Collins Companies, is a multi-million-dollar supplier of stone products, asphalt and construction materials that has been serving customers throughout the Northeast for more than 150 years.

⁴ Flomatic Corporation is a manufacturer of high quality valves primarily for domestic and municipal water and wastewater applications. Forrest S. White founded the company in 1933 in Hoosick Falls, New York.

both sides of the Hudson and is one of the oldest operated cement manufacturers). National Grid, Boralex Power, and Brookfield Power are the utility generators and/or distributors in the area. Brookfield Power has hydropower facilities and distribution lines at Sherman Island, Spier Falls, and the Feeder Dam. In February 2005, Brookfield Power completed the installation of new fish-friendly trashracks and other repairs at its Feeder Dam Hydroelectric Development on the Hudson River in South Glens Falls. Boralex Power operates a hydro-electric power generating station at the South Glens Falls Power Station on River Street and the Northern Electric Power Station on Hudson Falls Road in South Glens Falls.

Land Use, and Zoning

Land Uses

Figure 2, Land Use, illustrates land use patterns within the study area. This information is based on each community's assessment data. The study area contains a mix of residential neighborhoods, commercial areas, factories, utility operations, vacant land, and recreation/park lands. Based on the assessment data, the three dominant land uses within the study area include industries/factories, residential, and vacant land. Industrial uses are prominent in many locations along the Hudson River. Such uses include hydroelectric dams, quarries, paper companies, and a variety of other industries. A major industrial business located in the Town of Moreau and the Town of Queensbury is the Glens Falls Lehigh Cement Company. Lehigh Cement mines limestone and the facility recently received amended Site Plan approval from the Town of Queensbury Planning Board to expand its operations within the Town.

Utility operations are another significant land use. Brookfield Power and National Grid are major utility providers in the region and own a variety of parcels on both sides of the river. Although many parcels along the waterfront are used for industrial operations, there are lands owned by National Grid and other companies that are underutilized or vacant. These areas should be viewed as opportunities for future redevelopment or reuse.

The main residential land uses within the study region include neighborhoods within the Villages of South Glens Falls, Fort Edward, Hudson Falls, and the City of Glens Falls. These areas provide pedestrian-friendly Main Street neighborhoods, waterfronts, historic sites and unique structures. The small hamlet of Fort Miller, at the southern end of the Town of Fort Edward, also consists of a small residential neighborhood pattern.

Parkland and other recreational lands are another dominant land use pattern located throughout the study area. The study area contains Moreau Lake State Park and several other waterfront parks and boat launches.

The locks along the Champlain Canal have become stopovers for many tourists traveling by boat to various destinations. Lock 6 in the hamlet of Fort Miller and Lock 7, located at the southern edge of the village of Fort Edward, allows local residents to view the passage of these boats through the system. Fort Edward's Bradley Beach is adjacent to the Little League Park and the Community Swimming Pool, and offers a beautiful site for picnicking along the banks of the Hudson River, including picnic tables and facilities for outdoor grilling.

There is a variety of publicly owned lands located throughout the study area.

Zoning

Each community in the study area has a zoning ordinance and is generally characterized in Table 2 below.

Table 2: Land Use Regulations and Existing Plans

Community	Predominant Zoning
Moreau	residential, with lot densities of 1 and 3 acres
Queensbury	residential, with lot densities of 1 and 3 acres
Fort Edward	mix of residential (1 and 2-acre densities), commercial, and industrial zoning
Glens Falls	single-family moderate residential (minimum lot size of 7,500 s.f.) with some commercial districts mixed in
South Glens Falls	Mix Residential, with lot densities of less than 1, commercial, and resource conservation
Hudson Falls	Residential Class A (minimum lot area of 5,000 s.f.), with an Industrial Zone that runs along the Hudson River
Kingsbury	Residential-Agriculture

Water and Sewer Infrastructure

The more urban portions of the study area, such as the City of Glens Falls, Village of South Glens Falls, Village of Fort Edward, portions of the Town of Queensbury, and sections of the Town of Moreau contain municipal water and sewer infrastructure. Much of the remainder of the study area does not have municipal water and sewer systems. The use of individual, on-site wastewater systems should be carefully monitored as development continues outside of the urban centers in order to safeguard environmental quality. This is especially important in areas with soils poorly suited for septic systems or in close proximity to the Hudson River or its tributaries.

Cultural and Historic Resources

The study area is rich in historic and cultural resources, whose many historic sites and buildings have been preserved throughout the study area. The preservation and enhancement of historic and cultural resources benefits the heritage-tourism sector of the local economy. In addition, historic and cultural resources give each community a unique local identity.

Fort Edward

The Village of Fort Edward contains historic Rogers Island, the site of Fort Edward, a large British fort built during the French and Indian and American Revolutionary Wars. It was here that the famous Robert Rogers and the Rangers developed their “Rules of Ranging” still in use by ground-fighting armies today. Rogers Island was a notably important fort during military battles because of its location on the Hudson River. The Rogers Island Visitors/Interpretive Center is located on the island and offers tourist information, a research library, historical displays, programs and an archeology field school for interested tourists.



Statue in tribute to Robert Rogers and the Rules of Ranging

Rogers Island is currently undergoing site improvements and has received enhancement grants from the New York State Department of Transportation to build a Transportation Museum. The museum will provide exhibits of the transportation history associated with the Canals and Hudson River. New York State is trying to purchase more private land on the island and transfer it to the Village of Fort Edward. A majority of the parcels on the island are publicly owned; however, some still remain private property. Other historical buildings within Fort Edward include the Old Fort House Museum, the D&H Train Station, the Old Fort Edward Sutler Site, and the St. James Episcopal Church.

Historic structures and buildings are crucial to the character of the Village, and to the promotion of tourism: an important, somewhat un-tapped segment of the local economy. Unique landmarks, such as the old Champlain Canal Aqueduct and Stone-arch Towpath Bridge, the Old Fort House Museum, Rogers Island, the Wing-Northup House, as well as the Hudson River waterfront and historic downtown, make the Village and Town of Fort Edward an interesting place to visit. Enhancements to these historic and cultural resources could lead to the development of a unique visitor experience in Fort Edward. Well planned cultural and heritage tourism efforts will help improve the character and quality of a community in the future.

Along the banks of the Hudson River is the Hamlet of Fort Miller. This is a unique historically well-preserved hamlet. There are future plans to build a ball field, playground equipment, a picnic area and sports fishing access points within the Hamlet.

Town of Moreau and Village of South Glens Falls

The Town of Moreau contains the Parks/Bentley Place, which is listed on the National Register of Historic Places and located in the Village of South Glens Falls. The building was home to the area’s founder and currently serves as a museum. Other historic sites include the Village Museum, Reynolds House, Mawney House, Baker House, Spooner House, Rogers Family Cemetery, and the Royal Block House (replica rendering pictured to the right), which the Town is planning to reconstruct in the near future. The original house was a 1757 “safe house” and observation post built when Moreau was a frontier outpost. The site is located along NYS Route 197 west of the Rogers Island barracks. The Route 9 Bridge and historic Cooper’s Cave are also historic sites within the Village of South Glens Falls (as well as within the City of Glens Falls). The Town of Moreau and Village of South Glens Falls Historical Society is located at 53 Ferry Boulevard and contains additional information regarding historical resources throughout the community.



Replica rendering of the Royal Block House across from the barracks on Rogers Island, Town of Moreau.



The Moreau Community Center, located in the Village of South Glens Falls, is a multi-use, family-oriented facility that provides services ranging from a thrift shop, a nursery school, before and after school latchkey programs, an extremely active 60+ senior citizen program, senior transportation services, a senior congregate luncheon site and an emergency food pantry. It is also a meeting place that provides meeting rooms for various Saratoga County services, organizations and other community activities. Groups such as Saratoga WIC, Juvenile Probation, and Food Stamp programs, the Hockey Association, Soccer Clubs, Boy Scouts, Girl Scouts and Brownies use the center.

Cooper’s Cave is an important historical and cultural landmark to the Village. Cooper's Cave was named after James Fenimore Cooper, who made it world famous in his novel “The Last of the Mohicans.” In the 18th century a wooden bridge was built at the site to cross the river. This also allowed easy access to the cave. At the time Cooper visited the cave, the bridge already existed. Later, the rapids were covered by a dam to generate electricity. A new bridge, built after the great flood in 1913 which damaged the old bridge, crossed the Hudson high above the island. Access to the island with the cave was provided by a spiral staircase going down from the sidewalk of the bridge. This staircase was removed in 1961, and the cave became inaccessible to the public. In an attempt to reopen the site to the public, a short walkway and a viewing platform were built from synthetic logs. Public access was created to Cooper's Cave Island on the Hudson River via an access drive, parking area and walkway, and pedestrian bridge. The new access is from the



end of River Street, not from the bridge above, and signs guide visitors to the place and explain the history. The cave is still not accessible, but the platform allows a good view into the cave from above.

Town of Queensbury

The Town of Queensbury contains many historical resources. Recently, the Town conducted an inventory of existing historic resources and placed blue and yellow markers (right) at strategic historic locations. The Town Historian currently maintains a listing of historic resources within the community and more information on Queensbury’s rich history can be found by visiting <http://www.queensbury.net/Historian/Markers/>.



The Warren County Historical Society, located in the Town of Queensbury, is developing a library and has long range plans for a museum for historical research, providing a place to gather, preserve, and display artifacts, books, manuscripts, papers, photographs and other records and materials relating to the history of the Warren County region and New York State.

Finally, the Queensbury Senior Citizens Inc., located on Bay Road, provides a variety of programs and activities designed to enhance the lives of seniors.

City of Glens Falls

The City of Glens Falls, which celebrates its centennial in 2008, has many historic and cultural resources. The Glens Falls Civic Center is home to major entertainment and sports events in upstate New York. Cooper's Cave, made famous in James Fenimore Cooper's “Last of the Mohicans”, is situated at "the falls" between the City of Glens Falls and the Village of South Glens Falls, this historical site has easy access via a newly renovated viewing platform.



Cooper's Cave

The Hyde Collection is an historic house that combines the heritage of the Adirondack Region with a distinguished permanent collection of important decorative arts, antique furnishings, and works by masters such as Da Vinci, Rubens, Rembrandt, Picasso, Whistler, and Homer. A modern art museum complex provides additional gallery spaces for changing world-class exhibitions throughout the year.⁵

⁵ <http://www.cityofglensfalls.com/index.asp?nid=100>

The Chapman Historical Museum presents the history of the Glens Falls-Queensbury community and its connection to the Adirondack region. By encouraging discovery, understanding, and appreciation of the region's heritage, the museum provides perspective for the present and the future.⁶



Combination locks on the Feeder Canal

The Center for Folklife, History, and Cultural Programs preserves and presents the living and historical cultural heritage of the upper Hudson Valley and southern Adirondacks. The research archives and special collections are available to everyone in the Reading Room, and there are cultural programs and performances, family workshops, a lecture series, publications, and exhibitions at the Folklife Gallery. The staff can assist with genealogy and local history questions.

Other items of visitor interest in Glens Falls include: a free self-guided historical walking tour which includes 26 buildings of architectural and historical significance within the City of Glens Falls (maps can be picked up at the Chapman Museum or the Hyde Collection); the Lower Adirondack Regional Arts Council (LARAC) - an arts service organization for Warren, Washington and northern Saratoga Counties formed in 1972 by a coalition of arts-minded residents to unify the arts and cultural community and establish a cultural identity; two micro-breweries and three day spas.

Town of Kingsbury and Village of Hudson Falls

The Village of Hudson Falls is nestled within the town of Kingsbury in Washington County. Hudson Falls offers traditional small-town living within close proximity to the Greater Glens Falls region. Hudson Falls has many cultural and historic resources which one can see on the Hudson Falls Historic Walking Tour, developed by a local Eagle Scout. The long history of Hudson Falls is visible in the architecture and layout of its neighborhoods, many that date back to the turn of the century. Entering Hudson Falls from the north, the town park on Main Street is a reminder of small-town life from days gone by. A section of this old-fashioned village is listed on the National Register of Historical Places. The highest waterfall in the Upper Hudson, Bakers Falls, is also located here.

The Feeder Canal Alliance is a not-for-profit organization founded in 1987 to preserve, maintain and protect the Feeder Canal that historically provided a transportation connection between the Hudson River and the Champlain Canal. The Feeder Canal Alliance is working with the Village of Hudson Falls to identify brownfields sites, study the feasibility of an interpretive center in the Village, and implement its master plan for the Canal Park at the Route 4 Bridge. The Village will continue to support these efforts and will work with the Alliance in securing resources for these and future projects.

⁶ <http://www.chapmanmuseum.org/>

In the early fall of each year, the annual Sandy Hill Days celebration (until 1910 Hudson Falls was known as Sandy Hill) remembers the past and celebrates the present in this family-oriented community. The five combination locks (The Five Combines), located on the Feeder-Canal in the Village of Hudson Falls and the Town of Kingsbury, is listed on the National Register of Historical Places. The Hudson River Shakespeare Company, which performs at various places in the region, makes their home in Hudson Falls.

The Town and Village of jointly support a community swimming pool and summer and winter sports programs through the Hudson Falls-Kingsbury Recreation Commission.

➤ The Natural Waterfront

Environmental Features

Important and sensitive environmental features are located throughout the study area. They include streams, 100-year floodplains, wetlands, watersheds, and areas of steep slopes. *Figure 3, Environmental Resources*, illustrates the location of these environmental features within the study area.

Rivers and Streams

The Hudson River

The Hudson River is the largest water resource in the area. The upper Hudson River flows swiftly down from its mountain sources at Lake Tear of the Clouds to its terminus 315 miles downstream in New York City. In the 160 miles between Lake Tear of the Clouds and the Troy Dam, the river drops more than 4,300 feet over natural rapids and man-made dams. Throughout history, the fast-flowing river provided both power to operate machinery and a convenient means of waste disposal. The Hudson River is a significant natural, cultural, and economic resource for its surrounding municipalities and was designated as one of the American Heritage Rivers in 1997.

A portion of the river south of Fort Edward is due to undergo one of the largest environmental remediation projects in history over the next few years. In the days when industry depended on water power, many factories were located along the upper Hudson. Some of the pollutants discharged by these industries have proven to be long-lived in the river. More than a million pounds of polychlorinated biphenyls (PCBs), discharged over the years by General Electric manufacturing plants located in Fort Edward and Hudson Falls, remain largely undegraded in the upper Hudson's environment. The US Environmental Protection Agency is overseeing a cleanup of PCBs in the upper Hudson River and it is expected to begin the cleanup in 2009. It is anticipated that the river's value to the region will be enhanced further once the PCB remediation project is completed.

In addition to the Hudson River, there are numerous creeks and streams that flow through the study area toward the Hudson River. *Figure 3* illustrates the location of all the streams within the region.

Canals

The Champlain Canal (Hudson River and Champlain Canal) and the Old Champlain Feeder Canal run through the study area. The Champlain Canal is located in the easterly portion of the study area and convergences with the Hudson River at Rogers Island in the Village of Fort Edward. The Champlain Canal is a 60-mile canal that connects the south end of Lake Champlain to the Hudson River. It was built as a feeder canal to the Erie Canal and is now part of the New York State Canal System. The canal was proposed in 1812 and construction was

authorized in 1817. By 1818, twelve miles were completed and in 1819 the canal was opened from Fort Edward to Lake Champlain. The canal was completed in 1823.

The Old Champlain Feeder Canal is a significant artifact of New York State history as it is the last surviving part of the original Erie Canal period system to remain intact. The Feeder Canal was a man-made ditch constructed to help “feed” water to the New York Canal system. It also transported goods such as lumber, cement, and paper products. It takes water from the Hudson River at the Feeder Canal Dam in Queensbury, and runs through Glens Falls, Hudson Falls, and Kingsbury before terminating at the Champlain Canal.

Watersheds and Threats to the Natural Waterfront

Watersheds are areas of land that drain into lakes, rivers, and streams. The Hudson River Watershed is illustrated in Figure 3, Environmental Resources. The water that moves through a watershed as overland runoff can carry sediments, pollutants, and other materials that can impact water quality in waterways and groundwater supplies. Healthy watersheds and good water quality are vital for maintaining both a healthy environment and economy, as they provide water for drinking, recreation, commercial fishing and other water-dependent industry.

Land use can have a major impact on water quality in the watershed. Some activities that contribute to water quality impacts include: sediments from construction sites; pesticides and fertilizers from lawns and golf courses; animal wastes from farms; and nutrients and pathogens from improperly functioning septic systems. Additionally, large areas of impervious surface can increase runoff leading to increased pollution, eroding streambanks, and decreased infiltration to recharge groundwater supplies. Development that encroaches on wetlands and riparian areas can lead to increased flooding, decreased water quality, and loss of habitat.

The primary responsibility for regulating land use and development in New York State rests with local municipalities. Through local land use controls, municipalities play a major role in guiding and regulating land use and development. By strengthening these local controls, municipalities can achieve water quality improvement, restoration, and appropriate development in the watershed. Developing a watershed plan is a good technique to assess local water quality conditions and address local land use regulations and practices, which can be used to ensure and/or provide additional water quality protection. This can be achieved through revisions to comprehensive plans, zoning, site plan review, enhancement of environmental protection overlay districts, subdivision regulations, and adoption or revision of stand alone or targeted local laws.

Wetlands

The term “wetlands” means those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands are prevalent throughout the study area in low lying areas and along streams.

Wetlands serve many important functions including: providing habitat for wildlife and plants, playing a role in storm water management and flood control, filtering pollutants, recharging groundwater, and providing passive recreational and educational opportunities.

Both the New York Department of Environmental Conservation (NYSDEC) and the U.S. Army Corps of Engineers (ACOE) regulate wetlands in New York State. NYSDEC freshwater wetlands are protected under Article 24 of the Environmental Conservation Law, commonly known as the Freshwater Wetlands Act (FWA). The FWA directs the NYSDEC and the Adirondack Park Agency (APA) to regulate freshwater wetlands in the state. The FWA protects those wetlands larger than 12.4 acres in size, and certain smaller wetlands of unusual local importance.

Under Section 404 of the Clean Water Act, the ACOE has jurisdiction over navigable waters of the United States, as well as their tributaries and adjacent wetlands where the use, degradation or destruction of such waters could affect interstate or foreign commerce. These include nearly all wetlands larger than 1/10 of an acre. Though these federally regulated wetlands are not mapped as such, the U.S. Fish and Wildlife Service's National Wetlands Inventory (NWI) maps provide some indication of where these wetlands might be located. The presence of hydric soils is also a good indicator of the possible presence of a federally regulated wetland. In any case, field verification is necessary when development activity is planned to determine the existence and exact extent of these wetlands so that disturbances can be avoided.

Furthermore, each community has the ability to address wetlands protection at the local level. For example, the Town of Moreau, in its Zoning Code, includes a Wetlands Overlay District and prohibits or regulates certain uses in that district. Other communities in the region do not utilize this capability.

Floodplains

Floodplains are also common along the Hudson River, and many areas are periodically submerged by floodwater. Most of these areas are undeveloped. Floodplains serve two important purposes: they act as temporary natural water storage areas during periods of high water after heavy rains or melting snows, and they reduce peak flows during flooding, therefore limiting downstream bank erosion.

The Federal Emergency Management Agency (FEMA) has developed a national standard for flood protection by establishing floodplain and floodway boundaries for 100-year storm events. A 100-year floodplain delineates the area that is susceptible to a 1% annual chance of flooding (i.e., the 100-year storm event). Encroachment of development onto floodplains reduces the flood-carrying capacity of streams, increases flood heights and velocities, and increases flood hazards beyond the area of encroachment. Development within a floodplain can present a threat to public health and create a strain on local emergency services. It is best, therefore, to avoid floodplain areas when undertaking certain development activities.

Some of the communities in this Regional Waterfront Plan address floodplain protection through their zoning code. For example, the City of Glens Falls has a Flood Hazard Overlay District along the Hudson River.

Topography and Slopes

Figure 3, Environmental Resources also illustrates areas of steep slopes throughout the study area. Most of the study area can be characterized as relatively flat or gently sloped. However, some portions of West Mountain (Queensbury) and areas in and around Moreau Lake State Park contain slopes 15% or greater. There are also steep slope areas that tend to follow stream corridors and smaller drainage ways that are tributary to them. The development of steep slopes can lead to erosion and slippage of soils.

➤ **The Public Waterfront**

The public lands along the Hudson River are a significant resource that is an essential part of the character for many shoreline communities. Waterfront areas should reflect a variety of recreational amenities, while preserving the natural beauty and maritime heritage.

Waterfront Access and Recreational Resources

Figure 4, Recreation Resources, illustrates the many recreational resources within the study area. Obviously, the Hudson River and its tributaries provide a recreational resource that offers a wide variety of recreation opportunities such as canoeing, boating, fishing, swimming, and picnicking. There are also a number of parks that exist along the waterfront, including:

- Moreau Lake State Park,
- Hudson Pointe Nature Preserve,
- Glens Falls Feeder Canal Park,
- Haviland’s Cove Park,
- Hudson River Park,
- Queensbury Town Park, and
- Juckett Park.

The area also has several public boat launches and/or marinas located at:

- Spier Falls Launch Site,
- Sherman Island,
- Hudson River Park,
- 2 Town of Moreau Boat Launches (one at the end of Nolan Rd, one at the end of County Route 27 in the town)
- NYS Boat Launch south of Route 197 in the Town of Moreau,
- 2 Village of South Glens Falls Boat Launches (one at the Village Park, one at the end of First Street near the Cooper’s Cave area)

- Two boat launches on Shermantown Road (1 on the Feeder Canal, 1 on the Hudson River),
- City of Glens Falls Canoe Launch
- Champlain Canal Lock Park #6,
- Champlain Canal Lock Park #7, and
- Champlain Canal Lock Park #8.

Many of these publicly owned river-access points are in need of serious enhancements. The picture (right) is a parcel owned by New York State, located on West River Road in the Town of Moreau and illustrates a public boat launch in poor condition.



Located behind the Glens Falls National Bank is The Fort Edward Yacht Basin. This site offers several hundreds of feet of dock space at no charge, with free water and electric hookups for those boaters wishing to take some time away from their adventures on the Hudson River. The docks are a favorite spot to get off of the river and have a barbecue or walk into town to grab a bite to eat or simply enjoy the village. Usage of the dock is not limited to those exploring the Hudson's beauty alone. On Saturday evenings throughout the summer many local musicians and groups show their talents with a concert series.



The Hudson Pointe Nature Preserve, acquired by the Town from the Open Space Institute in January of 2001, is an 83+ acre nature preserve off Corinth Road in the Hudson Pointe Development that offers hikers, joggers and mountain bike enthusiasts a scenic trail along the Hudson River. A 1¾ - mile nature trail winds its way from the small parking area on Hudson Pointe Boulevard along the ridge line and then down the slope to the river's edge. This marked trail continues along the river before crossing a small bridge and then loops back up the ridge. Nature enthusiasts can expect to see a variety of native wildlife and vegetation along the trail, and the riverbank in the lower portion of the preserve is accessible for fishing. A large map at the trailhead outlines important data about the nature preserve including funding, design and construction information.

Waterfront Opportunities



Figure 5, Waterfront Opportunities, illustrates publicly-owned lands and lands that are underutilized. “Underutilized lands” refers to large parcels that are coded for a specific land use for assessment purposes, but which are predominantly undeveloped. It should be noted that assessment data does not necessarily provide an accurate picture of a land use pattern with large rural parcels. Many large-acre parcels are classified as rural-residential but contain a single

dwelling. Therefore, many large underutilized parcels contain a significant amount of undeveloped acreage. Opportunities for public access may exist for some of this undeveloped acreage in the form of subdivision applications, easements, or other land grant agreements. Also, many industries own large parcels along the waterfront that are vacant and not used in operations.

The Town of Queensbury recently acquired two parcels east of Moreau Lake State Park on the north side of the Hudson, which would be excellent places to reuse lands for public recreational facilities. The Ciba Geigy Superfund Site, located in the Town of Queensbury, may provide an opportunity for river access in the future. In addition, there are many hydro-dams and utility parcels along the waterfront. The Federal Energy Regulatory Commission (FERC), www.ferc.gov, oversees environmental matters related to hydroelectricity projects and major electricity policies/initiatives. Those operating such facilities are subject to periodic renewal of permits. The renewal process, seldom used due to lengthy permit periods, provides an opportunity for waterfront communities to receive public benefits to their local waterfront.

➤ The Working Waterfront

Industry

The Hudson River in this region has a great history as a working waterfront. Throughout history the residents of this area have made their living through natural resource-based activities such as logging, mining, and farming. The study area includes a wide variety of natural resource-based industrial uses such as hydroelectric dams, a paper factory, concrete production, mining, and agriculture resources. There are six hydro dams located in the study area. When the permits for these dams expire, the communities will be presented with a great opportunity to negotiate for better public access to the waterfront, or another benefit consistent with this or another local plan. There are three New York State Locks located within the study area. Boralex, Brookfield Power, and the Hudson Falls Resource Recovery Facility⁷ are the utility providers in the area and own several acres of land on both sides of the river. Many of these parcels are vacant and not used for operations.



SCA Tissue North America, LLC is located in the Village of South Glens Falls and produces recycled paper products. The Glens Falls Lehigh Cement Co. is a major industrial business located on both sides of the waterfront. Lehigh Cement's limestone quarry operation just received Site Plan Approval to extend its operations on the north side of the river in Queensbury. Commercial barges are also part of the working waterfront. Although the working waterfront is not the same as it was in the 18th and 19th centuries, the area is still very dependent on resource-

⁷ Formerly the Adirondack Resource Recovery Facility

based activities. Today, resource-based activities and a rich cultural history provide for continued opportunities in heritage-tourism.

Other manufactures include DK Machine and Parker Machine Company Inc. in Fort Edward, DK Machine has been manufacturing precision valve balls for the commercial valve industry since 1985 for the aerospace, military, pulp and paper, petroleum and mining industries. Parker Machine has been in business for the last 30 years manufacturing precision machined parts per customer specifications, such as parts for paper mills, valve distributors and manufacturing plants.

There are also a number of abandoned commercial and industrial properties along the waterfront that offer an opportunity for these communities to remediate and reuse the lands for the public benefit. Several communities are taking proactive steps to remediate these sites under the New York State Brownfields Opportunity Area program (BOA). The Town of Fort Edward intends to complete a Pre-nomination Study for an approximate 4,800-acre area characterized by 12 potential brownfield sites that are located on the Hudson River in the Town and Village of Fort Edward. A primary objective is the adaptive reuse of areas and buildings to protect open space, promote economic development, improve housing conditions, protect groundwater sources and strengthen public infrastructure.

The City of Glens Falls intends to complete a Pre-nomination Study for an approximately 1,300-acre area characterized with 35 to 45 potential brownfield sites that are located in the city's downtown and along the Hudson River. The City seeks to redevelop vacant and underutilized properties, and reuse existing buildings to encourage new business investment, foster job-creation, and to improve related infrastructure, recreational and cultural resources.

The Village of Hudson Falls, in partnership with Hudson Falls Business Association and the Feeder Canal Alliance, intends to complete a Pre-nomination Study for an approximate 500-acre area characterized with seven or more potential brownfield sites that are located near the Hudson River and throughout the Village. Most of the industrial operations have closed, leaving behind contaminated lands and abandoned buildings. The project objectives are to facilitate redevelopment, and to improve key sites in a way that provides economic growth, develops recreational opportunities and improves the adjacent low and moderate-income residential neighborhoods.

Agriculture Resources

In New York State, agriculture remains an important industry and a major land use. Agriculture has played a key role in the region's past and continues to contribute to the local economy, distinguish a rural character, and provide open space resources. Figure 6, Agricultural Uses, illustrates the location of certain agricultural features in the study area. A majority of the agricultural uses are within the Town of Fort Edward. The agriculture parcels within Fort Edward are contained within the Washington County Consolidated Agricultural District Number CA006. Across the river, Saratoga County Consolidated Agricultural District #1 begins in the Town of Moreau and runs southward, parallel twith the river to Stillwater. The purpose of Article 25-AA of Agriculture and Markets Law is to encourage the continued use of farmland for

agriculture production. The map also indicates the types of agricultural uses in terms of field crops, livestock, and fish and game preserves.

Agriculture along the waterfront faces many threats. Agricultural lands can go out of production as a result of regulated and unregulated market forces and as a result of competition from other land uses, especially residential development. While communities cannot effect market forces, they can effect the loss of agricultural land to other uses. The use of restricted development rights is one method to preserve farmland, open space, or historic structures. A restricted development right is a limitation, usually set forth in the deed or through a conservation easement that prohibits the future development of a parcel of land. The study area contains a few parcels that are deeded as open space or preservation lands.

Agriculture is an important activity throughout the Hudson River watershed. It is also a source of water pollution from pesticides, fertilizers, sediment, and animal waste. These potential sources of pollution can be addressed by the Agriculture Environmental Management Program. This program provides a mechanism to help assess farming operations, identify potential environmental problems and provide further options to reduce agriculture pollution. More can be learned about the program at <http://www.agmkt.state.ny.us>.

➤ Local Plans/Initiatives

During the last five years, the following planning documents have been developed to capture the vision of each community's future. Understanding each community's vision and goals relating to the waterfront is an important component of this study.

A running theme coming from the various Master Plans discussed below calls for zoning changes to be made that reflect the changing character and desires of the communities. Currently, only the zoning laws for the City of Glens Falls, the Town of Queensbury, and the Village of Hudson Falls have either a mixed-use zone or allow for upper-story residential uses within commercial districts (often referred to as "mixed-use" zoning). "Mixed-use" zoning encourages residential uses in "downtown" commercial areas. The purpose of which is to help build pedestrian traffic providing demand for additional retail and service opportunities. Furthermore, the use of cluster subdivisions is not currently utilized in areas along the waterfront. Due to the potential for future residential development along the water, residential-clustering could be useful in preserving open space and protecting environmental resources.

The use of design standards/guidelines for commercial and/or residential development along the waterfront could be useful. Such standards could ensure long-term harmonious development between commercial and residential areas.

Moreau Draft Comprehensive Land Use Plan

This Draft Plan, released in November of 2005, provides recommendations about the current and future use of areas along the waterfront. The plan recognizes that the Hudson River is an underutilized resource with a great deal of future potential for trail building and public access.

To this extent the Plan makes the recommendation to appoint a zoning revision committee whose members would revise the local zoning code according to the recommendations of the Comprehensive Land Use Plan. Revisions would include developing a list of active and passive recreational uses for the lands on and adjacent to the marina on the Hudson River in the M-1 zone, along with creating a uniform set of standards in the Zoning Ordinance that will address the protection of open space and natural resources. In terms of taking advantage of the recreational opportunities of the Hudson River and Town parks, the plan recommends improving the existing and developing new public access points to public lands and waters, creating a multi-modal, non-vehicular trail system that connects recreational resources, and promoting the beneficial recreational development along the Hudson River.

Village of South Glens Falls Comprehensive Plan (2000)

This Plan provides objectives which promote the region's cultural and historical heritage. Specific to this report, the Plan provides recommendations for the protection of natural resources along the waterfront, including the regulation of incompatible development within the aquifer recharge area located in the southeasterly portion of the Village. It also makes recommendations to revise the zoning ordinance to regulate and prohibit incompatible development in the aquifer recharge area, and to allow for upper story residential uses in Commercial districts (mixed-use).

The plan also recommends undertaking Main Street Beautification efforts, restoring Cooper's Cave access, encouraging commercial development along Route 9, and implementing bicycle trail links. Under the Quality Communities Grant Program, the Village has been awarded \$24,000 to update their comprehensive plan which will address, among other issues, open space protection and commercial development.

Village of South Glens Falls Economic Revitalization Plan (2002)

This plan pursues goals that focus on the Cooper's Cave project and its major significance to the community's recreational and economic needs. The Cooper's Cave Access and Riverside Trail Parks Development Project is a plan that connects the historic cave and the pedestrian bridge (Route 9 – over Cooper's Cave) with the Betar Byway Riverside multi-use trail. This initiative will benefit the public by encouraging tourism, enhancing recreational opportunities, and increasing access to the Hudson River for the enjoyment of swimming, canoeing, paddling, fishing, and picnicking.

The Town of Queensbury Comprehensive Land Use Plan (1998)

The Town is currently in the process of updating the 1998 Comprehensive Plan. Recommendations in the 1998 plan include strengthening the existing street grid pattern in the portion of the town included in this study, allowing two-family homes in neighborhoods and multi-family dwellings where appropriate in scale or form, most likely along the major roads. Allowing in-law apartments in neighborhood residential areas and requiring developers to provide park trail connections and other greenway features in significant subdivisions are also recommended by this plan.

In the westerly portion of the study area near West Mountain, the Town currently has an area zoned as Planned Unit Development (PUD). The original intent of the zoning district was for a large-scale residential development associated with the ski area. The project never materialized and portions of the assembled property have been sold off making it difficult to accomplish a PUD project. This area is adjacent to the Hudson River, and the Plan recommends that the PUD property be rezoned to allow for recreation and/or commercial uses. The Plan also recommends providing protection of viewsheds and water quality from environmental impacts associated with future waterfront development, such as stormwater runoff and septic systems. The Plan contains a vision of a river-corridor which complements a larger greenway plan to enhance the visual and recreational assets along the Hudson River.

Finally, this Plan recommends cooperation between the Town of Queensbury and the Adirondack/Glens Falls Transportation Council and the Canal Authority to find ways to enhance and improve upon the Feeder Canal Alliance's Feeder Canal Park Master Plan.

Town of Queensbury Open Space Vision (2003)

This Plan provides recommendations to continue planning efforts for open space along the Hudson River. The Plan specifically recommends efforts to develop a Hudson River water-trail concept. This water-trail is a seven-mile stretch of the river that is navigable from below Sherman Island Dam to the Feeder Canal Dam. This stretch of river has tremendous potential to provide paddling opportunities.

Destination Fort Edward- University of Albany Planning Studio Project

This Studio Project provides recommendations for both the Village and Town of Fort Edward and seeks to build upon the area's history, tourism, recreation, and economic development opportunities with the goal of promoting Fort Edward as an attractive place to live, work and play. The study recognizes that the Yacht Basin and the Hudson River are important places which offer opportunities to encourage and support the development of businesses catering to waterfront opportunities, such as boating equipment, food and supplies, take-out food, souvenirs, etc. The study specifically recommends enhancing current signage to the waterfront recreational areas, preserving and developing the southern portion of Rogers Island as an environmental amenity, strengthening connections between Rogers Island and the mainland, relocating the NYSCC maintenance facility to make more productive use of the property, developing and improving the train station and adjoining parcels, restoring the freight depot adjacent to railroad station, capitalizing on the dredging project, and revitalizing Fort Edward's commercial core along Broadway.

Town of Fort Edward Economic Revitalization Study (2003)

This study was written to help Fort Edward promote the Town's historic, natural, and recreational resources in order to achieve a viable local economy. The study identifies issues, objectives, and strategies for community revitalization. Major goals of the study relevant to this plan include marketing Broadway/Route 4 as a vibrant commercial artery, promoting and enhancing tourism by utilizing existing resources such as the Hudson River waterfront, the

Champlain Canal and Roger’s Island, and reviewing and updating the Town of Fort Edward’s Zoning Ordinance to assist with the Economic Revitalization Efforts.

Village of Fort Edward Master Plan (2006)

This Plan provides goals, objectives and strategies to guide the future development of the Village. In relation to the waterfront, the Plan recommends using the Hudson River as an asset to the Village in order to increase heritage-tourism, economic development, and local recreational opportunities. The Village’s Master Plan recommends that the Village continue to actively pursue grants and funding that will further enhance local heritage-tourism. Specific objectives in the plan also include: maintaining and expanding upon the existing park and recreation system, and encouraging and supporting year-round recreational opportunities, and promoting Broadway/Route 4 as a vibrant mixed-use area of the Village.

In terms of zoning, the plan recommends encouraging a more balanced mix of residential, commercial, and industrial development in the future. It is recommended to remove the R-2 zoning district to discourage the further development of additional multi-family housing, to extend the C-1 zoning district along East Street to the Amtrak Station and north on Broadway (Route 4) to the railroad crossing, and to re-zone the area along Route 4 between the Amtrak railroad overpass and Cortland Street from C-1 to a more appropriate neighborhood commercial zoning district that takes into consideration the prevalence of residential and historic/cultural attractions in the area.

Village of Hudson Falls Comprehensive Plan

Adopted in the Summer of 2004, the Plan provides goals and implementation strategies to guide the physical development of the Village over the next ten to twenty years. The Plan sets forth a number of elements to meet that vision. They are to support the renovation and re-use of the General Electric Facilities along the waterfront, revise the zoning ordinance to empower the Planning Board to review site plans for all new uses, develop an overlook and walking trails on property upstream from the Fenimore Bridge and develop this property as a Riverfront Park for passive recreation, to protect open space associated with the Feeder Canal Trail, and to convert the old reservoir lands to Village park lands with trails connecting the “Reservoir Park” with the Feeder Canal, Main Street / Route 4 and the Regional Bike Trail.

Village of Hudson Falls - Revitalization Opportunities Program

The Village of Hudson Falls is also in the process of completing the first of three phases of a planning study through the Department of State’s Brownfield Opportunity Areas program. This program seeks to identify key sites throughout the Village that present opportunities for redevelopment. The process is designed to actively engage the public in discussions regarding vacant, abandoned, underutilized or polluted sites, and their return to productive or expanded use.

The program and resultant revitalization strategy will be a further refinement of the general framework established in the Village Comprehensive Plan. A broad vision and several

supporting goals/objectives for revitalizing key sites were produced as a result of the public meetings held regarding the program, and include:

- Encouraging Private Investment
- Improving corridors and entrances leading into the Village
- Focusing on downtown economic development
- Expanding the local tax base
- Building on recreational and historical assets of Feeder Canal and historic downtown
- Maintaining architectural continuity
- Initiating public/private partnerships

The plan and revitalization strategy should be completed in 2008

➤ **County Plans and Initiatives**

Saratoga County

Saratoga County Green Infrastructure Plan

In November 2006, the Saratoga County Board of Supervisors adopted the first county open space plan in the region. The plan is a regional initiative to identify and safeguard valued community open space resources. The plan brings together the county's most important open space resources, including natural systems such as streams, wetlands and watersheds; working landscapes such as farms and managed forests; recreational and trail opportunities such as multi-use trails and fishing access; and cultural resources such as scenic and historic corridors.

Specific to this Regional Waterfront Study, the Green Infrastructure Plan recommends exploring the opportunity to extend the Hudson River Valley Greenway along the Hudson River up to the Adirondack Park, including Saratoga, Washington, and Warren Counties. This would provide greater funding and planning support for communities within the Greenway. It also recommends that the County develop an overall comprehensive long-range use and management plan for the parcels that comprise the county forest, in order to identify ways to maximize the benefit of this resource for county residents. It also suggests many different types of incentives that could be offered to landowners who allow public access on their lands to help establish a county trail corridor or other public access area, including tax incentives and liability insurance.

Saratoga County Empire Zone Development Plan

The Saratoga County Empire Zone consists of two square miles of designated land in locations throughout Saratoga County. Businesses that locate within the boundaries of the Empire Zone and meet the objectives of the Saratoga County Empire Zone Development Plan may qualify for advanced New York State Tax credits for creating new jobs and making new capital investment in their business.

The Saratoga County Empire Zone can be a virtually "tax-free" zone in best-case scenarios through a combination of New York State tax credits, reduced utility rates, authorization for

special low-interest loans, and priority attention from State agencies for new and expanding businesses.

Saratoga County Industrial Development Agency

The purpose of this agency is to promote, develop, encourage and assist in the construction, expansion, and equipping of economically sound industrial and commercial facilities in order to advance the job opportunities, general prosperity, and economic welfare of the citizens of Saratoga County. The Agency's primary role is to provide financial assistance to the business community in order to maximize private capital investment in the economy of Saratoga County. Since 1979, this IDA has assisted sixty companies in their location and/or expansion plans that resulted in the investment of more than \$700 million in new plants and facilities within Saratoga County. Over 5,000 new jobs have been created with an additional 3,000 jobs retained as a result of the IDA's assistance. These jobs represent an annual payroll of approximately \$200 million. The IDA has sponsored a convention center, corporate offices, research and development, hydroelectric generating facilities, and, most recently, independent and assisted-living communities for senior citizens.

Warren County

Counties of Warren and Washington Industrial Development Agency

The purpose of this agency is to promote, develop, encourage and assist in the acquiring, constructing, reconstructing, improving, maintaining, equipping and furnishing industrial, manufacturing, warehousing, commercial, research and recreational facilities including industrial pollution control facilities, educational or cultural facilities, railroad facilities, horse racing facilities, and continuing care retirement communities. This agency's work is intended to advance the job opportunities, health, general prosperity, and economic welfare of the residents of both counties, as well as improve their recreational opportunities, prosperity and standard of living.

Washington County

Washington County Empire Zone Development Plan

The Empire Zone marketing program is targeted towards the mid to northern portions of Washington County to spur growth and to help with the revitalization of the Villages of Fort Edward and Hudson Falls, areas hard hit by the loss of manufacturing employment over the last generation.

➤ **Regional Plans/Initiatives**

In the last 5 years there have been several studies and/or initiatives in the region that were either completed, or are underway, that complement this study project.

Moreau Lake State Park Master Plan

The primary focus of this Plan is to establish a balance between recreational uses and the overall protection of the Park's natural resources. The Park's recent expansion (which includes a segment of the Hudson River and the Palmertown and Luzerne Mountains), provides an opportunity to enjoy the historical and recreational opportunities of the Hudson River waterfront.

Feeder Canal Park Master Plan (1990 and 2000-Update)

This Plan was developed by the Feeder Canal Alliance. The overall mission of the Plan is to preserve the physical structure and promote the historical significance of the canal system to the region. The Plan also recommends connecting the Feeder Canal Park with the New York State Canal Recreationway. The Feeder Canal Park includes the recreational towpath, designated as the Feeder Canal Heritage Trail. The trail spans the length of the Canal, except for a ¾ mile stretch in the City of Glens Falls between Glen Street and Shermantown Road Park. The trail remains fragmented in this area and several parcels are privately owned by Finch Holdings, LLC, Inc. The Feeder Canal Park provides scenic views of both the Hudson River and the feeder canal. The Park also provides plenty of recreational opportunities such as docks and canoe launches, nature trails, and park benches. Overlook Park (Queensbury) is part of the Feeder Canal Park and is an 8.5-acre site which provides a scenic overlook onto both the river and the canal.

Corridor Improvement Plan for Route 9

The purpose of the study is to develop a corridor improvement plan for NYS Route 9 in the Village of South Glens Falls and the Town of Moreau. The plan provides short, intermediate, and long-term recommendations to manage corridor traffic while considering aesthetic and economic development goals. It is currently programmed as a Congestion Mitigation and Air Quality (CMAQ) project with construction to take place in 2010-2011.

Hudson-Fulton-Champlain Quadricentennial

2009 marks the 400th anniversary of Henry Hudson's and Samuel de Champlain's voyages along the river and lake that bear their names -- and the 200th anniversary of Fulton's successful steamboat voyage and establishment of steam commerce on the Hudson River. From the Canadian border to New York harbor, a wealth of exciting events and activities is being planned to celebrate the anniversary of these events.



In order to commemorate the Hudson and Champlain Quadricentennial and Fulton Bicentennial in 2009, a commission was formed to engage the public as well as civic, educational, environmental, cultural and heritage organizations to develop and support related plans and activities. This includes creation of infrastructure benefiting future generations and focusing on local, state, national and international attention on the history, culture and natural resources of New York State.

New York State Canal Recreationway Plan

This plan is part of a statewide effort by the Canal Recreationway Commission in the 1990's to develop the New York State Canal system into a coordinated recreationway. The objectives of this plan included developing existing tow paths along the Champlain and Erie Canalways into recreational trails and improving canal frontage at lock sites. The overall goal was to foster sustainable economic development for surrounding communities through tourism and recreation.

Specifically, the plan called for the construction of a multi-use pedestrian/bicycle trail along the west shore of the barge canal beginning at Route 196 and running north 12 miles to Fort Ann. The trail would include resting points and overlooks, increasing the public's enjoyment of this important aesthetic resource. Interpretive signage would highlight the important natural, cultural and historical features of the landscape. Main access points would be provided from parking located at the termini at Route 196 and Fort Ann, with other access points located along the trail wherever a road intersects the canal. Improved access to the Hudson River would be afforded directly and indirectly with an improved system of trails, overlooks and boat launch improvements.

Completion of this segment of the trail will attract tourists and local trail users. It will also attract long-distance riders coming from other parts of the Canalway Trail system. Riders coming south from Lake Champlain Bikeways and other points north of Whitehall will pass through this segment to link with the statewide Canalway Trail system. This connection will provide access to the recreation and tourism resources in Washington County. The trail will also provide an excellent recreational resource for the communities along its path, improving individual health and quality of life.

New York State Canal Corporation Erie Canal Greenway Initiative

The Erie Canal Greenway, a program administered by the Canal Corporation, establishes a regional approach to land use planning, tourism, recreational trail development, and other collaborative projects along the New York State Canal System. Through an Erie Canal Greenway program, the Canal Corporation is tasked with pursuing partnerships with other State, Federal, regional and local agencies to ensure a coordinated and comprehensive delivery of services to the communities in the Greenway along the Canal System. In November of 2006, the following grants⁸ were awarded to communities in this report:



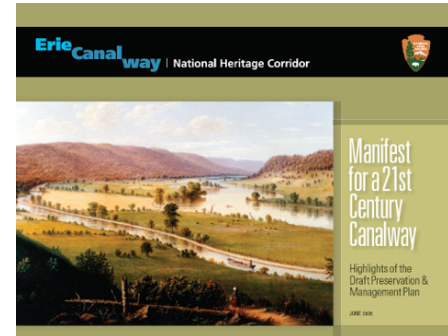
- \$9,000 to the Towns of Queensbury and Kingsbury, the City of Glens Falls, and the Village of Hudson Falls to refurbish or replace weathered, obsolete interpretive signage and create additional signage along the 7-mile long Feeder Canal Trail;
- \$140,585 to the Town of Queensbury to resurface the existing towpath trail, create or enhance parking areas and connect existing recreation and cultural facilities to the towpath trail and canal. Projects are also proposed for Overlook Park in the Town;

⁸ Grant applications were required to demonstrate consistency with the 2005 "Report on the Future of New York State Canals" and the Canal Recreationway plan.

- \$224,100 to the Town of Fort Edward to assist in expanding the existing Rogers Island Visitor Center into a 35,000 square foot, state-of-the-art museum and educational complex; and
- \$225,000 to the Village of Hudson Falls for the restoration of 5 unique historic coal silos built in the late 1800's, as they are one of the last remaining intact architectural artifacts representative of the bustling industrial economy once located on the Feeder Canal.

Erie Canalway National Heritage Corridor

A majority of the study area for this Regional Waterfront Plan is located within the Erie Canalway National Heritage Corridor. In 2006, the Corridor Commission released a draft preservation and management plan, titled “Manifest for a 21st Century Canalway.” It is not a physical plan, but rather a guidance tool that encourages broad initiatives to assist with historic preservation, conservation, recreation, interpretation, tourism, and community development in ways that promote partnerships among the Corridor’s many stakeholders. This plan reflects, celebrates and enhances the Corridor’s national significance for all to use and enjoy. The plan does not make recommendations for any one particular area, instead it presents strategies for implementation that call for a cross-disciplinary, multi-jurisdictional approach built on partnerships. These strategies include:



- Reinforce the Canalway Corridor’s Distinctive Sense of Place
- Build Awareness and Understanding of the Canalway Corridor
- Expand the Circle of Friends Engaged in Heritage Development
- Increase Community Capacity to Achieve Stewardship Goals
- Stimulate Economic Revitalization

Federal monies have been committed to implement the Heritage Corridor Plan over the next several years.

Lakes to Locks Passage National Scenic Byway



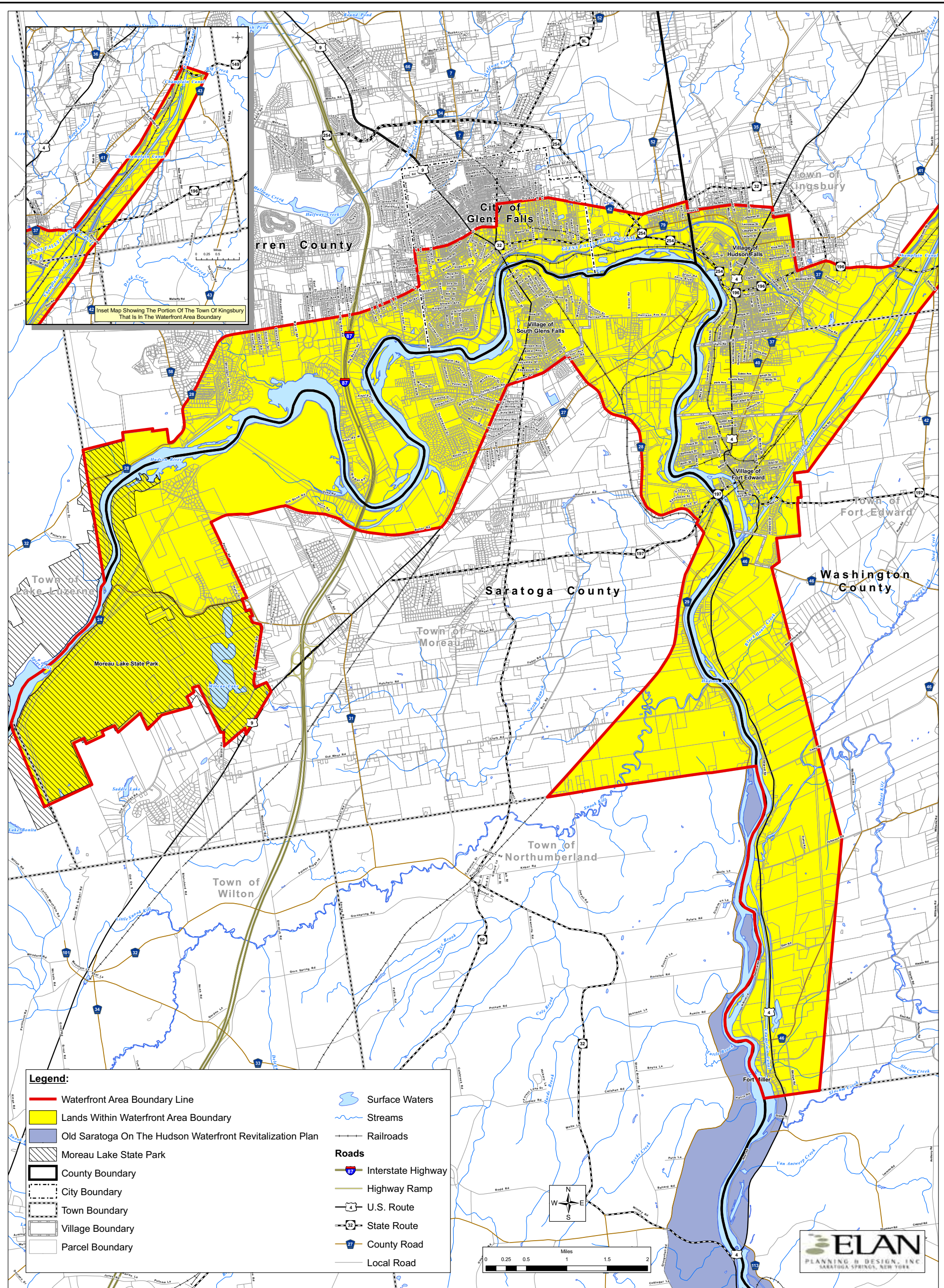
The objective of this initiative is to establish NYS Route 4 as part of a locally managed tourism corridor from Waterford, New York to the Canadian province of Quebec. The effort seeks to coordinate local initiatives and plans to foster tourism, recreation, and economic development by utilizing recreational waters such as Lake Champlain, the Champlain Canal, Lake George, and the Richelieu Valley.

➤ **Conclusion**

By identifying the various threats and opportunities associated with the waterfront and working to develop a shared vision for its future, these communities can begin to establish consensus about what the waterfront should become. Opportunities exist for building upon the current assets of the local waterfront. An obvious and critical opportunity to build upon is the strong identity of the already existing heritage-tourism activities. Waterfront opportunities also exist through identifying and redeveloping public and underutilized lands. Successful community benefits can emerge by fostering relationships with waterfront industries and other owners of underutilized land. Threats exist to the natural environment and shoreline because of the past and present types of land uses along the waterfront. Local government is the primary forum for addressing waterfront hazards stemming from land use.

Maps

- Figure 1 - Waterfront Area Boundary
- Figure 2 - Land Use
- Figure 3 - Environmental Resources
- Figure 4 - Recreation Resources
- Figure 5 - Waterfront Opportunities
- Figure 6 - Agricultural Uses



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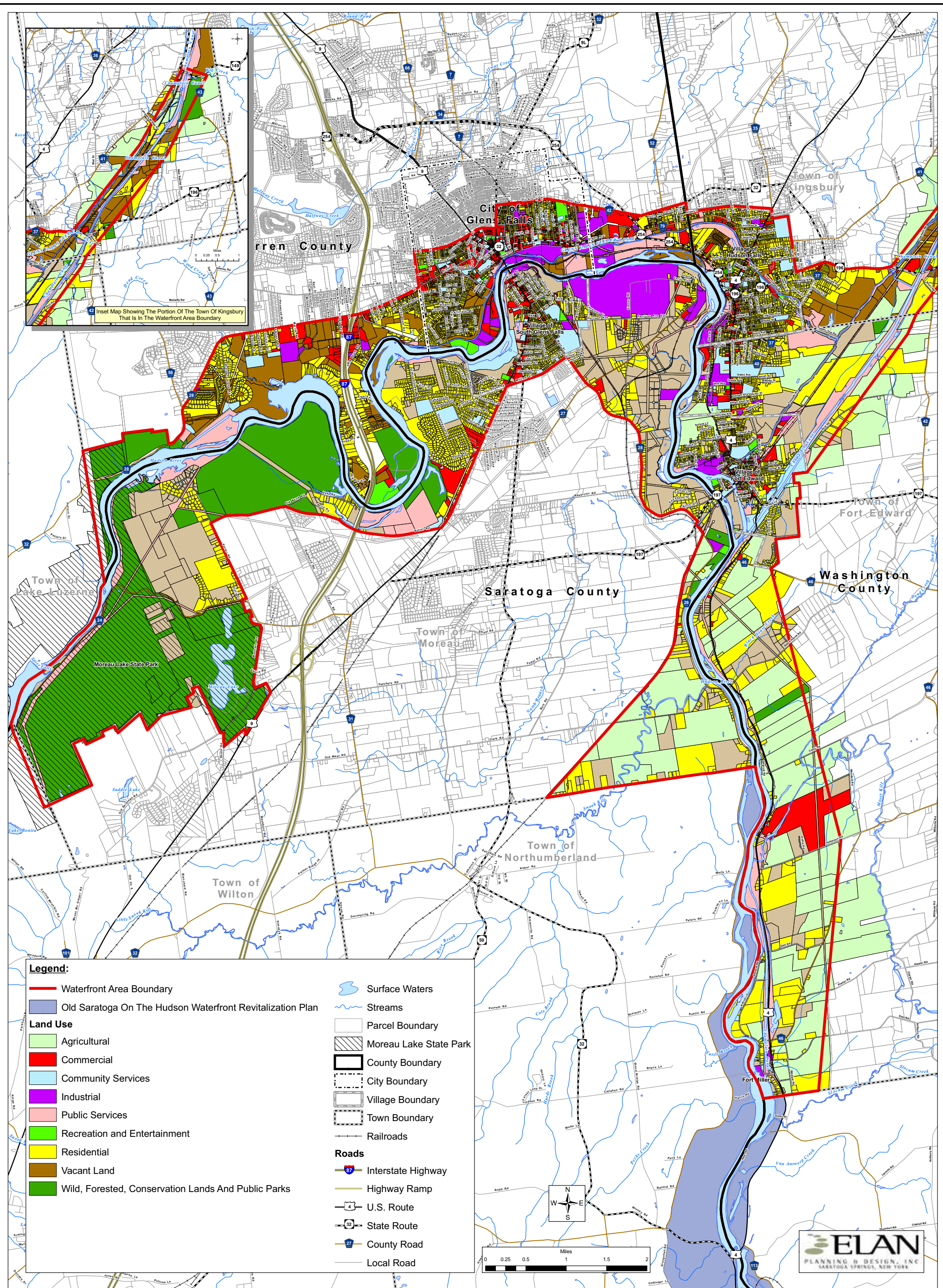
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Hudson River and Champlain Feeder Canal Intermunicipal LWRP

Waterfront Area Boundary

City of Glens Falls, Towns of Moreau, Queensbury, Kingsbury and Fort Edward, and the Villages of South Glens Falls and Hudson Falls

Drawn:	CLC
Date:	12/20/2007
Scale:	1:32,000
Project:	90624.00
Figure:	



Legend:

- Waterfront Area Boundary
- Old Saratoga On The Hudson Waterfront Revitalization Plan
- Land Use**
- Agricultural
- Commercial
- Community Services
- Industrial
- Public Services
- Recreation and Entertainment
- Residential
- Vacant Land
- Wild, Forested, Conservation Lands And Public Parks
- Surface Waters
- Streams
- Parcel Boundary
- Moreau Lake State Park
- County Boundary
- City Boundary
- Village Boundary
- Town Boundary
- Railroads
- Roads**
- Interstate Highway
- Highway Ramp
- U.S. Route
- State Route
- County Road
- Local Road



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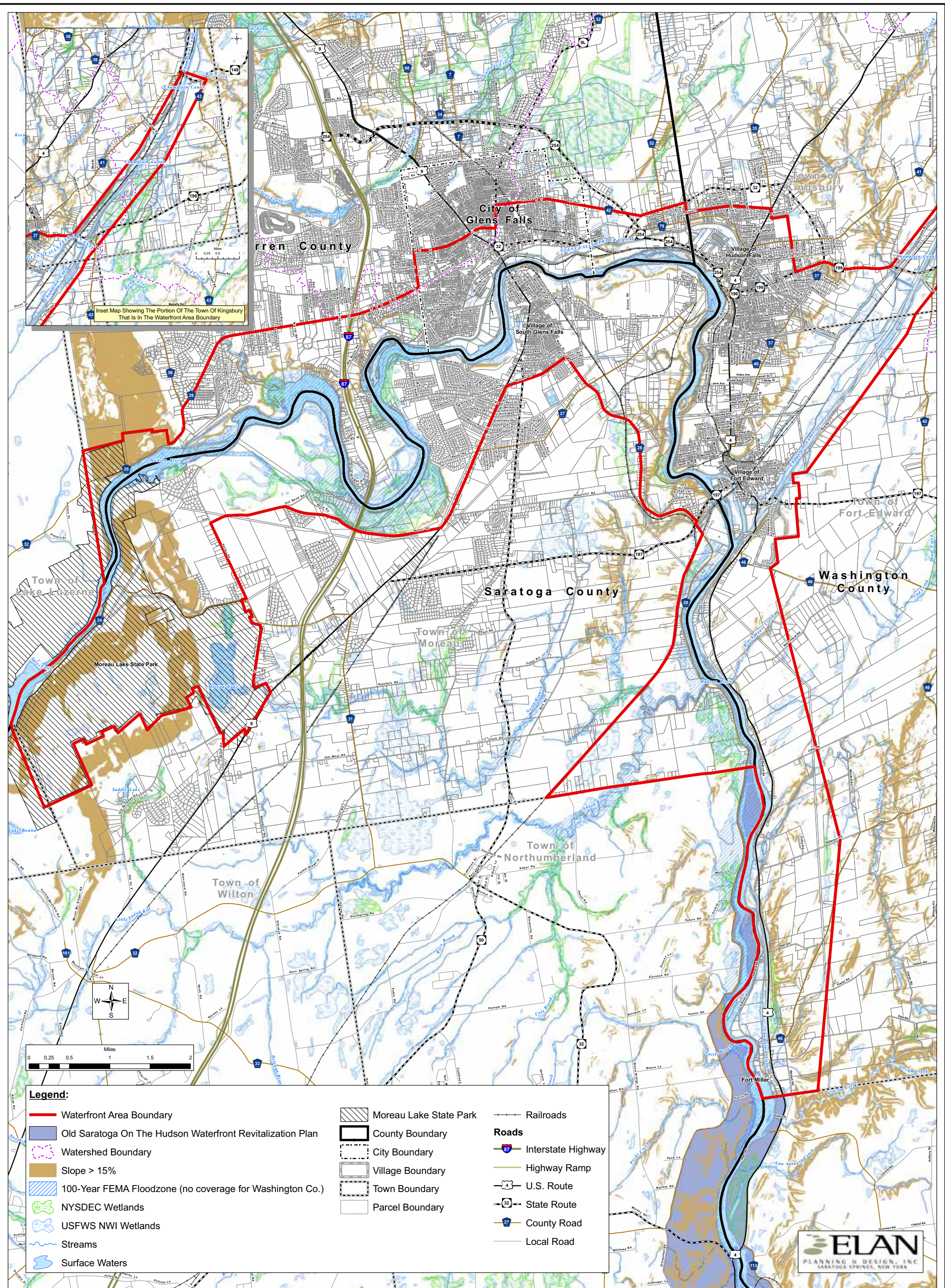
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Hudson River and Champlain Feeder Canal Intermunicipal LWRP

Land Use

City of Glens Falls, Towns of Moreau, Queensbury, Kingsbury and Fort Edward, and the Villages of South Glens Falls and Hudson Falls

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Engineers/Surveyors
Planners
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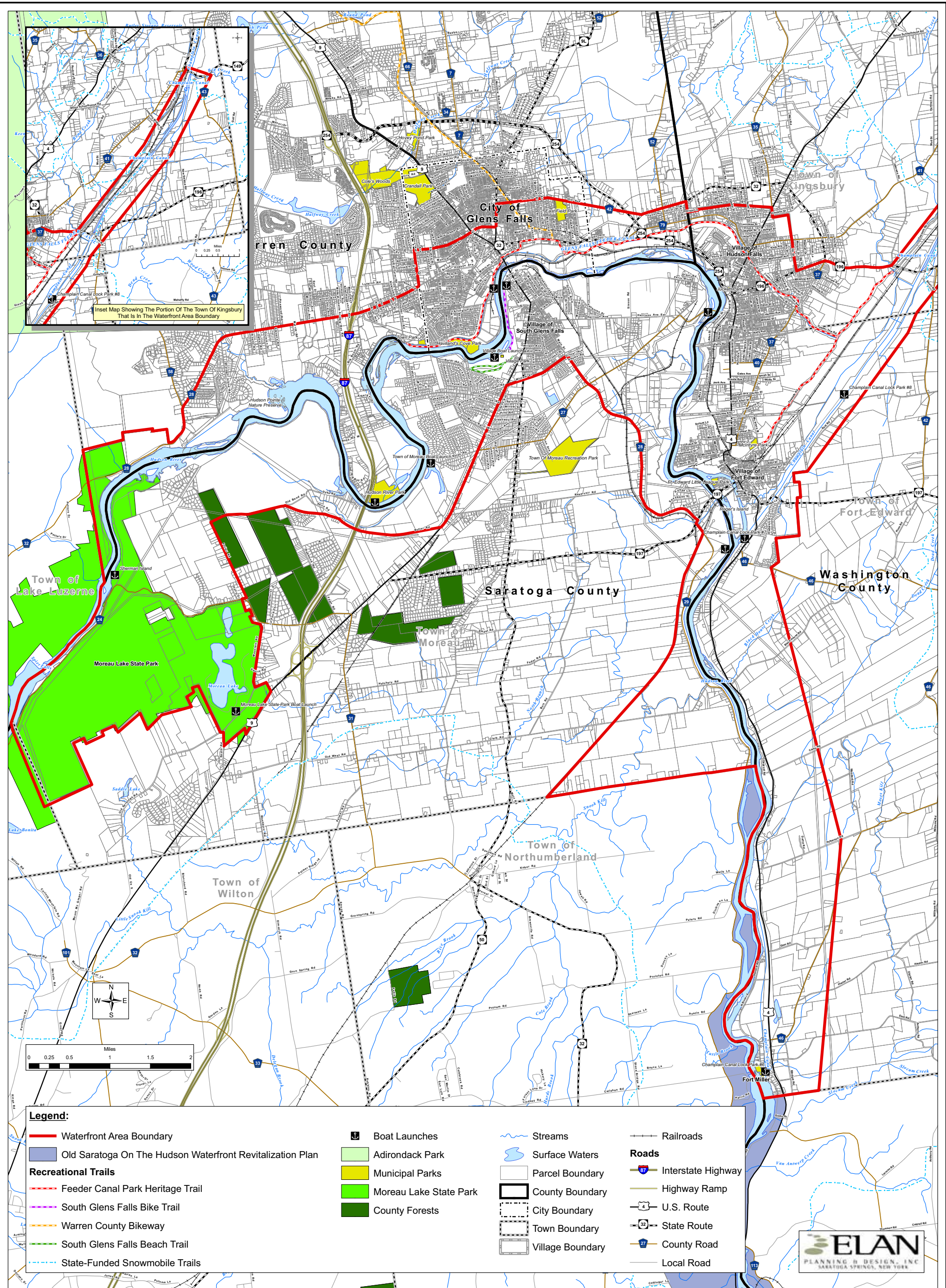
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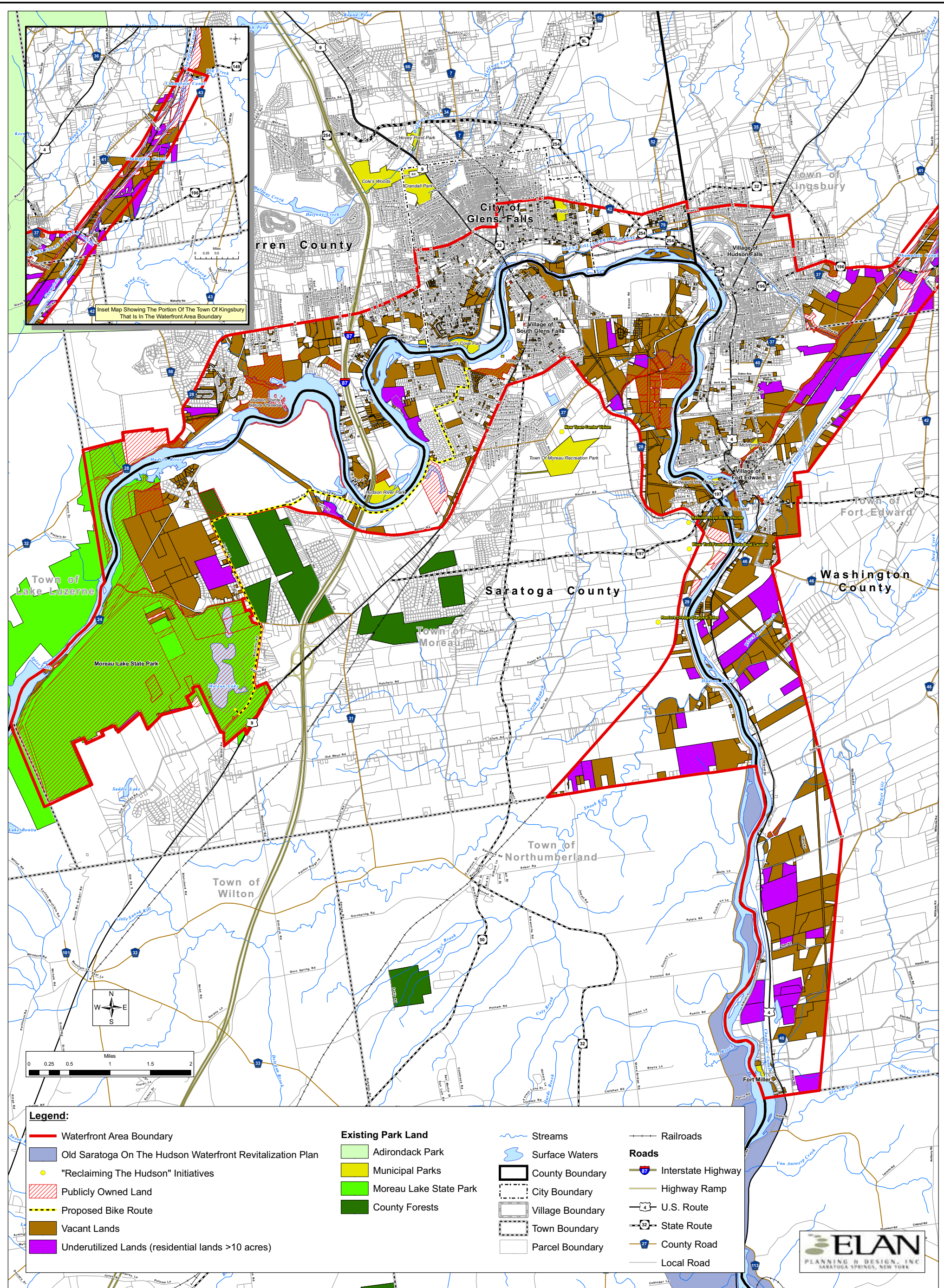
Hudson River and Champlain Feeder Canal Intermunicipal LWRP

Environmental Resources

City of Glens Falls, Towns of Moreau, Queensbury, Kingsbury and Fort Edward, and the Villages of South Glens Falls and Hudson Falls

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Scale:	1:32,000
Project:	90624.00
Figure:	





Legend:

- Waterfront Area Boundary
- Old Saratoga On The Hudson Waterfront Revitalization Plan
- "Reclaiming The Hudson" Initiatives
- Publicly Owned Land
- Proposed Bike Route
- Vacant Lands
- Underutilized Lands (residential lands >10 acres)
- Existing Park Land
- Adirondack Park
- Municipal Parks
- Moreau Lake State Park
- County Forests
- Streams
- Surface Waters
- County Boundary
- City Boundary
- Village Boundary
- Town Boundary
- Parcel Boundary
- Railroads
- Roads
- Interstate Highway
- Highway Ramp
- U.S. Route
- State Route
- County Road
- Local Road



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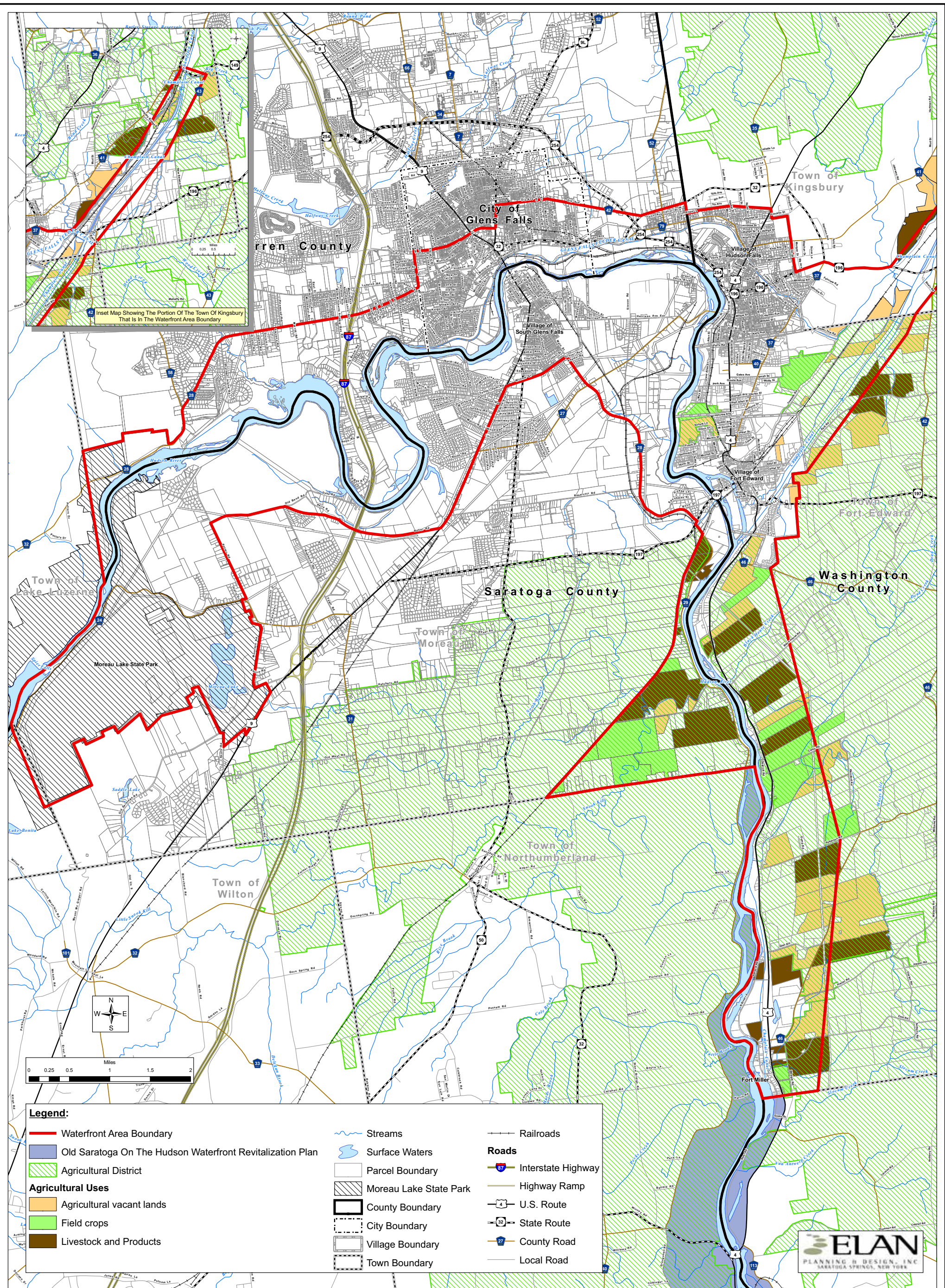
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Hudson River and Champlain Feeder Canal Intermunicipal LWRP

Waterfront Opportunities

City of Glens Falls, Towns of Moreau, Queensbury, Kingsbury and Fort Edward, and the Villages of South Glens Falls and Hudson Falls

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Date:	12/20/2007
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Project:	90624.00
Figure:	



Legend:

Waterfront Area Boundary	Streams	Railroads
Old Saratoga On The Hudson Waterfront Revitalization Plan	Surface Waters	Roads
Agricultural District	Parcel Boundary	Interstate Highway
Agricultural Uses	Moreau Lake State Park	Highway Ramp
Agricultural vacant lands	County Boundary	U.S. Route
Field crops	City Boundary	State Route
Livestock and Products	Village Boundary	County Road
	Town Boundary	Local Road



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Hudson River and Champlain Feeder Canal Intermunicipal LWRP

Agricultural Uses

City of Glens Falls, Towns of Moreau, Queensbury, Kingsbury and Fort Edward, and the Villages of South Glens Falls and Hudson Falls

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