



## Old Saratoga on the Hudson Waterfront Revitalization Plan



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## INTRODUCTION

Old Saratoga on the Hudson is a regional effort to revitalize one of the most historic and scenic areas in upstate New York. Historic buildings, working farms and orchards, sweeping mountain views, the Hudson River, Champlain Canal, and a national historical park are a few of the unique features of this area. The Old Saratoga region is comprised of the Towns of Saratoga and Northumberland and Villages of Schuylerville and Victory in Saratoga County and the Towns of Easton and Greenwich in Washington County. These communities recognize that while they are each unique, they face many of the same challenges and share many of the same assets and opportunities.

The Vision of Old Saratoga on the Hudson is to unite the communities along both sides of the Hudson River in the historic region known as “Old Saratoga” in one revolutionary, regional effort to protect the area’s extraordinary beauty, history, and heritage while enhancing the quality of life and economic stability of the people who live here today and for those who will follow. The goals of the projects and uses described below are to:

- Celebrate and restore the area’s waterfront heritage;
- Foster sustainable economic development;
- Connect the community’s past with its future;
- Work to protect the area’s rural and scenic landscape; and
- Promote well planned, proportioned, high quality tourism development.

## PROCESS USED TO DEVELOP THE PLAN

An advisory committee was established in July 2005 to oversee the preparation of the inter-municipal Waterfront Revitalization Plan for the Towns of Saratoga, Northumberland, Easton and Greenwich and the Villages of Schuylerville and Victory. The eight-member committee was appointed by the participating communities and includes the Town of Saratoga Supervisor Thomas N. Wood, III, Town of Northumberland Supervisor Bill Peck, Town of Easton Supervisor John Rymph, Village of Schuylerville Mayor John Sherman, Village of Victory Mayor George Sullivan, Town of Greenwich Planning Board Member Daniel Spigner, Saratoga County Environmental Services Director and Northumberland Town Councilman George Hodgson, Easton Planning Board Chair and Saratoga National Historical Park staff representative Joseph Finan, and Saratoga P.L.A.N. staff representative Diane Metz. The role of the committee is to guide and lead 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 Waterfront Revitalization Plan was received from the New York State Department of State Division of Coastal Resources and Waterfront Revitalization through the Environmental Protection Fund, with monetary and in-kind contributions from each of the participating communities and members of the Advisory Committee. The Old Saratoga on the Hudson communities jointly hired a consultant, River Street Planning & Development, LLC, to prepare the plan, working closely with the advisory committee. The committee

## INTRODUCTION

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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.

## PUBLIC PARTICIPATION

A Public Participation Plan was developed to identify a community visioning process aimed at soliciting public input on local issues and needs, consensus building, proposed actions and strategies to be considered in the plan, and completeness and accuracy of the plan. The public participation plan identifies key individuals and organizations to be included, a schedule of public meetings, and a description of outreach efforts.

Community visioning workshops were conducted in November 2005 in Schuylerville (Saratoga County) and Middle Falls (Washington County). Residents and stakeholders in the region participated in the workshops providing insight into what they love about their community, what they would like to change or see accomplished, and what the region would be like when the changes have been made. The comments provided by the nearly 140 residents and stakeholders present at the workshops were used to develop the Plan.

Public presentations of proposed waterfront projects, land uses and policies were conducted again in Schuylerville and Middle Falls in November 2006 to seek community input on the vision and goals, objectives and activities proposed for the Waterfront Revitalization Plan. The feedback received from participants was taken into consideration as the Plan was developed.

## WHAT IS A WATERFRONT REVITALIZATION PLAN?

A Waterfront Revitalization Plan is a locally prepared, comprehensive land and water use program for a community's natural, public, working waterfront, and developed coastal area. It provides a comprehensive structure within which critical waterfront issues can be addressed. The Waterfront Revitalization Plan addresses the following issues:

- Protection of sensitive waterfront resources;
- Enhancing opportunities for public access to water-based recreation on the waterways;
- Preservation of historic resources and enhanced opportunities for heritage tourism;
- Revitalizing main street;
- Enhancing open space and scenic resources;
- Growth management and protection of community character and quality of life; and
- Developing efficient, pedestrian and bicycle friendly transportation access.

This Waterfront Revitalization Plan is a voluntary, grass roots effort which brings together local and state governments, commerce and industry, environmental interests, private organizations, and community citizens to assess current opportunities and constraints and to build a consensus on the desired future of the community's waterfront. More importantly, this Waterfront Revitalization Plan provides a strategy for achieving that vision and

for managing local resources. Decision makers will then be able to respond with increased knowledge and purpose to future events affecting their waterfront area and to actively pursue an agreed upon program.

One of the components of such programs is the identification of long-term uses along the waterfront and specific projects for implementation. These uses and projects, in conjunction with an established management program, can significantly increase a community's ability to attract development activities that will take best advantage of the unique cultural and natural characteristics of their waterfront. This Waterfront Revitalization Plan also serves to enhance the conservation and protection of natural resources. As such, the Plan represents a balance between economic development and environmental protection that permits the beneficial use of waterfront resources, while preventing the loss of valuable resources and public access opportunities to the waterfront.

The Waterfront Revitalization Plan consists of the following major sections:

- Waterfront Revitalization Area (WRA) Boundaries - The WRA boundaries establish the focus area for the plan.
- Inventory and Analysis - The inventory and analysis is an overview of existing natural and man-made resources and conditions within the waterfront area. It addresses topics from existing land and water uses to historic and natural resources. It is intended to be a brief profile of the six municipality region that comprises the Old Saratoga Region and has been developed based on existing and readily available state, local and regional accepted and adopted documents and maps augmented by interviews and meetings.
- Vision and Goals, Projects and Uses - This section identifies a vision and related goals and objectives for the Old Saratoga waterfront area and identifies important projects within each community and recommended regional policies in order to meet the goals and objectives.
- Projects and Uses Implementation Matrix - This matrix is a table of the proposed projects and uses that identifies basic steps toward implementation, a timeframe for the projects, a budget estimate, partners and stakeholders, funding sources and citation references of projects in other planning documents.
- Appendices of Local Techniques for Implementation - The appendices includes a list of public partners and funding sources to assist the waterfront communities in implementing the Plan; a technical memorandum discussing the "Steps to Successful" use of building improvement guidelines to revitalize main street, and protect historically significant buildings and architecture within the Old Saratoga communities and a model set of guidelines; and a sample waterfront overlay district and sample waterfront development district for consideration by the participating communities.





## SECTION I: WATERFRONT REVITALIZATION AREA BOUNDARIES

The Waterfront Revitalization Area (WRA) includes portions of the Hudson River, Champlain Canal, Fish Creek and the Batten Kill River; as well as portions of the Towns of Saratoga, Northumberland, Easton and Greenwich and Villages of Schuylerville and Victory. The portions are directly related to, or supportive of, local, regional and state efforts to protect and enhance natural and cultural resources and stimulate additional tourism and economic revitalization along the Hudson River and Champlain Canal and key tributaries. The waterfront revitalization area boundaries are shown on Map 1.

### NORTHERN AND EASTERN BOUNDARY

The northern boundary of the revitalization area is the municipal boundaries of Northumberland and Greenwich. The eastern boundary is based largely on major roadways that hug the Hudson River (including US Route 4 in Greenwich and County Route 113 in Easton). The boundary heads east toward State Route 40 along the Battenkill in Greenwich and Easton in order to capture part of the Battenkill waterfront near its convergence with Hudson River as it is a major tributary with its own unique qualities that are contributing to the Old Saratoga region.

Beginning in the northeast corner, the WRA is bounded by the Town of Northumberland municipal line then south along the centerline of the Hudson River to the Town of Greenwich municipal line.

Beginning at the Town of Greenwich, the eastern boundary becomes a line running parallel to the centerline of US Route 4 south to County Route 113. From Route 113 the boundary is a line running parallel to the centerline of County Route 113 to Clarks Mills Road. At Clarks Mills Road the boundary runs east parallel to the centerline of Clarks Mills Road and then County Route 77 until Route 77 intersects with NY Route 40. The boundary then runs south along a line running parallel to the centerline of Route 40 across the Batten Kill into the Town of Easton to NYS Route 29. The boundary shifts west becoming a line running parallel to the centerline of NYS Route 29 to Wilbur Avenue; then south along Wilbur Avenue to General Fellows Road; then west along General Fellows Road to Route 113. The boundary then follows a line running parallel to the centerline of County Route 113 south along Route 113 to the Town of Easton Municipal line.

### SOUTHERN AND WESTERN BOUNDARIES

The southern WRA boundary is the Town of Easton boundary with Schaghticoke from County Route 113 west to the center of the Hudson River and farther north, the Town of Saratoga boundary with the Town of Stillwater.

The western boundary was chosen based on larger roadways along the Hudson River that would form a clean boundary and encompassing all of the Villages of Schuylerville and Victory as they are economically important to the region. Therefore, US Route 4 was chosen until it crosses the Hudson River in Northumberland at which point County Route 29 was chosen as it hugs the Hudson all the way to the Northumberland border with Moreau.

## SECTION I: WATERFRONT REVITALIZATION AREA BOUNDARIES

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The western boundary is a line parallel to the center of the Hudson River north to the Town of Saratoga municipal line with Stillwater. At the Town of Saratoga line, the boundary shifts west along the town line to US Route 4. The boundary is then a line parallel to the centerline of Route 4 north to the boundary of the Village of Victory at Evans Street. At Evans Street the western boundary includes the southern and western boundaries of Victory and the western and northern boundaries of the Village of Schuylerville. The boundary then follows Route 4 again north of the Schuylerville Village boundary to the municipal line between the Town of Saratoga and Northumberland. The boundary then follows the municipal boundary west to County Route 29 where it travels north following a line parallel to centerline of County Route 29 north all the way to the Northumberland town line with Moreau. The boundary then runs east along the Northumberland town line to the center of Hudson River.

### SUB-AREAS

The Waterfront Revitalization Area has been subdivided into six sub-areas consisting of the individual portions of each of the six participating communities.

- Town of Saratoga: Excluding the Villages of Schuylerville and Victory, the area is bounded on the north by the Town of Northumberland and Saratoga municipal boundary, the Hudson River to the east, the Town of Saratoga town line with Stillwater to the south, and US Route 4 to the west.
- Village of Victory: The entire Village of Victory.
- Village of Schuylerville: The entire Village of Schuylerville.
- Town of Northumberland: The area is bounded on the north by the Northumberland town boundary with Moreau, the Hudson River to the east, the Northumberland boundary with the Town of Saratoga to the south, and County Route 29 to the west.
- Town of Greenwich: The area is bounded on the north by the Town of Greenwich boundary with Forth Edward. The eastern boundary becomes a line running parallel to the centerline of US Route 4 south to County Route 113. From Route 113 the boundary is a line running parallel to the centerline line of County Route 113 to Clarks Mills Road. At Clarks Mills Road the boundary runs directly east as an arbitrary line to the end of Pulp Mill Road. At Pulp Mill Road the boundary runs south to the Batten Kill. The southern boundary is the Batten Kill west to the Hudson River. The Hudson River is the western boundary.
- Town of Easton: The area is bounded on the north by the Batten Kill River. At Route 113 the boundary runs south along a line running parallel to the centerline of Route 113. At Windy Hill Road the boundary becomes a line running parallel to the center line of Windy Hill Road to Wilbur Avenue; then south along Wilbur Avenue to General Fellows Road; then west along General Fellows Road to Route 113. The boundary then follows a line running parallel to the centerline of County Route 113 south along Route 113 to the Town of Easton Municipal line. The southern boundary is the Town of Easton boundary with Schaghticoke and the western boundary is the Hudson River.

## SECTION II: INVENTORY AND ANALYSIS

### A. REGIONAL SETTINGS AND COMMUNITY CHARACTERISTICS

The Old Saratoga on the Hudson Waterfront Revitalization Plan includes six municipalities from Saratoga and Washington Counties in the Capital District Region of New York State. The six communities include the Towns of Saratoga, Northumberland and Villages of Schuylerville and Victory in Saratoga County and the Towns of Easton and Greenwich in Washington County. Combined, these communities have a population of 16,899 (2000 population) and encompass a land area of almost 180 square miles.

Table 1: Region Demographics 1990-2000						
Municipality	Population			Households		
	1990	2000	Change	1990	2000	Change
Town of Saratoga (outside villages)	3,124	3,400	8.8%	1,135	1,301	14.6%
Village of Schuylerville	1,364	1,197	-12.2%	519	536	3.3%
Village of Victory	581	544	-6.4%	205	189	-7.8%
Town of Northumberland	3,645	4,603	26.3%	1,173	1,593	35.8%
Town of Easton	2,203	2,259	2.5%	737	854	15.9%
Town of Greenwich	4,557	4,896	7.4%	1,680	1,927	14.7%
Saratoga County	181,276	200,635	10.7%	66,425	78,165	17.7%
Washington County	59,330	61,042	2.9%	20,256	22,458	10.9%

Source: US Bureau of Census, 1990 and 2000

The Town of Saratoga is located along the eastern border of Saratoga County and had a 2000 population of 5,141 (including the Villages). The Villages of Schuylerville (population 1,197) and Victory (population 544) are located in the northeast corner within the Town.

The Town of Northumberland is located directly north of the Town of Saratoga and had a 2000 population of 4,603. Among the municipalities in the Old Saratoga on the Hudson Waterfront Revitalization Plan, Northumberland experienced the largest increase in population and households at 26.3% and 35.8% respectively. The Town of Easton is located to the east of the Town of Saratoga in Washington County. Easton had a 2000 population of 2,259, a 2.5% increase from 1990 which was just shy of the population increase of Washington County as a whole. Located directly north of Easton is the Town of Greenwich. Greenwich had a population increase of 7.4% between 1990 and 2000 which well exceeded the population growth of the County as a whole.

With the exception of the Village of Victory all of the communities experienced a significant increase in the number of households. This is a trend mirrored on a regional, state and national level and has been attributed, at least in part, to the growing number of single parent households.

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

### B. HISTORICAL BACKGROUND

#### Early European Settlement

Situated approximately 35 miles north of Albany, the towns of Northumberland, Saratoga, Greenwich, and Easton occupy the west and east sides of the Hudson River and were originally territories within Albany County (established as one of ten original New York counties in 1683) and the “Old Saraghtogha Patent.”<sup>1</sup>

Consisting of approximately 168,000 acres and extending twenty-two miles along the Hudson River north of Mechanicville to north of Schuylerville and six miles inland to the west and east, this former Mohican Indian living and hunting ground was originally purchased in 1683 by Pieter Philipse Schuyler and six partners. On November 4, 1684, New York Governor Thomas Dongan formally granted the first patent in this area, the “Old Saraghtogha Patent,” to these and several other purchasers; the patent was confirmed on October 23, 1708.

Instability caused by boundary disputes, Indian raids, and actions resulting from the ongoing struggles of France and England before and during the French and Indian War (1756-1763) caused the area to be sparsely settled until after the Revolutionary War. However, a settlement of Huguenots was living in the region of Stillwater and Saratoga by ca. 1688. In 1702, Johannes Schuyler settled on lands along Fish Creek, near the present Village of Schuylerville. A small settlement including farms and mills sprang up around the area and was protected by a garrison, Fort Saraghtogha, which was built on the Hudson River just south of Fish Creek in 1709. The fort, the first of several fortifications established to protect what was then the northern frontier of the English colony of New York against French invaders from Canada, stood at the junction of two Indian trails and was an important stopping point during the French and Indian wars on the many expeditions to and from Canada.

Some historians maintain that the site of the first Fort Saraghtogha built in 1709 was actually near the Hudson River south of the Battenkill in Easton, Washington County. The first undisputed record of settlement in this area states that Killian de Ridder came to the area now known as Easton around 1730 and purchased land from the original patentees including much of what is now Easton. However, it is unlikely that he settled on his land until at least the 1770s, since Easton and the surrounding areas were crossed many times by armies during Queen Anne’s, King George’s, and the French and Indian War. During the temporary lull preceding the Revolutionary War, a number of Dutch families settled along the Hudson River, and Quakers settled in the southeastern part of town.

In 1745, the fledgling settlement along Fish Creek was attacked and burned by the French and Indians. Most of the settlers, including Col. Philip Schuyler, were killed and the Saratoga estate eventually became the responsibility of Col. Schuyler’s young nephew, Philip, who later became the General. With the coming of peace in 1763, he began to develop the property he inherited, erecting grist and sawmills to harness the abundant waterpower of Fish Creek

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<sup>1</sup> This section is based on historical summaries in the Village of Schuylerville Comprehensive Plan (2005); Town of Saratoga Comprehensive Plan (2002); Town of Greenwich Comprehensive Plan (2004); Town of Northumberland 2003 Comprehensive Land Use Plan; An Introduction to Historic Resources in Washington County, New York; Easton, New York Comprehensive Plan (1970); Village of Victory Comprehensive Plan Update (2003); and Saratoga National Historical Park General Management Plan (2004).

and establishing lumbering, fisheries, and farming enterprises. As his community began to take shape, settlement continued to occur in surrounding areas.

In 1772, the New York Colonial Legislature divided nearly all of what is now Saratoga County plus the Town of Easton into two districts of Albany County. The Saraghtogha (Saratoga) district was the portion north of Anthony's Kill, which enters the Hudson at Mechanicville; the area on the east side of the Hudson River became Charlotte County. Under the Town Act of 1788, the New York Legislature set up towns, and the area of those two districts became four towns, with Saratoga the northeastern one. Saratoga County was incorporated in 1791 and the Town of Saratoga lost territory as other towns were created from it until it achieved its present boundaries in 1819. Charlotte County was renamed in 1784 in honor of General George Washington and it achieved its current boundaries in 1813.

Although the Village of Schuylerville was incorporated on April 16, 1831, it began as the village of Saratoga, the oldest African and European American settlement in what is now the town. After having been obliterated by a French and Indian attack in 1745 and rebuilt only to be almost completely decimated by war in 1777, Saratoga was rebuilt with the sweat and toil of free and enslaved men and women backed by the wealth and influence of one man - Philip Schuyler - who the incorporated village was named to honor.

The Village of Victory, named in recognition of the American victory over the British forces, was incorporated in 1848 and the Victory Mills Post Office opened in 1852. By 1860, the Village's population was 637, and by 1866 the existing street pattern had been established. Because of its proximity to Schuylerville, the village never developed a full range of community institutions or a retail center; the Union Methodist Church was erected in 1854 and a school house (now owned by the Village and used as the fire station and village meeting room,) was constructed in 1872. The first structures in the village were the Schuyler Saw Mills on Fish Creek and housing was crowded around the mills.

The Victory Manufacturing Company began operating in 1846 and produced 1.8 million yards of cotton cloth per year. By 1850 it employed 160 men and 209 women. The manufacturing company also built most of the homes and rented them to employees.

The Town of Northumberland was first settled in 1765, ten years after construction of Fort Miller on the Hudson River on a flat above the rapids. A blockhouse was constructed on the heights to the west. Northumberland was formally established from the Town of Saratoga in 1798. The Town has three small hamlets, Gansevoort, Bacon Hill, and Northumberland. Gansevoort was first settled by Hugh Monroe who established a sawmill. Bacon Hill, which was also known as Fiddletown and Pope's Corners, is named after Ebenezer Bacon, who came from Connecticut in 1794 and opened a tavern.

After completion of the Champlain Canal in 1823, the hamlet of Northumberland became a major shipping point for agricultural products, forest products, and ice. Jesse Billings, Jr. of Bacon Hill promoted the ice industry. He built

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and sold canal boats for himself and others and developed a thriving business harvesting and storing ice in the winter months and shipping it to New York City in the summer months. Billings also had a general store a bank in Northumberland and docks along the canal which were used to ship ice, potatoes and to receive coal and supplies.

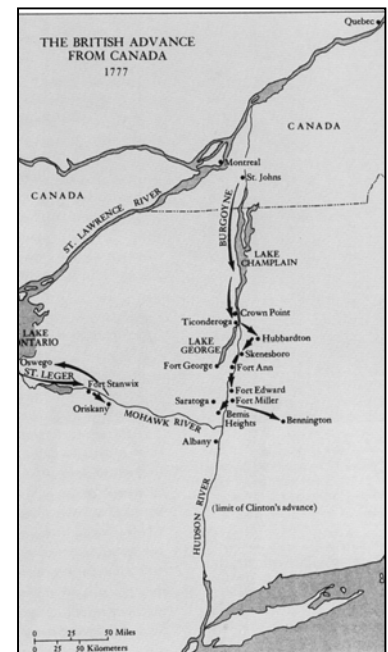
The Town of Greenwich was first settled in 1763 by Dutch families and other families from Rhode Island, followed soon after by English, Scots, and Irish settlers.

The Town of Easton, incorporated in 1789 and made part of Washington (Charlotte) County in 1791, was so named because it was the easternmost town in the old Saratoga patent. Exactly when the first settlers arrived is unknown, but settlement is thought to have occurred as early as 1740.

### The Battles of Saratoga

Although this early settlement and development history is interesting and important, the Old Saratoga region's real significance lies in its association and involvement in the Revolutionary War Battles of Saratoga. The battles took shape in the late summer and fall of 1777, after a long summer of marching and fighting. Determined to gain control of the Champlain and Hudson River valleys and split the colonies in two, English General John Burgoyne set forth from his base in Montreal in mid June, 1777 with a force of nearly 10,000 British, German, and Canadian troops combined with Indian allies and Loyalists. Confident that he would be supported by Lieutenant Colonel Barry St. Leger, who would move his troops east from Lake Ontario to Albany, Burgoyne proceeded to sail his army south along Lake Champlain.

The first major obstacle in Burgoyne's path was Fort Ticonderoga, which had been daringly captured in 1775 by an American force led by Ethan Allen and Benedict Arnold and was considered the "Gibraltar of the North" in popular imagination. A year after the Fort's capture, the Americans had established a strong garrison at Ticonderoga and nearby Mount Independence, preventing late season attacks in the previous year by Burgoyne's commander General Sir Guy Carleton. By 1777 Fort Ticonderoga was under strength and its commanding officer Major General Arthur St. Clair hoped to fight a delaying action and hold the British off when Burgoyne arrived on July 2nd. However, the British hauled cannons up Mount Defiance, overlooking the American escape route and on July 5th General St. Clair evacuated the fort in a hasty and humiliating night retreat. The strong bastion of the north had been taken with embarrassing ease, dealing the American patriots a demoralizing blow a year and a day after the Declaration of Independence was adopted.



Source: *Introduction to Historic Resources in Washington County*

As Burgoyne's army followed the retreating Americans, battles took place at Hubbardton, Vermont and Fort Ann. The American's fought well but Burgoyne's troops pushed them back relentlessly. Major General Philip Schuyler did his best to delay the British as they moved southward, cutting trees, flooding streams, and burning bridges, as

British troops built a road through the wilderness between Fort Ann and Fort Edward, but Burgoyne's progress continued. By August, Schuyler's delaying tactics paid off as Burgoyne's supplies were dwindling as the British supply line lengthened. During this month, Schuyler astutely detached part of his army to reinforce Fort Stanwix which was under siege by Lieutenant Colonel Barry St. Leger, who was supposed to meet Burgoyne in Albany and hoped to force an American surrender. Instead, Schuyler's action provided necessary relief and reinforcement to the American garrison at Fort Stanwix at a critical moment. Disillusioned by the campaign, St. Leger's Iroquois allies departed and he was forced to retreat to Canada, further isolating Burgoyne.

Acting on a report that the Bennington, Vermont area had valuable supplies, Burgoyne organized a raid, sending about 600 troops. When Brigadier General John Stark of New Hampshire defeated Burgoyne's troops in the Battle of Bennington on August 16, Burgoyne's confidence began to erode. Although Major General Horatio Gates would soon replace him, Schuyler engineered the defeat of St. Leger's forces at Fort Stanwix (present Rome, New York), thereby preventing St. Leger from reinforcing Burgoyne's army. At the same time, General Howe moved to attack the American capital at Philadelphia, as he planned to do. Not wanting the risks associated with an overland march, Howe decided to move his army on ships, causing them to be out of touch and unavailable for more than a month from late July through the fall. There was no possible communication between he and Burgoyne for the rest of the year.

As these actions took place, Burgoyne spent the month of August and half of September on the east side of the Hudson near the mouth of the Battenkill, slowly accumulating supplies. He knew help would not be forthcoming from St. Leger or Howe, but was unwilling to retreat to Fort Ticonderoga and would have to cross to the west side of the Hudson River to continue the march to Albany. Crossing the Hudson River on a "bridge of boats" north of the Schuylerville village line on September 13, Burgoyne cut his supply line and committed himself to fighting through to Albany.

At the same time, the Americans under the command of Gates, moved from their camp and defensive line on the north side of the Mohawk River to the north, where the gifted Polish engineer Colonel Thaddeus Kosciuszko advised Gates to dig in at Bemis Heights, north of Stillwater. Bemis Heights afforded a commanding view of the Albany Road (Route 4), the surrounding farmland, and the Hudson River, and Burgoyne would have to fight his way past the American defenses in order to reach Albany.

On September 19, having decided to try to dislodge the Americans via an overland attack to the west, Burgoyne engaged the Americans at Freeman's Farm. After a long and heated battle, the Americans withdrew. Although he was technically victorious, Burgoyne's significant losses could not be replaced and American forces grew in number with each passing day. The British forces dug in on the fields they gained from the battle, waiting for help from the British garrison at New York City.

The second engagement of the Battle of Saratoga took place on October 7, when some 1,700 British troops moved out of their camp and took up position in an agricultural clearing known as Barber's wheat field. This movement

## SECTION II: INVENTORY AND ANALYSIS

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attracted American forces. Attacked on three sides, Burgoyne's troops were defeated within an hour and withdrew to their prepared defensive positions. American forces led by Benedict Arnold captured German fortifications, ending the fighting. As fighting drew to a close, Burgoyne realized his situation was hopeless and pulled his troops behind their strongest defenses. On October 8, the royal army began its retreat northward and Gates did not contest the retreat.

On October 10, Burgoyne dug in on the heights north of Fish Creek in present Schuylerville and Victory. Although this was a strong position, the American forces contained the British in a virtual siege, cutting them off from food and water supplies and subjecting them to constant firing. By October 13, Burgoyne realized the hopelessness of his situation and began negotiations with the Americans, agreeing to formally surrender three days later.

On October 17, Burgoyne's soldiers marched out of their entrenchments to a clearing north of Fish Creek, and piled and grounded their weapons in what is now known as the "Field of Grounded Arms." This surrender marked the turning point in the Revolutionary War and was one of the most decisive battles in world history; the first defeat of the British army in North America attracted the French to the American cause.

### **Post War Development**

In the years after the Revolution, Old Saratoga continued to grow. Schuylerville and Victory were once again situated at an important crossroads where the old Albany-Montreal military road and a stagecoach running between Boston and Saratoga Springs met. Agriculture, lumbering and related enterprises were the main industries. General Philip Schuyler had established one of the New York Colony's first flax mills, but had his home and industrial sites burned by the British during the Revolutionary War. Undaunted, he quickly rebuilt after the war, later establishing a fulling mill in 1800, a sawmill in 1828, and a woolen mill in 1830.

Further population growth and industrial development occurred with the extension of the Champlain from Waterford through Schuylerville and Greenwich to Whitehall on Lake Champlain in 1822. In 1848, railroads traveled through Easton and Greenwich to Whitehall and the Champlain Valley. The completion of the Fitchburg Railroad in 1882 and the Hudson Valley Railway in 1899 provided the transportation for the many products grown or manufactured in the area, including potatoes, grain, lumber, hay, and paper.

With their location along the canal and railroads, Saratoga and Washington Counties contributed to Albany's development as a major lumbering center. However, because of the great fertility of the soil in both counties, agriculture has always been one of the largest sectors of the regional economy.

Victory Mill was enlarged several times, including a concrete addition in 1918. Mill owners closed Victory Mill in 1928 and production was moved to Alabama, where labor was cheaper and raw cotton more readily available. The mill facilities were acquired and operated by the United Board and Carton Corporation in 1937, and Wheelabrator-Frye Incorporated in 1972. Its graphic communications subsidiary, the A.L. Garber Company, installed new equipment to produce specialized cartons, opening up new job opportunities at the mill. In 1977, the Clevepak



Corporation purchased the plant and moved additional printing, cutting, and computer equipment into the plant. The mill was purchased in 1983 by Gene Holcomb and others under the name Victory Specialty Packaging, Incorporated.

## C. EXISTING WATER RESOURCES

### Hudson River

The Hudson River is the central organizing feature of the Old Saratoga Region and is the eastern or western boundary of each of the participating Waterfront Revitalization Plan communities. The Hudson provides these communities with not only a dramatic natural resource but is a direct transportation link to New York City and Lake Champlain (via the modern Champlain Canal which is the Hudson River channel for much of its length).



The river, which begins as a pristine stream at Lake-of-the-Clouds in the Adirondack Mountains and ends at the Verrazano Narrows Bridge in New York Harbor, is over 315 miles long and travels through 19 counties. The Hudson River estuary, which extends for 154 miles of the river's 315-mile length, is a unique natural resource of regional and national significance. It is the spawning ground for major species of Atlantic coast fish such as striped bass and shad, and provides an important gene pool for wild stocks of species such as the sturgeon, which are facing worldwide decline. It is the flyway for migratory birds – ducks, geese, osprey – which stop to feed in the Hudson's shallows. It is a refuge for rare and endangered species of animals and plants such as bald eagles and heartleaf plantain. Its watershed contains drainage basins from five surrounding states.

Because of this abundance of natural, historical and cultural resources, the Hudson River is designated as an American Heritage River by the federal government. It is one of America's most important commercial and recreational waterways and is recognized as an estuary of national importance.

### Champlain Canal

The modern Champlain Canal is coterminous with the Hudson River along the Old Saratoga waterfront. However, the history of the Canal began when New York State chartered the Northern Inland Lock Navigation Company to link the Hudson River with Lake Champlain in 1792. Upon its completion in 1823, the original Champlain Canal was seventy-three miles long, forty feet wide at the surface, twenty-eight feet wide at the bottom and four feet deep. Running along the eastern border of Saratoga County and diagonally northeast across Washington County, the Canal connected Lake Champlain to the Mohawk River and Erie Canal, and transformed the predominantly agricultural communities along its length. Passing through approximately twenty-eight hamlets and towns, the canal became a major transportation route from the Town of



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Waterford at the southern tip of Saratoga County north, opening markets in northern New York, Vermont and Canada.

The Old Champlain Canal included at least twenty-one locks originating in Whitehall and passed through Fort Ann Village, Kingsbury, Fort Edward, Fort Miller Falls, Greenwich, Saratoga, Stillwater, Schuylers Flat and Waterford. It was abandoned in 1915 when New York State made improvements to the Barge Canal and much of its route was redirected to the Hudson River.

The Champlain Canal recently became part of a nationally recognized scenic byway called the Lakes to Locks Passage which was formerly two separate New York State scenic byways called the Champlain Canal Byway and the Champlain Trail Byway. The Champlain Canal Byway is the Route 4 corridor. In 2002 the Champlain Canal and Champlain Lake corridor (Lakes to Locks Passage) were designated as an "All American Road" by the Federal Highway Administration for its scenic beauty and historical importance. The byway is 190 miles long starting in the Village of Waterford and ending at Rouses Point in New York State and includes the Vermont Lake Champlain corridor. This designation provides local and regional communities with grant opportunities and other state and federal resources, but most importantly the Lakes to Locks corridor is packaged and promoted as a tourism destination on a federal and state level.

The Canal and Old Saratoga region is also part of the Erie Canal Way National Heritage Area. Since 2003 Congress designated 27 National Heritage Areas, which are defined as places where "natural, cultural, historic and recreational resources combine to form a cohesive, nationally distinctive landscape arising from patterns of human activity shaped by geography."<sup>2</sup> These heritage areas represent a significant component in the cultural heritage tourism infrastructure. Each area creates a thematic story out of its natural, cultural and historic resources, which are managed and interpreted by the National Park Service through strategic public-private partnerships.

Today, recreational boaters use the Champlain Canal to gain access to Lake Champlain and further north to the Richelieu River Valley of Quebec in Canada. The only present day Lock within the boundary of the Old Saratoga Waterfront Revitalization Plan boundary is Lock C5 in Schuylerville.

### **Fish Creek**

Fish Creek is a tributary of the Hudson River flowing from Saratoga Lake east to the Hudson. Fish Creek was an important resource for the Village of Victory as its rapid current provided power for a variety of early settlement mills. It was the site of the first flax mill for producing linen cloth in the United States. Today, Fish Creek is part of the Saratoga Lake Watershed with scenic viewsheds within the Village. It is not navigable due to its shallow depth and rapid current.<sup>3</sup> Within the Villages of Victory and Schuylerville, there are two operating hydroelectric generation facilities using Fish Creek. Victory Mills, a key redevelopment property, is also located on the banks of Fish Creek.

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<sup>2</sup> National Park Service National Heritage Areas Website: <http://www.cr.nps.gov/heritageareas/>

<sup>3</sup> Village of Victory Comprehensive Plan Update April 2003, P. II-8

### Batten Kill

The Batten Kill is a nationally recognized trout stream that forms the boundary between the Town of Easton and Town of Greenwich. The Batten Kill is a 50 mile long river and is a tributary of the Hudson River. The length of the river is split nearly evenly between the states of Vermont and New York. The Batten Kill has a NYS DEC waters classification of C from the Vermont State line to the dam at Greenwich Village. At the dam at Greenwich Village, the Batten Kill is classified a B, until the mouth at the Hudson, where it becomes a Class C again.



Within the waterfront revitalization area boundary the only recreational access to the Batten Kill is located on properties owned by the Hollingsworth and Vose Company on Route 113 in Easton and Pulp Mill Road in Greenwich. Hollingsworth and Vose is a research, development and manufacturing company that uses the rivers for power generation.<sup>4</sup> Hollingsworth and Vose permits the public to launch small boats from these sites however, access is limited and navigation into the River appears somewhat perilous at the Easton site.

The Dionondahowa Falls with its 95 foot drop, can be accessed from a hiking trail east of Windy Hill Road.

### Wetlands

Wetlands, largely associated with the Hudson River and the Batten Kill, can be found throughout much of the Waterfront Revitalization area. The wetlands identified by the NYS Department of Environmental Conservation are illustrated on the “Wetlands” Map.<sup>5</sup>

## D. EXISTING LAND AND WATER USES

The Old Saratoga waterfront is dominated by open space and farm land except at the confluences of Fish Creek, the Batten Kill and the Hudson River where the region’s first mill settlements were established and still exist today.

### Saratoga County

To the west of the Hudson River, land use in the Towns of Northumberland and Saratoga (outside of the Villages) is generally a mix of active and inactive farm land, open space and residential uses. Stark’s Knob, a scientifically and historically significant natural geological feature, rises above the Hudson just west of Routes 4/32 in Northumberland. Lock C5 Island, an important land area for the region that houses Champlain Canal Lock 5, is split by



<sup>4</sup> Town of Greenwich Comprehensive Plan 2003, Pg 18.

<sup>5</sup> Federal wetlands have not been mapped as they are not all digitized.

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the Town of Northumberland and Town of Saratoga. Water-dependent uses include two privately owned hydroelectric generating facilities located along the Hudson River at the north end of Thompson Island and at Lock No. 6 at Fort Miller.

The Town of Saratoga owns currently vacant waterfront property in Coveville that is being developed into a Town Park and other linear parcels that will be developed into segments of the Champlain Canal Towpath.

The Village of Schuylerville, which serves as the commercial center of the Town of Saratoga, is a densely developed small municipality just .5 square miles in size. Commercial



retail and services and community services for the Town are located in the Village, however, the Village does not serve as the primary place for town residents to shop for staple goods such as food, pharmaceuticals, and household supplies. Rather, the Village's commercial uses are a mix of business and professional offices, small retail stores, convenience stores, a bank, eateries, antique shops, galleries and a few tourist oriented gift shops. There is also a motel

and bed and breakfast. Despite this list of commercial uses, there is not a critical mass of shops as vacant store fronts and second floor space are still prevalent. However, there is growing trend of visitor oriented storefronts. Residential and institutional uses such as churches and schools dominate the western portion of the Village. Much of the residential housing stock is quite old but the architectural integrity of the original buildings has been compromised by renovations and additions. The Schuylerville School District campus is 37 acres located in the northwest corner of the Village.

Some water-dependent uses exist in the Village including a Canal tour boat business, a municipal boat launch in Fort Hardy Park, a private yacht club and marina and the municipal waste-treatment facility. The Schuyler House, a historic estate owned and operated by the National Park Service, is on Route 4. Fort Hardy Park is the only active public recreational property in the Village. The 22 acre site on the Canal is a historically important site as well as an active recreational park and home to the Village's Visitor Center.



The Village of Victory is a densely developed small village of .5 square miles. There are several interesting cultural uses in the Village, most notably the Saratoga Battle Monument which is located in the northwest corner of the Village, and Victory Woods which is a large parcel of open space, both owned by the National Park Service. Commercial uses are few in number but are located on Gates Avenue (NYS Route 32). Of note is Victory Mill, a large former industrial use

located on Gates Avenue at Pratt Street. The building is a key redevelopment site for the Village. Across the street is an interesting commercial artisan/woodworking studio. Residential uses dot the village, particularly at

the northeastern and southeaster end of the Village. This includes a mix of single, two and multi-family homes and mobile homes.

The only water-dependent use is a hydroelectric plant located on Fish Creek.

### **Washington County**

On the eastern side of the Hudson River, land uses in Greenwich and Easton vary considerably from agricultural in the north and south along the Hudson, to industrial along the Batten Kill and small lot mixed uses in the hamlet of Middle Falls.

There are several large commercial and industrial properties related to the Hollingsworth and Vose Company facilities and Fort Miller Company east along both shores of the Batten Kill and the railroad line near the Batten Kill in Greenwich. The Hollingsworth and Vose facility is a manufacturing plant that specializes in printable nonwovens that are used for garment labels. The company has been in business for 150 years and develops and manufactures many other products related to specialty, industrial and technical papers and nonwovens. Its headquarters is in Massachusetts. The Fort Miller Company develops and manufactures precast concrete products from its batch plant. The company has been in business for 58 years, has a peak time staff of approximately 220 people. Additional industrial properties exist farther east in Easton on the rail line and on the Batten Kill, some of which are owned by the Warren and Washington County Industrial Development Agency. The commercial and community service uses typically associated with a Town center are not located in the waterfront revitalization area but are found in the Village of Greenwich, farther east along the Batten Kill.



Some interesting Hudson Riverfront land uses exist in Greenwich including a 6.5 acre parcel of greenspace owned by the Adirondack School of Northeastern New York near the Dix Bridge. The Adirondack School is a non-sectarian, non-profit independent secondary school. The school has offered access to its riverfront trails and facilities as part of the overall park development associated with the Hudson Crossing Park project. Just north of the school are the "Georgia Pacific" properties encompassing 127.5 acres of vacant former industrial/commercial properties a portion of which is on the Hudson River. A portion of the 370 acre Denton Preserve is on the riverfront and then extends east across Route 4. One of the most scenic roads in the region is River Road which parallels the Hudson/Champlain Canal from the Fort Edward town line south between Route 4 and the shoreline.





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South of the Batten Kill along the Hudson River in Easton, land uses become almost entirely agricultural along scenic County Route 113 with the exception of the single family residences, a few summer camps and some other uses that intermittently dot the rural landscape.

More densely settled residential uses are interspersed throughout the Greenwich part of the waterfront revitalization area boundary including of note the historically significant residential settlements of Clarks-Mills and Thomson on Route 113 and Dix Road (CR 70A). There are also residential uses along CR 77 and NYS Route 40 outside the hamlet of Middle Falls where uses become a mix of residential, commercial and vacant lots.

Water-dependent uses include boat launches for the Batten Kill on the Hollingsworth and Vose properties at the end of Pulp Mill Road in Greenwich and off Route 113 in Easton. Hollingsworth and Vose currently uses the Batten Kill to power its manufacturing facilities. There are also some large recreational and cultural uses in the Batten Kill area of Easton. The Washington County Fairgrounds and Farm Museum, a large 68 acre parcel along NYS 29, is used for the County Fair as well as other events. East of the fairgrounds on NYS 29 is a driving range. The Battenkill Country Club, a nine-hole golf course open to the public, is located along the Batten Kill north of NYS 29 and west of NYS 40. Windy Hill Golf Course, an 18 hole golf course on 150 acres is located off Windy Hill Road and is also along the Batten Kill.

New York State owns several parcels of land along the Hudson River including a large, vacant 46 acre site on the Hudson River just north of the Stillwater Rod and Gun Club which is owned by the NYS Canal Corporation.

### E. TOURISM

Heritage tourism is the cornerstone of the tourism economy in the Old Saratoga region. Heritage tourism is about attracting visitors (and their spending) to a particular place. To be successful, heritage tourism efforts must



interpret the uniqueness and authenticity of the place. As a result, while the keystone of Old Saratoga's heritage tourism efforts will likely be the local history and the sites and structures related to two wars, it should also be based on the region's other assets and resources. These include the incredible scenic and natural beauty of the region (which could be the raw material for self-guided driving tours of scenic roads), recreational assets, and agricultural heritage (farm tours, produce stands, u-pick operations, etc.).

According to the 2003 The Historic/Cultural Traveler study by the Travel Industry Association and Smithsonian Magazine, 81% (118 million) U.S. adults who traveled in 2002 were considered cultural heritage travelers. These travelers included historical or cultural activities on almost 217 million person-trips last year, up 13 percent from 192 million in 1996. Visitors to historic sites and cultural attractions stay longer and spend more money than other kinds of tourists. Cultural and heritage visitors spend, on average, \$623 per trip compared to \$457 for all U.S. travelers excluding the cost of transportation. <sup>6</sup> Perhaps the

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<sup>6</sup> Source: The Historic/Cultural Traveler, TIA, 2003

biggest benefits of cultural heritage tourism, though, are diversification of local economies and preservation of a community's unique character.

The Old Saratoga region is already attracting considerable tourists, including 7,000 annual visitors to the Schuyler House, 10,000 annual visitors to the Saratoga Battle Monument, and more than 100,000 annual visitors to the Saratoga National Battlefield in Stillwater. The multiplier effect of these tourists on the local economy should not be overlooked. In 2003 Saratoga National Historic Park had 106,862 visitors according to a National Park Service Economic Impact Output study<sup>7</sup> conducted by Michigan State University Department of Community, Agriculture, Recreation and Resource Studies. Twenty percent of visitors were local residents on day trips, 55% were visitors on day trips from outside the region, 20% were visitors on overnight trips staying in lodges, motels hotels or B&B's in the area and 5% were camping. On average, visitors spent \$62 per party per day in the local area (visitors staying overnight spent an average of \$116 per party per day.) Total visitor spending was \$3.3 million in 2003.

According to the Michigan State University MGM2 model<sup>8</sup> for determining economic effects, the direct effects of the \$3.3 million spent by SNHP visitors (which includes sales, income and jobs in businesses selling goods and services directly to park visitors) were 2.66 million in sales<sup>9</sup>, \$0.91 million in personal income (wages and salaries), \$1.37 million in value added and 77 jobs. As visitor spending circulates through the local economy, secondary effects created an additional \$0.29 million in personal income and 13 jobs.

Collectively marketing the region for its cultural, agricultural and recreational tourism opportunities is important to demonstrate a critical mass of activities to entice someone to stay overnight in the area instead of just a day trip. The second part of that equation of course, is to then have the tourism infrastructure in place so that tourists are able to stay overnight. While there are some overnight accommodations and restaurants, particularly in Schuylerville, there are relatively few in the region as a whole.

Furthermore, better identification, protection, and promotion will bring even more people to the region. Saratoga National and the host communities are working to create more physical connections between all of the important sites and enhance interpretation of others through use of the River and Canal, existing roadways and sidewalks and creating new trails where possible.

Many of the projects identified to improve the connections are summarized in Section III: Proposed Land and Water Uses and Projects.

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<sup>7</sup> NPS Economic Impacts Estimates and Reports, Website: <http://web4.canr.msu.edu/mgm2/NPSSelect.cfm>

<sup>8</sup> MGM2 is a set of Microsoft Excel workbooks for estimating the economic impacts of NPS visitor spending on a local region. MGM2 is an update of the NPS Money Generation Model as originally developed by Ken Hornback. Daniel Stynes and Dennis Propst at Michigan State University developed the new version, called MGM2, in 2001.

<sup>9</sup> Note that reported direct sales are less than visitor spending, as only the retail and wholesale margins on visitor purchases of goods accrue to the local economy unless the product is manufactured locally. For example, if a visitor buys \$50 dollars worth of clothing at a local store, the store receives the retail margin (assume \$20 dollars), the wholesaler or shipper (if local) may receive \$5 dollars, and the remaining producer price of the clothing (\$25 dollars) immediately transfer to other regions. Local impacts are based on the retail margin.

### F. LOCAL LAND USE PLANS AND REGULATIONS

All of the participating communities have recently adopted or are in the process of adopting new or updated Comprehensive Plans.

**Town of Saratoga Comprehensive Land Use Plan (2002):** The Town of Saratoga developed a new Comprehensive Land Use Plan that was adopted in 2002. The previous Land Use Plan was a Master Plan adopted in 1971. The goal of the new land use plan is to address the impacts that residential growth has had on the community such as the loss of prime farmland and guide the Town as it plans for future growth pressures. The Comprehensive Plan Action Plan recommends agricultural land preservation and other land conservation tools be developed to protect the rural character and open space within the community.

**Town of Northumberland Comprehensive Land Use Plan: Preserving Agriculture, Open Space and a Rural Lifestyle (2003) -** The 2003 Town of Northumberland Comprehensive Land Use Plan is an update of the Town's first Comprehensive Plan adopted in 1991. The goal of the 2003 Comprehensive Plan is to guide the Town in managing growth with the objective of adequately providing public services and maintaining the community's rural character and agricultural economy. The Plan recommends protecting the existing rural fabric through the use of land use regulations and revisiting the Comprehensive Plan and Zoning Ordinance every five years.

**Village of Schuylerville Comprehensive Plan 2005:** The Village of Schuylerville 2005 Comprehensive Plan is the first comprehensive plan since 1971. At this time, the Village was included in the Master Plan for the Town of Saratoga and Villages of Schuylerville and Victory. The 2002 Town of Saratoga Comprehensive Land Use Plan incorporates the Village of Schuylerville but to a lesser extent than a Plan devoted to the Village. Schuylerville has been an economic center for the Town of Saratoga along with the Village of Victory, however, both centers have experienced economic decline over the past several decades. The goal of the new Comprehensive Plan is to revitalize the Village's economy so that it may provide improved public services and quality of life amenities while protecting the existing unique historic and natural resources and small town attributes.

**Village of Victory Comprehensive Plan 2003:** The Village of Victory 2003 Comprehensive Plan is the first comprehensive plan since 1971 in which the Village was included in Master Plan for the Town of Saratoga and Villages of Schuylerville and Victory. Like Schuylerville, the 2002 Town of Saratoga Comprehensive Land Use Plan incorporates the Village of Victory into the Plan but not to the level of detail that a Plan devoted to the Village does. The goal of the 2003 Plan is revitalize the Village's economy and improve the quality of life for Victory residents by capitalizing on the Village's historic and natural resources and attracting new businesses that complement the region. Quality of life improvements include additional parks and infrastructure improvements.

**Town of Greenwich Comprehensive Plan 2004:** The new Town of Greenwich Comprehensive Plan was adopted in 2004 is the first full Comprehensive Plan since 1971. The goal of the 2004 Comprehensive Plan is to "develop a set of land use policies and regulations to guide and control growth. These land use tools will provide for a mix of uses,



protect the agricultural community from fractionalizing its land base, and protect the historic, cultural and natural resources of the Town.” Controlled growth includes additional housing and commercial and industrial uses in specified areas throughout the Town.

Town of Easton Comprehensive Plan Update: The Town of Easton is in the process of updating its Comprehensive Plan through a volunteer effort within the community. The Town of Easton Comprehensive Plan was first adopted in 1970 and was updated in 1984 and 1990. Through the decades, the Town has maintained a solid vision of agricultural land preservation as first presented in 1971 and it has resulted in land management practices including critical environmental areas and agricultural land protection through overlay maps. The current comprehensive plan revision is focused on preparing for prospective industry stemming from the development of technology park projects in Saratoga County. The Town is concerned about protecting its viewsheds, waterfront and agricultural base. The Town’s goal is to maintain sustainable agricultural growth integrated with commercial economic development opportunities and quality residential housing.

### **Other Planning Documents**

Joint Open Space Plan Town of Saratoga and Northumberland (DRAFT) - The Joint Open Space Plan currently being developed provides an inventory of the Towns of Saratoga and Northumberland’s existing recreational and open space conditions, analyzes the two Towns’ present and future open space and recreational needs and develops a set of actions design to implement the Plan for future needs. The Plan identifies all remaining green spaces including the remaining natural and open areas that have not been developed, farmland, parks, historic properties and substantial buffer lands. The plan focuses on development and implementation of strategies for farmland retention and explores new opportunities for open space including trails, the development of logical trail connections between neighborhoods, parks and regional rail and trail resources.

Saratoga County Green Infrastructure Plan: The Green Infrastructure Plan for Saratoga County is a regional initiative to identify and safeguard valued community 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. The plan has three major recommendations: the first is the expansion of the existing county farmland/open space grant program by expanding the types of farmland protection projects funded, by providing grants for planning and implementation of county green infrastructure priorities, and allowing for additional structural changes, such as removing the funding cap on farmland protection projects. The second recommendation is to continue to implement the policy of Saratoga County’s development plan to guide infrastructure away from areas where intensive development is not appropriate and coordinate county public works projects, such as those planned for county highways and other corridors, with green infrastructure planning. The third recommendation is to provide assistance in building the local capacity for green infrastructure by creating a County Green Infrastructure Assistance Program. This program would provide assistance to county municipalities for green infrastructure planning and implementation.

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Saratoga National Historical Park General Management Plan (GMP): Saratoga National Historical Park completed a GMP in 2004. The main function of the Park General Management Plan is to define clearly the park's purpose and management direction. The GMP provides a foundation to guide and coordinate all subsequent planning and management. After identifying several alternative plans, the approach selected "focus[es] on improving visitor understanding of the events that led to the 1777 British surrender by providing a more complete and logical depiction of these events. It also includes – secondary to the strategic factors – interpretation of the efforts to commemorate the military events and opportunities to reflect on their meaning. Additionally, this approach enables the park to expand its partnerships with other Burgoyne Campaign-related sites and regional entities in the Champlain-Hudson and Mohawk valleys." The recommended GMP activities that are directly related to the Old Saratoga waterfront area include:

- Establish multi-modal linkages among Park sites.
- Improve amenities and interpretive features at park sites such as Victory Woods and Schuyler House
- Create additional interpretive sites
- Assist the SNHP in establishing an Old Saratoga Unit Information Center in Schuylerville

Saratoga National Historical Park (SNHP) Alternative Transportation Study: The goal of the Saratoga National Historical Park Alternative Transportation Study completed in October 2005 was to "develop an Alternative Transportation System (ATS) that will enhance the visitor experience and understanding of the historic context of SNHP while protecting the Park's natural and cultural resources. The ATS is also intended to link the Park's resources with other local historical and recreational assets."<sup>10</sup> After evaluation of many potential projects and options being highlighted in the SNHP's General Management Plan and in other local and regional plans, the following activities related to the Old Saratoga waterfront area were recommended in the Alternative Transportation Study:

- Reconstruction of sidewalks along Broad Street and Spring Street and new sidewalks on Ferry Street within Schuylerville.
- A multi-use trail connecting the Battlefield Unit (in Stillwater) with the Old Saratoga Unit in Saratoga.
- A soft surface trail connecting Saratoga Monument with Victory Woods.
- A small parking lot with direct access to Victory Woods
- Future consideration of transit service (by bus and/or by water) between Old Saratoga Unit sites and the Battlefield when there is increased visitation to the Old Saratoga Unit sites.

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<sup>10</sup> Saratoga National Historical Park, *Alternative Transportation Study Phase II*, PIV-3

## Land Use Regulations

The following chart summarizes the land use regulations adopted by each participating municipality. A narrative summary of the zoning in the waterfront revitalization area follows the chart.

Table 2: Existing Comprehensive Plans and Land Use Regulations						
	Town of Saratoga	Town of Northumberland	Village of Schuylerville	Village of Victory	Town of Easton	Town of Greenwich
Comprehensive Plan	Yes, Update 2002	Yes, Update 2003	Yes, New 2005	Yes, New 2003	Yes, Last full update 1981	Yes, New 2004
Zoning	Local Law No.1, 1981	Yes, 2005 Revision	No	Zoning Law of the Village of Victory, 2004	No	No, but drafting
Subdivision Regulations	Yes, Conservation Subdivision Development Ordinance, Article IV.8, Zoning Ordinance	Yes, Updated 1999		No	Local Law No. 3, 1999	Yes, First adopted in 1973, most recent revision is Local Law #3 of 1999
Site Plan Review	Article VIII, Zoning Ordinance addresses a special use permit application process that reflects the generally accepted site plan review process.	Article X of Zoning Ordinance		Article 7 of the Village Zoning Law	No	Yes, Town of Greenwich Site Plan Review Law Local Law #1 of 2001
Flood Plain Management		Yes, Local Law #1 of 1991, Watercourse Protection Article XI.V of Zoning Ordinance		Fish Creek Drainage Overlay District, Article 4 of Zoning Law	Critical Environmental Area Designation, 1984	
Historic Preservation Regulations	No	No		No	No	No
Sign Regulations	Zoning Ordinance, Article VI	Yes, Zoning Ordinance Article IX.H.14 Special Permit Uses	No	Article 5.J of Zoning Ordinance	No	Minimal regulation in Section D.8 of Site Plan Review Law

Table 2: Existing Comprehensive Plans and Land Use Regulations						
	Town of Saratoga	Town of Northumberland	Village of Schuylerville	Village of Victory	Town of Easton	Town of Greenwich
Architectural Review/Design Control	No	No review board. General development standards within Site Plan Review Article X, Overlay Districts Article VIII, Ag Protection District Article VI, Commercial/Residential Hamlet Performance Guidelines Article VII.	No	No	No	No review board, but general design standards within Site Plan Review Law
Local SEQR	No	No	No	No	Yes, Local Law #3-99	No
Wetlands	Conservancy District established for wetlands, Articles III and IX.6 of Zoning Ordinance; Article IV.2.L Steep slopes, Erosion and Sediment Control			No	Yes, local Critical Environmental Area designation, 1984	No
Land Conservation	Conservancy District, Article III, Zoning Ordinance; Conservation Subdivision Development Ordinance, Article IV.8, Zoning Ordinance	Agricultural Protection District, Article VI, Zoning Ordinance; Shoreline Overlay district, Article VIII of the Zoning Ordinance; Conservation Design Subdivision Regulation Article XI.R.	No	Fish Creek Drainage Overlay District, Article 4 of Zoning Law; Recreation and Historic District Article 4 of Zoning Law	Agricultural District Overlay, 1984; local Critical Environmental Area designation, 1984	No

### Northumberland

The Town of Northumberland updated its entire Zoning Ordinance in 2005 following a Comprehensive Plan update in 2003. The new Zoning Ordinance includes seven zoning districts including an Agricultural Protection District, two residential districts, mobile home district, a mixed-use commercial/residential district, Hamlet district and industrial district. There is also an overlay district protecting the Hudson River shoreline.

In addition to the underlying zoning throughout the Town of Northumberland, the entire Hudson Riverfront is located within a Shoreline Overlay District. The Overlay is 500-foot zone that, according to Article VIII of the

Zoning Ordinance, is intended to ensure “sensitive siting and design of new uses; preserve access to the River; and preserve vegetative cover and natural beauty.” The Overlay District includes land use and development guidelines for any new construction or use or significant expansion of a use. These guidelines require the consideration of the natural character of each site and its relationship to the shoreline, viewsheds, other buildings and the natural vegetation.

The Hamlet of Northumberland (the area from the municipal line with the Town of Saratoga north to the vicinity of the Route 4 Bridge) is zoned H-Hamlet. The H-Hamlet Zoning District corresponds to the three hamlets in the Town and is intended for “intensive mixed use development” where single and two family residential uses and commercial uses are permitted. The minimum lot size is 20,000 square feet for a single family home and greater depending on the use. Special use permits are required for all commercial uses.

North of the Route 4 Bridge, the waterfront revitalization area is zoned as an Agricultural Protection District. The purpose of the zoning district is to protect those areas determined to be best suited for agricultural pursuits. This area coincides with the boundaries of the Saratoga County Consolidated Agricultural District #1. Most soils have limitations for development but are well-suited for farming. Development in this district is to be carefully reviewed to assure the continued viability of the agricultural industry and economy in the Town. Permitted uses include all agriculture and forestry uses, while single family homes are permitted as of right. Home occupations, bed and breakfasts, garden shops, mining, marinas, parks, composting facilities, agri-businesses, sawmills and riding stables are permitted with a special use permit. The minimum lot size is five acres.

### **Saratoga**

The Town Board adopted the Town of Saratoga’s Zoning Regulations on December 17, 1981 and they were later amended in 1992. There are nine zoning districts and language permitting the establishment of a Planned Unit Development. The majority of the Town is zoned as a rural district. The Rural Residential district is located along NY Route 29, on the northern edge of town. A Conservancy district is located along portions of Fish Creek and the Hudson River. In addition the Town has a Conservation Subdivision Development (CDS) Ordinance to promote land conservation within new subdivisions. The Town has a Right-to-Farm law and a Purchase of Development Rights Project.

Almost all of the Town of Saratoga land outside the Villages of Victory and Schuylerville in the waterfront revitalization boundary area is zoned conservation. The Conservancy District is located from the Town border with Stillwater north to the Village of Victory boundary and includes land from the Hudson River east to Route 4. The Conservancy District is intended to “preserve, protect and conserve those portions of the Town with significant wetlands... and protect current and future residents from the adverse conditions associated with the development of wetlands (as designated by NYS Department of Environmental Conservation) and floodplains.” Permitted uses include agricultural uses, single-family homes, road side stands and horse farms. In addition, stables/riding academies, public and private recreational uses, marinas and home occupations are permitted with a special use

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permit. The minimum lot size of agricultural uses and horse farms is 10 acres. The minimum lot size for single family homes is 80,000 square feet.

The waterfront revitalization area north of the Village of Schuylerville to the Saratoga town line with Northumberland is called the Village Extension and is zoned "Rural Residential." The purpose of this district is to "accommodate low density residential growth and development without compromising existing agricultural uses and areas exhibiting physical constraints to development." Uses permitted as-of-right include single- and two-family dwellings. Uses permitted with a special use permit include several commercial uses (retail and service uses, wholesale business, printing shops, motels, auto sales and service, gas stations, fuel storage and distribution, medical facilities, banks and professional office buildings. The minimum lot size for single- and two- family dwellings is 60,000 square feet per dwelling. The minimum lot size for commercial uses varies by use from 2 to 3 acres except certain professional office buildings which may have a one acre minimum depending on location to sewer.

### **Schuylerville**

The Village of Schuylerville does not have zoning regulations; however, the Village has recently appointed a Planning Board as a first step toward local land regulation. Currently there is a six month building moratorium throughout the Village. All development and permitting is reviewed by the Saratoga County Planning Department with final approval from the Village Board of Trustees.

### **Victory**

The Village of Victory adopted its first land use regulations in 2004 reflecting the goals and objectives of the 2003 Village Comprehensive Plan. The entire Village of Victory is in the waterfront revitalization area and therefore all of its zoning districts are relevant. The village has five districts include two residential districts, a mixed use district, recreation and historic district, Fish Creek Drainage way Overlay District and provisions for planned development districts.

The residential districts include a Single Family Residential District 1 (SF-1) and Single Family Residential District 2 (SF-2) which permits single family homes, public parks/playgrounds and government service buildings as of right. The SF-2 district permits a higher density of single-family homes with a minimum lot area of 12,000 square feet versus 43,560 (one acre) in the SF-1 District. Home occupations and Bed and Breakfasts are permitted with a special permit. Churches, schools, museums and libraries require site plan review. The areas zoned SF-1 include portions of the west side of Cemetery Road and several large parcels south of Saratoga Battle Field and west of Victory Woods as well as land between Route 4 and Fish Creek. The areas zoned SF-2 include the northeast corner of the Village from Pearl Street west to the west side of Monument Drive and in the southwest from the east side of Cemetery Road to Herkimer Street and Fish Creek south of Harvey Lane.

The village center along Gates Avenue/Route 32 and the east side of Herkimer Street from Victory Woods south to Harvey Lane is zoned as a Mixed Use Village Center District (MUVC). The district is intended to provide for a mix of

housing choices and commercial uses that complement a central business area. Commercial uses (including warehousing and wholesale operations) and multi-family housing are permitted but require site plan review. The minimum lot size is 9,000 square feet in this district.

Several areas are zoned Recreation and Historic District (H/R) to “preserve, protect, and enhance publicly-owned properties that have recreational, open space, historic, and cultural value.” Within the village, these areas include Saratoga Monument, Victory Woods and a small area just east of Route 4 to the Village boundary with Saratoga. The only permitted uses are public and private parks, preserves, recreation areas and open spaces.

The Fish Creek Drainageway Overlay District is an additional layer of regulation along the entire length of Fish Creek within the Village. It extends 50 feet from the shoreline of the Creek. It is intended to “prohibit the construction and placement of buildings and structures and other inappropriate development within the shoreline areas of Fish Creek that may cause increase siltation, erosion and destroy native fauna and flora in or near the creek.” Permitted uses include public and private parks, preserves, open space, trails and related interactive structures, and picnic areas. Private docks, decks and garages and sheds may be permitted with site plan approval.

Planned Development Districts (PDD) may be established for residential, commercial or industrial uses. To date, no PDD exists.

### **Easton**

The Town of Easton has not adopted a formal zoning ordinance but has several local laws regulating land use including Subdivision Regulations, a local law regulating mobile homes/trailers, an “Ordinance Prohibiting and/or Regulating the Use of lands within the Town as a Dump or Second Hand, Junk and Auto Parks Activities and Businesses within the Town of Easton.”

Development Standards were formed in 1981 in accordance with the Comprehensive Plan to assist the Planning Board in reviewing Subdivision applications, floodplain development issues, mobile home installations and other issues as referred by the building inspector. However, no other land use regulation exists to trigger development review, nor have these development standards been made law. According to a planning board member,<sup>11</sup> these development standards are used effectively but have never been tested in court. Within the development standards are districts. The entire portion of the waterfront revitalization area boundary along the Hudson is within a “Conservation District.” According to the design guidelines, the conservation area encompasses those areas of the town that have identified as “flood hazard areas” or wetlands. As these areas have severe development limitations and are subject to other regulations, development will be restricted restricting uses to agriculture, open space and recreational uses (with no buildings). East along Route 29 and north to the Batten Kill the

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<sup>11</sup> Discussion with Joseph Finan, current Chair of the Town of Easton Planning Board on February 13, 2006.

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development standards vary considerably from “conservation” to residential to commercial. Along the Batten Kill waterfront, the development standard is for public/semi public uses.

### **Greenwich**

The Town of Greenwich is in the process of drafting its first zoning ordinance. The Town does have Subdivision Regulations and Site Plan Review Law that contains a set of development standards, some of which are often found in Zoning regulations.

The Town of Greenwich Site Plan Review Law was adopted as Local Law #1 of 2001. Site Plan approval shall be required for any establishment of a new use, or for any change in an existing use, or to construct, improve, remodel, renovate, demolish or convert any building or structure, or for any amendment to an approved site plan, except that site plan review shall not be required for single and 2 family residential; agricultural and forestry uses and structures; routine maintenance and repair to buildings and incidental landscaping and grading; interior alterations for existing use; exterior alterations less than a 25% increase in floor space and less than 1,000 square feet; small day care operations; accessory uses for single and two-family residential; and home occupations.

The law contains development standards (Section E) beyond the typical criteria found in Site Plan Review but often found in land use regulation for wetlands, protection of wetlands and watercourses, storm water management, and erosion and sediment control including extensive mitigation controls. Section E, subsection 5 addresses off-street parking standards including space development standards as well as a schedule of spaces for specific uses. Section E, subsection 7 addresses landscaping and buffering standards. The standards are general and reference the ANSI standards for plantings. A vegetative buffer is required for a nonresidential use adjacent to a residential use of at least 10 feet. Section E, subsection 8 addresses signage in that all commercial signs are subject to approval by the Planning Board who may permit a free standing sign no larger than 120 feet in total area and 10 feet tall. The Planning Board may, at its discretion, determine that a smaller sign is required.

Section E, subsection 12 addresses architectural design standards for most nonresidential uses including fast food operations, convenience stores, all commercial projects where any side exceeds 75 feet, and all industrial projects where any side exceeds 100 feet. These standards include general guidance regarding façade materials and design and roofs. In addition, specific standards are delineated for commercial uses, shopping malls and strip malls, multi-family dwellings and industrial uses in terms of maximum lot coverage, landscaping and buffering, access, off-street loading and other related site development standards.

The Town of Greenwich Subdivision Regulations was first adopted in 1973 and has been revised several times. The last revision was Local Law #3 of 1999. A “minor subdivision” is a subdivision of no more than four lots on existing streets using existing municipal facilities that does not conflict with the Zoning Ordinance or Master Plan. A “major subdivision” is one that has five or more lots or requires any new street or extension of municipal facilities. A Sketch Plan, public hearing and Minor Subdivision Plat are required for a minor subdivision. A sketch plan, preliminary plat, final plat and public hearing are required for a Major Subdivision. A major subdivision must



conform to the design standards of the Town's Master Plan and Zoning Ordinance. A Major Subdivision must comply with other requirements such as the dedication of recreational space.

### **Local Laws and Regulations**

#### **Related to Community Character, Protection of Historic Resources**

Generally speaking, the Old Saratoga communities have few laws related to the preservation of community character or protection of historic resources. Since neither of the villages has historic districts listed in the National or State Registers of Historic, or local historic districts, development of a historic preservation ordinance is something that might be appropriate in the future, after these communities have been more formerly surveyed and evaluated. Both communities, particularly Schuylerville, have good concentrations of older and potentially historic buildings, and could likely benefit, at the very least from establishment of neighborhood conservation districts or some type of voluntary/incentive program designed to stimulate the improvement of buildings and streetscapes. In addition, all of the municipalities with any type of zoning or land use regulation have made provisions for bed-and-breakfast uses and agribusinesses.

- Town of Northumberland has no regulations specifically related to the preservation of historic resources.
- Town of Saratoga has no regulations specifically related to the preservation of community character and historic resources.
- Town of Greenwich has site plan review that contains some design guidelines that focus on harmony in scale, setbacks, façade design and landscaper buffering for uses like parking.
- Town of Easton has Development Guidelines (July 24, 1990) that “the goals of the town include the preservation of agriculture, the preservation of rural and historic character of the town, and the need to provide for orderly growth outside of prime agricultural areas” are addressed by the recommended low densities through most of the town. The development guidelines state that new uses should not have a negative impact on an existing historic structure or archeological site. Almost all land within the Old Saratoga Waterfront Revitalization Plan target area is within a conservation district except north of General Fellows Road and east of the Conservation District along the River. Those areas are within a variety of districts including commercial, residential and public/semi/public.
- Village of Victory has no laws or districts related to the protection of community character and historic resources. It does have a “recreation and historic district,” but the purpose of this district is “to preserve, protect, and enhance publicly-owned properties that have recreational, open space historic, and cultural value to all residents.” Uses permitted by right include public and private parks, preserves, recreational areas, and open space.
- Village of Schuylerville does not have zoning.

### G. PUBLIC ACCESS AND RECREATIONAL RESOURCES

While there is significant potential for public access to the waterfront and recreational resources, there are relatively few existing opportunities.

#### Waterfront Access

Very few public access points to the Rivers exist and most are comprised of informal boat launches.

- **Fort Hardy Park** - This 22 acre site is an extremely important historical and recreational resource for the community. Also known as the “Field of Grounded Arms”, it is the location that troops under the command of British General John Burgoyne “grounded their arms” on October 17, 1777 as part of the “Articles of Convention” which ended the Battles of Saratoga, marking the “Turning Point” of the American Revolution. It is also the site of Fort Hardy, an earlier French and Indian War fort built by the British in 1757. Bordered on one side by the Hudson River and the other by the Old Champlain Canal and towpath, the park serves as the community’s largest and most centrally located public park serving multiple uses from little league baseball to canoeing. It is also the site of the Visitor’s Center.
- **Lock C5 Island** - Lock C5 Island, a unique parcel of land comprising 52 acres owned by the NYS Canal Corporation. Lock C5 Island exists as a largely underutilized resource. Located at the southwest corner is Lock C5 and associated control and maintenance buildings. Notable is the restored powerhouse, with operable water driven turbine generator with original electrical components. An access roadway connects Lock C5 Island to NYS Route 4 and the Village of Schuylerville, providing a means for visitors to enter a small parking area that is adjacent to the Champlain Canal Tour Boat operation. On the north tip of the island exists the Northumberland Dam. A simple trail system traverses the perimeter of the island and extends northward to the Northumberland Dam. A large open meadow exists adjacent to the access roadway leading to Dix Bridge. There is currently no public docking available at Lock C5 Island. An informal canoe and kayak launch site exists on the island’s eastern shore, which is being used primarily by a group of kayaking enthusiasts and a small rental business. Trail improvements, a natural children’s play area and picnic pavilion will be implemented in 2007 as part of the Hudson Crossing Park initiative.
- **Hollingsworth and Vose Boat Launches** - Two informal public boat launches for non-motorized boats are located on the Batten Kill on property owned by the Hollingsworth and Vose Company. They are located at the end of Pulp Mill Road in Greenwich and off Route 113 in Easton. These informal boat launches exist as part of H &V’s original licensing agreement with the Federal Energy Regulatory Commission (FERC) to use the Batten Kill and Hudson for power generation. They were

required to provide recreational opportunities to the public on the Batten Kill River. There is no adequate parking for these sites.

### **Inland Recreational Opportunities**

While more inland recreational opportunities exist they are still fairly scarce. The following summarizes these uses by location.

#### *Saratoga*

There are currently no recreational parks with the waterfront boundary area in the Town of Saratoga although the Town is in the process of acquiring several different properties in the subarea for these purposes.

#### *Northumberland*

- Stark's Knob - This small park owned by the New York State Museum is comprised of a unique geologic formation formed by volcanic rock, internationally known among geologists. It is also historically significant for the strategic role it played in the "corking of the bottle" during the Battle of Saratoga in 1777. The view of the Hudson River and adjacent land areas from the top of Stark's Knob is magnificent. A walking trail provides access to the top of Stark's Knob. Flags have been installed at the top as well as at the bottom. Some interpretative signage exists at the foot of the formation. Improvements to the overlook are planned in the near future.
- Knox Trail Pocket Park - Located at the foot of Stark's Knob Road, is the Knox Trail Monument which is one of 56 such Revolutionary War monuments erected in 1926 between Fort Ticonderoga and Boston. These monuments mark the trail over which General Henry Knox carried a "train of artillery" to Boston that helped secure an early victory for the Americans. A pocket park has been developed at this site including a parking area, flags, landscaping and a "Waypoint Community Kiosk" which features a site feature panel, a Northumberland overview panel and a community bulletin board. The kiosk was provided as part of the Lakes to Locks Passage Old Saratoga Network of Interpretive Pocket Parks Program.



#### *Schuylerville*

- Memorial Park - Memorial Park is a small passive park at the end of Broad Street that serves as a place for small gatherings. The park is equipped with benches, plantings and a small bandstand.
- Schuyler's Canal Park/Champlain Canalway Trail - The Park and Trail are located on the south side of Route 29 along the Old Champlain Canal and the Schuyler House. The park is the origination of a 1.5 mile self-guided walking tour that follows the historic canal route along the towpath and ends at Lock 5 to the north.

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- New York State Canal Corporation Champlain Canal Lock 5 - During the early years of the Canal, Schuylerville was a successful port used to transport potatoes, grain, lumber, hay, pepper and other goods that originated in the Saratoga Community. Champlain Canal Lock 5, originally constructed around 1908, underwent a two-year, \$10.6 million rehabilitation beginning in September 2000. The project included the refacing of the deck walls and approach walls, replacement of the lock gates, the rehabilitation of the valves and valve recesses, the rehabilitation of the valve and gate machinery, the replacement of the electrical system and lighting, the replacement of the lock house, as well as landscaping and park enhancements. Pedestrian and bicycle access is available.



### *Victory*

- Victory Park - Currently the only park in the Village of Victory, this passive park is located at the intersection of Pine Street and Gates Avenue.

### *Easton*

Presently there are no public parks or recreation areas within this subarea.

There are two golf courses in the Town of Easton including the Windy Hill Golf Course, a par-71, 18 hole public course located on Windy Hill Road and the Batten Kill. The course has rental carts and pro shop on the premises. The other is the Batten Kill Country Club, a 9-hole, par-35, semi-private course built in 1925 on NYS 29. There is a pro shop, restaurant and full bar on premises. A driving range is located on NYS 29 just east of the Washington County Fairgrounds.

### *Greenwich*

- Denton Wildlife Preserve - The Denton Wildlife Preserve is a 370 acre wildlife sanctuary on the Hudson River and Route 4 containing forests, swamps, open thickets and grassy barrens. The preserve was donated to the Nature Conservancy in the 1980s. There are two trails in the preserve. A loop trail (Millie's Mile) is about two-thirds of a mile long and a second trail (Burger Loop) is 1.3 miles long. There are viewsheds of the Old Champlain Canal and an old lock from the preserve. According to the Nature Conservancy, because of the ecological diversity of the preserve, there is exceptional variety of plants and animals. The site contains one-third of all the known species to be found in Washington County. In the shale area, there are earth stars (puffballs whose outer skin splits into a star-like shape) and some notable groves of white pine and red maple in the forested areas. In open areas along the Burger Loop pitch pine and scrub oaks can be found - the same species found in the Albany Pine Bush and on Cape Cod.

## H. INFRASTRUCTURE

### Transportation

The largest arterial within the transportation network for the Old Saratoga waterfront area is US Route 4 running north/south through the Saratoga, Schuylerville, Victory and Northumberland then east across the Hudson River into the Town of Greenwich where it then continues north to Fort Edward. US 4 converges with NYS Route 32 in the Village of Victory and then splits again in Northumberland where US 4 crosses the Hudson into Greenwich. As the main road through the southern part of the Lakes to Locks Scenic Byway, Route 4 is part of a Federal and State Scenic Byway.



Reconstruction of Route 4, 32 and 29 through the Village of Schuylerville is expected to commence by the New York State Department of Transportation in 2014. The project, which is a great opportunity toward achieving revitalization in the Village of Schuylerville, includes replacement of pavement and drainage systems, curbing, consolidation of signage, pedestrian improvements such as sidewalks, relocation of wooden utility poles and overhead utility lines along Broad Street and North Broad Street, ornamental lighting, streetscape improvements in the business district, street trees and parking improvements. There are also several other infrastructure improvements within the Village that will be required in conjunction with the road reconstruction project. These elements include sanitary sewer and water main replacement of existing systems within the project area as the systems are old and require frequent repair. Several other projects are being discussed in conjunction with the reconstruction including conducting a parking study for on- and off-street parking and the dredging of the canal to remove sediment as the current sediment build-up may be causing flooding of Red's Road from clogged culverts.

The waterfront revitalization area currently has only two crossings of the Hudson River connecting Saratoga and Washington Counties. NYS Route 29 is the only east/west arterial through the waterfront revitalization area across the Hudson River, while US 4 provides a crossing between Northumberland and Greenwich but is not an east/west arterial. NYS 29 cuts across Saratoga County and crosses the Hudson River in Schuylerville. In Washington County it travels east in the Town of Easton, meeting up with NYS 40 and traveling along NYS 40 across the Batten Kill just outside the waterfront boundary area and then continues northeast ending at NYS 22. Annual average daily traffic (AADT) counts for NYS 29 are provided in Table 3.

A third crossing exists with the Dix Bridge near Lock 5. The Dix Bridge represents an important historical and cultural landmark. Built in 1895 in honor of Governor Dix's daughter, the bridge provided a means of free passage between Schuylerville and points east across the Hudson River. All other local crossings were, at the time, toll bridges. The Dix Bridge has been closed for some time due to the structural integrity of its support system. Therefore, crossing the Hudson along the Old Saratoga waterfront is limited to the Route 4 or Route 29 bridges which are both very unfriendly for bicyclists or pedestrians. Due to the scenic and historic location of the bridge, it has been proposed that the bridge be renovated for pedestrian use only which would be far less costly than



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renovation for vehicular use. However, even the cost of a smaller scale renovation has been an insurmountable obstacle to date.

Saratoga County Route 29 runs north/south through the Old Saratoga area in the Town of Northumberland and intersects NYS 32 at Bacon Hill. This road is a rural road used only by local residents and farms along the Hudson. NYS Routes 32 and 50 run through Northumberland west of the waterfront revitalization area serving as the major north/south arterials.

Table3: Major Roads in Project Area		
Sub-area	Road/Highway	AADT
Saratoga	US 4/NYS 32	1610
Schuylerville	US 4 (inc. NYS 29 overlap)	9129
Northumberland	US 4 (inc. NYS 32 overlap)	2779
Greenwich	US 4	2328
Schuylerville	NYS 29 (inc. US 4 overlap)	7962-9129
Easton/Greenwich	NYS 29	8599
Easton	NYS 40*	2549
AADT = Annual Average Daily Traffic		
* Roadway outside boundary but important to area.		
Source: NYS DOT Volume Report, data collected in 2000-03.		

From the eastern side of the Hudson River, County

Route 113 runs north/south from the Easton town line with Schaghticoke through the Town of Easton and into the Town of Greenwich ending at US 4 (see above). CR 113 is the only north/south connection within the Washington County side of the waterfront revitalization area and is a, rural, winding and picturesque roadway that follows the Hudson through rolling agricultural lands. The road predominantly serves the residences and farms along the road. NYS Route 40 just east of CR 113 is a larger road serving as one of only two major north/south arterials through Washington County (the other is NYS Route 22 which is farther east.) Data on traffic counts from the NYS Department of Transportation do not exist for CR 113, however, AADT counts for NYS 40 through the Towns of Easton and Greenwich are provided in Table 3.

### Water and Sewer

Most of the residents in the waterfront revitalization area rely on individual wells and private septic systems. Only the Village of Schuylerville and Victory have public water and sewer.

The Villages of Victory and Schuylerville are a joint Board of Water Management (BOWM) that provides water to both villages. A new 560,000 gallon per day reverse osmosis water treatment facility was just built in Schuylerville.

The Schuylerville-Victory Wastewater Treatment Plant, located on Canal Street in Schuylerville, serves the two Villages and about 50 households adjacent to the villages in the Town of Saratoga and Northumberland.

### I. HISTORIC AND CULTURAL RESOURCES

Old Saratoga is a unique region, offering historic, scenic, agricultural, and recreational resources that will be important contributors to efforts to develop and capitalize on heritage tourism. The foundation of heritage tourism is the authenticity, condition, interpretation, and thoughtful packaging of resources.

Historic resources, including residential buildings, agricultural buildings, institutional buildings, transportation structures, etc. are important, but often undervalued, community resources and are generally the cornerstone of a heritage tourism destination. They define the authentic character and sense of place that sets one community apart from another, help instill a sense of pride in residents, and attract the curiosity of visitors. Formal identification and interpretation of these sites help to educate and entertain visitors.



Although it has very few sites or structures listed in the National Register of Historic Places, the region has numerous historic sites and structures related to the French & Indian and Revolutionary Wars. However, while there is an abundance of sites and regional collaborative and interpretive efforts such as Lakes to Locks Scenic Byway and the Erie Canal Way Heritage Area there does not seem to be a clear interpretive message for the region's sites, and there seems to be little connection of these sites with related sites in the region and beyond. Greater efforts are needed to precisely locate each site and to determine how to incorporate each site into an overall interpretive program that will help visitors understand the significance of Old Saratoga as well as its significance in relation to similar sites. In addition, it will be important to support interpretive efforts and programs with related services such as accommodation, dining, shopping, recreation, etc.

### Methodology

This section was prepared following review and analysis of a wide range of materials, however, not all sites mentioned in the materials below indicated specific locations of sites or provided descriptive information. Although efforts were made to be as comprehensive and thorough as possible in documenting the historic resources, the Waterfront Revitalization Plan Inventory and Analysis is intended to provide an overview of the six community region - it is not intended to be used as a formal or definitive survey of these resources. The materials used to compile the list of historic resources include:

- New York State Office of Parks, Recreation and Historic Preservation's (NYS OPRHP) State and National Register Document Imaging Program, which includes full text and photographs from National Register of Historic Places nomination forms.
- NYS OPRHP's Geographic Information System for Archeology and National Register, which provides maps depicting the approximate location of National Register properties and districts as well as areas of archeological sensitivity.
- U. S. Department of Interior, National Park Service, National Register Information System.
- The National Register of Historic Places in New York State (1993).
- An Introduction to Historic Resources In Washington County, New York (Towns of Greenwich and Easton).
- Saratoga National Historical Park General Management Plan (2004).
- Village of Victory Comprehensive Plan Update (April 2003).

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- Town of Northumberland 2003 Comprehensive Land Use Plan.
- Village of Schuylerville Comprehensive Plan (2005).
- Town of Saratoga Comprehensive Land Use Plan (2002).
- Town of Greenwich Comprehensive Plan (2004).
- Town of Easton Comprehensive Plan (1970).
- Materials from Thomson-Clarks Mills Residents.

Information gathered from these materials was supplemented and verified with telephone discussions with NYS OPRHP staff regarding additional survey information and buildings/sites that have been determined to be potentially eligible for the NRHP, windshield surveys of properties within the waterfront revitalization area boundaries that were conducted on February 9 and February 24, 2006.

### Mapping

The Historic Resources Map illustrates historic resources as taken from a variety of sources discussed below including the Town of Greenwich Comprehensive Plan, a 2005 Easton Map of Structures built prior to 1850 and the *Saratoga County Green Infrastructure Plan* map of historic resources. The local historic resources inventory described in the following sections are largely taken from municipal Comprehensive Plans and other traditional resources. Therefore, the map *does not* replicate the inventory of resources in a couple of instances which are highlighted below:

Saratoga/Schuylerville/Victory/Northumberland: Mapping data taken from Green Infrastructure Plan which does not necessarily correlate to information from Comprehensive Plans and other sources listed.

Easton - The Town of Easton's *1970 Comprehensive Plan* provides a detailed list of historic resources which is included in this document below. However, a 2005 mapping exercise for the Town of Easton of structures built prior to 1850 does not include sites (non-structure locations) and buildings that have since ceased to exist or could not be confirmed. The description of resources in the Inventory and analysis includes all resources highlighted in 1970 while the map includes only the sites included on the 2005 historic structures map.

### Historic Resources



Since there is a great deal of misunderstanding about what historic resources are, it is important to begin by defining this phrase as it is understood by cultural resource professionals such as historians, preservation planners, archeologists, preservationists, and historical architects. These professionals rely on a formal resource survey, nomination, and evaluation process based on the following criteria (established by the U.S. Department of Interior):



The quality of significance in American history, architecture, archeology, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- That are associated with events that have made a significant contribution to the broad pattern of our history; or
- That are associated with the lives of persons significant in our past; or
- That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- That have yielded, or may be likely to yield, information important in prehistory or history.

### National Register of Historic Places

Most states, including New York, have also developed state registers of historic places to complement the National Register, and some municipalities have developed local registers of historic places (or formally identified and designated local landmarks), establishing their own criteria for determining the significance of local landmarks. The eligibility criteria for state and local registers of historic places are generally modeled on and are similar to the National Register criteria. The purpose of eligibility criteria is to ensure that designated (and protected) buildings and sites meet strict standards that help determine a building, site, or district's special character and provide a fair and rational basis for historic designation and protection.

Although local planning documents indicate that some form of building surveys have been conducted in both Saratoga and Washington Counties in the past, these surveys appear to have been informal and only a few buildings and sites have been formally evaluated and listed in the National and State Registers and are described below.

### State and Local Landmarks and other Historic Resources

Despite there being few buildings and sites listed on the State or National Register of Historical Places, there are an abundance of buildings and sites locally identified as historically significant. The following table reports all of the historic resources provided in the documents listed above under methodology.

Site /Address	Description	National Register Site, State or Local Landmark
<b>Saratoga Sub-area</b>		
Old Champlain Canal	A 73-mile-long canal completed in 1823 between Cohoes, NY, and Lake Champlain at Whitehall, NY.	National Register
Site of Horicon Mill	Built by Phillip Schuyler 2nd, site of oldest cotton mill in New York State, 1828	NYS Marker

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Site /Address	Description	National Register Site, State or Local Landmark
French and Indian War Forts	South of Schuylerville on west side of Route 4.	Marker
General Burgoyne Sword Surrender Site	South of Schuylerville on west side of Route 4.	NYS Marker
<b>Northumberland Sub-area</b>		
Colonel Sidney Barry House 725 West River Road	A 13.77 acre site with large Federal frame farmhouse constructed c. 1800 with vernacular features associated with remodeling in the Greek Revival Style c. 1850 built for Colonel Sidney Barry. Barry was also first supervisor of Northumberland.	National Register
Site of John McCrea home	Constructed before 1777.	NYS Marker
Site of British Bake Ovens	1777 - Ovens sited here, on property of early resident Samuel Lewis, were used for preparation of bread for the British army.	NYS Marker
Site of John Harris Grist and Saw Mill	First used as a mill site in 1772. A cornerstone of the original mill remains at the site.	Local landmark
Site of Fort Miller	1755 - Fort built by English Col. Miller.	NYS Marker
Site of Outhouse of Harris Home (see also below).	Constructed similar to Greek Revival Harris home with plastered and papered walls, columns, pediment and six holes - three for men and three for women.	Local landmark
John Harris Home & Tavern	c.1830 - Located in farming and mercantile settlement of several houses, saw and gristmill, and store. The Harris family cemetery can be seen from West River Road.	Local landmark
Site of Fake Tavern	Early site where town, state and general elections, and town meetings were held.	Local landmark
Site of Fake Home	c. 1868 - Front constructed from parts of Fake Tavern.	Local landmark
Bacon Hill Schoolhouse	Part of District #7 before 1866. Moved from original location just north of Bacon Hill	Local landmark
Captain Martin J. Burke Home	1820-30. National military figure, West Point graduate 1836, hero of Mexican War, where was killed in 1847.	NYS Marker
Northumberland Bridge (western terminus)	Iron structure built in 1906, replaced wooden bridge of 1803 built by Theodore Burr known as Fort Miller Bridge and other wooden replacements in 1845, 1859, and c. 1890. Toll bridge for many years.	Local landmark
Jesse Billings Bank	1875. Built by local boat builder, first floor office contained built in vault, second floor used as living quarters	Local landmark

Site /Address	Description	National Register Site, State or Local Landmark
Stark's Knob	Hill of volcanic pillow basalt, one of only two examples in the U.S. The lookout was occupied by troops under American General John Stark during the Revolutionary War to prevent retreat of the British troops after the Battle of Saratoga, 1777.	NYS Marker
Site of Burgoyne's Bridge of Boats (western terminus)	Bridge across the Hudson to the British bridgehead established on the east bank opposite the Great Ravine and the Great Redoubt (Battle of Saratoga).	Local Landmark
The Dix Bridge (western terminus)	High Warren Truss Bridge that provides an important connection between Saratoga and Washington Counties; built in 1900.	Potentially eligible for National Register per NYS OPRHP
<b>Schuylerville Sub-area</b>		
Old Champlain Canal	A 73-mile-long canal completed in 1823 between Cohoes, NY, and Lake Champlain at Whitehall, NY.	National Register
Marshall House 136 New York Route 32 North	A 3.6-acre site. One of two extant buildings associated with the Battle of Saratoga in 1777.	National Register
Old Dutch Reformed Church (Northeast corner of Burgoyne and Pearl Streets)	A 2.3-acre site with large brick church with four column Ionic portico constructed in 1857 and brick parsonage constructed in 1899.	National Register
St. Stephens Episcopal Church	A 1.0-acre site with large stone church, bell tower, polychrome slate roof, and imposing setting on the heights overlooking Schuylerville. The church was constructed in 1868 based upon a design by the Rev. R.F. Crary of Poughkeepsie.	National Register
De Ridder Homestead (See Eason reference)	Included on both sides of the Hudson River because the west landing of a ferry operated by the De Ridders was located in present-day Schuylerville.	National Register
Schuyler House	The General Philip Schuyler House is located just south of Fish Creek along U.S. Route 4 in Schuylerville. The house was built in 1777 to replace a grander one that the British forces burned during the Revolutionary War.	NYS Marker/ National Historical Park Site
New York State Canal Corporation Champlain Canal Lock 5	Champlain Canal Lock 5 was originally constructed around 1908 (renovated in 2000).	NYS Marker
Fort Hardy Park	Also known as the "Field of Grounded Arms", it is the location that troops under the command of British General John Burgoyne "grounded their arms" on October 17, 1777 as part of the "Articles of Convention" which ended the Battles of Saratoga. It is also the site of Fort Hardy, an earlier French and Indian War fort built by the British in 1757.	NYS Marker

## SECTION II: INVENTORY AND ANALYSIS

Site /Address	Description	National Register Site, State or Local Landmark
The Gerald B. Solomon National Cemetery	A memorial and final resting place of the nation's veterans.	National Cemetery
<b>Victory Sub-area</b>		
Victory Woods	A 22-acre forested tract that is the place where the British retreated for safety after the Battles of Saratoga. The remains of the British defensive entrenchments are still visible on the hillside.	National Historical Park Site
Saratoga Battle Monument	Erected between 1877 and 1883. This monument is within the 18 <sup>th</sup> century British lines of defense in the Village of Victory. The 155-foot tall granite obelisk overlooks the grounds where Burgoyne had his last camp and where he decided to surrender his army.	National Historical Park Site
Victory Mill	The Victory Manufacturing Company began operating in 1846 and produced 1.8 million yards of cotton cloth per year. By 1850 it employed 160 men and 209 women. The mill was enlarged several times, including a concrete addition in 1918.	Local Landmark
<b>Greenwich Sub-area</b>		
Old Champlain Canal (including Locks 11 and 12)	A 73-mile-long canal completed in 1823 between Cohoes, NY, and Lake Champlain at Whitehall, NY.	National Register
Site of Aqueduct 3 of Old Champlain Canal	N/A	Local Landmark
Bassett House	N/A	Local Landmark
Great War Trail	N/A	Local Landmark
District School No. 10	Erected in 1915.	Potentially eligible for National Register per NYS OPRHP.
Iroquois Pulp & Paper Co. Hudson Pulp & Paper Co.	Located on what is now the Georgia Pacific Site.	Local Landmark
Dam Site	Constructed in 1830.	Local Landmark
Site of Early Mill	Now Stevens and Thompson Mills	Local Landmark
District School No. 2	N/A	Potentially eligible for National Register per OPRHP
Middle Falls Baptist Church	N/A	Local Landmark
Dam Site of Earliest Mills	N/A	Local Landmark

Site /Address	Description	National Register Site, State or Local Landmark
Site of Burgoyne's Bridge of Boats (eastern terminus)	Bridge across the Hudson to the British bridgehead established on the east bank opposite the Great Ravine and the Great Redoubt (Battle of Saratoga).	Local Landmark
The Dix Bridge (eastern terminus)	High Warren Truss Bridge that provides an important connection between Saratoga and Washington Counties; built in 1900.	Potentially eligible for NRHP per NYS OPRHP
A steel truss bridge (eastern terminus)	Adjacent to Georgia Pacific property	Local Landmark
Series of structures in Thomson	The community of homes along Route 113 on land previously occupied by early settlers of Thomson (some of Greenwich's earliest settlers), including the Montgomery Home (ca. 1800), a 3-story Queen Anne residence facing the Hudson; the former Thomson Post Office, and former Greenwich and Schuylerville Electric Railroad Trolley Station.	Local Landmark
<b>Easton Sub-area</b>		
Coffin Site (location restricted)	Stratified multi-component prehistoric archeological site with evidence of Late Archaic, Transitional, and Woodland stage Native-American occupation	National Register
De Ridder Homestead Route 113 north of NY 29.	A 7-acre farmstead on the Hudson River with Federal brick residence built in 1792. Several outbuildings (carriage shed, barn, broom factory) are included in the listing. De Ridders descendants of first settler in Easton, Killian De Ridder, who came around 1730. Reputedly this house was an underground railway station.	National Register
Fording Point for General Fellows' Troops	Revolutionary War referenced site - October 10, 1777.	Local Landmark
Site of Fort Saraghtoga	First permanent fortification in Washington County was a stockade called "Fort Saraghtoga located on the east side of the Hudson just below the mouth of the Batten Kill. First built in 1709 and burned to the ground in 1745 by French and Indians.	Local Landmark
Site of Peter Becker Ferry	Used until 1803 this ferry was located near General Fellows Road.	Local Landmark
Slade House (off CR 113 south of Fryer Brook)	c. 1830 Site of original Peter Becker Farmhouse, presently owned by Morris Dixson. Greek Revival. Red brick.	Local Landmark
Flatley House (Off CR 113 south of Flatley Brook)	c. 1800. One and one half story frame with Gambrel roof. Some additions and alterations.	Local Landmark

## SECTION II: INVENTORY AND ANALYSIS

Site /Address	Description	National Register Site, State or Local Landmark
House (Off CR 113 above Cheese Factory Road)	c. 1810 - One story frame saltbox. Unpainted, unoccupied, in need of repair.	Local Landmark
Joseph Wells River Tavern (CR 113)	Late 18 <sup>th</sup> century. Two story clapboard in Federal style.	Local Landmark
Van Buren House and Graveyard (CR 113)	Early 19 <sup>th</sup> century. One and one half story frame.	Local Landmark
House (CR 113)	North of Ensign Brook. C. 1830. Clapboard farmhouse.	Local Landmark
Site of Sarles Ferry (Van Buren-Becker-Sarle-Pierce Ferry)	Continuously operated from Martin Van Buren's time before the Saratoga battles to 1910 when it was discontinued by Albert Pierce.	Local Landmark
Site of the British Bridge of Boats, 1777	Bridge across the Hudson to the British bridgehead established on the east bank opposite the Great Ravine and the Great Redoubt (Battle of Saratoga).	Local Landmark
Site of the American Bridge of Boats, 1777	River crossing of the eastern supply line supporting the American Army entrenched in the Bemis Heights area during September and October 1777.	Local Landmark
House CR 113 south of Route 54 intersection	c. 1880. Victorian brick with cupola and stone trim. Value in that it is a unique example of brick Victorian within the town and that it is well married to its rural setting and to the river.	Local Landmark
House CR 113 just north of town line	Early 18 <sup>th</sup> Century. House could be one of oldest in town. Salt box shape but it has two end chimneys rather than the traditional center one.	Local Landmark
General Fellows Breastworks, 1777	A series of breastworks constructed during the Battle of Saratoga to prevent Burgoyne's movement to the east or retreat to the north. While some trenches have been destroyed, many remain undisturbed	Local Landmark
Site of Fort Clinton	Fort erected to replace Fort Saraghtoga. Built in 1746 on a hill a considerable distance east of the site of Saraghtoga.	Local Landmark
First Gristmill in Easton (at Middle Falls)	Built by John Gale, in 1810	Local Landmark
First Woolen Mill in Easton (at Middle Falls)	Built in 1846 by Gale, Rogers, and Reynolds.	Local Landmark
Site of American Battery (Battle of Saratoga)	One of two Colonial batteries on eastern side of Hudson.	Local Landmark

## J. SCENIC RESOURCES

Scenic resources are abundant in the region. Important viewsheds of historic resources, the river valley and Champlain Canal and rural landscape exist from throughout the waterfront revitalization area. Some notable corridors and vantage points and resources are highlighted below. It should be noted that a formal study to identify important viewsheds in region to be protected is currently being conducted by Saratoga P.L.A.N. as part of a Saratoga Battlefield Preservation and Viewshed Protection Program sponsored by the National Park Service.

### Scenic Roads

- U.S. Route 4 - Route 4 is part of the Lakes to Locks Scenic Byway and has been selected as one of twenty "All American Roads" in the country and is a designated bicycle route. Route 4 through the Town of Saratoga is a picturesque rural landscape.
- CR 29 and NY 4/32 in Northumberland - Driving along these roads and local roads connecting to them, provide excellent views of rural landscapes and the Green Mountains in the distance.
- River Road in Saratoga - River Road can be accessed from Route 4 and hugs the Hudson River providing views of the Hudson River and the Town of Easton across River.
- CR 113 in Easton and Greenwich- CR 113 is a scenic road in itself as it runs along the Hudson River cutting through the rural landscapes of Easton and the hamlets of Thomson and Clarks Mills in Greenwich. From Route 113 one has opportunities to view the Saratoga Battlefield and Saratoga County across the River and the Hudson River.
- River Road in Greenwich - River Road hugs the Hudson/Champlain Canal just south of Ft. Edward. From the road there are wonderful views of the Hudson River/Champlain Canal and Lock 6 in Fort Edward.



### Important Vantage Points

- Saratoga Monument and Gerald B. Solomon National Cemetery.
- Stark's Knob - The top of Stark's Knob in Northumberland, which can be accessed by a short trail through the woods, provides terrific views of the Hudson River Valley and Green Mountains of Vermont.
- Dix Bridge - From either side of the Hudson River, the Dix Bridge provides a good view of the Hudson and the lands on opposite shores.



## SECTION II: INVENTORY AND ANALYSIS

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- Denton Preserve - The Denton Wildlife Preserve walking trails provide opportunities to view the Champlain Canal from the trails.
- Ferry Lane in Easton - Where Ferry Lane meets the Hudson River in Easton provides a vantage point for viewing the Saratoga National Historical Park across the River.
- Beaverkill Conservancy Easement - The Saratoga National Historical Park can be viewed from the Beaverkill Conservancy/Open Space Institute site in southern Easton on the Hudson River.

### K. TOPOGRAPHY AND GEOLOGY

#### Soils



Soils along the Saratoga County<sup>12</sup> waterfront are generally of one distinct pattern of soils known as the Hudson-Rhinebeck-Manlius series. These soils were deposited as a result of a temporary ice melt lake that formed in lowlands. Glacial Lake Albany deposited fine to coarse sand as well as gravel to the length of the Hudson included in this waterfront revitalization area. According to the Soil Survey, the Hudson and Manlius series which are most commonly found in Northumberland are generally found along gently to steeply sloping lands in the Hudson Plain. The Hudson soils are found along the steep slopes while the Manlius soils are found on the tops of and sides of ridges of more rolling hills. The Hudson soils are fine textured lake-laid silts and clays that are well and moderately well drained. The Manlius soils are folded and tilted shale and slate. Runoff is rapid, but internal drainage is slow. Instability and slow permeability of the subsoil limit both agricultural use and development possibilities. Recreational uses are also limited in the location of the Hudson soils due to steep slopes which are susceptible to erosion but, are suitable for Manlius soils.

Along the Hudson River flat bottom, Teel and Tioga soils and are the most common soil types for the Town of Saratoga, Villages of Schuylerville and Victory subareas. These soils are well drained and moderately well drained soils formed in recent alluvium on floodplains along both streams and rivers. These soils can be particularly prone to flooding and therefore limit development possibilities; however, they are suitable agricultural uses and for recreation purposes.

Soils along the Hudson and Batten Kill in Washington County<sup>13</sup> have not been updated since then and therefore names and associations of soils in Washington County may not be entirely compatible with Saratoga County. According to the 1972 soil survey, the Hamlin-Teel soils dominate the eastern shore of the Hudson River in Easton and Greenwich. These soils are deep, somewhat poorly drained through well drained, medium textured soils formed in recent alluvium. They are high in silt and very fine sand along both streams and rivers. These soils have severe limitations on development as they are prone to flooding but they are valuable agricultural soils.

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<sup>12</sup> The Soil Survey of Saratoga County, New York issued in 2004 was produced by the USDA, Natural Resources Conservation Service in cooperation with Cornell University.

<sup>13</sup> Soil Survey of Washington County, New York Issued in 1972 was produced by the USDA, Natural Resources Conservation Service in cooperation with Cornell University.



East of the Hudson flat bottom soils are the Hudson-Rhinebeck and Hudson and Vergennes series. These soils are described as deep, moderately well drained and somewhat poorly drained, medium-textured soils located in the Hudson River Valley south of the Batten Kill. The Hudson-Rhinebeck group is mainly sloping or gently sloping which have moderate to severe development limitations with some agricultural value. Development of passive recreational uses and trails would have moderate development limitations where the slope is not an issue, however, almost all other development would be severely limited by slopes and slow permeability. The Hudson-Vergennes group are found on steep slopes where all development and cropping would be severely limited. Only limited grazing and woodlands are suitable.

Along the Batten Kill soils are of the Oakville-Otisville association. These soils are nearly level and gently sloping sandy deltas. Oakville soils are deep, excessively drained sandy soils while the Otisville series is very gravelly. Development limitations are generally slight to moderate with the exception of running pipelines and some recreational uses (golf courses and athletic fields) which may have severe limitations due to the amount of sand and gravel.

### **L. FLOODING AND EROSION**

The Hudson River Floodplain runs the length of both sides of the Hudson River through the Old Saratoga Waterfront Revitalization communities. The entire waterfront revitalization boundary on the western side of the Hudson is within the 100 Year Floodplain. A significant portion of the eastern side of the Hudson within the Waterfront Revitalization boundary is within the 100 Year Floodplain.<sup>14</sup>

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<sup>14</sup> Digital maps of floodplains do not exist.

### M. FISH AND WILDLIFE

According to the New York State Department of Environmental Conservations Division of Fish and Wildlife, which maintains a species and habitat database for the state, there are no endangered, threatened or special concern wildlife species, rare plant, animal or natural community occurrences or significant habitats in the waterfront area boundary. This does not necessarily mean that these do not exist, but rather that the files currently do not have any information that indicates their presence. In-site surveys may still be necessary to assess the impact of specific projects on plants and animals as required under the State Environmental Quality Review Act (SEQRA).

Fish species for the Hudson River, Batten Kill and Fish Creek are detailed in Table 5.

### N. IMPORTANT AGRICULTURAL LANDS

Most of the Old Saratoga Waterfront and the communities within which the Hudson River waterfront is a part are predominantly agricultural or rural landscapes. With the exception of the Schuylerville and Victory subareas, active or nonactive agricultural uses dominate land use within the waterfront revitalization area boundary.

#### Prime Agricultural Soils

West of the Hudson, much of the land south of the Village of Schuylerville is considered prime agricultural lands as it is predominately Teel and Tioga soil types. In Northumberland, soil types are more complex and while there are areas of Teel and Tioga along the portions of the River, the Hudson-Rhinebeck-Manlius soil series predominate and most of these are not considered prime agricultural soils. Nonetheless, are large portion of the lands along the Hudson River are used or were recently used in agricultural production making them important agricultural lands.

East of the Hudson, much of the land would be considered prime agricultural land due to the soils, terrain and current or recent use in agricultural production. With the exception of a stretch of the Hudson from just north of

**Table 4: Fish Species**

	Hudson River	Battenkill	Fish Creek
American Eel	X	X	
Black Crappie	X	X	X
Blacknose Dace		X	
Bluegill	X	X	X
Bluntnose Minnow	X	X	
Brook Trout		X	
Brown Bullhead	X	X	
Brown Trout		X	
Carp	X		
Central Mudminnow	X		
Chain Pickerel	X	X	X
Common Shiner		X	
Creek Chub	X	X	
Cutlips Minnow	X	X	
Fallfish	X	X	
Golden Shiner	X	X	
Lake Chub		X	
Largemouth Bass	X	X	X
Longnose Dace		X	
Northern Pike	X	X	X
Pumpkinseed	X	X	X
Redbreast Sunfish	X		
Redbreast Pumpkinseed	X		
Rock Bass	X	X	X
Slimy Sculpin		X	
Smallmouth Bass	X	X	X
Spottail Shiner		X	
Tessallated Darter		X	
Walleye	X		X
White Sucker	X	X	
Yellow Bullhead	X		
Yellow Perch	X	X	X

the Flatley Brook from to just south of NY 29 from CR 113 east is an area of soils (Hudson and Vergennes soil types) that are often subject to steep slopes making it very difficult to use for agricultural purposes. With that exception, most of the soil types (Teel-Hamlin) along the Hudson River, range from few limitations except season flooding to “some of the most productive in the county.”<sup>15</sup> In land from the confluence of the Hudson and Batten Kill rivers there is a swath of soil (Oakville-Otisville) running from north of the Batten Kill in Greenwich to well south of NY 29 in Easton that is much less suitable for farming due to its gravelly and sandy composition.

### **Agricultural Land Conservation**

In 1997, the Saratoga County Agricultural and Farmland Protection Board proposed a farmland protection plan for Saratoga County. The plan established a set of goals to achieve better understanding of the various agricultural practices found in Saratoga County and their contribution to the county’s economy and quality of life. The Farmland Protection Board is comprised of farmers, county agencies and community organizations, all of whom have worked together to develop a plan to promote and



enhance the economic viability of Saratoga’s agricultural sector by protecting the natural resource base upon which it depends. This plan identifies and recommends various land-use tools and methods, which if adopted by local governments would provide protection for farmers and their land. Some of the tools recommended in the plan include local Right to Farm Ordinances, Average Density zoning, Purchase of Development Rights, Tax Abatements, Conservation Easements, and Cluster or Conservation subdivision designs.

All of the Northumberland sub-area is in the Saratoga County Consolidated Agricultural District No. 1. Almost all of the Saratoga sub-area except some parcels just south of Victory and Schuylerville are in a Consolidated Agricultural District. Much of the Easton sub-area is within the Washington County Consolidate Agricultural District No. 3. Only one farm on Route 4 in the northern end of the Greenwich sub-area is in an agricultural district.

In Washington County (and northern Rensselaer County) the Agricultural Stewardship Association (ASA) has developed a very effective agricultural land conservation program. The ASA, a not-for-profit, has helped landowners to conserve over 5,420 acres of land producing food, fiber and forest products by placing those lands under conservation easement. These lands have been protected primarily through the donation of development rights (DDR) and purchase of development rights (PDR), in cooperation with the Washington County Agricultural and Farmland Protection Board, the State of New York and the United States Department of Agriculture. Since 2002, ASA has worked in partnership with The Conservation Fund on high priority farmland protection projects. The Conservation Fund is a national conservation organization that helps local, state and federal agencies, and nonprofit organizations work with willing landowners to protect working landscapes, open space, wildlife habitat, public recreation areas, river corridors and historic places. ASA is a partner of the Land Trust Alliance of the

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<sup>15</sup> USDA soil conservation Service, Soil Survey of Washington County, NY 1972 p.

## SECTION II: INVENTORY AND ANALYSIS

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Northeast. The Land Trust Alliance of the Northeast is a regional branch of the non-profit organization created in 1982 to promote voluntary private land conservation. The LTA represent more than 1,500 land trust across America providing services and sharing information and resources to land trusts. LTA services include training, publications, lobbying, providing an electronic resource library for members, partner with NYS for the NYS Land Conservation Partnership grant program.

### O. NAVIGATION AND DREDGING ISSUES

#### **Navigation**

There are no navigation issues related to the Hudson River. According to the Village of Victory Comprehensive Plan, Fish Creek is too shallow and the current too rapid for any navigation. The Batten Kill is navigable for kayaking and canoeing.

The Champlain Canal is navigable from May to mid-November. Locks are operated daily from 7a.m. to 10p.m. with restricted hours in early May and November. The canal has a 17 feet clearance and is 9.5 feet deep. The width of the canal allows for boats and barges up to 296' long and 43.5 feet wide. Efforts are currently being made to improve the depth to its original depth of 12 feet. There are three bridges within the waterfront revitalization boundary area that may hinder clearance if the water level is higher than normal, however, the minimum height does not drop below 15.5 feet for any of the bridges.

#### **Dredging**

##### *Hudson River*

The Hudson River from the New York Battery north to Hudson Falls has been identified by the Environmental Protection Agency as a superfund site due to PCB contamination. Dredging the PCB contaminants from the Hudson River between the Troy Dam and Fort Edward is scheduled to commence in approximately 2007. It is important that navigation channels in the Hudson River and Champlain Canal be maintained or improved from this project.

##### *Champlain Canal*

It has been proposed that the canal be dredged at the Schuylerville canal basin for recreational purposes to allow for navigation of larger recreational boats. From an infrastructure standpoint, it has been proposed that the canal basin be dredged because the current sediment build-up may be causing flooding of Red's Road from sediment-clogged culverts.



## SECTION III: VISION, GOALS, PROJECTS AND USES

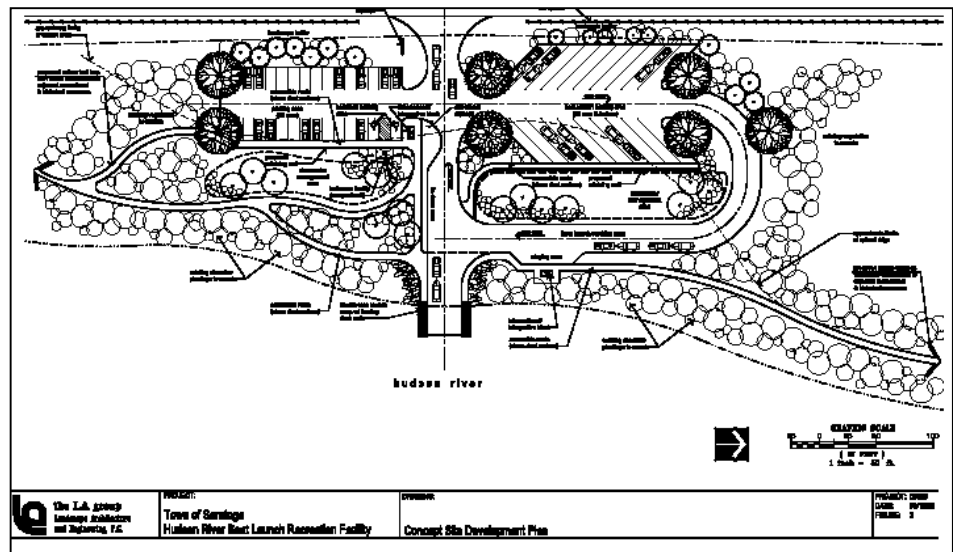
The Vision of *Old Saratoga on the Hudson* is to unite the communities along both sides of the Hudson River in the historic region known as “Old Saratoga” in one revolutionary, regional effort to protect the area’s extraordinary beauty, history, and heritage while enhancing the quality of life and economic stability of the people who live here today and for those who will follow. The goals of the projects and uses described below are to:

- Celebrate and restore the area’s waterfront heritage;
- Foster sustainable economic development;
- Connect the community’s past with its future;
- Work to protect the area’s rural and scenic landscape; and
- Promote well planned, proportioned, high quality tourism development.

### OBJECTIVE 1: ENHANCE PUBLIC ACCESS TO WATERFRONT

#### 1.1 Develop formal boat launch off Route 4 in Saratoga.

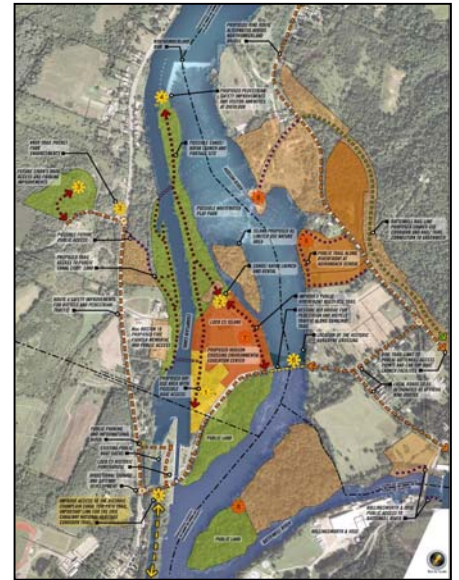
This project involves the development of a formal boat launch and park amenities on the Hudson River on Route 4 just south of Coveville. The Project involves the design, permitting and construction of a two-lane public boat launch with restrooms, a separate canoe/kayak launch area, a nature trail loop, parking for 28 vehicles plus 20 vehicles with trailers, an information kiosk,



landscaping, and picnic area. The purpose of the project is to provide the public an access point to the Hudson River. This land, owned by NYSDOT, has historically been used as an informal launch site for small boats. NYSDOT has agreed to issue a Use and Occupancy Permit for the Town of Saratoga to build and operate this recreational facility. This site is also in close proximity to a linear stretch of land owned by the Town or in the process of being acquired by the Town on the cove waterfront that, once assembled, will enable the Town to develop a town park (see below) and multi-use trail that could eventually connect with the boat launch site.

## 1.2 Implement the Hudson Crossing Park initiative at Lock C5 Island Park.

Hudson Crossing Park is proposed to be developed on Lock C5 Island owned by the NYS Canal Corporation. Presently there is a towpath and boat launch on the site but use is limited. Improved access to the Hudson River would be afforded directly and indirectly with an improved system of trails, overlooks and boat launch improvements. Specifically, an existing canoe/kayak launch on Lock C5 Island would be improved and signage installed to increase the accessibility and visibility. Trail improvements will include resting points and overlooks, increasing the public's enjoyment of this important aesthetic resource. Interpretive signage will highlight the important natural, cultural and historical features of the landscape. A day-use area is planned for the southern portion of the island in the vicinity of Lock C5 and the Canal. Included in the day-use area would be a network of connecting trails, picnic sites, pavilion and children's play area, designed to function in a similar manner as a State Park public use area. The area would provide a convenient location for boaters, bicyclists, naturalists, tourists and passers-by to rest and enjoy the local scenery and historically significant grounds.



The development of an Environmental Education Center (EEC) at Hudson Crossing Park is also proposed for Lock C5 Island. The EEC, a project currently being spearheaded by Hudson Crossing Park Inc., is intended to address a prominent issue in the heritage of conservation and land use practices, achieving an appropriate balance of sound environmental planning and sustainable economic development. The EEC is envisioned as both an incubator for the growing study and practice of environmentally sensitive ecology, and a necessary catalyst to help jump-start a community toward economic redevelopment. The Center's mission is: *'To promote the sensitivity of our connection with nature, to ensure that future generations, as well as present, learn that the environment is not ours to be used, but is an integral sustaining force in our every day lives.'*

Four main components will make up the Center's program: the Visitor Center for Hudson Crossing, the Education Wing, the Research Incubator, and the Great Hall. The proposed facilities include a 40,000 square foot structure with an accompanying 3,000 square foot outdoor amphitheatre and a 14,400 square foot outdoor patio. These spaces along with outdoor gardens and an extensive trail system within the park will make this center a valuable resource for the local community and the greater Capital District.

The facility will serve as a destination attraction for the community, helping to tie together Hudson Crossing Park, the Route 4 Scenic byway and the broader Schuyler Park network.



## SECTION III: VISION, GOALS, PROJECTS AND USES

### 1.3 Advance approved improvements to Fort Hardy Park including renovation and expansion of the riverfront boardwalk.

This 22 acre site is an extremely important historical and recreational resource for the community. Also known as the “Field of Grounded Arms,” it is the location where the troops under the command of British General John Burgoyne “grounded their arms” on October 17, 1777 as part of the “Articles of Convention” which ended the Battles of Saratoga, marking the “Turning Point” of the American Revolution. Bordered on one side by the Hudson River and the other by the Old Champlain Canal and towpath, the park serves as the community’s largest and most centrally located public park serving multiple uses from little league baseball to boating. It is also the site of the Village of Schuylerville’s Visitor Center.

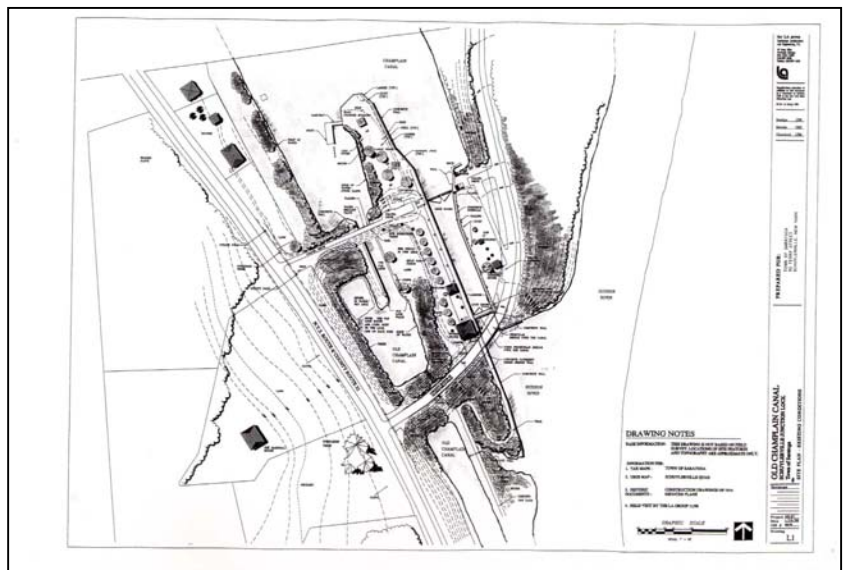


The historical value of the park has led the Saratoga National Historical Park to include Fort Hardy Park in its Alternative Transportation Study. The study recommends interpretative elements for the Field of Grounded Arms throughout the park including memorials and exhibits, the renovation of the existing boardwalk on the Hudson River and the construction of a regional visitor center. An archeological study of the park is needed.

The riverfront boardwalk project involves the renovation and expansion of an existing boardwalk on the Hudson River located in Fort Hardy Park. The project proposes renovating the existing boardwalk which is 150 feet long and constructed of treated lumber with 2x6 decking. The decking is in disrepair and requires significant annual maintenance. It is proposed that the walkway be expanded an additional 750 feet to connect a gazebo and performance stage at the southerly end with a boat launch at the northerly end of the park. This walkway would be far more functional than the short stretch that currently exists.

### 1.4 Implement the Lock 5 basin rehabilitation and hand lock restoration project.

The old junction lock represents the interface between the Old Champlain Canal and Lock 5. An earthen dam has been constructed to allow vehicles to travel across the dam. Neither the southern nor northern set of doors is in place. One set is located on the ground adjacent to the lock and the other is in the basin just south of the lock. The other lock elements are in poor and deteriorating condition. The project would repair and restore the lock to its original operating condition and open the





watercourse to canoes and kayaks from the current Champlain Canal through the restored lock, down the Old Champlain Canal and into Schuyler Harbor (see action 6.5). This work includes the removal of the earthen dam, dredging of the basin area, removal of the existing set of lock doors, repair of the lock's concrete walls and the lock spillway, the construction and installation of new lock doors as replicas; the removal and replacement of the existing pavement and steps adjacent to the lock, and the installation of a pedestrian bridge over the lock.

### **1.5 Develop a Town park in Coveville.**

A park is proposed to be developed by the Town of Saratoga on a town-owned 13 acre site on a cove in the Hudson River in the hamlet of Coveville. An old towpath currently exists at the site. The park would include picnic tables and park benches and the towpath would be improved and extended if additional land is acquired. As next steps, the town is undertaking a property survey and will be clearing the property for a multi-use trail and picnic area with River access. Ideally, this park would be linked to a boat launch site (see boat launch project above) to the south through the acquisition of additional land or easements by the town.

### **1.6 Investigate potential for developing a formal boat launch and other recreational opportunities in Easton.**



The only boat launch in the Town of Easton is an informal boat launch on the Battenkill on property owned by the Hollingsworth and Vose Company. There is no direct public access to the Hudson River. This project involves developing a formal boat launch on the Hudson River at a site to be determined. There are a couple of possible locations for the boat launch that will require further investigation for feasibility including the Stillwater Rod and Gun Club, a town right-of-way at the end of Ferry Lane or on an existing riverfront conservation

easement owned by the Open Space Institute/Beaverkill Conservancy. All of these sites are off Route 113 at the more southerly end of the sub-area. The Rod and Gun Club has river frontage that was formerly used for gatherings and events. These facilities are no longer in use but could be reopened for the public along with a boat launch. This would be an excellent site as it is located directly across from Saratoga National Historical Park on the Saratoga side of the River. The Town right-of-way site is small with just enough property for a turn around spot and a little parking. Ideally there would be additional access on adjacent properties. The third site is a conservation easement owned by the Open Space Institute (OSI)/Beaverkill Conservancy on the riverfront portion of a large, privately owned parcel. The site was originally owned by Niagara Mohawk Power Company and later controlled by the State. A state boat launch was proposed but never came to fruition and the State later offered a riverfront easement to the Town of Easton for its development into a marina. At the time, the Town of Easton declined the offer as it was without the financial resources to build or maintain such a marina. While a marina is still financially unlikely, development of this parcel into a public park and boat launch that does not require staffing may be feasible.

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### **1.7 Work with property owners of “MacBoston” property to acquire canal frontage.**

The “MacBoston” property is a brownfield site that has important canal front access which the Town of Northumberland would like to acquire. The site is located opposite Lock C5 Island which is the primary site for the proposed Hudson Crossing Park projects. The property is supposed to be transferred from the current owner to MacBoston 18 Truck, a non-profit organization dedicated to honoring deceased firefighters. MacBoston would then give Northumberland the canal front property for a park/public access.

### **1.8 Evaluate potential for creating a park/waterfront access on “Georgia Pacific Site” in Greenwich (see also 6.6).**

The “Georgia Pacific” property is a privately owned 127.5 acre vacant former industrial/commercial property, a portion of which is on the Hudson River. The property is presently for sale and is located in the hamlet of Thomson. According to the Town of Greenwich Comprehensive Plan, the hamlet of Thomson is identified as one of several “growth hamlets” which are described as hamlets that will protect historic resources, while integrating new housing types; they are walkable communities with housing commercial services and jobs in a moderately dense setting.<sup>16</sup> The Georgia Pacific site has been specifically mentioned in the Town Comprehensive Plan as a site “which may redevelop as a park or mixed-use development.”

In general, the Comprehensive Plan identifies riverfront parks as a goal of the Comprehensive Plan. The Plan states that the Town is supportive of residents’ efforts to develop additional riverfront parks; the efforts of residents within the Growth Hamlets of Thomson and Clarks Mills to develop a Riverfront Heritage Park; and a possible connection to the Hudson Crossing Park in Schuylerville, across a restored Dix Bridge.<sup>17</sup> The Plan further states that the Town supports recreational access to the Hudson River including a boat launch, fields and active play areas and provisions for a future beach.<sup>18</sup> Evaluating the Town’s interest in this site for a park and feasibility for redevelopment as a park or other use will assist town planners in identifying appropriate zoning for this site and working with the current or prospective owners of the site to accomplish Town goals for this important property.

### **1.9 Conduct a feasibility study and master plan for the Schuylerville Harbor Project.**

The goal of the Schuylerville Harbor project is to restore approximately one mile of the old Champlain Canal, the harbor at the Schuylerville business district, and the existing junction lock at the northern boundary of the Town of Saratoga to provide a base for economic development in the Villages of Schuylerville and Victory. A feasibility study and master plan has only been conducted for Phase One of the project.

Phase One of this project is the restoration of the old lock and approximately 1/10 mile of the canal and installation of docks upstream and downstream of the lock. (See action 1.4 for more details.)

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<sup>16</sup> Town of Greenwich Comprehensive Plan, 2004 p.49

<sup>17</sup> Ibid p.50 & 51

<sup>18</sup> Ibid p.54

Phase Two of this project would open the canal as far south as Route 29 (Ferry Street) in Schuylerville, another 6/10 mile. This involves restoring the bridge on Clarks Mills Road in the Town of Saratoga, and restoring the original seven foot depth of the canal as far south as the Town Hall in Schuylerville. Clarks Mills Road is a county road which allows access to Canal Lock #5. The road is about ½ mile long and dead ends at a closed bridge over the Hudson River. The present canal depth, due to runoff sedimentation, is about two to three feet. Sufficient sediments need to be removed to restore the canal to the original 7' depth. Approximately 28,000 cubic yards of sediment need to be removed. Trees and brush will need to be cleared on the banks currently owned by the NYS Canal Corporation. To create access to downtown Schuylerville a dock will be required. This phase requires a feasibility study and master plan.

Phase three includes opening the canal from Route 29 to the dam at Fish Creek, the final ¼ mile, along with restoring the existing harbor. Restoring the harbor includes dredging the Canal where it passes under Route 29 and building foot bridges at Liberty, Spring and Saratoga Streets; and overnight docking in the immediate area of the Historic Junction Lock, along the east side of the Old Champlain Canal and in the harbor in the Village of Schuylerville. The three docking facilities would provide dock space for about twenty five vessels of the 25 to 40 foot size most common for canal vacationers. This phase requires a feasibility study and master plan.

### **OBJECTIVE 2:       CREATE NEW AND IMPROVED PARKS AND RECREATIONAL OPPORTUNITIES.**

- 2.1     Develop a series of interpretive pocket parks in the Old Saratoga area. Many historically significant sites in the Old Saratoga area have not been interpreted to their fullest and are good opportunities for pocket parks. Several key sites have been identified as appropriate for pocket park development, including:**
- French and Indian War Forts/Burgoyne Sword Surrender Site - A pocket park is proposed to be developed by the Town of Saratoga on the west side of Route 4 at the highway right-of-way. The site can accommodate a parking area, pull-off and interpretive signs. The park would be located on the approximate site of French and Indian War forts and also provide scenic viewsheds of the Hudson River. The pocket park is an ideal location for an informational gateway to the region. This pocket park is identified and supported in the Saratoga National Historical Park Alternative Transportation Study. The historical context of the site would be interpreted for visitors to the park.
  - Develop a Pocket Park at Schuyler Saw Mill on Fish Creek - This proposed pocket park on Fish Creek would be located on a parcel currently owned by the Village of Victory. The parcel has a great view of Fish Creek and is the site of the old Schuyler Saw Mill providing an opportunity for interpretation of the mills and the development of the Village. A concept plan for the park has been developed.
  - Colonel Morgan Park - located on County Road 338 between Route 29 and the Saratoga Monument. This site offers views of the Old Saratoga area along with a New York State Museum marker and a cemetery.

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- American Lines- this site is located at the intersection of Route 29 and County Road 338, offering a gateway to visitors arriving in Schuylerville from the west. There is a sign here listing the attractions in the Old Saratoga area. Suggestions for improvements to the site include silhouettes of soldiers and a walking path.
- German and Canadian Encampments - This site is located on Route 29 in Schuylerville, west of Route 4. The site can be used to interpret the encampment of British forces and the nearby railroad station.

### 2.2 Formally open Victory Woods for public visitation.

Victory Woods is a 22-acre forested tract owned by the National Park Service as part of the Saratoga National Historical Park and is the place where the British retreated for safety after the Battles of Saratoga. The remains of the British defensive entrenchments are still visible on the hillside. Presently Victory Woods is not a formal park site within Saratoga National Historical Park. The Saratoga National Historical Park included enhancements to this site for public visitation and improved linkages to the site in its General Management Plan.

### 2.3 Implement improvements to Stark's Knob site to foster increased visitation.

This project involves enhancement to public access of Stark's Knob. Stark's Knob is a natural geological feature rising above the Hudson that also has historical significance as a lookout point during the wars. The lower trail at Stark's Knob was previously enhanced with selective clearing and interpretive signage. Additional improvements to a small parking/pull-off area will enhance the site's visibility and accessibility.



The trail leading to the top of Stark's Knob is currently unimproved, fairly steep and absent amenities that would make it considered "accessible." Additional funding would enable improvements that include a new trailhead with small handicap parking area and an accessible trail leading to the top of Stark's Knob. Additional funds would also make possible the addition of a stone wall and overlook platform at the top of the formation, and the addition of interpretive signage that enhances the understanding of the area's historical features.

## OBJECTIVE 3: DEVELOP A REGIONAL NETWORK OF MULTI-USE TRAILS.

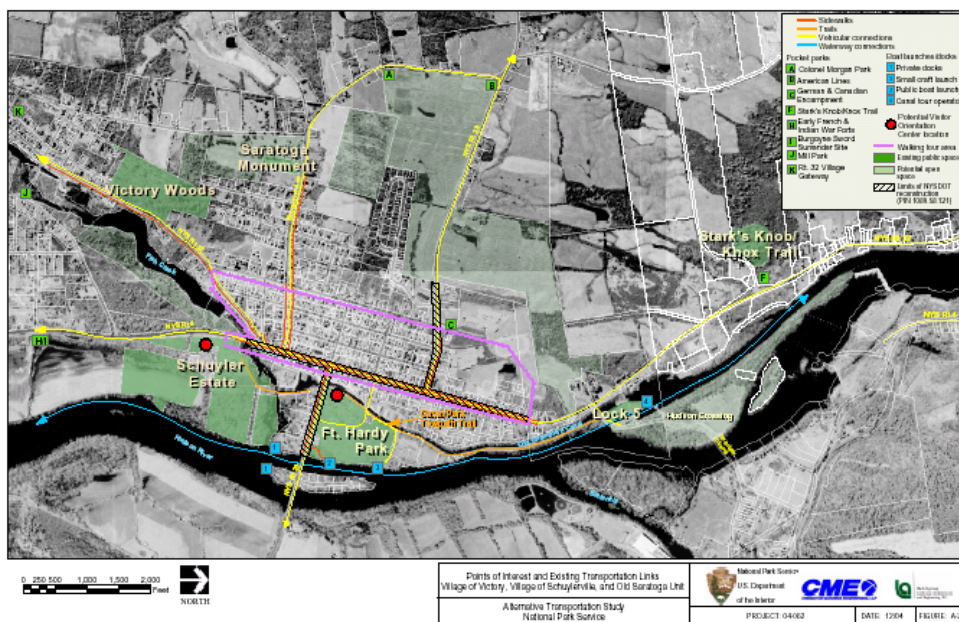
### 3.1 Develop the "Schuyler to Victory" trail connecting Schuyler House with Victory Woods.

This project develops a trail connecting Victory Woods to Fish Creek, the Champlain Canalway Trail (see 3.4), Schuyler House, Saratoga Monument, and the Surrender Sites. The trail could serve as a recreational trail that interprets interesting stories of Schuyler's commercial operations. Establishing a trail connecting these sites would also create more foot traffic for local retailers and businesses.

### 3.2 Work with Saratoga National Historical Park (SNHP) to implement its plan to better connect all of the SNHP sites.

The goal of the Saratoga National Historical Park Alternative Transportation Study is to “enhance the visitor experience and understanding of the historic context of SNHP while protecting the Park’s natural and cultural resources. The ATS is also intended to link the Park’s resources with other local historical and recreational assets.”<sup>19</sup> The following recommended activities related to the waterfront revitalization area are included in the Alternative Transportation Study:

- Reconstruction of sidewalks along Broad Street and Spring Street and new sidewalks on Ferry Street within Schuylerville.
- A multi-use trail connecting the Battlefield Unit (in Stillwater) with the Old Saratoga Unit in Saratoga.
- A soft surface trail connecting Saratoga Monument with Victory Woods.
- A small parking lot with direct access to Victory Woods
- Future consideration of transit service (by bus and/or by water) between Old Saratoga Unit sites and the Battlefield when there is increased visitation to the Old Saratoga Unit sites.



### 3.3 Develop a multi-use trail at the proposed Town of Saratoga Park in Coveville.

(See action 1.4)

<sup>19</sup> Saratoga National Historical Park, *Alternative Transportation Study Phase II*, PIV-3

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### 3.4 Develop the Saratoga segments of the Champlain Canal towpath.

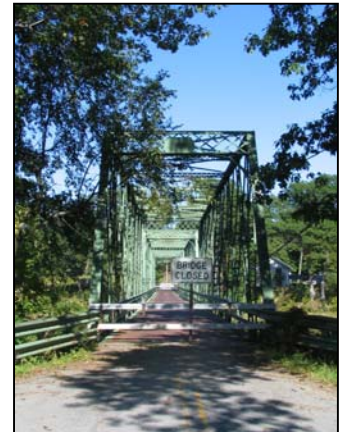
The Project consists of the design, permitting and construction of two sections of bicycle/ pedestrian trails along the Old Champlain Canal Towpath on lands owned and located in the Town of Saratoga. Both trail segments are part of the proposed Champlain Canal Trail that stretches from Waterford to Montreal. The first section is approximately 4,000 linear feet long. This trail is located in approximately three miles south of the Village of Schuylerville between Route 4 (east side) and the Old Champlain Canal from just north of the intersection of County Route 69 to south of Furlani Drive. The second trail section is approximately 1,500 linear feet and is located between Route 4 (west side) and the Old Champlain Canal from the intersection of Wilbur Road and Route 4 south to the Town of Stillwater border.

### 3.5 Improve trail to the top of Stark's Knob.

(See action 2.6)

### 3.6 Renovate the Dix Bridge for pedestrian and non-automotive use.

The Dix Bridge represents an important historical and cultural landmark. Built in honor of Governor Dix's daughter, the bridge was provided as a means of free passage between Schuylerville and points east across the Hudson River. All other local crossings were at the time toll bridges. Dix Bridge has been closed for some time due to the structural integrity of its support system. The Route 29 Bridge in the Village of Schuylerville and the NYS Route 4 steel deck bridge are the only local connections between Saratoga and Washington Counties. The NYS designated bike route along NYS Route 4 currently directs bicyclists across the Northumberland Bridge, which is both narrow and non-bike friendly.



### 3.7 Improve safety of County Route 113 in the Town of Easton for motorists and cyclists.

Route 113 is a scenic rural road with wonderful viewsheds of the Hudson River and Saratoga's rolling hills across the River as well as Easton's own rural landscape with wonderful homes dating prior to 1850. Because of its scenic beauty and generally low traffic, Route 113 has become a popular touring route for cyclists. Unfortunately, the road is in need of resurfacing and guardrail replacement at some locations where there is a significant drop-off. Adding signage along the roadway cautioning motorists of cyclists using the roadway would improve the safety of cyclists on the road as it is rather winding and hilly with many blind spots. Further, adding a shoulder to the road wherever possible during resurfacing would improve the safety of the route for cyclists and motorists.



**3.8 Develop a regional trails map for visitors.**

Create a trails map pamphlet for the region highlighting all trails and providing quick tips on amenities, points of interest and destinations. This pamphlet should be made available on the internet and also distributed to visitor centers, retailers and elsewhere.

**OBJECTIVE 4: PROTECTION OF SENSITIVE WATERFRONT, OPEN SPACE AND AGRICULTURAL RESOURCES.**

**4.1 Adopt sound land management practices that preserve rural character, conserve open space and protect natural resources.**

Communities across the country grapple with the desire to maintain rural character as they face development pressure and the disappearance of traditional agricultural industries and this region is no exception. There are a growing number of land management and preservation tools used by communities to meet this challenge. While some of the Old Saratoga communities have developed these land management practices, some are still shaping their land management policies and practices. Establishing land use regulation in a municipality can be the most cost effective way to protect a community's character. Careful planning, land use regulation and other land management practices can allow for growth and development while protecting community resources and character. Rural character and natural resources may be preserved through the use of overlay districts, conservation subdivision design, conservation and agricultural land use districts, and conservation easement programs such as purchase of development rights and transfer of development rights programs.

- Overlay Districts are used as a framework for conservation or development of special geographical areas. It places additional restrictions on zoned areas and is often used to control density, grading, ridgeline development, and vegetation. Overlays can be very effective for sensitive environmental areas, waterfronts, and for viewshed protection.
- Conservation subdivision design is an enhancement of the cluster development concept that enables land to be developed while simultaneously preserving community character, reducing environmental impacts, protecting the rights of property owners, and enabling a developer to benefit from a high-quality project. A conservation subdivision design accomplishes these goals through a creative design process that identifies primary and secondary conservation areas. Wetlands, floodplains, and steep slopes, in addition to a large portion of the flat, dry, and otherwise buildable land are set aside within those conservation areas from clearing, grading, and construction. Instead, lot sizes are reduced and the allowed development is arranged to "fit" onto the unconstrained land.
- An agricultural zoning district is a zoning district designated for a portion of the municipality where agricultural uses are permitted as of right and non-farm land uses either are prohibited or are allowed subject to limitations or conditions imposed to protect the business of agriculture.
- A conservation easement is a voluntary agreement between a private landowner and a municipal agency or qualified not-for-profit corporation to restrict the development, management, or use of



land. The agency holds the interest and is empowered to enforce its restrictions against the current landowner and all subsequent owners of the land.

- A “purchase of development rights” (PDR) program allows a municipality to pay a landowner for restricting the future use of the land. The restriction usually takes the form of a conservation easement under which the landowner retains title to the land and the municipality gains the right to enforce the restriction that the easement imposes on the land’s development. The cost of the development rights is the difference between the value of the land with the development restriction on it and the value of the land for its “highest and best use,” which is usually commercial or residential development. In exchange for placing the development restriction on the property, the owner receives a number of tax benefits including reduced property taxes and estate taxes.
- The transfer of development rights (TDR) is an alternative strategy to purchasing land. TDRs preserve scenic areas by transferring, or “sending,” development rights from sensitive lands to “receiving” areas marked for growth. Most TDR programs offer incentives such as increased density, faster permit processing, less stringent design review, or tax breaks to encourage developers and landowners to take advantage of the program.

### **4.2 Protect water resources by adopting land management practices that minimize impacts on waterways, wetlands and riparian areas.**

Through the adoption of various land management practices, additional standards for development are placed on zoned areas controlling such things as density, grading, ridgeline development, and vegetation. These restrictions can be in the form of development standards, overlay districts, conservation districts or performance standards.

Further, non-point source pollution of water resources must be addressed. Non-point source pollution is pollution that originates from sources that are not localized or easily identifiable. Non-point source pollution includes runoff from urban areas and agricultural operations. Limiting non-point sources of pollution can be accomplished by the following: reducing or eliminating the introduction of materials which may contribute to non-point source pollution; avoiding activities that would increase storm water runoff; controlling and managing storm water runoff; retaining or establishing vegetation or providing soil stabilization; and preserving natural hydrologic conditions through maintenance of natural water surface flows, retainage of natural watercourses, and drainage systems.

### **4.3 Establish regional collaboration to protect important viewsheds and their vantage points.**

The rural landscapes and riverfront beauty of the Old Saratoga waterfront is one of the region’s biggest assets for residents and visitors. Agricultural land use and a lack of development have preserved the region much as it was when it played a pivotal role in the Country’s development in the 18<sup>th</sup> and 19<sup>th</sup> Centuries. Views from historic battlefields and strategic battle locations appear largely as they did to the battle participants during the Battles of Saratoga. As agri-tourism and heritage tourism industries continue to gain momentum, preserving the region’s

history and rural agricultural landscape are key elements for the region's quality of life, heritage and tourism industry.

In the Inventory and Analysis (Section II) of this Waterfront Plan and through many existing and ongoing planning activities including local Comprehensive Plans, the Saratoga County Green Infrastructure Plan, the Northumberland and Saratoga Open Space Plan, the Battles of Saratoga Preservation and Scenic Viewsheds Protection Project and others, many important viewsheds and vantage points have been identified or will be identified. As these viewsheds are identified, it is important for the host community and host vantage point communities to work together to protect these viewsheds through land use regulation techniques such site plan review, design guidelines, scenic overlay districts (which place additional development restrictions on zoned areas that contain important viewsheds), sign ordinances that prohibit billboards, subdivision regulations that support land conservation and resource protection and conservation easement programs (see action 4.1 for explanation of these techniques).

#### **4.4 Continue to protect the Denton Wildlife Preserve in Greenwich.**

The Denton Wildlife Preserve is a 370 acre wildlife sanctuary on the Hudson River and Route 4 containing forests, swamps, open thickets and grassy barrens. The preserve was donated to The Nature Conservancy in the 1980s. There are two trails in the preserve: a loop trail (Millie's Mile) is about two-thirds of a mile long and a second trail (Burger Loop) is 1.3 miles long. There are viewsheds of the Old Champlain Canal and an old lock within the preserve.

It is important that Town land management practices and land uses in the area surrounding the preserve protect rather than threaten the important habitats of the Preserve. Appreciation for the Preserve might be enhanced through trail improvements within the preserve.

### **OBJECTIVE 5: INCREASE HERITAGE PRESERVATION ACTIVITIES.**

#### **5.1 Continue working with Saratoga National Historical Park to enhance the visibility of existing park sites in Schuylerville and Victory and make improvements.**

The Saratoga National Historical Park General Management Plan (2004) identified several objectives associated with the Old Saratoga Unit sites in the waterfront revitalization area to enhance visitation, including:

- Establish multi-modal linkages among Old Saratoga Unit sites and the Battlefield
- Improve amenities at park sites such as Victory Woods and the Schuyler House
- Create additional interpretive sites
- Assist the SNHP in establishing an Old Saratoga Unit information center in Schuylerville

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### **5.2 Continue to work with the Erie Canalway National Heritage Corridor and the Lakes to Locks Passage to recognize the region's importance in the canal corridor and coordinate projects celebrating the canalway's heritage.**

The Erie Canalway National Heritage Corridor and the Lakes to Locks Passage are both exciting designations for the Old Saratoga region as they provide great opportunities for promoting the story of the region and its national historical significance. The Old Saratoga communities will coordinate with Lakes to Locks and Erie Canalway staff on historic preservation, recreation, and economic development projects.

### **5.3 Nominate additional battlefield sites, local landmarks and places of interest identified as eligible for listing on the State and National Register of Historic Places.**

While the Old Saratoga region is rich in history and has an abundance of historic resources, few of these resources are formally recognized on the National and State Registers of Historic Places. While not a necessary step to celebrate the importance of important historic sites, formally surveying and listing buildings and sites in the National and State Registers of Historic Places provides a basic level of protection against impacts on historic resources resulting from federal and state actions<sup>20</sup> and making historic buildings eligible for certain grant, loan and tax abatement programs.<sup>21</sup> Although these programs can be somewhat difficult to utilize, they are important because they can reduce a property owner's or developer's rehabilitation cost burden and related tax burdens.

Local and regional preservation activities such as the current Battles of Saratoga Preservation and Scenic Viewsheds Protection Project funded by the American Battlefield Protection Program provide an opportunity to identify those resources that might be eligible for nomination. It is important that once these sites are identified that their nomination be pursued otherwise they are no better protected than any other structure despite their historical contribution.

### **5.4 Protect potentially sensitive archeological sites within region.**

The existence of potentially sensitive archeological sites is obvious given the historical setting of the area. To date, many potentially sensitive areas have not been investigated but it is likely that in some shoreline and floodplain locations along the waterfront, artifacts would be found upon excavation. Therefore, if impacts are anticipated on a significant archeological resource, potential adverse impacts should be minimized by: redesigning the project; reducing direct impacts on the resource; and/or recovering data and artifacts prior to construction.

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<sup>20</sup> Federal and state actions include, for example, highway construction or expansion, building rehabilitation (and other) programs using federal or state funds, granting of permits or licenses, etc.

<sup>21</sup> These include, for example, the Federal Historic Preservation Tax Credit, which provides credits of 10-20% of rehabilitation costs to certified historic buildings; state enabling legislation allowing local municipalities to establish their own historic preservation tax credits (which result in deferred and reduced property tax payments over a ten-year period); and historic preservation grants available from the NYS Office of Parks, Recreation and Historic Preservation.

### **OBJECTIVE 6: REVITALIZE AND STRENGTHEN THE LOCAL ECONOMY.**

#### **6.1 Secure funding and implement a façade and building improvement/Main Street revitalization program for Schuylerville's commercial area and targeted blocks in Victory.**

This project would target commercial and mixed-use properties (including tenants with owner's permission) located within a targeted area of these Villages. The focus of this program will be to increase occupancy of commercial space and make key travel corridors within the Villages more appealing to residents and visitors. The program will include incentives such as grants and low-interest loans to encourage improvements. Likely streets to be included in the program are Broad Street, Canal Street and portions of Ferry Street.

#### **6.2 Create an economic development strategy that markets commercial space and adaptive reuse of existing buildings in region to start-up companies and micro-enterprises.**

Revitalization efforts for each Old Saratoga municipality should focus on marketing the community, its character and potential. For example, Schuylerville has several attributes that appeal to start-up companies and micro-enterprises including proximity to high tech industries and universities, old buildings for adaptive reuse into interesting work space, a "main street" feel, reasonably priced real estate, quality of life amenities including close proximity to night life (Saratoga Springs) and outdoor recreation (the Hudson and Batten Kill, the Adirondacks, Lake George, among others.) The approach should not be that any one property is for sale or is vacant and why it is a "good deal," but should be expanded to include that the community is a "good deal." To further facilitate tenant and targeted business acquisitions a marketing and retail recruitment package for the area could be developed and promoted on the internet. This package should incorporate multiple properties, which are available, into a single listing portfolio and include information on incentive programs, as well as financial and building packages. These unified marketing efforts should extend beyond commercial properties and vacant buildings, but also include all activities which impact tourism and economic development, consumer activity, residential attractiveness and overall quality of life.



An integral part of this economic development strategy is developing land use regulations that facilitate quality adaptive reuse of buildings. For example, permitting the reuse of large residential structures as bed and breakfasts maintains important building stock while providing a key service for the local heritage tourism industry.

#### **6.3 Develop a strategy to improve communication connectivity in region to better support high speed internet connections and cellular communication without compromising community appearance.**

One of the greater economic development challenges facing rural areas is a lack of broad band communication and cellular services. Businesses are requiring cell service to communicate with staff and clients. Faster and faster internet connections are required, as the internet and web site development become as much a part of business

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establishment and operation as office and storefront space. Residents are considering such amenities to be quality of life necessities. As opportunities for technology infrastructure improvements present themselves, such as road reconstruction, innovative smaller and less conspicuous cell tower installations, and funding opportunities from State and Federal agencies to provide infrastructure, the Old Saratoga communities should be proactive about improving connectivity in a manner that does not compromise the rural landscape.

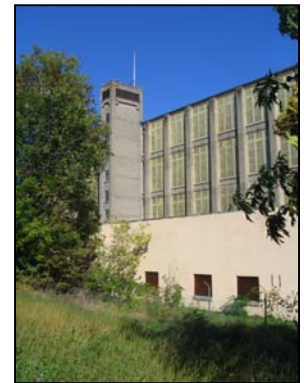
It is important that future telecommunications towers be located in a manner that protects important viewsheds, historic resources and other quality of life issues for the region. Federal law allows municipalities to regulate the location of such facilities, including cellular towers, but such regulations cannot be discriminatory, have the effect of prohibiting service or be based on the health effects of radio frequency emissions.

### **6.4 Support the agricultural industry through buy-local campaigns, farmer's markets and stands, land management programs and regulations that support agricultural land uses.**

The Old Saratoga Waterfront communities and Saratoga and Washington Counties have long recognized agriculture as an economic engine for the region. Buy-local campaigns, farmers markets and u-pick operations are all good programs to support local farms. On a larger scale, local farmers must develop strong programs to market, distribute and encourage purchase of local agricultural products in order to overcome the national/regional purchasing and distribution systems of most contemporary grocery chains, and the general lack of public awareness regarding agricultural production.

### **6.5 Support the redevelopment of Victory Mill.**

The Victory Mill is a large former industrial use located on Gates Avenue at Pratt Street. The Mill closed in 2000 and has been purchased for redevelopment. The location of Victory Mill on Fish Creek and the formidable size of the building make this a key redevelopment site. The Village supports the reuse of the building for a sustainable economic venture. The site has brownfield issues that are currently being studied.



### **6.6 Evaluate potential for redeveloping the “Georgia Pacific Site” in Greenwich (see also 1.8).**

As previously discussed in Project and Uses 1.8, the “Georgia Pacific” site is former vacant industrial/commercial land on Route 4 and the Hudson River. The property is 127 acres and is for sale by its current owner, Georgia Pacific Inc. The site has good road, freight rail, river and canal access making it a very important site for the Town of Greenwich. The Town of Greenwich Comprehensive Plan has identified the riverfront portion of the Georgia Pacific site and the adjacent residential area as a future “growth hamlet” with housing, commercial services and jobs in a moderately dense setting ... at a scale which fits and harmonizes with the existing rural residential neighborhoods. The Growth Hamlets are further described as “thriving and there is some vacant land available for additional development. It may be possible to develop community water and sewer systems to provide for even denser development in part of

these hamlets.”<sup>22</sup> Therefore, the appropriate future uses for the riverfront portion of this underutilized site may include a mix of residential and commercial uses serving the local community as well as small scale tourism/recreational-related uses such as a riverfront park, boat launch or marina, restaurant, small inn or hotel, bed and breakfasts.

The existing sluiceway on the “Georgia Pacific” site is also a good location for a hydroelectric generation facility and there is recent interest in operating such a facility at the current site.

**6.7 Explore the feasibility of establishing commercial docking facilities on the Hudson River for the purposes of transporting goods.**

Presently there are no commercial docking facilities in the Waterfront Revitalization Area. Interest has been expressed by local industries in transporting materials and products on the River. Use of the River to ship goods and materials may be more economical to local industries and might attract new industry to the area. Commercial docking facilities may also less the amount of truck traffic on local roadways.

**OBJECTIVE 7: DEVELOP TOURISM AS AN ECONOMIC ENGINE.**

**7.1 Promote greater use of the region’s waterfronts through marketing, events and improved access.**

The communities located in the Old Saratoga region provide a range of events throughout the year, some of which are related to historical events and other cultural events, such as the Washington County Fair. Expanding special events and marketing to outside visitors would have a significant beneficial social and economic effect. To further showcase the assets of the Old Saratoga Region, it is recommended that municipal leaders work with regional tourism promotional organizations such as the Washington County Tourism Association and the Saratoga County Chamber of Commerce, and local merchants and community organizations to plan and produce additional events which would be held throughout the year. Some example events are canal festivals on the Champlain Canal, winter events that highlight additional recreational activities for the region such as cross-country skiing on trails and perhaps ice-skating on a segment of the canal and bass fishing tournaments on the Batten Kill and Hudson Rivers. Such events will not only bring local residents together but will attract visitors from throughout the Northeast.

In terms of timing, it is important to select dates that will not conflict with other major events, such as school graduations, sporting events, or fundraising activities. Establishing a regional event calendar to avoid conflicts would be helpful in this regard. Some effort should be devoted to encouraging activity during so-called “off-peak” periods, when there may be less pedestrian traffic than at other times of the year.

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<sup>22</sup> Town of Greenwich Comprehensive Plan, 2004 p.57

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### **7.2 Establish a greater internet presence that promotes the region's heritage tourism sites, recreational opportunities and agri-tourism and links these local sites to regional, state and national tourism websites.**

For tourism promotion, internet presence is absolutely essential. Not only do individual community and organization websites create instant promotion for themselves but they provide for free and easy cross promotion through links on other websites (i.e. the State and Federal Scenic Byway sites.) Although some of the Old Saratoga communities have their own web sites, to establish a greater internet presence, these communities could work together to develop a regional site, it would also be advantageous to have one web company develop or redevelop each community's site, or occupy space on their county or chamber web site. Cost will undoubtedly be a consideration in determining which option is most appropriate but a coordinated web presence will likely have a positive economic benefit for all the waterfront communities.

### **7.3 Conduct a tourism market study to determine the viability of additional tourism infrastructure.**

A regional tourism market study should be undertaken to determine the viability of additional tourism infrastructure to accommodate more overnight guests, dining variety and other related retail and services and to identify other needed tourism amenities such as visitor kiosks, wayfinding signage, rest stations, tour bus parking, and bike racks etc. The study would identify deficiencies based on the existing level of tourism and for a projected increase in tourism. The study will also identify strategies to better capture some of the existing tourism associated with the City of Saratoga Springs, the race track, Saratoga Performing Arts Center, boater traffic on the Hudson, Champlain Canal and Batten Kill, tourists/visitors traveling north to Lake George, Lake Champlain, and the Adirondacks etc. Finally, the tourism study would take the existing "branding" of the region already established and develop a marketing plan specifically for the Old Saratoga region.

### **7.4 Encourage land use regulations that support the conversion of existing buildings into bed and breakfasts and inns.**



Bed and breakfasts and inns are a natural fit for overnight accommodations in the region given their popularity with the heritage tourism culture and the area's availability of large older homes, mills and other buildings that traditionally make good bed and breakfasts and inns. Currently, the Northumberland Zoning Ordinance and the Village of Victory Ordinance both permit bed and breakfasts in the waterfront boundary area with a special use permit. The parameters for establishing such bed and breakfasts are

reasonable. The Town of Saratoga does not permit bed and breakfasts within its Conservancy Zone, however, this is appropriate as Schuylerville is the natural place within the Town for locating such establishments. As Schuylerville and Greenwich consider zoning regulations for their communities, it is important that they provide for the siting of bed and breakfast facilities.



### **7.5 Cross-promote the region with the National Park Service, Erie Canalway National Heritage Corridor and Lakes to Locks Passage staffs.**

The Old Saratoga region is part of a network of historically significant National Park sites and passageways and it is important that it take advantage of the opportunities the Saratoga National Historical Park sites and the “scenic byway” and “heritage corridor” designation provide. The region should utilize the national websites for Scenic Byways and Heritage Areas, Lakes to Locks Passage and the National Park Service Erie Canalway to promote the region.

One cautionary note is that it is important that the region not lose its own identity while being a part of so many nationally and state recognized culturally significant initiatives. For instance, signage programs are often used to identify a region. With so many potential signage opportunities, the region’s aesthetic qualities could get marred in wayfinding and identification signage. Instead, consideration should be given to consolidating the region’s signage perhaps through the continued and expanded use of the “Old Saratoga Region” signs currently used at some of the region’s gateways.

### **7.6 Make infrastructure improvements at the Washington County Fairgrounds and Farm Museum.**

The Washington County Fairgrounds is an important facility for the Town of Easton and the County as a whole. The County fair is very popular drawing people from around the region. Also located on the site is a Farm Museum that is important to the agricultural community and tourism. Improvements to the museum facility and parking improvements for the fairgrounds would increase visitation to the facility and the economic benefit to the community.



### **7.7 Promote the Old Saratoga region in other nearby destination locations.**

This region is in close proximity to several larger tourism destinations including Saratoga Springs and Lake George. The tourism amenities of the Old Saratoga region could be promoted at these tourist destinations to attract daytrippers that are on extended stays in the region or who may be passing through the Old Saratoga region. Furthermore, as part of the overall marketing strategy, the municipal leaders should work with the Saratoga County and Washington County Tourism Offices to discuss ways to increase the Counties’ contribution in promoting the Old Saratoga Region as a unique tourist destination. This might include expanding coverage of Old Saratoga attractions in marketing packages and distributing brochures at visitor information centers. The municipal leaders should also build relationships with representatives of other area attractions to explore opportunities for complementary marketing.

## SECTION III: VISION, GOALS, PROJECTS AND USES

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### **7.8 Work with local businesses to create promotional packages to enhance visitor stays in the region.**

Incentives should be offered to encourage visitors to stay overnight, shop or dine in the region, not only during lunch hours, but also after working hours and on weekends. One possible incentive is for participating businesses to provide a discount with proof of paid admission at one of the local attractions on certain days of the week. Businesses could partner to provide packages such as overnight accommodations, dinner and a canal boat ride or visit to a Saratoga National Historical Park site for one price. Extending visitor stays beyond a visit to the Battle Monument and Schuyler House are key to capturing tourism dollars in the region.

### **7.9 Capitalize on the growing recreational opportunities in the region such as kayaking, canoeing, fishing and biking by attracting more retailers and businesses that cater to outdoor enthusiasts.**

Recreational tourism represents a growing segment of the tourism industry. Outdoor enthusiasts converge on the Old Saratoga region each year for recreational activities including hiking, kayaking, canoeing, fishing and biking. As recreational opportunities increase with new public access to the River and more trail development, there is a growing market for retailers and renters of biking gear, cross-country skiing equipment, outerwear, fishing poles, canoes, kayaks and other sporting goods.

### **7.10 Continue to enhance and encourage agri-tourism in the region.**

The Old Saratoga communities and Saratoga and Washington Counties have long recognized agriculture as an economic engine for the region and as such the communities understand the importance of agricultural-tourism in the fight for a sustainable agriculture industry. Saratoga County and Washington County have both developed farm guides and are working to promote agricultural tourism throughout the region. This effort should be continued and amplified wherever and whenever possible. Activities may include publication of joint marketing and informational materials, buy-local campaigns, farmer's markets, u-pick operations, farm stands, local and regional product development programs, municipal zoning regulations that support agricultural land uses such as ease of permitting accessory businesses on farmland (i.e. bed and breakfasts).

## **OBJECTIVE 8: PRESERVE COMMUNITY CHARACTER**

### **8.1 Support ongoing efforts of the Waterfront Revitalization Plan communities working toward the adoption of land use regulations and new comprehensive plans to be consistent with the vision and goals of the proposed projects and uses identified in the Waterfront Plan.**

Land use regulations for each of the waterfront communities should reflect and encourage the future land uses proposed in the Old Saratoga Waterfront Revitalization Plan. Local plans, ordinances and regulations should be amended and new policies developed as needed to enhance land use decision making. Each municipality should review its land use regulations, development standards and building regulations to identify and implement ways to enhance these development tools in a manner that will facilitate private investment and support the goals of the Waterfront Revitalization Plan.

**8.2 Encourage the preservation of unique buildings and architecture within each community by adopting guidelines for preservation and restoration.**

Each of the Old Saratoga Waterfront communities has an abundance of residential and commercial buildings that makes it unique and has helped establish each community's character and sense of place. It is important as each community struggles to improve the local economy while addressing residential growth pressures that community character and sense of place is preserved. One of the most effective ways to achieve this is through effective land use regulations that include design guidelines for existing buildings, new construction, landscaping and lighting.

The overall purpose of design guidelines is to:

- Help safeguard a community's historic, aesthetic, and cultural heritage;
- Help stabilize and improve property values in the community;
- Encourage civic pride in the beauty and accomplishments of the past;
- Protect and enhance community attractions for tourists, thereby benefiting business and industry;
- Provide an information base and instructions for continuing to improve, enhance and capitalize on a community's unique assets;
- Strengthen a community's economy by encouraging private investment in building rehabilitation and business development; and
- Promote the use of landmarks for the education, pleasure, and welfare of the residents of a community as well as visitors and investors.

**8.3 Continue to improve major gateways into the Old Saratoga Region through development standards, beautification and welcoming signage.**

Gateways are the first impression to any community and can create a sense of place just by passing through them when they are given proper attention. Beautification and welcoming signage are some of the easiest methods of improving gateways. More difficult, but often more important, is ensuring that development and land uses at gateways are attractive and reflective of the community through the use of land use regulation and design and landscaping guidelines. For example, gasoline service stations are better sited some where less visible than at a gateway to a community. As communities consider new land use regulations and revisions, consideration should be given to land uses and development standards at important gateways. Some of the important gateways include:

- Entering Greenwich from the north on Route 4;
- Entering the Batten Kill area of Easton from NY 40 and at the Easton Town line on CR 113;
- Entering the Old Saratoga Region on NY 29 from the west into Schuylerville and from the east in Greenwich; and
- Entering the Schuylerville/Victory area on Routes 4 and 32 from the north and south.



## SECTION III: VISION, GOALS, PROJECTS AND USES

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### **8.4 Work with DOT to provide enhanced streetscape improvements on Routes 4/32 in the Village of Schuylerville as part of the Route 4 Reconstruction.**

Reconstruction of Route 4, 32 and 29 through the Village of Schuylerville is expected to commence by the New York State Department of Transportation in 2017. The project, which is a great opportunity toward achieving revitalization in the Village of Schuylerville, includes replacement of pavement and drainage systems, curbing, consolidation of signage, pedestrian improvements such as sidewalks, relocation of wooden utility poles and overhead utility lines along Broad Street and North Broad Street, ornamental lighting, streetscape improvements in the business district, street trees and parking improvements. There are also several other infrastructure improvements within the Village that will be required in conjunction with the road reconstruction project. These elements include sanitary sewer and water main replacement of existing systems within the project area as the systems are old and require frequent repair. Several other projects are being discussed in conjunction with the reconstruction including conducting a parking study for on- and off-street parking and the dredging of the canal to remove sediment as the current sediment build-up may be causing flooding of Red's Road from clogged culverts.

### **8.5 Conduct a feasibility study to move the wastewater treatment plant in Schuylerville to an alternative, less prominent site.**

The sewage treatment plant currently serving the Villages of Schuylerville and Victory is located on the River near the commercial district. Its location is unfortunate from a "main street" revitalization and tourism perspective or should the Canal Harbor Project materialize. Without relocating the facility, concern has been raised that meaningful investment in the canal harbor project is unlikely. If there is no physical need to keep the facility at its present location, a feasibility study for the plant's relocation, including the identification of an alternate location for the facility, should be conducted.

### **8.6 Work with the Hudson River/Champlain Canal corridor communities to the north and south of the Old Saratoga region on complementary waterfront initiatives.**

The Hudson Riverfront communities to the north and south of the Old Saratoga region are also undertaking planning initiatives to revitalize their waterfronts. To the north, the Town of Moreau and adjacent communities have begun a regional waterfront revitalization plan and the Town of Fort Edward has completed several planning initiatives including a waterfront economic revitalization plan. To the south, the Town of Schaghticoke developed a new Comprehensive Plan and the Town and Village of Stillwater have completed a Comprehensive Plan and Route 4 Corridor Plan. The Town and Village of Stillwater have a natural tie to the Old Saratoga region as the home of Saratoga National Historical Park and Saratoga Battlefield. The Town and Village of Stillwater recently completed a US Route 4 Corridor Plan that supports the development of the Champlain Canal Towpath and additional trails that would connect Saratoga Battlefield to the Schuylerville and Victory Saratoga National Historical Park sites.





## SECTION IV: PROJECTS AND USES IMPLEMENTATION MATRIX

The Implementation Matrix consists of specific projects and uses as described in Section III. The purpose of the matrix is to provide the Old Saratoga waterfront communities with steps for implementing projects, realistic time-frames for implementation, identification of stakeholders, partners and sources of funding as well as a cross-reference of these projects to other existing planning documents. The matrix includes only those action items that are project-specific or site-specific. Action items that are more policy oriented are not included. The projects and uses have been broken down by community with a cross-reference to the action number in Section III.

The “funding source” column refers to channels through which the waterfront revitalization communities can seek funding. A full description of these funding sources can be found in the appendix. A key to the abbreviations used for these funding sources is included at the end of the matrix. 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 be included under most of these projects.

Project	Implementation Steps	Time Frame	Lead Agency	Budget Estimate	Potential Funding Source	Planning Documents Reference <sup>23</sup>
<b>Town of Saratoga Sub-area</b>						
Develop formal Boat Launch off Route 4.  (Action 1.1)	<ul style="list-style-type: none"> <li>Secure occupancy permit for boat launch</li> <li>Finalize design plans and cost estimates for boat launch and park amenities</li> <li>Secure funding for the project</li> <li>Complete site plan review and other approvals (building permits, etc)</li> <li>Bid project</li> <li>Construct boat launch and develop park amenities</li> </ul>	Short	NYS DOT, Town of Saratoga	Design and permitting: \$83,500  Construction: \$433,932	DOS EPF, Canal Corporation, OPRHP EPF	<ul style="list-style-type: none"> <li>Saratoga Comp. Plan refers to increasing waterfront access p. 2-13</li> <li>Saratoga County Hudson River Blueway Initiative Brochure</li> <li>Joint Open Space Plan: Towns of Northumberland &amp; Saratoga (draft)</li> </ul>

<sup>23</sup> Full references to all planning documents are included on the reference page following this table.

## SECTION IV: PROJECTS AND USES IMPLEMENTATION MATRIX

Project	Implementation Steps	Time Frame	Lead Agency	Budget Estimate	Potential Funding Source	Planning Documents Reference <sup>23</sup>
Develop Town Park in Coveville (see also multi-use trail highlighted below)  (Action 1.5)	<ul style="list-style-type: none"> <li>Clear property for a multi-use trail and picnic area with river access</li> <li>Complete design development plans for the park</li> <li>Complete site plan review and other approvals (permits, if necessary).</li> <li>Secure funding for the park project.</li> <li>Construct park.</li> <li>Prepare plans to link to the proposed boat launch.</li> </ul>	Medium	Town of Saratoga	Design and permitting:  \$30,000	DOS EPF, OPRHP EPF, OPRHP Recreational Trails Program, Canal Corp, DOT FHWA,	<ul style="list-style-type: none"> <li>Joint Open Space Plan: Towns of Northumberland &amp; Saratoga (draft)</li> </ul>
Develop two Saratoga Segments of the Champlain Canal Towpath.  Work toward completing other portions of trail.  (Action 3.4)	<ul style="list-style-type: none"> <li>Complete design work for trail segments at Coveville as part of Coveville Town Park Plan.</li> <li>Complete design work for trail at Wilbur Road to Saratoga Battlefield</li> <li>Secure funding for each segment.</li> <li>Construct trails.</li> <li>Assemble parcels or easements on remaining gap segments of trail.</li> </ul>	Short to Medium	Town of Saratoga, SNHP	Design and permitting: \$89,000  Construction: \$188,400	DOS EPF, OPRHP EPF, OPRHP Recreational Trails Program, Canal Corp	<ul style="list-style-type: none"> <li>Saratoga Comp. Plan p. 2-3</li> <li>Joint Open Space Plan (draft)</li> <li>Hudson River Blueway Trail</li> <li>Green Infrastructure Plan, Part VI-6 (draft)</li> <li>Champlain Canal Trail Concept Plan p.33,37,38</li> <li>Report on the Future of NYS Canals p.51</li> <li>Erie Canal Heritage Corridor MP p.5-12</li> <li>SNHP ATS-Phase II p. III-8</li> </ul>



## SECTION IV: PROJECTS AND USES IMPLEMENTATION MATRIX

Project	Implementation Steps	Time Frame	Lead Agency	Budget Estimate	Potential Funding Source	Planning Documents Reference <sup>23</sup>
Develop pocket park to interpret the Early French & Indian War Fort Sites and Burgoyne Sword Surrender Site  (Action 2.1)	<ul style="list-style-type: none"> <li>Complete design development plans for the park.</li> <li>Obtain permit from DOT for use of US Route 4 right-of-way.</li> <li>Secure funding for the park project.</li> <li>Construct park.</li> </ul>	Short	Town of Saratoga, DOT		DOS, DOT FHWA, OPRHP EPF, Canal Corp	<ul style="list-style-type: none"> <li>Joint Open Space Plan</li> <li>Saratoga Co. Hudson River Blueway Trail</li> </ul>
<b>Northumberland Sub-area</b>						
Implement improvements to Stark's Knob site identified in Hudson Crossing Master Plan to foster increased visitation.  (Action 2.3)	<ul style="list-style-type: none"> <li>Complete design development plans for enhancements.</li> <li>Obtain approvals from State and Town</li> <li>Secure funding for the enhancements</li> <li>Construct enhancements.</li> </ul>	Medium	NYS Museum, Town of Northumberland, Hudson Crossing Park Inc.	\$100,000	DOS EPF, NYS Dept. Of Education, OPRHP EPF, OPRHP Recreational Trails Program	<ul style="list-style-type: none"> <li>Northumberland Comp Plan p. 38</li> <li>Hudson Crossing Master Plan</li> <li>Joint Open Space Plan</li> </ul>
Acquire Champlain Canal frontage of MacBoston property  (Action 1.7)	<ul style="list-style-type: none"> <li>Transfer property to MacBoston 18 Truck</li> <li>Transfer canal frontage to the Town of Northumberland</li> <li>Identify end use of the canal front property</li> </ul>	Medium	MacBoston 18 Truck, Town of Northumberland	\$5,000 to \$10,000 for planning and design	DOS EPF, LWRP/EPF, OPRHP EPF, Canal Corp	Hudson Crossing Master Plan

## SECTION IV: PROJECTS AND USES IMPLEMENTATION MATRIX

Project	Implementation Steps	Time Frame	Lead Agency	Budget Estimate	Potential Funding Source	Planning Documents Reference <sup>23</sup>
<p>Implement Hudson Crossing Initiative to develop a bi-county park on Lock C5 Island which will include: improving existing canoe/ kayak launch, developing connecting trails, and install signage, resting points and overlooks, picnic site, pavilion, and children's play area</p> <p>(Action 1.2)</p>	<p>Assist Hudson Crossing Inc. to:</p> <ul style="list-style-type: none"> <li>Complete certificate of occupancy permit process with Canal Corporation</li> <li>Complete archeological survey</li> <li>Secure additional funding for park elements.</li> <li>Construct park enhancements</li> </ul>	Short to Medium	NYS Canal Corporation, Town Northumberland, Town of Saratoga, Hudson Crossing Park Inc.	\$3 million	DOS EPF, DOT FHWA, OPRHP EPF, OPRHP Recreational trails program, Canal Corp.	<ul style="list-style-type: none"> <li>Hudson Crossing Master Plan</li> <li>Champlain Canal Trail Concept Plan p. 28</li> <li>Joint Open Space Plan</li> <li>Northumberland Comp Plan p. 42</li> <li>NYS Canal Recreationway Plan</li> </ul>
<p>Renovate the Dix Bridge for pedestrian and non-automotive use.</p> <p>(Action 3.6)</p>	<ul style="list-style-type: none"> <li>Complete design development plans for Dix Bridge and cost estimates</li> <li>Secure funding for the project</li> <li>Secure approvals (permits, etc as necessary)</li> <li>Bid the project for renovation</li> <li>Renovate bridge</li> </ul>	Medium	Saratoga Co, Washington Co, Town of Northumberland, Town of Greenwich, Canal Corp	\$2.5 million	DOS EPF NPS Rivers, Trails and Cons. Assist. Program, NYS Parks and Conservation Association, DOT FHWA	<ul style="list-style-type: none"> <li>Northumberland Comprehensive Plan p. 42</li> <li>Joint Open Space Plan (draft)</li> <li>Hudson Crossing Master Plan</li> <li>Champlain Canal Trail Concept Plan p. 33</li> <li>SNHP ATS-Phase II p. III-3</li> </ul>

## SECTION IV: PROJECTS AND USES IMPLEMENTATION MATRIX

Project	Implementation Steps	Time Frame	Lead Agency	Budget Estimate	Potential Funding Source	Planning Documents Reference <sup>23</sup>
<b>Schuylerville Sub-area</b>						
Hudson Crossing Park Initiative: Develop a park on Lock C5 Island which will include: improving existing canoe/ kayak launch, developing connecting trails, and install signage, resting points and overlooks, picnic site, pavilion, and children's play area  (Action 1.2)	<ul style="list-style-type: none"> <li>Assist Hudson Crossing Park Inc. to:</li> <li>Complete certificate of occupancy permit process with Canal Corporation</li> <li>Complete archeological survey</li> <li>Secure additional funding for park elements.</li> <li>Construct park enhancements</li> </ul>	Short to Medium	NYS Canal Corporation, Town Northumberland, Town of Saratoga, Hudson Crossing Park Inc.	\$3.5 million	DOS EPF, DOT FHWA, OPRHP EPF, OPRHP Recreational trails program, Canal Corp.	<ul style="list-style-type: none"> <li>Hudson Crossing Master Plan</li> <li>Champlain Canal Trail Concept Plan p. 28</li> <li>SNHP ATS-Phase II p. III-8</li> <li>NYS Canal Recreationway Plan</li> </ul>
Advance approved improvements to Fort Hardy Park.  (Action 1.3)	<ul style="list-style-type: none"> <li>Agree upon and approve park improvement elements.</li> <li>Develop master plan.</li> <li>Complete archeology survey of the park</li> <li>Secure funding for projects.</li> <li>Complete improvements.</li> </ul>	Medium	Village of Schuylerville, Town of Saratoga	unknown	DOS EPF, OPRHP EPF, SNHP, Municipal Budget	<ul style="list-style-type: none"> <li>SNHP Alternative Transportation Study p. III-2</li> <li>Hudson River Blueway Trail</li> <li>Joint Open Space Plan (draft)</li> </ul>
Implement the Lock 5 basin rehabilitation and hand lock restoration project.  (Action 1.4)	<ul style="list-style-type: none"> <li>Update Master Plan for project and cost estimate</li> <li>Secure necessary permits</li> <li>Secure funding</li> <li>Renovate locks, walls and spillway</li> <li>Dredge basin</li> <li>Install pedestrian bridge</li> </ul>	Medium	NYS Canal Corporation	\$1,000,000	DOS EPF, Canal Corp, OPRHP EPF, DOT FHWA	<ul style="list-style-type: none"> <li>Hudson River Blueway Trail</li> <li>Joint Open Space Plan (draft)</li> <li>NYS Canal Recreationway Plan</li> <li>SNHP Alternative Transportation Study p. III-8</li> </ul>

## SECTION IV: PROJECTS AND USES IMPLEMENTATION MATRIX

Project	Implementation Steps	Time Frame	Lead Agency	Budget Estimate	Potential Funding Source	Planning Documents Reference <sup>23</sup>
Hudson River Boardwalk Development with overlooks  (Action 1.3)	<ul style="list-style-type: none"> <li>Complete design development plans for the boardwalk.</li> <li>Secure funding for project</li> <li>Renovate and expand existing boardwalk and construct two overlooks.</li> </ul>	Medium	Village of Schuylerville, Town of Saratoga	Design and permitting: \$60,000  Construction: \$276,200	DOS EPF, NYS OPRHP EPF, OPRHP Recreational Trails Program	<ul style="list-style-type: none"> <li>Hudson River Blueway Trail</li> <li>Joint Open Space Plan (draft)</li> </ul>
Develop facade and building improvement, "Main Street" revitalization program for Villages.  (Action 6.1)	<ul style="list-style-type: none"> <li>Identify target areas such Broad Street, Canal Street, Ferry Street in Schuylerville.</li> <li>Conduct public workshop to generate interest from property owners in targeted areas.</li> <li>Secure funding</li> <li>Hire consultant to implement program.</li> </ul>	Short to Medium	Village of Schuylerville, Village of Victory, private property owners and businesses	Grant writing: \$5,000  Program: \$200,000 - \$400,000	NYS GOSC Small Cities, NYS DHCR Housing Trust Fund, OPRHP EPF	<ul style="list-style-type: none"> <li>Saratoga Comp Plan p. 2-16</li> <li>Hudson River Blueway Trail</li> <li>NYS Canal Recreationway Plan</li> <li>Village of Schuylerville Comp Plan p. 66</li> </ul>
Schuylerville Harbor Project Feasibility Study (Phase II and III)  (Action 1.8)	<ul style="list-style-type: none"> <li>Secure funding for feasibility study and master plan.</li> <li>Complete a feasibility study and master plan for both Phase II and Phase III.</li> </ul>	Short	Village of Schuylerville, Town of Saratoga	\$25,000 for Study	DOS /EPF, Canal Corp	<ul style="list-style-type: none"> <li>Master Plan for the Old Champlain Canal</li> <li>NYS Canal Recreationway Plan</li> </ul>
Support development of Hudson Crossing Environmental Education Center  (Action 1.2)	<ul style="list-style-type: none"> <li>Support Hudson Crossing Park Inc.'s Bi-County Environmental Education Center Project as funding is sought.</li> </ul>	Long	Hudson Crossing Park Inc., Canal Corp	\$20 million	DOS, Private investment through fundraising Various federal, state funding and non-profit foundation.	<ul style="list-style-type: none"> <li>Hudson Crossing Master Plan</li> </ul>

## SECTION IV: PROJECTS AND USES IMPLEMENTATION MATRIX

Project	Implementation Steps	Time Frame	Lead Agency	Budget Estimate	Potential Funding Source	Planning Documents Reference <sup>23</sup>
Wastewater treatment facility in Schuylerville relocation study.  (Action 8.5)	<ul style="list-style-type: none"> <li>Secure funding for feasibility study.</li> <li>Complete feasibility study.</li> </ul>	Short	Village of Schuylerville, Village of Victory	\$35,000 for Study	Feasibility study DOS EPF, Capital Projects: NYS Clean Water State Revolving Loan Fund, DEC	<ul style="list-style-type: none"> <li>Village of Schuylerville Community Development Strategic Plan p.11</li> </ul>
<b>Victory Sub-area</b>						
Develop "Schuyler to Victory Trail" connecting the Schuyler House with Victory Woods.  (Action 3.1)	<ul style="list-style-type: none"> <li>Complete a design development plan for the trail.</li> <li>Secure funding.</li> <li>Construct trail</li> </ul>	Medium	SNHP, Village of Schuylerville, Village of Victory, Town of Saratoga	Design and permitting: \$20,000  Construction: \$50-75,000 for soft surface	NPS, OPRHP EPF, OPRHP Recreational Trails, DOS, DOT FHWA	<ul style="list-style-type: none"> <li>Joint Open Space Plan (draft)</li> <li>SNHP ATS-Phase II p. IV-2</li> <li>Village of Victory Comp Plan p. III-2, III-10</li> <li>SNHP GMP p. 60</li> <li>Hudson River Blueway Trail</li> </ul>
Village Pocket Park Development at Schuyler Saw Mill.  (Action 2.1)	<ul style="list-style-type: none"> <li>Secure funding for the park project based on concept design.</li> <li>Construct park</li> </ul>	Short	Village of Victory	unknown	DOS EPF, OPRHP EPF, DOT FHWA	<ul style="list-style-type: none"> <li>Village of Victory Comprehensive Plan</li> </ul>
Support formal opening of Victory Woods with enhancements.  (Action 2.2)	<ul style="list-style-type: none"> <li>Work with SNHP on access needs to Victory Woods.</li> </ul>	Short	Saratoga National Historical Park	\$30,000 for parking lot; \$10,000 for trail connection to sidewalk	National Park Service	<ul style="list-style-type: none"> <li>SNHP GMP p. 53 and ATS p. IV-2</li> <li>Joint Open Space Plan</li> <li>Village of Victory Comp Plan p. III-2, III-10, III-16</li> </ul>

## SECTION IV: PROJECTS AND USES IMPLEMENTATION MATRIX

Project	Implementation Steps	Time Frame	Lead Agency	Budget Estimate	Potential Funding Source	Planning Documents Reference <sup>23</sup>
Support redevelopment of Victory Mill  (Action 6.5)	<ul style="list-style-type: none"> <li>Work with property owner to resolve brownfield issues.</li> <li>Meet with property owner to review business plan.</li> <li>Assist property owner and/or developer in redeveloping the site and utilizing economic incentives provide by New York State to attract businesses to property.</li> </ul>	Medium	Property owner, Village of Victory	Estimated \$5-10 million	NYS GOSC Small Cities Economic Development Program, Saratoga County Business Loan Programs	<ul style="list-style-type: none"> <li></li> </ul>
<b>Greenwich Sub-area</b>						
Identify preferred uses for Georgia Pacific site  (Actions 1.8 and 6.6)	<ul style="list-style-type: none"> <li>Town identifies a preferred use of riverfront portion of GP parcels.</li> <li>Town identifies a preferred use of GP parcels located across Rt 113.</li> <li>Town adopts zoning on site that is consistent with preferred land use.</li> <li>Town works with existing owner of site and any prospective owners to develop the site in a manner that adds value to the Town.</li> </ul>	Short	Town of Greenwich Planning Board and Town Board	N/A	N/A	<ul style="list-style-type: none"> <li>Town of Greenwich Comprehensive Plan p. 50</li> </ul>
Protect the Denton Wildlife Preserve  (Action 4.4)	<ul style="list-style-type: none"> <li>Adopt conservation land management practices on the Preserve and low intensity uses on land adjacent to the Preserve.</li> <li>Identify ways to protect these habitats (if applicable)</li> </ul>	Short	Town of Greenwich	N/A	N/A	<ul style="list-style-type: none"> <li>Town of Greenwich Comprehensive Plan p. 53</li> </ul>

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Project	Implementation Steps	Time Frame	Lead Agency	Budget Estimate	Potential Funding Source	Planning Documents Reference <sup>23</sup>
<b>Easton Sub-area</b>						
Easton Town Boat Launch and other recreational opportunities Study (Action 1.6)	Conduct a site feasibility study for several potential boat launch sites and other recreational opportunities for the Town. Based on the findings of the feasibility study, proceed with recommendations.	Short	Town of Easton, property owners of identified sites	\$15,000 - \$20,000 depending on scope of work.	DOS LWRP/EPF, OPRHP EPF	
Washington County Fairgrounds and Farm Museum enhancements (Action 7.6)	<ul style="list-style-type: none"> <li>Identify projects</li> <li>Identify funding sources</li> <li>Apply for grants</li> <li>Implement projects</li> </ul>	Medium	Washingtown County Fair Inc., Town of Easton, Washington County	Unknown	NYS Ag and Markets, DOS EPF	
Improvements safety of Route 113 for motorists and cyclists. (Action 3.7)	<ul style="list-style-type: none"> <li>Work with County on resurfacing project to add shoulders, guardrails, and retaining walls as well as signage warning drivers of cyclists on road.</li> </ul>	Medium	Town of Easton, NYS DOT, Adirondack/Glens Falls Transportation Commission	unknown	NYS DOT, US DOT/FHWA	



## SECTION IV: PROJECTS AND USES IMPLEMENTATION MATRIX

Project	Implementation Steps	Time Frame	Lead Agency	Budget Estimate	Potential Funding Source	Planning Documents Reference <sup>24</sup>
<b>Region Wide</b>						
Develop a regional trails map for visitors. (Action 3.8)	<ul style="list-style-type: none"> <li>Secure funding for the project</li> <li>Identify trails and key features or destinations to highlight</li> <li>Design and produce brochure</li> </ul>	Short	To be determined	\$5,000-10,000 plus production costs.	DOS EPF, OPRHP EPF, OPRHP Recreational Trails	
Develop a Tourism Market Study for region. (Action 7.3)	<ul style="list-style-type: none"> <li>Secure funding for the project</li> <li>Write and issue Request for Proposals for consultant services to prepare the plan</li> <li>Review proposals</li> <li>Select consultants to interview</li> <li>Hire consultant</li> </ul>	Short	Villages of Schuylerville & Victory, Towns of Saratoga, Northumberland, Easton, and Greenwich, Saratoga County, Washington County	\$10-20,000 depending on scope.	DOS LWRP/EPF	<ul style="list-style-type: none"> <li>Saratoga Comp Plan p. 2-15</li> </ul>

<sup>24</sup> Full references to all planning documents are included on the reference page following this table.

### **Other Planning Document References**

*Champlain Canal Trail Concept Plan (2001)*, NYS Parks & Conservation Association

*Erie Canalway Heritage Corridor Draft Preservation and Management Plan (June 2005)*, National Park Service, US Department of the Interior

*Hudson Crossing: A Bi-County Educational Park Multi-Modal Master Plan (2006)*, Hudson Crossing Inc.

*Joint Open Space Plan: Towns of Saratoga and Northumberland (Draft)(2006)*, Town of Saratoga and Town of Northumberland, Saratoga County, NY

*Lakes to Locks Passage Scenic Byway Corridor Management Plan (2003)*, Lakes to Locks Passage Inc.

*Making the Most of Your Waterfront Guidebook (2003)*, NYS Department of State Division of Coastal Resources

*Master Plan Old Champlain Canal Schuylerville Junction Lock (1999)*, Town of Saratoga, Saratoga County, NY

*NYS Canal Recreationway Plan (1995)*, Canal Recreationway Commission

*Report on the Future of New York State Canals (December 2005)*, NYS Canal Corporation

*Saratoga National Historical Park Alternative Transportation Study, Phase II (2005)* Saratoga National Historical Park, National Park Service, US Department of the Interior

*Saratoga National Historical Park General Management Plan (GMP) (2004)*, Saratoga National Historic Park, National Park Service, US Department of the Interior

*Saratoga County Green Infrastructure Plan (Draft)(May 2006)*, Saratoga County, NY

*Saratoga County Hudson River Blueway Initiative (2006)*: A brochure highlighting key projects for Saratoga County's Hudson River communities.

*Town of Easton Comprehensive Plan Update (1970)*, Town of Easton, Washington County, NY

*Town of Greenwich Comprehensive Plan (2004)*, Town of Greenwich, Washington County, NY

*Town of Northumberland Comprehensive Land Use Plan: Preserving Agriculture, Open Space and a Rural Lifestyle (2003)*, Town of Northumberland, Saratoga County, NY

*Town of Saratoga Comprehensive Land Use Plan (2002)*, Town of Saratoga, Saratoga County, NY

*Village of Schuylerville Comprehensive Plan (2005)*, Village of Schuylerville, Saratoga County, NY

*Village of Victory Comprehensive Plan (2003)*, Village of Victory, Saratoga County, NY



## APPENDIX A: SAMPLE WATERFRONT OVERLAY DISTRICT

*The following is a model waterfront overlay district for the Old Saratoga on the Hudson communities to consider as a land management tool for protecting the Hudson River and Champlain Canal waterfronts.*

A. Purpose and intent.

- (1) The [Town/Village] intends to protect a scenic corridor along the Hudson River and Champlain Canal, in accordance with the Old Saratoga on the Hudson Waterfront Revitalization Plan and the [insert other relevant locally adopted planning documents], as well as regional and state river and canal plans and goals. The purpose of the district is to maintain a green, undeveloped corridor along most of the [Town's/Village's] river and canal waterfront and to provide a consistent level of protection of the visual, environmental and historic resources within this corridor.
- (2) Existing vegetation along the Hudson River and Champlain Canal is effective in creating a secluded natural experience for boaters, hikers, bikers and other waterfront users. In addition, a vegetative buffer reduces the velocity and volume of stormwater runoff entering the canal, increases infiltration, decreases erosion, and protects water quality. Vegetation filters out pollutants, including nutrients from fertilizers and agricultural pesticides.
- (3) The Waterfront Overlay (WO) District is overlaid onto existing zoning districts. All provisions of the underlying districts remain in full force, except where provisions of the WO District differ. In such cases, the more restrictive provision shall apply. The principal control mechanisms of the WO are construction setbacks from the waterline, restrictions on the removal of natural vegetation within an established buffer zone adjacent to the water, and performance standards governing land use activities within the district.
- (4) The specific purposes of this district include the following:
  - (a) To preserve natural, scenic, and historic values along the Hudson River and Champlain Canal.
  - (b) To preserve woodlands, wetlands, and other green space.
  - (c) To regulate uses and structures along the Hudson River and Champlain Canal to avoid increased erosion and sedimentation.
  - (d) To encourage compatible land uses along the Hudson River and Champlain Canal.
  - (e) To recognize areas of significant environmental sensitivity that should not be intensely developed.

- (f) To allow reasonable uses of lands while directing more intense development to the most appropriate areas of the community.

B. Permitted uses; prohibited uses.

- (1) The underlying zoning district determines the permitted principal uses, accessory uses and special permit uses within the Waterfront Overlay District. Underlying districts within the WO District include [insert zoning district names based on zoning regulations].
- (2) The following uses, however, are specifically prohibited within the WO District:
  - (a) Junkyards and solid waste disposal or processing facilities.
  - (b) Mineral extraction or surface mining.
  - (c) Freight or truck terminals.
  - (d) Bulk fuel storage.
  - (e) Bulk industrial chemical storage or processing.
  - (f) Uses which may be noxious or injurious due to the production or emission of dust, smoke, odor, gases, fumes, solid or liquid waste, noise, light, vibration, or nuclear or electromagnetic radiation or due to the likelihood of injury to persons or damage to property if an accident occurs.

C. Development regulations.

- (1) Setback requirements.
  - (a) The minimum setback from the high water mark of the river and canal wall shall be 150 [edit to reflect existing setbacks, needs of preferred water-dependent uses etc.] feet for principal and accessory buildings.
  - (b) Structures demonstrated to be directly related to river or canal business/use may be authorized within the required setback distance; however, the Planning Board shall have the authority to impose additional conditions as may be warranted.
- (2) Riparian area vegetated buffer. Riparian areas shall be maintained with a natural vegetation strip on each parcel or lot between the normal high water mark of the river or canal wall and a point 100 feet from and perpendicular to the normal high water mark. Removal of vegetation in the riparian area shall require a special permit in accordance with the following requirements:
  - (a) No clear-cutting shall be allowed.
  - (b) One hundred percent of the vegetation strip may be selectively thinned as follows. No more than 35% of the number of trees six inches in diameter at 4.5 feet above the ground, or larger, shall be cut in any ten-year period. No more than 25% of trees four inches in diameter at 4.5

feet above the ground, or larger, shall be cut in any ten-year period. Additional trees may be removed if the applicant can demonstrate one or more of the following conditions:

- [1] It is clearly necessary for traffic safety.
  - [2] It is clearly necessary for the development of an approved principal or accessory use or building, street, sidewalk, paved area, driveway, stormwater facility, utility or sewage system.
  - [3] It is within 25 feet of the foundation of an approved structure.
  - [4] It is diseased, dead or poses a clear danger to public safety, structure, utility or public improvement.
  - [5] It is related to agricultural activities, such as orchards or cultivation activities.
- (c) Existing soil and organic matter shall not be altered or disturbed within the vegetation strip except in connection with an activity otherwise permitted.
  - (d) No structures shall be permitted within the vegetation strip, with the exception of docks, boat ramps, pump houses, pervious walkways, and elevated walkways which provide the property owner with reasonable access to the water. Park-related furnishings (benches, picnic tables, pavilions, refuse containers, etc.) and vehicular parking areas shall be permitted, if associated with public recreation areas or public access to the river or canal.
  - (e) No potentially polluting material, including but not limited to lawn clippings, leaves, garbage, refuse containers, junk cars, junk appliances, or toxic materials, may be dumped or stored within the natural vegetation strip. The vegetation strip shall not contain commercial or industrial storage or display, manufacturing or processing activity, loading and unloading areas or vehicular parking areas.
  - (f) Where there is no preexisting natural vegetation, new development requiring Planning Board approval pursuant to this section or Site Plan Review shall include vegetation which shall screen the proposed development from the towpath trail and the water. The width of this revegetated strip should be at least 75 feet from the high water mark of the river or canal. The plant material should consist of indigenous trees and shrubs.
  - (g) Reasonable efforts shall be taken during construction to ensure that trees protected by this section are not accidentally injured or removed, including root compaction by equipment or change in grade level. The developer shall replace any protected trees which are destroyed or injured with mature trees of similar diameter.
- (3) Protection of water quality.
    - (a) There shall be no disturbance of existing wetlands located within the river and canal corridor, unless appropriate mitigation measures are defined and approved pursuant to a permit from the Department of Environmental Conservation.

- (b) Stormwater and sedimentation control shall be guided by the standards of the New York Standards and Specifications for Erosion and Sediment Control.

(4) Docks and water surface use.

- (a) Not more than one dock shall be permitted per residence.
- (b) Multiple boat slips may be clustered.
- (c) Bulkhead docks or off-channel basins are preferred for permanent docking.

(5) Agricultural activities.

Soil shall not be tilled within 50 feet of the high water mark of the river or canal or within 50 feet of direct tributaries to the canal that are within the WO District.

(6) Additional requirements and standards.

- (a) Parking, fences and signs shall not detract from water views and are subject to regulations contained in [insert references to these issues found elsewhere in the zoning regulations], respectively. The following signs are prohibited within 300 [edit based on existing built environment] feet of the river and canal:

[1] Off-premises signs such as billboards.

[2] Freestanding signs on site with a total height of greater than 12 feet above the surrounding average ground level or a sign area of greater than 40 square feet.

[3] Signs intended to be towed from one location to another.

- (b) Development shall not interfere with or in any way prohibit, hinder or discourage the public use of the Champlain Canal Towpath or other waterfront trail.

[c] New developments shall provide opportunities for trail linkages as identified in the Old Saratoga on the Hudson Waterfront Revitalization Plan and [insert other relevant locally adopted Plans referencing trails]. Any easement or trail construction should accommodate a pedestrian walkway or pathway having a width of at least twenty (20) feet along the length of and abutting the Hudson River and Champlain Canal shoreline.

- (c) When located adjacent to historic structures, new buildings shall reflect the architectural character of the existing historic structure.

D. Site plan.

Any proposed principal building or any proposed or expanded paved area larger than 5,000 square feet that would be partially or entirely located within the district Hudson River and Champlain Canal Waterfront Revitalization Area shall be submitted for review by the Planning Board. Site plan review shall be conducted in accordance with the procedures established in [insert reference to Site Plan Review process in municipal code].



## APPENDIX B: SAMPLE WATERFRONT DEVELOPMENT DISTRICT

### A. Purpose and intent.

- (1) In accordance with the Old Saratoga on the Hudson Waterfront Revitalization Plan and the [insert other relevant, locally adopted planning documents], the Waterfront Development (WD) District is established to provide unique opportunities for the development and maintenance of water-oriented uses within certain areas adjacent to the Hudson River and Champlain Canal. The WD District permits certain recreational, open space, business and residential uses which will generally benefit from and enhance the unique aesthetic, recreational, environmental and historic qualities of the waterfront areas. This district is also designed to protect unique and sensitive environmental and historic features that exist along the shoreline, to promote and encourage public access to the shoreline and to encourage appropriate water-oriented recreational uses along the shoreline.
- (2) The specific purposes of this district include the following:
  - (a) To provide for a desirable mix of water-dependent and water-enhanced recreational opportunities, business uses and residential uses which complement each other and take advantage of the unique locational characteristics of the Hudson River and Champlain Canal.
  - (b) To promote the most desirable and appropriate use of land and building development based upon consideration of land and soil characteristics and other natural features, environmental constraints, neighborhood characteristics and overall community needs, while also protecting the character of the district, conserving the value of land and buildings, and protecting the tax revenue base.
  - (c) To ensure that development and land or water use activities occur in harmony with the environmental and ecological systems that exist along the Hudson River and Champlain Canal and in locations identified in the Waterfront Revitalization Plan and [insert other local planning documents] Plan.
  - (d) To encourage flexibility of design, preservation of unique environmental and historic features and maintenance of the aesthetic quality of waterfront areas by establishing appropriate design techniques in keeping with the canal's historic nature, thereby promoting a more creative and imaginative design for development of waterfront areas than is normally possible under conventional zoning districts.
  - (e) To promote the maintenance and/or extension of public access to the river and canal in a manner which is compatible with the primary purpose of the proposed development or activity.
  - (f) To promote opportunities for increased tourism.
  - (g) To encourage appropriate and safe water surface use on the river and canal.

- (h) To preserve, to the maximum extent practicable, the existing vegetation and natural features along the Hudson River and Champlain Canal and to prevent, as much as possible, erosion, sedimentation and problems with drainage both during and after construction.
- (i) To encourage coordination with public agencies and private organizations involved with waterfront planning or waterfront-related development.

B. Permitted principal uses. [edit to reflect appropriate existing uses and preferred uses]

(1) Recreational uses:

- (a) Boat slips and docks.
- (b) Temporary boat docking facilities.
- (c) Cartop boat launching facilities.
- (d) Parks, picnic areas and playgrounds.
- (e) Other water-dependent uses.

(2) Business uses:

- (a) Retail stores, restaurants and other water-enhanced uses.
- (b) Specialized service shops oriented to and/or supportive of water-related activities.
- (c) Boat rental.
- (d) Arts and crafts studios.
- (e) Upper floor offices (above ground-floor retail uses).
- (f) Tourist homes and inns.
- (g) Snack bars and outdoor cafes.

(3) Residential uses:

- (a) Apartments and Townhouses.
- (b) Upper-floor residences (above ground-floor retail uses).

- (4) Combinations of the permitted uses listed above, based on a determination by the [Town/Village] Planning Board that such combinations meet the purposes and intent of the Waterfront Development District.

C. Special permit uses.

The following uses may be permitted upon application to and with the approval of the [Town/Village] Board pursuant to [include reference to special permit in zoning regulations]:

- (1) Tour boat operations.
- (2) Commercial parking lots.

D. Accessory uses.

The following accessory uses are permitted in the WD District, provided that they are incidental to a permitted use listed in Subsection B above:

- (1) Minor home occupations in accordance with the regulations established in [insert other references to home occupations in zoning regulations]
- (2) Storage structures for nonresidential uses (i.e., rental boat storage), not to exceed a height of 16 feet, which shall be screened from view by neighboring properties and water bodies with the use of vegetation, fencing or berming, or any combination thereof.
- (3) Sheds, private garages or other normal residential accessory structures, provided that they are not located on the side of the property that fronts on the river and canal.

E. Development regulations

- (1) Setback requirements.
  - (a) In order to provide greater flexibility and innovation in project design than allowed in other zoning districts, no minimum setbacks are specified. Setbacks shall be determined by the Planning Board as part of the site plan review process. In determining the placement of structures on the site, the Planning Board shall consider the protection and preservation of unique and sensitive environmental and historic features; the maintenance of the general character of the shoreline, setbacks of structures in the vicinity, scenic views and vistas; and the specific goals established for this district.
  - (b) Setbacks for individual sites along the Hudson River and Champlain Canal may vary depending upon such factors as:
    - [1] Adequate widths between buildings to accommodate pedestrianways for public access to the river and canal.

- [2] Variations in the width of state-owned land along the river or canal.
- [3] The extent to which water-dependent uses need to be located adjacent to the waterway.
- (3) Maximum building heights.
  - (a) Maximum height for principal buildings on lots which abut the river and canal shall not exceed 40 feet.
  - (b) Maximum height for principal buildings on lots which do not abut the river and canal shall not exceed 60 feet.
  - (c) Maximum height for accessory buildings shall not exceed 16 feet.
- (4) Maximum lot coverage. All buildings, parking areas and other impervious surfaces shall not exceed 75% of lot coverage.

F. Additional requirements and standards.

- (1) Parking, fences, signs, and refuse container enclosures shall not detract from water views and are subject to regulations contained in [insert other references to these issues in Municipal Ordinances], respectively.
- (2) Docking requirements.
  - (a) Residential: maximum of one dock per residence, with multiple slips clustered where feasible.
  - (b) Commercial: docking requirements are flexible based upon the following considerations: parking adequacy, river and canal width, navigation channel width, and water surface use.

## APPENDIX C: SAMPLE BUILDING IMPROVEMENT GUIDELINES

### INTRODUCTION

Design Guidelines are typically created to guide physical change. They seek to preserve and reinforce a commercial or residential area's positive physical elements and unique character, while eliminating or improving negative ones. Guidelines also help to ensure that public investments made in physical improvements in commercial and residential areas are coordinated and cohesive. Well-crafted design guidelines provide guidance to those undertaking a project, and aid the decision-making process for determining the appropriateness of proposed changes. Guidelines are not intended to prevent change or stifle creative design, but to ensure that when change does occur, it enhances the character of the Old Saratoga communities' physical character.

The overall purpose of these building improvement guidelines is to:

- Help safeguard a community's historic, aesthetic, and cultural heritage;
- Help stabilize and improve property values;
- Encourage civic pride in the beauty and accomplishments of the past;
- Protect and enhance a community's attractions for tourists, thereby benefiting business and industry;
- Provide an information base and instructions for continuing to improve, enhance and capitalize on a community's unique assets;
- Strengthen the local economy by encouraging private investment in building rehabilitation and business development; and
- Promote the use of landmarks for the education, pleasure, and welfare of local residents as well as visitors and investors.

The intent of the building improvement guidelines is not to "freeze" buildings in a particular time or architectural style, but to assist property owners and others to make changes that are in keeping with the building's character in order to protect and enhance the building's economic value. Furthermore, the intent is not to require complete restoration, but to ensure that as a building is repaired and updated, the original character is not obscured by unsympathetic alterations.

### APPROACH

Exterior and interior residential and commercial building rehabilitation of older and historic residential and commercial buildings should include the following steps:

- Researching the property before undertaking any work, locating old photographs or other views to guide improvement work.

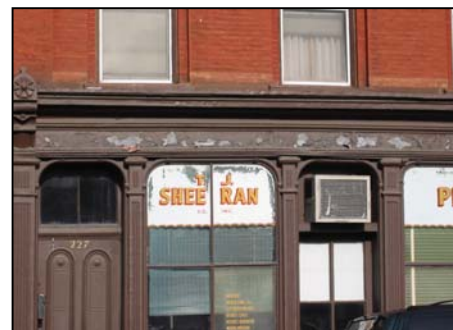
- Analyzing and evaluating your building's historic character and significant remaining architectural details.
- Assessing architectural integrity, including physical condition.
- Planning the rehabilitation work.
- Reviewing building codes and other legal requirements.
- Determining if you are eligible for grant funding, technical assistance or tax incentives.
- Investigating project planning options.

### ARCHITECTURAL METALS

Architectural metal features such as cast iron facades, porches and steps, sheet metal cornices, roofs, roof cresting and storefronts; and cast or rolled metal doors, window sash, entablatures and hardware are often highly decorative and may be important in defining the overall historic character of the building. Their retention, protection and repair should be a prime consideration in rehabilitation projects.

#### Typical Problems

- Lack of maintenance.
- Paint failure.
- Corrosion.
- Missing elements such as finials and roof crestings.



#### Improvement Goals

- Identify, retain and preserve architectural metal features such as columns, capitals, window hoods or stairways that are important in defining the overall historic character of the building and their finishes and colors.
- Avoid removing any major portions of the historic architectural metal from a façade. Repair or replace the deteriorated metal.
- Do not reconstruct the façade of a building with new material in order to create a uniform, or "improved" appearance.
- Do not radically change the type of metal finish or its historic color or accent scheme.
- Protect and maintain architectural metals from corrosion by providing drainage so that water does not stand on flat, horizontal surfaces or accumulate in curved, decorative features.

### ARCHITECTURAL MOLDINGS AND TRIM

See section on cornices also.

Architectural moldings and trim are essential in defining and expressing the architectural style of a building. These elements also give a building scale and value. They include cornices decorated with dentils, frieze bands and/or

brackets, corner boards, finials, pendants, bargeboards, and window and door casings. Every effort should be made to retain and preserve the special character-defining details that make each building unique and attractive.

### Typical Problems

- Decorative architectural moldings or trim have been removed or significantly damaged during installation of synthetic siding materials.
- Architectural moldings and trim have often been removed or seriously damaged during installation of modern siding materials or as part of a “modernization” effort by the property owner.
- Architectural moldings and trim have deteriorated or been damaged over time and are in need of maintenance and repair. Examples of deterioration include rusting, missing pieces, damaged pieces, etc.
- Architectural moldings and trim have been covered by synthetic siding materials, obscuring the building’s architectural style.



### Improvement Goals

- Strong preference is given to retaining, repairing or restoring original or historic architectural moldings and trim because these details are important expressions of a building’s architectural style. Restoration of these elements should be based on existing physical or photographic evidence.
- Whenever possible, architectural moldings and trim that have been covered over by synthetic siding or other modern materials, should be carefully uncovered to allow evaluation of their condition followed by repair, maintenance or restoration.



## BUILDING DEMOLITION

As communities continue to change and grapple with continuing projected growth, there will be corresponding changes in their physical, or built, environments. The purpose of these building improvement guidelines is to help manage this change, ensuring that historically and architecturally distinctive and significant buildings are protected, preserved, and adaptively reused, with new buildings that enable new uses while maintaining the character of the surrounding neighborhood. These guidelines will also help property owners make informed decisions about changes to their buildings, helping stabilize and improve property values by encouraging good design and facilitating building improvements that enhance, rather than detract from, existing buildings and neighborhoods.

### Typical Problems

- Building damage or deterioration resulting from vandalism or neglect, deferred maintenance, fire, flood, or other natural causes.



- Loss of important historic and architectural building elements because of later additions and alterations.
- Extended building vacancy or neglect causes increased repair and rehabilitation costs, and imposes direct expenses on the municipality.
- New development or related investment pressures threaten one or more historic buildings.
- Perceived or real building obsolescence discourages potential investors.

### Improvement Goals

- Strong preference is given to building rehabilitation, with demolition strongly discouraged. When demolition is approved, efforts should be made to ensure that a formally adopted or approved plan has been developed for the property, and that committed financing is in place for proposed redevelopment. Avoid demolition situations where the result is a poorly maintained vacant lot or minimally used parcel that contributes little to the unique character of the community.
- Work with code enforcement, property owners, and interested others to proactively identify buildings threatened with demolition, to stabilize and maintain these buildings, and to develop appropriate plans for redevelopment (rehabilitation and reuse or compatible new development).
- Replacement of demolished buildings with incompatible infill is strongly discouraged. New construction that conforms to these design guidelines, as well as to community character (in building height, width, setbacks, and similar characteristics) is encouraged.

## CORNICES

A cornice is any continuous molded projection that crowns or finishes the part to which it is affixed, such as a wall or door opening; most notably the exterior trim of a structure at the meeting of the roof and wall; in classical terms, the upper projecting part of the entablature.

Cornices are an important part of a building's architectural style and overall design, providing important decorative characteristics. They can be made of brick, stone, wood, metal, terra cotta, or other material.

### Typical Problems

- Modern materials cover original cornice elements.
- Original cornice elements are missing or severely altered.
- Metal cornice elements are rusting or paint is failing (peeling, crazing, etc.) on wood cornice elements.
- "Modern" or replacement cornices installed in place of original cornice or added to a building without a cornice.
- Cornice elements have been removed as part of building "modernization."



### Improvement Goals

- Strong preference is given to retaining, repairing or restoring original or historic cornices because they are important expressions of a building's architectural style and character. Restoration of these elements should be based on existing physical or photographic evidence.
- Whenever possible, cornices that have been covered over by synthetic siding or other modern materials should be carefully uncovered to allow evaluation of their condition followed by repair, maintenance or restoration.
- Include decorative cornice elements when determining new paint schemes.



### DOORS

Doors are important functional and decorative elements of a building. They express a building's architectural style and include the door itself, hardware such as hinges, knobs, and locks, and the door frame that holds it in place. A building's front or principal entrance is often reinforced as the main focal point of the front façade by the elaborate treatment of the door and its surrounding features. Doors often display fine craftsmanship in their detailing and choice of materials. Sidelights, fanlights and transom windows are often incorporated into the entrance assembly and are framed by decorative surrounds consisting of hoods, brackets and columns. Doors are often part of the expression of a particular architectural style and contribute to the overall recognition of that style on a particular building. Before any project that might affect the building's doors or entrances is undertaken, their contribution to the overall historic character of the building must therefore be carefully assessed.

Like windows, doors are among the most frequently replaced items of a building. Door replacement includes replacement of original doors with doors from later historical periods as well as replacement of historic (original) doors with modern stock doors commonly available at home improvement stores.

### Typical Problems

- Original and historic doors have been replaced by modern doors or have been obscured by modern storm or screen doors. Like windows, doors are among the most frequently replaced elements of a building. Typical door alterations include replacement of original doors with doors from later historical periods as well as replacement of historic doors with modern stock doors that are more common in, and appropriate for, new commercial or residential construction.
- Door or entrance elements have been removed or obscured through building "modernization." Fanlights, transom windows and sidelights are closed up, painted over, or covered up with modern materials.



- Door openings are reduced in size or “blocked down” to accommodate modern, suburban style wood or steel doors.
- Storm doors have been installed at many entrances.

### Improvement Goals

- Strong preference is given to retaining, repairing or restoring original or historic doors and entrances. Restoration should always be based on existing physical or photographic evidence.
- Whenever possible, doors and entrances that have been covered over or blocked down to accommodate modern doors should be restored based on existing physical or photographic evidence.
- Whenever possible, modern doors and storm doors should be removed and replaced with other doors and storm doors that are consistent with the building’s architectural style. These include historic doors salvaged from other buildings or replicas made by historic millwork shops.
- Whenever possible, storm doors should be restricted to full view combination models that do not obstruct view of the historic door and its details.



## ENTRANCES AND PORCHES

Many of the original porches and entrance features of buildings are often removed or altered in some way. Some buildings retain portions of their original entrance features or porches, while in other cases original porches have been replaced with modern versions in brick, metal, or wood framing. These include brick enclosures, enclosed front porch additions, and decorative wrought iron supports and metal canopies. In fewer cases, original porches have been retained or restored.

Entrances and porches are generally major focal points of historic buildings, particularly when they occur on the front (street) or principal elevation(s). Together with their functional and decorative elements such as doors, steps, balustrades, pilasters and entablatures, they can be extremely important in defining the overall historic character of a building. Their retention, protection and repair should always be carefully considered when planning rehabilitation work. At the same time, their alteration or replacement with modern porch or deck materials, can obscure the historic character of residential and commercial buildings.

### Typical Problems

- Original and historic entrances and porches have been removed, partially removed, or replaced with incompatible materials and elements.
- Suburban deck-style porches or entrances have been added to some



residential buildings.

- Porches and entrances have been enclosed or covered over by modern materials or new additions, many of which conflict with or detract from the building's original architectural character and style.

### Improvement Goals

- Strong preference is given to retaining, repairing or restoring original or historic porches and entrances because they are important expressions of a building's architectural style. Restoration of these elements should be based on existing physical or photographic evidence.
- Whenever possible, incompatible modern porches, entrances, or similar elements should be removed and replaced with a more compatible porch or entrance.

## MASONRY

Brick and stone are the prevalent masonry materials used. Masonry is used to form walls, wall surfaces, and effects (such as modeling, tooling, bonding patterns, joint size, and color) as well as decorative building elements (such as brick cornices and pediments; stone window architraves, lintels, and sills; terra cotta brackets and railings). It is important to maintain and preserve masonry materials and details because they provide important clues that enable property owners and others to define the historic character of a building.

Masonry consists of the unit itself (brick, stone, concrete block, terra cotta tile, etc.), the mortar used to fill joints between masonry units, and the pattern (or bond) the masonry is laid up in. Masonry bonds and mortar joints add visual interest to buildings and help establish the date of construction.

Although masonry is among the most durable of building materials, it is also the most susceptible to damage by improper maintenance or repair techniques and by harsh, abrasive cleaning methods. Because of this, most preservation guidance on masonry focuses on concerns such as non-destructive cleaning and the process of repointing or tuckpointing.

The maintenance of masonry surfaces and materials includes surface cleaning, surface painting, repointing of masonry joints, and repair and replacement of damaged or missing masonry units.

### Typical Problems

- Open mortar joints and crumbling mortar.
- Original masonry covered with modern synthetic siding.
- Biological growth such as ivy or moss on brick or mortar joints.
- Deteriorated or discolored brick surfaces.
- Missing or loose masonry units.
- Cracks.

### Improvement Goals

- Protect and maintain masonry by providing proper drainage so that water does not stand on flat, horizontal surfaces or accumulate in curved decorative features.
- Always use the least destructive treatment possible to accomplish project goals. Unpainted masonry should be left unpainted. Water, steam and abrasive cleaning should involve the lowest pressure and least surface scrubbing possible.
- Avoid sandblasting masonry, as this high-pressure abrasion often causes permanent damage, generally changes the physical and visual character of the masonry, and results in additional continuing maintenance challenges.
- Avoid covering masonry with metal, vinyl, or other substitute siding materials. Siding may hide existing or future problems and will not lower maintenance costs.

For additional information on cleaning, painting, repointing, repair and replacement, see the section on additional resources at the end of this document.

### SIDING

Siding refers to the exterior (or surface) wall materials, sheathing or covering of a building or structure. Wall cladding materials are also called clapboards, shingles, and sheathing. Siding was traditionally applied primarily to wood frame buildings, although in more recent years, modern siding materials have also been applied to masonry buildings to cover various cosmetic and structural problems and update a building's appearance. Original siding on older and historic buildings generally consisted of wood clapboards or shingles. From the 1930s onward, these traditional siding materials have frequently been replaced or covered over by substitute synthetic or artificial siding materials made of asbestos, asphalt, steel, aluminum and vinyl.

The application of substitute or replacement artificial siding materials over traditional wood clapboards or shingles is one of the most noticeable alterations of older buildings in the region. Much of the substitute siding is several decades old and is exhibiting signs of age and deterioration. While restoration of original façade and siding materials is strongly preferred, these guidelines also allow improvement or replacement of existing artificial siding as long as existing historic building components are protected and maintained. All siding modifications and colors should reflect historic façade materials as closely as possible based on photographic or physical evidence.

### Typical Problems

- Among the most noticeable alterations of older and historic buildings is the application of synthetic siding materials, such as faux stone, asbestos and asphalt shingles, and aluminum and vinyl siding, over or in place of original masonry or wood. Although sensitively applied in some cases, the application of replacement siding typically results in the removal and alteration of original building elements (such as cornices, window and door trim, and other character-defining decorative elements) and obscures the building's original architectural character.
- Much of this replacement siding has reached, or is nearing, the end of its useful life.

- Typical problems include:
- Paint failure in the form of peeling, cracking and bubbling, or lack of any paint or other protective finish on wood siding.
- Cracking, denting, warping, fading, dirt accumulation and breakage of artificial siding materials such as asbestos, asphalt, aluminum and vinyl.
- Missing or mismatched siding materials where repairs or other alterations have been made to artificial siding materials.
- Concealment of a building's original architectural character and character-defining features, as well as concealment of potential problems, in a manner similar to the way fabric slipcovers hide wear on an aging sofa. Hidden problems may include such things as moisture penetration, rotting, cracks and pest infestation.
- Loss of original character-defining materials such as cornices, decorative moldings, corner boards and other building elements that are often removed when artificial replacement siding is installed on an older or historic building.



### Improvement Goals

- To improve overall appearance, the principal goal of these design guidelines is to restore deteriorated wood and brick facades and upgrade facades covered with artificial siding that has become faded, damaged, and deteriorated.
- Strong preference is given to retaining, repairing or restoring original or historic siding materials because they are important expressions of a building's architectural style. Restoration of original historic wood siding, clapboards, sheathing and shingles should be based on existing physical or photographic evidence.
- Whenever possible, wood siding that has been covered over by artificial siding materials such as asbestos, asphalt, aluminum or vinyl should be carefully uncovered to allow evaluation of their condition followed by repair, maintenance or restoration.
- Artificial siding should be installed or replaced only as a last resort. When it has already been installed on a building, the preferred improvement will always be repairing and restoring historic wood siding materials. However, in situations where this is not feasible because the architectural character of a building has already been compromised or because of costs, the preferred treatment will be installation of new siding in a way that is as sympathetic to the architectural character of the building as possible. See below for additional guidance.



As research by the Connecticut Historic Trust has shown, there are many good reasons not to install artificial or synthetic siding materials. Although materials such as aluminum and vinyl are often advertised as cost-saving measures, the hidden costs from possible deterioration often make it less cost effective. It also offers little or no long-term gain over the cost of painting. Normally vinyl or aluminum will cost from two to three times as much as a



good paint job on the same building (more if the application is sensitive to trim and historical detail), while paint should last from 8-10 years. For vinyl or aluminum to save money over the long haul, it must last for 16 to 30 years and not require any painting. By themselves, vinyl and aluminum offer no increase in insulation, and the insulation backing applied to them is too thin to add appreciable savings. Finally, application of such siding results in a loss of the unique qualities of a building, and this reduces its property value.

Ideally, the use of artificial siding materials would be restricted to new construction or used only on a building addition or secondary façade (side or rear) that is not readily visible to the public.

### ROOFS

The roof shape and features such as cresting, dormers, cupolas, and chimneys, along with size, color, and patterning of the roofing material can be extremely important in defining the building's overall character. Protecting and maintaining the roof as a "cover" is a critical aspect of every rehabilitation project. It is equally important to ensure that gutters, downspouts, flashing and other roof elements are properly installed, regularly cleaned out and periodically inspected and maintained.

A watertight or weatherproof roof is absolutely essential to prevent moisture penetration and deterioration of other building elements. A leaky roof can cause problems with, or failure of, walls, ceilings, electrical systems, and masonry.

#### Typical Problems

- Lack of maintenance, indicated by missing or damaged shingles, gutters, flashing, and other roof elements and causing roof leaks and moisture penetration.
- Missing or damaged decorative roof elements such as finials, crestings, and balustrades.
- Deteriorated and poorly maintained chimneys (see Masonry section also).
- Roof sagging, indicating possible structural problems.

#### Improvement Goals

- Strong preference is given to retaining, repairing or restoring original or historic roofing materials and decorative elements because they are important expressions of a building's architectural style. Restoration of original historic roof materials such as wood shingles, slate, and metal should be based on existing physical or photographic evidence.
- Whenever possible, missing decorative elements such as balustrades and finials should be replaced based on existing physical or graphical evidence. Poorly maintained decorative elements should be repaired in accordance with these building improvement guidelines.

### WINDOWS

Windows are among the most important functional and decorative elements of a building. They allow light and fresh air to enter the building, enable building occupants to view the world outside and express a building's

architectural style. The size, type, arrangement, location, material and color of windows affect the appearance of every building.

Windows can be fixed in place (unmovable) or operable. The most common types of operable windows are double- and triple-hung sash, pivot sash, casement windows. Window parts include the frame a window is set into, a lintel made of wood, brick, or stone; a sill at the bottom of the window; and one or more window sash made up of structural elements (traditionally wood) and glass (called lights or panes). Windows often include interior or exterior shutters constructed of wood in solid panels or louvers.

Because of the quality and durability of wood used for window sash in older and historic buildings, they are still in use in many buildings. If well-maintained and kept in good working order, it is likely that these window sash will last for many more years. At the same time, replacing window sash with new wood sash or modern aluminum, vinyl or wood sash has always been fairly expensive. Because of this, property owners have often replaced windows only when they are thought to be beyond repair or on a piecemeal basis to “modernize” their building. For example, a property owner might only have replaced window sash in a front façade to give their property a more up to date appearance. Or front façade windows might have been repaired using sash from side or rear façade windows, with the corresponding rear or side façade windows replaced with new wood, aluminum or vinyl units.

While sometimes necessary, replacement of original wood sash with aluminum or vinyl units detracts from the historic appearance of a building and limits the opportunities for decorative paint schemes. Repairing wood windows is often less expensive than replacing them with aluminum or vinyl windows. However, repair of replacement windows is generally difficult. If an aluminum or vinyl window frame breaks, the entire window must often be replaced. If the window unit is more than a few years old, it will be difficult to find matching units, resulting in a building with mismatched windows.

It is important to consider all of these issues when thinking about window improvements.

### Typical Problems

- Closing up or “blocking down” window openings to hide unwanted windows or enable installation of smaller modern replacement aluminum or vinyl windows that come in stock sizes that are smaller than original window openings.
- Replacement of original or later historic wood sash with modern aluminum or vinyl sash.
- Installation of modern aluminum or vinyl storm windows.
- Poorly maintained wood, aluminum or vinyl windows and storm sash, with conditions including peeling paint, broken glass, warped sash, and missing aluminum or vinyl parts.





- Covering of window lintels, sills and frames with aluminum or vinyl (in some cases, with loss of decorative historic building elements).

### Improvement Goals

- Strong preference is given to retaining, repairing, or restoring original or historic wood sash and replacing modern aluminum and vinyl sash and storm windows with traditional wood window sash based on existing physical or photographic evidence.
- When retention, repair, restoration or wood replacement is not possible or practical because of substantial window modification at some point in the past, preference is given to repair or upgrading of existing modern window units. Replacement units should be designed to replicate original wood sash as closely as possible, based on existing physical or photographic evidence.
- Window elements should be included in decorative paint schemes.



## COMMERCIAL DISTRICTS AND STOREFRONTS

A community's commercial buildings and districts reflect the overall well-being of the area and can help to attract or discourage new business. Buildings and storefronts that are well maintained, that retain original architectural detail and character, and that exhibit creative use of paint colors and signage, communicate volumes about neighborhood, business, and community pride and well-being. Vacant space signals a lack of concern or interest, as well as disinvestment. As many Hudson Valley commercial districts are discovering, well-maintained spaces and districts that emphasize good design, high quality materials, and good retail mix actually attract visitors and customers and can serve as destinations.

### Traditional Storefront Design & Function

The storefront is the most important architectural feature of most historic commercial buildings. Storefronts have always been designed to bring customers into the business, and have always been a key aspect of the store's advertising, merchandising and sales strategy. As architectural styles changed and business sales strategies evolved, storefront designs also changed, and storefronts built in earlier years were often updated to reflect these changes. In many cases, storefront modifications retained the building's original architectural materials and scale. In other cases, however, important architectural elements were removed in favor of modern elements, or covered over in an attempt to modernize.

Before beginning any commercial façade improvement project, it is important to understand that historic commercial buildings generally consist of three major parts:

- Ground floor storefront for retail and commercial uses.
- Upper floor spaces used for professional offices, storage or living quarters.

- Decorative cornice at the roofline.

Storefronts were, and are, an important functional element of a commercial building. They are designed to accomplish two major goals: providing the maximum possible area for the display of merchandise, and providing the maximum amount of light into the display area and sales floor behind it.

To accomplish these goals, traditional storefronts are vertically divided into four major parts:

- Solid lower window panel or bulkhead (sometimes also called a “kickplate”).
- Large display windows for exhibiting merchandise.
- Transom windows to bring additional light into the building
- Visual or physical separation of the storefront from the upper floors by means of a decorative cornice or signboard.

Traditional storefronts usually have two entrances. The principal or commercial entrance was usually given a central location in the façade, although in some cases it was located to the side. It was often recessed to provide a physical transition between the sidewalk and the sales area that also provided additional display space. A secondary entrance, providing access to upper floors, was usually located at either side of the façade.

Although storefront designs changed as architectural and commercial styles changed, this traditional three-part design was generally maintained until the mid-twentieth century.

### Typical Problems

- Missing or damaged historic building elements such as cornices or balustrades.
- Deterioration of painted surfaces shown by dirty surfaces and/or paint that is peeling, cracking, or stained.
- Clear vertical division between storefront and upper floors caused by use of different materials, paint colors, or design elements.
- Storefront signage that is too large, too small, garish or clutters up window display areas, presenting an excessively “busy” appearance.
- Use of materials that do not relate well to the historic façade in terms of type, color, texture and style.
- Door and window openings that have been reduced in size or “blocked down” to accommodate modern window or door units.
- Replacement windows and doors that detract from a building’s historic and architectural character.
- Residential conversions of former storefronts.
- Vacant storefronts that are dirty and untidy.



### Improvement Goals

- Work with property owners to maintain and/or repair all existing traditional storefronts.
- Restore altered storefronts with traditional materials and design elements as described above, based on photographic or physical evidence.
- Use creative signage to highlight the traditional character of the storefront as well as the related business.
- Maintain or reestablish a clear division between ground floor commercial space and upper floor residential or office space.
- Avoid modifying or “modernizing” traditional storefronts.

### WOOD

Wood is among the most commonly used materials for making architectural features and decorative elements, because it can be easily shaped by sawing, planing, carving, and gouging with hand and mechanical tools. Wood features, including clapboards, cornices, brackets, shutters, entablatures, columns, finials, and balustrades, are both functional and decorative.

These features are extremely important in defining the architectural character of a building, and their retention, protection, and repair are of particular importance in rehabilitation projects. They also add value to the properties they adorn because they are integral parts of the original architectural design, they are important expressions of a building’s style, and they have been handcrafted and have historic value.

### Typical Problems

- Original wood building elements are missing or damaged.
- Wood elements show signs of rot or insect infestation.
- Portions of wood decorative elements are covered with other materials (such as synthetic siding), or have been modified, altered, or obscured by paint buildup.

### Improvement Goals

To improve the overall appearance of buildings in the principal goal of these building improvement guidelines is to restore deteriorated wood and brick facades, upgrade facades covered with artificial siding that has become faded, damaged, or deteriorated, and restore, protect, and maintain historic decorative elements.



- Strong preference is given to retaining, repairing or restoring original wood siding materials and decorative elements. Restoration of deteriorated or missing elements should be based on existing physical evidence or photographic evidence.

- Whenever possible, wood siding and decorative elements that have been covered over by artificial siding materials such as asbestos, asphalt, aluminum or vinyl should be carefully uncovered to allow evaluation of their condition followed by repair, maintenance or restoration.
- Artificial siding should be installed or replaced only as a last resort. When it has already been installed on a building, the preferred improvement will be always be repairing and restoring original siding materials. However, in situations where this is not feasible because the architectural character of a building has already been compromised or because of costs, the preferred treatment will be installation of new siding in such a way that is as sympathetic to the architectural character of the building as possible.
- Stock decorative building elements, such as those commonly available at large retail hardware and home improvement stores, should be avoided as they are usually inappropriate in terms of scale, size, material, and finish.

### NEW CONSTRUCTION/INFILL

These building improvement guidelines are not intended to prevent change or new construction. Their purpose is to help ensure that changes to existing buildings are compatible with the original architectural character of those buildings, and that new/infill construction is compatible with existing architectural styles and development patterns in the Old Saratoga region. “Infill” is a word applied to newly constructed buildings that are erected in an already developed area, for example, on a vacant lot between two historic buildings.

#### Typical Problems

- New infill buildings are constructed of inexpensive materials and fail to reflect existing surrounding buildings in size, materials, style, or character.
- New/infill buildings are set back from the front street property line or “edge”, leaving a “gap” in the façade wall.
- New/infill buildings lack detail, are vehicle-oriented or fail to respond to surrounding neighborhood character in any way.

#### Improvement Goals

- New/infill buildings should reflect surrounding buildings in height, width, depth, siting, setbacks and materials.
- New/infill buildings should be constructed using the highest quality materials possible.
- New/infill buildings should reflect the fenestration patterns (patterns of window openings within walls) of surrounding buildings.
- New/infill buildings should blend in with the colors of the surrounding buildings.
- Copying of historic buildings should be avoided. New designs are encouraged, but should reflect characteristics of existing buildings while expressing modern styles and materials.

### PAINT & PAINT COLORS

See the Siding and Masonry sections of this document as well.

Painting a building's façade is one of the most cost effective ways to improve a building and enhance its property value. And, although paint color is a personal choice and people's preferences vary considerably, paint colors play an important role in expressing historic building styles, and because repainting a building is one of the most visible building changes that can be made, this section is provided as guidance for owners of older and historic houses and commercial buildings. Paint is also a critical part of building maintenance. Since it is a coating that protects building elements from weather extremes and sunlight, maintaining painted surfaces is an important part of building ownership.

Like decorative building elements such as cornices, columns, balustrades, doors, windows, roofs, chimneys, and porches, paint colors have historically been an expression of a building's architectural style as well as an owner's personal taste. Paint schemes, or the use of multiple colors on a building, were designed to highlight and contrast different building components and decorative elements. In most cases, no more than three colors are used in a paint scheme.

A house of one period rarely looks its best when painted with colors from another period. For example, a late nineteenth century wood frame building with clapboards, shingles, and decorative elements looks rather anemic when painted white. However, when color distinctions are made between various decorative elements and materials, the building's true architectural character becomes readily evident. Similarly, a brick or stone house requires a dark window sash so that the windows will appear to recede into the façade. A white or light colored sash, as might be seen on a Colonial Revival style house, makes the windows appear to project, changing the relationship between the walls and the window openings.

#### Typical Problems

- Deterioration of paint through natural weathering processes such as the effects of wind, sun, rain, snow, etc. Common problems include bare wood exposure, blistering, cracking, chalking or powdering, crazing, peeling, and fading.
- Accumulated dirt, soot, pollution, cobwebs, insect cocoons, and similar conditions.
- Mildewing caused by excessive surface moisture
- Staining from metallic fasteners and building elements or from chemical reactions between moisture and natural extractives from certain types of wood such as red cedar or redwood.



#### Improvement Goals

- Whenever possible, restore and repaint historic wood surfaces using historically appropriate colors.

- Evaluate and maintain painted surfaces on an as needed basis to ensure the stability and longevity of historic building materials. Periodic touch-ups will prolong the life of a paint job and save money over the years.
- Painting a historic building a single color, particularly white, is discouraged. Also avoid covering buildings in a single color of synthetic siding. Color should be used to highlight key components of buildings - foundation, body, window and door trim, etc.



Online.

### ADDITIONAL RESOURCES

- John J.G. Blumenson, *Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945* (New York, NY: W. W. Norton & Co., 1981).
- Gordon Bock. "Colorful Issues in Choosing Exterior Paint." *The Old House Journal* Online. [http://www.oldhousejournal.com/magazine/2001/march\\_april/exterior\\_paint/default.shtml](http://www.oldhousejournal.com/magazine/2001/march_april/exterior_paint/default.shtml).
- Jan Cunningham, "Vinyl Siding: The Real Issues, A Preservation Guide for Property Owners, Historic District Commissions, Historic Property Commissions," Connecticut Trust for Historic Preservation, 2001, <http://www.cttrust.org>.
- "Electronic Rehab" (National Park Service) - A brief, electronic interactive web class on the Secretary of Interior's Standards for Rehabilitation (<http://www2.cr.nps.gov/e-rehab/>), including sections on getting to know the standards, things to keep in mind or do before you begin building rehabilitation, applying the Secretary of Interior's ten standards for rehabilitation, and testing your knowledge.
- Edward F. Gala, "Avoiding Mistakes in Exterior Painting." *The Old House Journal* (Vol. 4, No. 6, June 1976, pp. 1, 45).
- The "Good Guides" (National Park Service) - <http://www2.cr.nps.gov/tps/care/sitemap.htm>.
- Paul J. Jakubovich. *As Good As New: A Guide for Rehabilitating the Exterior of Your Old Milwaukee Home* (Milwaukee, WI: Dept. of City Development, 1993).
- Paul J. Jakubovich and Les Vollmert. *Good for Business: A Guide to Rehabilitating the Exteriors of Older Commercial Buildings* (Milwaukee, WI: Dept. of City Development, 1995).
- Paul J. Jakubovich, et. al. *Living With History: A Guide to the Preservation Standards for Historically Designated Houses in Milwaukee* (Milwaukee, WI: Dept. of City Development, 1997).
- Steve Jordan, "Colors for a New Century - Picking Exterior Paint Colors for Post-Victorian Houses." *Old House Journal*. <http://www.oldhousejournal.com/magazine/2003/june/colors.shtml>.
- Steve Jordan, "The Vary Best Colors." *Old House Journal* (Vol. 4, No. 7, July 1976, pp. 1, 101).
- Sally Light, *House Histories - A Guide to Tracing the Genealogy of Your Home* (Spencertown, NY: Golden Hill Press, 1989).

- Virginia and Lee McAlester, *A Field Guide to American Houses* (New York, NY: Alfred A. Knopf, 2000).
- Harley McKee. *Introduction to Early American Masonry: Stone, Brick, Mortar and Plaster* (Washington, DC: The Preservation Press, 1973).
- Norman Mintz. *A Practical Guide to Storefront Rehabilitation* (Albany, NY: Preservation League of New York State, Technical Series, No. 2, 1979).
- James Morgan, *If These Walls Had Ears: The Biography of a House* (New York, NY: Warner Books, 1996).
- Roger Moss, *Century of Color: Exterior Decoration for American Buildings, 1820-1920* (New York: Amer Life Foundation, 1981).
- Roger Moss and Gail Caskey Winter, *Victorian Exterior Decoration: How to Paint Your Nineteenth Century House Historically* (New York: Henry Holt & Company, 1992).
- Roger Moss, ed. *Paint in America: The Colors of Historic Buildings* (New York: Wiley, 1994).
- National Park Service, *Preservation Briefs*, <http://www2.cr.nps.gov/tps/briefs/presbhom.htm>.
- Old House Journal - <http://www.oldhousejournal.com/index.shtml>.
- "Special Issue: Exterior Painting." *The Old House Journal* (Vol. 4, No. 4, April 1981, pp. 7194).
- George Stephen. *Remodeling Old Houses Without Destroying Their Character* (New York, NY: Alfred A. Knopf, 1973).
- Traditional Building - <http://www.traditional-building.com>.
- Historic photographs.
- Historic building components can often be found at architectural salvage stores. There is at least one in the Capital District - Historic Albany's Parts Warehouse. They carry historic window sash, doors, hardware, glass, and a wide range of other historic building materials that can be purchased and reused on other buildings.



### APPENDIX D: PARTNERS IN WATERFRONT REVITALIZATION

*(The following information is a modified version of the NYS Department of State Division of Coastal Resources Local Waterfront Revitalization Program Guidebook: Making the Most of Your Waterfront. It has been modified to include only those partners and funding sources relevant to the Old Saratoga Region.)*

#### Local Governments

Local governments - whether county, city, town or village - may have planning, design, engineering and economic development staff and local committees who can be instrumental in helping you revitalize your waterfront. They can provide information in the form of local plans, and consultant studies such as appraisals, cost estimates, feasibility studies, market studies, reuse analyses, engineering reports, land use studies, marketability studies, etc. and technical assistance at all stages of developing and implementing a Local Waterfront Revitalization Program.

The New York State Conference of Mayors and Municipal Officials ([www.nycom.org](http://www.nycom.org)) can provide technical assistance to its members and holds a Main Street conference annually that addresses many issues related to the redevelopment of waterfronts and how they can link to downtowns. The Association of Towns of New York State ([www.nytowns.org](http://www.nytowns.org)) can provide technical assistance to its members and may be able to help with your project. The New York Association of Counties ([www.nysac.org](http://www.nysac.org)) provides information on local governments and county links.

Local governments whether county, city or town may have an industrial development agency (IDA) to help develop the economic environment and support infrastructure in their municipality. An IDA is a corporate governmental body, constituting a public benefit corporation created pursuant to General Municipal Law, Article 18-A. They are an important financing vehicle in those communities. The following website contains a listing of those municipalities with IDAs: [www.gorr.state.ny.us/gorr/IDA.htm](http://www.gorr.state.ny.us/gorr/IDA.htm). You can also contact your municipality's community development or planning office to see if your community has an IDA.

IDAs work to provide appropriate financial incentives and assistance to eligible private-sector businesses to induce the construction, expansion, or equipping of facilities to stimulate capital investment and job creation for a wide range of commercial and industrial projects. Financial assistance may involve issuance of tax-exempt or taxable bonds to cover the costs of construction, rehabilitation and equipping of a wide range of projects. Other financing benefits that industrial development agencies may offer are sales, mortgage, and real property tax abatements, and lease back agreements. Other types of assistance may include expediting the local development review and permitting process.

#### Regional Organizations

Due in part to the geographic diversity of New York State, many regional planning and environmental organizations can be found. The Regional Councils including Capital District Regional Planning Commission ([WWW.cdrpc.org](http://WWW.cdrpc.org)) and Lake Champlain-Lake George Regional Planning Board ([www.albany.net/~rpb](http://www.albany.net/~rpb)) foster coordination among neighboring communities and provide a regional approach to issues crossing municipal boundaries. The regional New York State Metropolitan Planning Organizations ([www.nysmpos.org](http://www.nysmpos.org)) including the Capital District Transportation Committee ([WWW.cdtcmpo.org](http://WWW.cdtcmpo.org)) and the Adirondack/Glens Falls Transportation Committee ([WWW.agftc@aol.com](mailto:WWW.agftc@aol.com)) and the New York State Rural Development Council ([www.nysrdc.org](http://www.nysrdc.org)) provide regional planning assistance. Other regional groups can be helpful such as Scenic Hudson ([www.scenichudson.org](http://www.scenichudson.org)).



## APPENDIX D: PARTNERS IN WATERFRONT REVITALIZATION

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### Nonprofit Organizations

There are several not-for-profit organizations specializing in waterfront planning and revitalization. The Glynwood Center ([www.glynwood.org/](http://www.glynwood.org/)) helps communities with balancing economic development and conservation of natural and cultural resources. The New York Planning Federation ([www.nypf.org](http://www.nypf.org)) has information on planning and zoning for local communities.

A source of assistance is local land trusts. Community-based land trusts are experts at helping interested landowners find ways to protect their land in the face of ever-growing development pressure. The Land Trust Alliance provides a full array of advice on land trusts and how they can help communities ([www.lta.org](http://www.lta.org)). The Open Space Institute protects significant recreational, environmental, agricultural, and historic landscapes in New York State ([www.openspaceinstitute.org](http://www.openspaceinstitute.org)). The Trust for Public Land ([www.tpl.org](http://www.tpl.org)) can be another resource for information. Local land trusts in your area should be contacted as well. The American Farmland Trust ([www.farmland.org](http://www.farmland.org)) should be contacted if your community had agricultural resources.

Some conservation organizations may be useful in providing information on protecting or restoring natural habitats and river or stream corridors. The Conservation Foundation ([www.conservationfoundation.org](http://www.conservationfoundation.org)) provides assistance on land and watershed protection. The Society of Wetland Scientists ([www.sws.org](http://www.sws.org)) provides links to other wetlands organizations. The National Audubon Society ([www.audubon.org](http://www.audubon.org)), The Nature Conservancy ([www.tnc.org](http://www.tnc.org)), and the Sierra Club ([www.sierraclub.org](http://www.sierraclub.org)) are also good sources of information and assistance.

Resource specific organizations may be useful. These include the Association of State Floodplain Managers ([www.floods.org](http://www.floods.org)), the Center for Watershed Protection ([www.cwp.org](http://www.cwp.org)), and the Nature Conservancy (<http://nature.org/>).

Parks, greenways, trails, heritage corridors and other public spaces are important elements in waterfront planning and implementation. The Project for Public Spaces ([www.pps.org](http://www.pps.org)) and the New York Parks and Conservation Association ([www.nypca.org](http://www.nypca.org)) are useful resources. The Center for Livable Communities ([www.lgc.org](http://www.lgc.org)) and Partners for Livable Communities ([www.livable.com](http://www.livable.com)) provide information on enhancing community quality, and restoring and renewing communities. The Sustainable Communities Network ([www.sustainable.org](http://www.sustainable.org)) and Smart Growth ([www.smartgrowth.org](http://www.smartgrowth.org)) are also good resources.

Community development organizations are also an important potential source of assistance. Resident-led community-based development organizations are instrumental in transforming distressed neighborhoods and communities into healthy places to live and work. Talk to your municipality's planning or community development office to find these organizations.

The National Trust for Historic Preservation can be an important partner. The Trust is a national nonprofit organization that provides leadership, education and advocacy to save America's diverse historic places and revitalize communities. On its website, the Trust ([www.nthp.org](http://www.nthp.org)) provides details of its programs. It also provides links to other programs that can help with your rehabilitation.

Another heritage preservation partner is the Preservation League of New York State. This non-profit organization is dedicated to the protection of New York's diverse and rich heritage of historic buildings, districts, and landscapes. On its web site, the Preservation League ([www.preservenys.org](http://www.preservenys.org)) provides details of its own small grant program and summaries of other grant programs that deal with the historic preservation aspects of your vision.

For waterfronts adjacent to a community's main street or downtown area, one important program that can help you understand your building's role in the revitalization of your community is the Trust's National Main Street Program ([www.mainstreet.org](http://www.mainstreet.org)). This program seeks to help communities revitalize their traditional commercial

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## Appendix D: Partners in Waterfront Revitalization

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areas, using historic preservation and grass roots-based economic development. It serves as the nation's clearinghouse for information, technical assistance, research and advocacy on preservation-based commercial district revitalization.

### Universities

The Council for Community Design Research is an outreach program within the State University of New York, College of Environmental Science and Forestry (SUNY ESF) Faculty of Landscape Architecture. The Council works in partnership with communities, elected officials, agencies and nonprofits to provide technical assistance, educational programs, and research projects that build community capacity to manage sustainable futures. SUNY ESF prepared the SUNY Sourcebook of Community Assistance Programs (<http://fla.esf.edu/ccdr>). The SUNY Sourcebook provides a list of SUNY-wide resources to address redevelopment issues.

Cornell University through Cooperative Extension ([www.cce.cornell.edu](http://www.cce.cornell.edu)) and the Community and Rural Development Institute ([www.cardi.cornell.edu](http://www.cardi.cornell.edu)) provides assistance to communities. The Community and Rural Development Institute (CaRDI) located at Cornell University has partnered with Penn State University to create the Community and Economic Development Toolbox ([www.cardi.cornell.edu/cd\\_toolbox\\_2/cdindex.cfm](http://www.cardi.cornell.edu/cd_toolbox_2/cdindex.cfm)). This web site contains a wide variety of resources and information that can strengthen community capacity and provide you with information that will help in your redevelopment project. The Pace University's Land Use Law Center ([www.law.pace.edu/landuse/](http://www.law.pace.edu/landuse/)) provides assistance on the development of sustainable communities in New York State.

### State and Federal Agencies

Many New York State agencies provide an array of technical and financial assistance that can support the redevelopment of abandoned buildings and sites from planning through implementation. The New York State Quality Communities Clearinghouse Web Site ([www.dos.state.ny.us/qc/home.shtml](http://www.dos.state.ny.us/qc/home.shtml)) is a directory or 'portal' to these State agencies with brief descriptions of services and links to the appropriate agency web site pages. Organized by "Quality Communities Principles," the web site provides guidance on state agency funding programs that can help to redevelop a building or site.

The Department of State's Division of Coastal Resources can provide assistance on all aspects of waterfront and community revitalization to help you make the most of what your waterfront has to offer. The Division can provide technical and financial assistance to help communities expand public access, reinvigorate urban waterfronts, restore habitats, protect scenic resources, preserve historic resources, manage water uses, improve water quality, protect against flooding and erosion and strengthen local economies ([www.nyswaterfronts.com](http://www.nyswaterfronts.com)). The Division of Coastal Resources should be the first place to contact if you are interested in revitalizing your waterfront.

The federal government offers a range of economic development programs to distressed urban and rural communities for economic renewal. The online Catalog of Federal Domestic Assistance (<http://www.cfda.gov/>) gives you access to a database of *all* federal programs available to State and local governments, domestic public, quasi-public, and private profit and nonprofit organizations and institutions; specialized groups; and individuals. You can search this database to find grant and funding opportunities meeting the requirements for your waterfront project. You can then contact the office that administers the program and find out how to apply. Also available on this site are several aids to guide you in the writing of a proposal to apply for assistance.

## LAND USE AND DEVELOPMENT

### New York State

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1. The Department of State's Division of Local Government Services can provide training assistance to municipalities related to zoning procedures and other practical legal and technical advice (<http://www.dos.state.ny.us/lgss/localgovt.html>).
2. If you are located on the Hudson River, you may be able to seek funding from the Hudson River Valley Greenway. The Hudson River Valley Greenway Communities Council provides community planning grants and technical assistance through the "Greenway Communities Grant Program" and the "Greenway Compact Grant Program". These programs help eligible communities develop and achieve a vision for their future and assists in the development of the Greenway Compact, a regional planning strategy for the Hudson River Valley (<http://www.hudsongreenway.state.ny.us/index.htm>).
3. Empire State Development (ESD) can provide assistance if you are looking to start up a company, establish a presence, or expand already existing operations (<http://www.nylovesbiz.com/default.asp>).
4. Empire Zones are designated areas throughout the state that offer significant incentives to encourage economic development, business investment and job creation ([www.nylovesbiz.com/Tax\\_and\\_Financial\\_Incentives/Empire\\_Zones](http://www.nylovesbiz.com/Tax_and_Financial_Incentives/Empire_Zones)).
5. The Governor's Office for Small Cities administers the Community Development Block Grant Program for the State of New York. The Community Development Block Grant Program provides grants to eligible cities, towns, and villages with a population under 50,000 and counties with an area population under 200,000 to revitalize neighborhoods, expand affordable housing and economic opportunities and or improve community facilities and services ([www.nysmallcities.com](http://www.nysmallcities.com)).
6. The Governor's Office of Regulatory Reform (GORR) can provide assistance on developing language for zoning ordinances to site certain business uses within the municipality for the purpose of promoting economic development within the jurisdiction (<http://www.gorr.state.ny.us/gorr/zoning.html>).
7. Department of Transportation (DOT) can provide assistance related to promoting economic growth by planning, coordinating, and implementing strategies to improve the State's transportation network (<http://dotweb2.dot.state.ny.us/info/info.html>). The Environmental Analysis Bureau of DOT has as its mission to EAB's mission, in partnership with regional environmental personnel, to provide NYSDOT with leadership, liaison and expertise on environmental matters to promote safe, effective, balanced, environmentally sound transportation services (<http://www.dot.state.ny.us/eab/eab.html>).
8. The Environmental Facilities Corporation can provide public and private entities with assistance in complying with federal and State environmental requirements (<http://www.nysefc.org>).
9. The New York State Energy Research and Development Authority (NYSERDA) is a public benefit corporation created in 1975 by the New York State Legislature and provides a wide variety of funding opportunities (<http://www.nyserda.org/funding.html>) in support of their programs ranging from agricultural innovation, environmental protection, community revitalization, and alternative transportation. NYSERDA administers the New York Energy SmartSM Program (<http://www.nyserda.org/programs.html>).
10. The Division of Housing and Community Renewal is responsible for the supervision, maintenance and development of affordable low and moderate income housing in New York State. DHCR has a number of capital programs with funding available for the development of affordable housing in New York State, including the Housing Trust Fund (HTF), the HOME Program, New York State Housing Finance Agency (HFA), Homes for Working Families (HWF), Senior Housing Initiative (SHI), Housing Development Funds (HDF), Low Income Housing Credit Program (LIHC), and HouseNY ([www.dhcr.state.ny.us](http://www.dhcr.state.ny.us)).
11. The New York State Canal Corporation (<http://www.canals.state.ny.us/welcome/index.html>) can provide assistance related to redevelopment of the Canal System and the communities located within its Corridor. The New York State Canal Corporation actively seeks individuals and businesses interested in playing a role in the economic revitalization of the NYS Canal System. The Canal Corporation created the Canal Revitalization Program to foster economic development in municipalities along the Canal, and provides information about a wide variety of State and federal grants ([www.nyscanalbusiness.com](http://www.nyscanalbusiness.com)) and direct assistance programs for Canal development strategies.

### Federal

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12. U.S. Department of Housing and Urban Development (HUD) can provide assistance on a range of economic development and community renewal programs ([www.hud.gov/offices/cpd/economicdevelopment/programs/index.cfm](http://www.hud.gov/offices/cpd/economicdevelopment/programs/index.cfm)).
13. U.S. Environmental Protection Agency (EPA) Green Communities Program can provide assistance on sustainable community development ([www.epa.gov/greenkit/index](http://www.epa.gov/greenkit/index)).
14. U.S. Department of Defense Office of Economic Adjustment can provide assistance to communities adversely impacted by significant Defense program changes (<http://emissary.acq.osd.mil/oea/home.nsf>).
15. The National Park Service Rivers, Trails and Conservation Assistance program can provide new ways to help communities work together to improve their special places (<http://www.nps.gov/phso/rtcatoobox/>).
16. U.S. Department of Energy Smart Communities Network can provide key planning principles as well as resources for strategies, tools, and civic participation to help your community with sustainable land use planning (<http://www.sustainable.doe.gov/landuse/lukey.shtml>).
17. The Metropolitan Capacity Building (MCB) Program is a collaborative effort of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials (AASHTO), the American Public Transportation Association (APTA), and the Association of Metropolitan Planning Organizations (AMPO). MCB Program can provide information, training, and technical assistance related to local transportation systems (<http://www.mcb.fhwa.dot.gov/technical.html>).

### ABANDONED SITES AND BUILDINGS

#### New York State

18. Funding is available for environmental restoration, with grant assistance covering up to 75 percent of the cost of investigating and cleaning up contamination at abandoned sites (brownfields) that are municipally owned. These properties may then be marketed by the municipality for redevelopment or used by the municipality for a variety of activities including industrial, commercial, or public use. If your waterfront project is going to involve environmental remediation, you'll want to review the Department of Environmental Conservation's brownfields manual. This provides assistance to municipalities and the private sector in the redevelopment of brownfield sites in New York State ([www.dec.state.ny.us/website/der/bfield/brownmanual](http://www.dec.state.ny.us/website/der/bfield/brownmanual)). The manual outlines state, federal and private funding and financial incentives, as well as technical assistance and liability protection available for the cleanup and redevelopment of brownfield sites. For more information on the New York State brownfields program contact the Division of Environmental Remediation staff at (518) 402-9711. You may also want to visit the brownfields web page at: <http://www.dec.state.ny.us/website/der/bfield/index.html>.
19. The Brownfields Opportunity Area Program, to be administered by the Department of State in cooperation with the Department of Environmental Conservation, provides communities and qualified community based organizations with assistance to complete area-wide approaches to brownfields redevelopment planning. Through the Brownfield Opportunity Area Program, communities will have opportunities to address a range of problems posed by multiple brownfield sites and to establish the multi-agency and private-sector partnerships necessary to leverage assistance and investments to revitalize communities by returning idle areas back to productive use and restoring environmental quality.

#### Federal

20. The United States Environmental Protection Agency (USEPA) Brownfields (<http://www.epa.gov/brownfields/>) program provides assistance to link environmental protection with economic and community revitalization. USEPA also participates in the Brownfields Environmental

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Development Initiative (<http://www.hud.gov/nofa/suprnofa/supnofa2/bedi.cfm>) (BEDI) in partnership with the U.S. Department of Housing and Urban Development.

### HISTORIC RESOURCES

#### New York State

21. If your waterfront project includes a historic property, the New York State Office of Parks, Recreation and Historic Preservation may be able to help ([www.nysparks.state.ny.us/grants/](http://www.nysparks.state.ny.us/grants/)). Through the Environmental Protection Fund and, in some cases in partnership with federal grant programs, grant assistance is provided to municipalities (including state agencies) and nonprofit organizations:
  - a) through the Historic Preservation Program for the acquisition and/or rehabilitation of properties listed on the National or State Registers of Historic Places; and
  - (b) through the Heritage Areas Program Areas to fund facilities, exhibits and programs in legislatively designated Heritage Area.
22. The New York State Council on the Arts (NYSCA) is a state funding agency that can provide support for activities of nonprofit arts and cultural organizations ([http://www.nysca.org/public/artresources\\_arch.html](http://www.nysca.org/public/artresources_arch.html)).

#### Federal

23. The National Park Service administers grant programs focused on cultural resources and historic preservation ([www.cr.nps.gov/helpyou.htm#grants](http://www.cr.nps.gov/helpyou.htm#grants)), as well as the Land and Water Conservation Fund, managed in New York by the Office of Parks, Recreation and Historic Preservation, which is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities, and stimulate non-federal investments in recreation resources ([www.nps.gov/ncrc/programs/lwcf/index.html](http://www.nps.gov/ncrc/programs/lwcf/index.html)). The National Park Service's Heritage Preservation Services (<http://www2.cr.nps.gov/welcome.htm>) helps individuals and communities identify, evaluate, protect and preserve historic properties for future generations. It provides a broad range of products and services, financial assistance and incentives, educational guidance, and technical information in support of this mission. If you're working with a historic building, Heritage Preservation Services will be able to help with almost every aspect of your project, from planning and evaluation to repair and rehabilitation.
24. The Advisory Council on Historic Preservation can provide assistance related to the preservation, enhancement and productive use of our nation's historic resources ([www.achp.gov](http://www.achp.gov)).

### SCENIC RESOURCES

#### New York State

25. Department of Transportation (DOT) can provide assistance related to State Scenic Byways (<http://dotweb2.dot.state.ny.us/scenic/descript.html>).
26. The Office of Parks, Recreation and Historic Preservation (OPRHP) can provide assistance related to the protection of historic landscapes: <http://www.nysparks.com/field/techpres/>.

#### Federal

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27. U.S. Department of Transportation Federal Highway Administration can provide assistance with the federal Scenic Byways Program (<http://www.byways.org/>).

### THE NATURAL WATERFRONT

#### Flooding and Erosion

##### New York State

28. Department of Environmental Conservation (DEC), Department of Resource Management and Flood Protection ([www.dec.state.ny.us/website/dow/bfp/gisfpm/index.htm](http://www.dec.state.ny.us/website/dow/bfp/gisfpm/index.htm)) provides community outreach and assistance; flood mitigation; flood mapping; flood modeling; flood insurance program; work with DOW GIS Section.
29. The State Emergency Management Office (SEMO) organizes disaster response, emergency preparedness and hazard mitigation for New York State ([www.nysemo.state.ny.us](http://www.nysemo.state.ny.us)). SEMO is the primary contact for municipalities working with FEMA. SEMO prepares the State Hazard Mitigation Plan and manages FEMA grants for local Hazard Mitigation Plans.
30. The Association of State Floodplain Managers (ASFPM) is an organization of professionals involved in floodplain management, flood hazard mitigation, the National Flood Insurance Program, and flood preparedness, warning and recovery ([www.floods.org](http://www.floods.org)).

##### Federal

31. The Federal Emergency Management Agency (FEMA), now the Department of Homeland Security, is a primary source of federal assistance in the event of a disaster. FEMA administers several programs to reduce hazard risk, including the Flood Mitigation Assistance Program which provides funding for preparation of State Hazard Mitigation Plans. FEMA also awards Hazard Mitigation Grants, which provide partial funding in support of projects that reduce potential future damages. FEMA also coordinates hazard mitigation loans from the Federal Small Business Administration ([www.fema.gov](http://www.fema.gov)).
32. The FEMA National Flood Insurance Program (NFIP) ([www.fema.gov/nfip](http://www.fema.gov/nfip)) enables property owners in participating communities to purchase insurance protection against losses from flooding, if an appropriate floodplain management ordinance in identified flood risk areas is adopted and enforced. FEMA has also developed the Community Rating System ([www.fema.gov/nfip/crs.htm](http://www.fema.gov/nfip/crs.htm)) (CRS) to correlate community standards for reducing flood risks with rates for flood insurance, and help communities reduce insurance premiums.
33. The US Army Corps of Engineers (USACE) has long been a source of assistance for shore protection information and project funding, and has a special interest in maintenance of federal navigation projects. The USACE can provide assistance related to shore protection, project funding, and maintenance of federal navigation projects ([www.nan.usace.army.mil/business/prjlinks/coastal/acnyp/htm](http://www.nan.usace.army.mil/business/prjlinks/coastal/acnyp/htm)).
34. The Environmental Protection Agency (EPA) can provide information related to hazards reduction including dredged material management and smart growth ([www.epa.gov/owow/oceans/](http://www.epa.gov/owow/oceans/)).

#### Water Quality

##### New York State



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35. There are numerous Intermunicipal and Regional Waterbody Management Plans completed or underway throughout the State, if your community is in an area covered by such a plan you should be fully aware of its content. The Department of State, Division of Coastal Resources, can inform of status of any such plans in your area and assist you in obtaining information ([www.nyswaterfronts.com](http://www.nyswaterfronts.com)).
36. Department of Environmental Conservation (DEC) can provide assistance with conserving, improving, and protecting natural resources and environment, and controlling water, land and air pollution ([www.dec.state.ny.us](http://www.dec.state.ny.us)). Of interest to waterfront communities are the funds for protecting clean water. Under this program, funds are available for municipal wastewater treatment improvement, pollution prevention, agricultural and non-agricultural nonpoint source abatement and control and aquatic habitat restoration. Significant support is available to acquire open space that protects water resources, and to acquire public parklands and protect farmland. Funding is also available to help small businesses protect the environment and to address flood control for small municipalities and improve the safety of dams throughout New York. In addition to the Bond Act, the Department of Environmental Conservation offers a variety of other grant programs to protect and enhance water quality ([www.dec.state.ny.us/website/dow/fundingwebpg.html](http://www.dec.state.ny.us/website/dow/fundingwebpg.html)).
37. The Stormwater Phase II Program (<http://www.dec.state.ny.us/website/dow/PhaseII.html>) requires permits for stormwater discharges from Municipal Separate Storm Sewer Systems (MS4s) in urbanized areas and for construction activities disturbing one or more acres.
38. New York State has developed the Clean Vessel Plan to reduce pollution from vessel waste. The NYS Environmental Facilities Corporation provides grants to marinas, municipalities and not-for-profit organizations to install pumpout and wash-down facilities to receive sewage (<http://www.nysefc.org/newweb9/CVAPHome.htm>).
39. The Department of Transportation funds and implements environmental benefit projects that improve water quality, restore wetlands, promote eco-tourism, protect fish and wildlife, and enhance transportation corridors through its Environmental Initiative ([www.dot.state.ny.us/eab/envinit.html](http://www.dot.state.ny.us/eab/envinit.html)).

### Natural Resources

#### New York State

40. In recent years, the centerpiece of New York's environmental program has been the \$1.75 billion Clean Water/ Clean Air Bond Act, which New Yorkers approved overwhelmingly in November 1996. Coordinated and managed by the Department of Environmental Conservation, the bond act provides funding for projects to protect and restore New York's environment ([www.dec.state.ny.us/website/bondact/index](http://www.dec.state.ny.us/website/bondact/index)).
41. Hudson River waterfront communities may be able to seek funding from the Hudson River Estuary Program ([www.dec.state.ny.us/website/hudson/hrep](http://www.dec.state.ny.us/website/hudson/hrep)). The Hudson River Estuary Program is a unique regional partnership designed to protect, conserve, restore, and enhance the estuary. The heart of the Hudson River Estuary Program is the Hudson River Estuary Action Plan, a set of twenty commitments intended to protect and conserve the estuary's natural resources and ecosystem health, clean up pollution and other impairments, and promote public use and enjoyment of the river ([www.dec.state.ny.us/website/hudson/actionplan](http://www.dec.state.ny.us/website/hudson/actionplan)). Grants are available from the Environmental Protection Fund to enable communities to help implement the Action Plan and protect and enhance the Hudson River Estuary.
42. The Environmental Facilities Corporation's (EFC) mission is to promote environmental quality by providing low-cost capital and expert technical assistance to municipalities, businesses and State agencies for environmental projects in New York State. Its purpose is to help public and private entities comply with federal and State environmental requirements ([www.nysefc.org](http://www.nysefc.org)). EFC's primary activities are the State Revolving Funds (SRF), the Industrial Finance Program (IFP), Technical Advisory Services (TAS) and the 1996 Clean Water/Clean Air Bond Act Financial Assistance to Business (FAB). EFC also administers the NYS Clean

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Vessel Assistance Program to increase the availability, public awareness and public use of pumpout stations for marine recreational vessels ([www.nysefc.org/newweb9/CVAPHome.htm](http://www.nysefc.org/newweb9/CVAPHome.htm)).

### Federal

43. The United States Fish and Wildlife Service administers a variety of important natural resource protection and land management grant programs, including Coastal Wetland Conservation Grants, North American Wetlands Conservation Act (NAWCA) grants, and Endangered Species Grants (<http://grants.fws.gov/>).
44. The United States Environmental Protection Agency (USEPA) provides grant funding (<http://www.epa.gov/ebtpages/econgrants.html>) for projects ranging from wetland protection and restoration, environmental education, water quality improvement, environmental justice, and brownfield redevelopment.

## THE PUBLIC WATERFRONT

### Waterfront Access and Recreation

#### New York State

45. If your waterfront project includes park acquisition, park development, or trail development, the New York State Office of Parks, Recreation and Historic Preservation may be able to help ([www.nysparks.state.ny.us/grants/](http://www.nysparks.state.ny.us/grants/)). Through the Environmental Protection Fund and, in some cases in partnership with federal grant programs, grant assistance is provided to municipalities (including state agencies) and nonprofit organizations:
  - a) through the Parks Program for the acquisition and/or development of parks and recreational facilities and for the protection of open space;
  - b) through the Acquisition Program for all three program areas for projects where acquisition is of more importance than development; and
  - c) through the Recreational Trails Program the acquisition, development, rehabilitation and maintenance of trails and trail-related projects.
46. On April 21, 2001 Governor George E. Pataki announced a \$1 million grant to the Hudson River Valley Greenway to establish a Hudson River Water Trail stretching from Battery Park in the Village of Waterford, Saratoga County, to Battery Park in Manhattan. The trail will provide access for kayaks, canoes and small boats along 156-miles of the river. As part of the "Hudson River Greenway Water Trail Program" the Greenway Council provides financial and technical assistance to site owners to help complete the Hudson River Water Trail. Launch and campsite owners located along the Hudson River and within the designated Greenway Area and who are, or wish to become, a part of the water trail system are eligible to participate in the program. Site owners can undertake a variety of projects under this program (<http://www.hudsongreenway.state.ny.us/funding/watertrgrant.pdf>).
47. The Greenway Conservancy for the Hudson River Valley, Inc. provides grants to municipalities and nonprofit organizations. The projects grants program provides funding for trail planning, construction and amenities, historic landscape preservation, regional and local partnerships as well as many other resource enhancement and economic development projects (<http://www.hudsongreenway.state.ny.us/funding/funding.htm>).

### Federal



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48. The National Park Service Land and Water Conservation Fund Program can provide funding assistance for the acquisition, development and/or rehabilitation of outdoor park and recreation facilities. Funds are available to municipal public agencies and Indian tribal governments (<http://www.nps.gov/ncrc/programs/lwcf/index.html>).
49. The National Park Service Rivers, Trails, and Conservation Assistance Program can provide assistance to conserve rivers, preserve open space, and develop trails and greenways (<http://www.nps.gov/rtca/>).
50. The National Park Service Federal Lands to Parks Program helps communities create new parks and recreation areas by transferring surplus Federal land to state and local governments (<http://www.nps.gov/flp/>).
51. U.S. Coast Guard can provide assistance with maritime law enforcement (<http://www.uscg.mil/tcyorktown/le/MLE/index.htm>).
52. The Center for Watershed Protection has publications which can assist you in both assessing the problems and crafting solutions (<http://www.cwp.org/>).

## THE WORKING WATERFRONT

### Harbor Management Planning

#### New York State

53. Office of General Services (OGS), Real Property Management and Development, can provide assistance related to land under water and the construction of commercial docks, wharves, moorings and permanent structures (<http://www.ogs.state.ny.us/rppu/landunder/default.asp>).
54. Department of State, Division of Coastal Resources, can provide technical and financial assistance to communities to prepare harbor management plans - as components of Local Waterfront Revitalization Programs - to improve management of harbor uses and activities ([www.nyswaterfronts.com](http://www.nyswaterfronts.com)).

### Agriculture

#### New York State

55. The Department of Agriculture and Markets administers several funding programs including the New York State Agricultural Nonpoint Source Abatement and Control Program (ANSCAP), the Agricultural and Farmland Protection Implementation Project Program, and the Farmland Viability Program (<http://www.agmkt.state.ny.us/RFPS.html>).

#### Federal

56. The U.S. Department of Agriculture, Natural Resources and Environment, can provide assistance with rural development and help communities with natural resource concerns, such as erosion control, watershed protection, and forestry. NRE is composed of the Forest Service (FS) and the Natural Resources Conservation Service (NRCS) (<http://www.usda.gov/mission/nre.htm>).