Waterfront Market and Feasibility Study

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City of Schenectady and Village of Scotia, New York

Waterfront Market and Feasibility Study

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City of Schenectady and Village of Scotia, New York

Waterfront Market and Feasibility Study

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Executive Summary
Synthesis and its project partners, The Williams Group Real Estate Advisors and Laberge Group Engineering and Consulting, are pleased to submit this Schenectady-Scotia Waterfront Market and Feasibility Study report and plan. The objective of the plan is to create a vibrant destination waterfront by guiding economic development, targeting tourism and residential development opportunities, and creating a festive, attractive, pedestrian-friendly environment along the Mohawk River.

Tourism in recent years has been widely recognized as an important resource for economic development. The Mohawk River waterfront is an underutilized resource for waterfront recreation, despite its rich history and cultural heritage. The recommendations in this study aim to enhance the public’s experience of these characteristics while improving the local quality of life and directing economic opportunities. The recommendations were made with regard to current economic supply and demand and market opportunities and constraints identified by The Williams Group.

Synthesis and its partners have been fortunate to have the opportunity to work with the City and County of Schenectady, the Village of Scotia, and the Department of State on this project. These entities, as well as local stakeholders who attended public meetings, numerous previous studies, and var-

Figure 1a. Project study area.
ious individuals from the public and private sector, including the New York Canal Corporation, provided valuable insight and knowledge to this study.

The Vision

The Schenectady-Scotia Waterfront Plan is intended to lay the groundwork for festive and heritage-rich waterfront development on both sides of the Mohawk River within the City of Schenectady and the Village of Scotia. In Scotia, the waterfront study area spans from the Western Gateway Bridge to the CSX rail bridge. In Schenectady, the emphasis is on the East Front Street neighborhood, which funded much of the Schenectady share of the study. Also included are recommendations for linkages to adjacent commercial corridors, parks, historic areas, and neighborhoods in the two municipalities and improved connections across the river from the bicycle and blue-way trails that traverse the area.

The Plan intends to enhance, promote and guide development of the Schenectady and Scotia waterfront as a desirable destination for Erie Canal boaters, tour bikers, the local public and visitors to the region. It is coordinated with the County of Schenectady Local Waterfront Revitalization Program and builds upon the objectives of the Village of Scotia Central Business District Master Plan by improving connections to the waterfront.

The Plan also provides boat access for large and small craft, waterfront improvements, recreational opportunities, multi-use trails, parks, overlooks, and restaurants and recommends locations for residential, commercial, and mixed-used real estate development. Streetscape improvements, including lighting, sidewalks, and intersection realignments, are also included. Interpretive and wayfinding signage, kiosks, and a visitor welcome center...
will be important, as are basics like parking lots and restrooms. Improvements to the Western Gateway Bridge, including a multi-use walkway with overlooks, would provide an enhanced link between the two communities. A jitney service is also recommended.

The recommendations for the City of Schenectady will create a vibrant Waterfront District at the East Front Street Neighborhood. The creation of a dynamic waterfront includes providing a welcome center, which could work in conjunction with various organizations in the City, County and Region to provide interpretation of the waterfront and local heritage, as well as direct tourists to local cultural attractions and commercial corridors. A bulkhead, boater amenities, a waterfront restaurant and siting of a future bed-and-breakfast are included. To enhance the waterfront experience, an overlook with pavilion is planned and a multi-use waterfront bike trail with connection to the Stockade under the CSX railroad bridge, as well as an adjacent passive park.

The plan includes streetscape improvements to East Front Street, between the Stockade and Nott Street, and improvements to John Street for pedestrians, bicyclists and automobiles. These should happen in tandem with commercial and residential initiatives on the part of the City. Intersection realignments and enhancements are recommended for East Front and John Streets with Erie Boulevard to provide gateways into the district, along with way finding and interpretive signage. The Plan includes connections from the East Front Street Neighborhood to bike trails, Union College and North Jay Street with a pedestrian walkway and bridge over Erie Boulevard as well as the opening of an underpass under the railroad. The connection to Little Italy would be enhanced with streetscape improvements at Pine Street and Centre Street. An important piece of the recommendations is a residential development opportunity identified near the waterfront for multi-family housing for young professionals and empty nesters.

The Plan will create an active Village of Scotia waterfront. It includes improve-
ments to Scotia’s existing recreational assets along the waterfront, linkages to commercial corridors, neighborhoods and bike trails, and new recreational, commercial and residential opportunities. It will allow the public to get right to the water’s edge, and will allow boaters to stop and enjoy the opportunities Scotia has to offer. The Plan for Scotia includes enhancing the whole waterfront edge in the target area. A new Waterfront and Collins Park entrance and intersection realignment at Schonowee and Mohawk Avenue will be flanked by a festive walkway leading along Schonowee at the waterfront to the commercial corridor. A multi-use trail connection under the Western Gateway Bridge, and bike trail extension to Collins Park and new environmental interpretive boardwalk provide further linkages. A reconfigured parking area for Jumpin’ Jack’s will allow for enlargement of the green space along the water, for customers and public viewing of the water ski show events. The plan includes improvements at Freedom Park including overlooks, paths, picnic areas and interpretive signage and kiosks. Riverbank stabilization through rip-wrap and selective planting would be important to mitigate the erosion problem along the Scotia waterfront.

The Plan provides improvements to the southeast corner of Collins Park, including park access road realignment, a pedestrian walkway, new restrooms for Collins and Freedom Park use, and reconfigured and expanded parking. The Masonic Lodge site would provide a development opportunity for a restaurant and Pavilion, and streetscape improvements at Livingston Avenue would open up access to two potential development parcels.

The Plan for the Scotia waterfront provides for an attractive and useful boating basin. Boat access would include floating docks at first, and in a later phase a bulkhead would be created, with a walk that would double as a fishing pier, with overlooks, lights and banners. This would be an attractive place to stroll, as well as attract the attention of boaters on the New York State Canal System. The bulkhead would be connected back to Scotia with a pedestrian bridge to an overlook at the Burr Bridge abutment. This abutment would be improved to provide berthing for large vessels.

A new crew house is included in the Plan, possibly a joint facility for both the Scotia and Schenectady crew teams. It would providing activity at the waterfront, as well as a much desired facility. The shore location adjacent to Washington Avenue was selected because it will be close to the hub of activity along Scotia’s waterfront. A more remote location would provide less spin-off benefit to the Village. The crew facility would also provide canoe and kayak access. A new passive park with small craft docking, as well as a boat launch between Washington Avenue and the CSX railroad abutment, further enhance the accessibility of the waterfront.

A private parcel of land behind this proposed passive park was also included in the study area. It was examined as a possible residential development. However, at the moment, the market will not support development because of the costly site work to raise the land above the flood plain.

The plan addresses improvements within the public right-of-way, as well as associated opinions of probable cost. Also included are additional recommendations and strategies, phasing and
implementation recommendations, and possible funding sources.

In conclusion, the Plan will provide for a dynamic destination waterfront in Schenectady and Scotia. The Plan addresses market opportunities, environmental issues, quality of life, natural and manmade opportunities and constraints, and local heritage. The Plan provides a vision for both sides of the river for improvements that will mutually benefit both municipalities, provide for economic development, as well as provide a viable waterfront area for the county, and tourism opportunities for visitors from farther afield.

This is not a static document. It provides a framework for a vibrant waterfront. Particular parts or details can be altered within the overall vision and structure of the plan as development of the waterfront in Schenectady and Scotia progresses.
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Introduction
During the month of July 2003, the City of Schenectady and Village of Scotia issued a Request for Proposals for a Waterfront Market and Feasibility Study for specific areas on and near the waterfronts of the two municipalities. The RFP stated:

Within the County of Schenectady there is limited access from the river for boaters within walking distance to the Central Business Districts of the City of Schenectady, or Village of Scotia. Existing small docks at Gateway and Scotia Landings have limited dock space and shallow water dockside (3-4 feet) that limits access to small outboard boats. There are many potential attractions that would be of interest to boaters traveling on the river, such as the Stockade, Riverside Park, Freedom Park, Central Business Districts with their various retail and restaurant offerings, Bike Hike Trail, Proctors, Scotia Cinema, etc. There is interest in these riverfront communities to assess the potential for development of the riverfront to provide the riverside access for boaters, businesses and residents.

The City of Schenectady and the Village of Scotia are located on opposite sides of a portion of the Mohawk River, both communities having riverfront that is underutilized and falls short of its potential in terms of economic and recreational benefits. This study provides a vision for a vibrant face for the waterfront, as well as a unified, conceptual development plan for the study area. It explores possibilities for river walks, boater amenities, and neighborhood and commercial improvements that, taken together, will enhance the quality of life of the area and provide economic benefits to the City and the Village.

The study is intended to lay the groundwork for festive and heritage-rich waterfront development on both sides of the central Schenectady-Scotia portion of Mohawk River frontage. It is intended to provide a thoughtful and rational conceptual plan for development of the Schenectady and Scotia waterfronts as a desirable destination for Erie Canal boaters, tour bikers, local residents, and visitors to the region. The plan is coordinated with the City of Schenectady Local Waterfront Revitalization Program.

The study provides a comprehensive examination and analysis of environmental conditions and concerns, cultural heritage, and market potential. It offers a vision for the riverfront and adjacent areas that will benefit the two municipalities and provide an attractive waterfront area that will be enjoyed by residents of the county and by tourists.
Public participation was the key element in the development of the recommendations presented in this study. The Synthesis team, with The Williams Group Real Estate Advisors, and Laberge Engineering and Consulting Group began the process by assembling background information on existing conditions and area waterfront history. The material was assembled in a format appropriate for presentation and was put before the public as a basis for discussion regarding the future of the study area. Many individuals shared their thoughts, concerns, and visions for the waterfront to the project team. These public meetings and a series of client and stakeholder meetings, along with a detailed analysis performed by the consultants, informed the study, as did information provided by the New York State Canal Corporation, Niagara Mohawk Power Corporation, and the Mohawk Valley Heritage Corridor Commission, among others.

Informed by the opinions and suggestions provided at these meetings, the Synthesis team developed recommendations, a conceptual design and illustrative graphic images. These recommendations were presented at a final pair of public meetings, and are presented in this report, along with associated opinions of probable costs, an implementation matrix, and identification of additional studies needed.

Detailed information regarding the public participation process is presented in a later section of this report and in the appendix.
Study Goals and Objectives

This Study addresses the issues and concerns as identified in the Request for Proposals. The overall goal was to develop a unified and implementable vision for waterfront and waterfront-related development within the study area. The following objectives were identified as critical components of the study:

- Maximize public participation, particularly from stakeholders within the study area, but also including interested residents, business owners, and community groups from the two municipalities;

- Examine the waterfronts of the communities in a holistic and complementary manner;

- Identify existing physical conditions that will impact development;

- Analyze potential economic and social/recreational development scenarios;

- Develop an illustrated vision that will enable the municipalities to communicate the plan clearly to citizens, potential supporters, and future stakeholders;

- Create a phasing plan to coordinate development activities;

- Develop opinions of probable costs for development activities; and

- Create implementation recommendations and a matrix of potential funding sources to be used as a guide for planning development phasing.
Project Study Area

The City of Schenectady and the Village of Scotia flank the Mohawk River between Lock 7 and Lock 8 of the New York State Canal system. The canal’s regulated navigable channel, measuring 200 feet wide and 14 feet deep, lies close to the Schenectady shore at the study area. The canal is primarily used for recreational boating but also as a passage for commercial boats, hire boats, tour boats, and state and federal vessels. Docking areas are notably scarce in the study area.

The Mohawk River flows eastward from various channels around five islands west of the study area to a single channel east of the Western Gateway Bridge. The 100-year flood plain on both sides of the river includes a large portion of the study area.

Schenectady and Scotia are linked by Freemans Bridge, east of the study area, and by the CSX rail bridge, which bisects the study area. The Western Gateway Bridge connects Route 5 between commercial areas of the two municipalities at the western edge of the study area. This bridge has four traffic lanes with sidewalks on both sides. At the middle of the river, the bridge crosses the undeveloped Isle of the Cayugas (formerly Hogs Island).

City of Schenectady

Schenectady’s East Front Street neighborhood lies east of the CSX rail bridge and is the primary focus area in the City. The neighborhood includes a mix of residential, industrial, and commercial buildings, comprised of approximately 70 residences, including one- and two-family homes and apartment buildings, and 20 commercial and industrial businesses, including taverns, an antique store, a beverage wholesaler, a locksmith, food sellers, a florist, a bowling alley, a technology company, and a car wash. A former railroad spur abutment separates the neighborhood from the Mohawk River. The City owns a landlocked strip of waterfront in this area that is undeveloped.

Niagara Mohawk maintains a substation along the shore with power...
lines that cross the river to Scotia. Nott Street Industrial Park, formerly the American Locomotive Company (ALCO) facility, lies east of the neighborhood along the river. Little Italy is south of the neighborhood beyond Erie Boulevard and a railroad underpass.

The historic Stockade district is located along the Mohawk shore west of the CSX bridge. First constructed in 1662, the Stockade was designated the first New York State Historic District in 1973. The area is primarily residential and many buildings were built in the 18th Century. It includes a few commercial establishments, churches, and Riverside Park. The Union College Boathouse crew facility and dock is located on the eastern shore of the Stockade, bordering the rail abutment. The Front Street pool is also in this area.

The Binne Kill lies at the western edge of the Stockade and is all that remains of the channel that separated Van Slyck Island from the mainland, now the site of Schenectady County Community College. The Binne Kill was the location of the Schenectady harbor before 1819.

Gateway Landing is on the western shore of the Binne Kill on a steep slope to the river from the Western Gateway Bridge. The landing includes a picnic gazebo, a small dock for tie-ups, and a pier for fishing.

Village of Scotia

The Scotia study area is located along the north shore of the Mohawk River. The Glen Sanders Mansion, located west of the Western Gateway Bridge, faces the Isle of the Cayugas. It contains the historic 1658 Glen homestead, a garden, a small dock, and a hotel with 20 rooms and two suites.

Collins Park, including Collins Lake, is located east of Route 5. The facility offers swimming, fishing, picnick-
ing, baseball fields, basketball courts, tennis courts, playgrounds, an inline hockey rink, and restrooms.

Schonowee Avenue separates the park from the shorefront venues of Jumpin' Jacks, a 1950s-style restaurant, and Freedom Park. An outdoor amphitheater in Freedom Park offers performances and the shore area provides views of the U.S. Water Ski Show in the summer. A small dock is also located here.

A neighborhood of approximately 30 homes and one fraternal organization exists on Schonowee Avenue and Washington Avenue east of Collins Park. Schonowee Avenue parallels the Mohawk River, ending at the intersection at Washington Avenue. The Burr Bridge once linked this street to Washington Avenue in the Stockade and its remaining bridge abutment has a simple overlook.

A former sewage treatment facility is along the shore. Today it is used as a sewage transfer station, pumping sewage under the river to the Ferry Street pumphouse in the Stockade.

A bike path travels parallel to the river, continuing east to the CSX railroad abutment. The path is bordered on the south by an unkempt riverbank owned by the Village and on the north by the Piotrowski property. The undeveloped property is located within the 100-year flood plain and contains wetlands. The Collins Creek outlet at Quinlan Park is north of the property and the CSX railroad is east. A riverfront parcel used for boat access by Joseph Serth’s waterskiing school is adjacent to the bike trail just before the railroad abutment.

Residential neighborhoods to the west and north, a commercial district to the northwest, and undeveloped land to the east in the Town of Glenville are adjacent to the Scotia study area. A commercial area along Freemans Bridge Road in Glenville was the focus of a 2003 master plan study.
Project Contributors and Resources

The City of Schenectady and the Village of Scotia selected the project team to conduct the Schenectady-Scotia Waterfront Market and Feasibility Study in October 2003. Synthesis LLP provided coordination for the project team. Richard Eats, RLA, ASLA, a principal at Synthesis, served as project manager. Mr. Eats was assisted by Associate AIA Louise Lowe, Graduate Landscape Architects C.F. Lee, Ian Law, Bill Sprengnether, and Mike Girard. Mapping was developed by Matt Cuevas. Renderings were created by Paul Newman and graphic design was performed by Brian Murray.

The Williams Group conducted the market feasibility portion of the study. They analyzed supply and demand in the real estate market, local demographics, and businesses and studied potential user groups, including residents, regional visitors, bike riders, and boaters. The firm recommended enhancements to improve the local quality of life and identified commercial and recreational development opportunities in the study area that could capture more spending dollars.

David E. Williams, Principal, and Susan A. Olivier conducted the market feasibility analysis.

Laberge Engineering & Consulting Group developed bathymetric maps, researched flood plain locations and topography, evaluated utility and access, and identified permits and additional engineering-related studies and reports likely to be required for implementation. John Jermano of the Group was invaluable in his evaluation of Canal opportunities and constraints, based on his former role as Director of Waterways for the New York State Department of Transportation, and Director of Canals at the New York State Canal Corporation. Richard F. Laberge, PE, President, was also involved. The Laberge Group sub-consulted with William J. Miller, III, Director of Environmental Services of Continental Placer Inc., for the Environmental Screening for the Schenectady Scotia Riverfront.

This report owes a great deal to the many committed individuals from the City of Schenectady and the Village of Scotia who share a concern for the future of the Mohawk River waterfront within the study area. Their generous contributions of time, insights, and ideas provided the foundation for the recommendations presented in this report. The role of these members of the public is discussed in detail in a subsequent section. Groups who provided input include the Stockade Association, Union College, the U.S. Water Ski Show Team of Scotia, Freedom Park, Collins Park Board, the East Front Street Neighborhood Association, and the Schenectady Metroplex Development Authority.

A number of public and private entities provided information in forming this study. The following individuals are recognized for their contributions:
- Paula Marshman, Coastal Resources Specialist, Department of State;
- Karen Maxwell, Niagara Mohawk Power Corporation;
- John Callaghan, New York State Canal Corporation;
- Sharon Leighton, New York State Canal Corporation;
- Steve Sweeney, New York State Canal Corporation;
- Fred Miller, Mohawk Valley Heritage Corridor Commission and Revolutionary War Heritage Trail;
- John Haifley, United States Department of Transportation;
- Wilson Moore, New York State Department of Transportation;
- Robert Skofield, United States Department of Housing and Urban Development; and
- Angel Luis Acosta and Alan Sorensen, New York State Department of Housing and Community Renewal.
Background
Historic Overview

While research regarding the history of a project area is generally an important component of a study such as this, the particularly rich and historic nature of the Schenectady-Scotia waterfront study area demands that historic research play a key role. Significant historic information, including maps dating from the mid-eighteenth century to the early twentieth century, is provided in this section. Accompanying narratives describe conditions shown in the maps and offer additional information to assist the reader in understanding the history of the area. The maps and discussion encompass the study area and surrounding settlements.

Settlement to Mid-18th Century

Prior to development by European settlers, the area that today comprises Schenectady was within the territory of the Iroquois Confederacy (also referred to as the League of the Iroquois, or League of Six Nations), founded in the 15th century by Hiawatha. According to the historian Dean R. Snow, there is a “persistent legend” that Hiawatha was buried on Van Slyck Island, the

Project site boundaries and annotations with a 1756 map by B.M. Kings (courtesy of the Library of Congress) overlaid on a site aerial photograph from New York State Geographical Information Services (2001).

The river was essential for transportation during the early period of Schenectady’s settlement and trade and agriculture were the predominant economic forces.
During the 17th century, Schenectady became the farthest outpost into Indian territory for the beaver pelt trade of the Dutch East India Company, whose settlements were spreading up the Hudson River from New Amsterdam, soon to become New York City. By the end of the late 17th century it had fallen under English rule. By 1756, the time of this map (page 25), Schenectady had become a center for transportation, agriculture, and trade. The first European settlers to this area were associated with the Dutch West India Company, arriving in the 17th century. Alexander Lindsay Glen, an employee with the West India Company, from Scotland, built a house c.1658 in what would later be called Scotia. In 1661 Arendt Van Curler, born in Holland, arranged the purchase of the land for Schenectady from the Indians. In 1662 a stockade was built and in 1684 Schenectady was “patented,” as a town by the Dutch. After a massacre in 1690 the settlement was rebuilt with the aid of the local Mohawks of the Iroquois Nation.

The Mohawk River provided essential transportation both for the American Indians and for early Dutch traders of beaver pelts. The fertile land in the flood plain adjacent to the river provided an attractive location for early settlers to grow peas, corn, and wheat for Fort Orange, which later became known as Albany. Water transportation expanded in the early eighteenth century and was critical for moving agricultural commodities to market. Whereas in 1720 records show just 30 canoes in Schenectady, this had expanded to 300 as listed with Mohawk River Transport in 1724. The first commercial ferry was in place in 1725, and in the 1720’s bateaux (wooden double-ended boats with flat bottoms that could be poled, rowed, or sailed), essential to cargo transportation on the river, were developed.

As the settlement grew and commercial activity increased, development proceeded. In Schenectady, Front Street was known as the “Road by the River” and by 1750 a few buildings were located there. Agriculture and trade were the primary economic activities of the time and an active harbor was located in the Binne Kill. In Scotia, what is now known as the historic Flint House was built in 1735 as the Hook Farm homestead, later to become the prosperous Reese Broomcorn Farm in the 19th century. Broomcorn became one of the major agricultural products of the area and broom production a major 19th Century industry.

Mid-18th to Mid-19th Century

The time period from the mid-eighteenth century to the mid-nineteenth century brought a shift from agriculture to manufacturing in Schenectady and Scotia, as well as a decline in trade. The General Electric Company and the American Locomotive Company were established at either end of the Erie Canal within Schenectady and Scotia, as well as a decline in trade. The General Electric Company starting in 1796. Similar to the bateaux, the Durham boats were larger—up to 60 feet long—and so could carry more goods. Unfortunately, Schenectady’s prominence for boating along the Mohawk River changed after the Great Fire in 1819, which destroyed the waterfront and harbor, and the completion of the Little Falls-Schenectady stretch of the Erie Canal in 1822. Land transportation was improved with the incorporation of the Mohawk Turnpike, an 80-mile stretch to Rome in 1800.

With the construction of the Erie Canal Schenectady became a gateway for westward expansion and the transport of goods and people to the Midwest. Soon after the making of this map, in 1862, the Erie Canal was widened from 40 feet to 72 feet to accommodate more and larger vessels.

Bridges connected the two communities at this time. The Burr suspension bridge between Schenectady and Scotia at Washington Avenue was in place in 1808 and by 1855 Volney’s bridge was built at the current location of Freemans Bridge. By that time Scotia had a commercial corridor, as well as a hotel, near the bridge. At this time C.P. Sanders owned the Glen home site by the river, today expanded and known as the Glen Sanders Mansion. By 1850 East Front Street had a number of buildings and buildings were on John, Jefferson, Monroe, Madison, and Pine Streets, as well.
By the mid-nineteenth century Schenectady had become a center of manufacturing. The Schenectady Locomotive Works was established 1851 at the site of the Utica and Schenectady Engine Manufactory of 1848, west of John Street between Front Street and the Erie Canal, roughly at the current site of Polar Beverage. In 1860 there existed railroad machine shops, carriage shops, factories producing tools and textiles, a brickyard, cabinet shops, and mechanics’ shops, as well as breweries and broomcorn factories. Half of the New York State broomcorn crop was raised in Schenectady County in 1860 and about a dozen broom corn factories employed 450 people. Broomcorn was grown on the nearby islands of the Mohawk River, as well as on the mainland.

A number of civic milestones were reached in the period leading up to 1850. In 1795 Union College was chartered. The City of Schenectady was incorporated in 1798. In 1809 Schenectady County was established. In 1820 the Town of Glenville was incorporated.

During the late 18th Century and early 19th Century, the area experienced a shift from an agricultural to a manufacturing economy, a rise in trade, and a shift in transportation from the river to the canal and railroad.

Mid-19th Century to 21st Century

Schenectady experienced a tremendous growth in industry from the 1850s, peaking in the mid-20th century. Thomas Edison’s electric and machine shops opened at the “great flats” in 1886. The General Electric Company was formed in 1892. The Village of Scotia grew as a residential sup-

Figure 3b. Study area and vicinity from the mid-18th Century to the mid-19th Century.

This illustration shows project boundaries and annotations with an 1850 map by M. Dripps (courtesy of the Library of Congress) overlaid on a project site aerial photograph from NYS GIS (2001).

During the late 18th Century and early 19th Century, the area experienced a shift from an agricultural to a manufacturing economy, a rise in trade, and a shift in transportation from the river to the canal and railroad.
The last 150 years of Schenectady’s history saw a peak in industry and population and a subsequent decline. Trade diminished with the rise of automotive traffic and recreational use of the river increased.

Figure 3c. Study area and vicinity from the mid-19th Century to the 21st Century.

Project site boundaries and annotations overlaid on a project site aerial photograph from New York State Geographical Information Service (2001).

The last 150 years of Schenectady’s history saw a peak in industry and population and a subsequent decline. Trade diminished with the rise of automotive traffic and recreational use of the river increased.

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Figure 3c. Study area and vicinity from the mid-19th Century to the 21st Century.

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The last 150 years of Schenectady’s history saw a peak in industry and population and a subsequent decline. Trade diminished with the rise of automotive traffic and recreational use of the river increased.
There were civic milestones during this period. The Village of Scotia was incorporated in 1904. The City of Schenectady’s expansion boomed with the construction of city water mains and a sewer system in 1904. The Schenectady County Airport opened in 1927. Schenectady’s gracious City Hall designed by the prestigious firm of McKim Mead and White was built in 1930. In the late 1960s Schenectady County Community College was established alongside the Binne Kill at the former Hotel Van Curler site; the College was expanded in 1978.

Schenectady was the location of the first New York State historic district, with the designation of the Stockade Historic District in 1962. The area is also listed on the National Register of Historic Places.

The 20th century brought a rise in amenities for leisure. The first Schenectady baseball team, founded in 1899, played on Van Slyck Island in about 1903. The Village of Scotia purchased the former Abraham Glen home and land in 1924 for Collins Park, and the Scotia Public Library was established in 1929. Proctors Theatre in Schenectady opened in 1926 and the current Scotia Cinema was opened as the Ritz in 1928.
Previous Studies

During the preparation of the Schenectady-Scotia waterfront study, a number of previous studies, reports, and proposals were reviewed. Materials that inform this study include:

- **New York State Department of Environmental Conservation (NYS-DEC) Division of Fish, Wildlife and Marine Resources Reports:** Distribution and Relative Abundance of Fish in the Lower Mohawk River Mohawk-Hudson, January 1985 (Watershed H240 Watershed File #625); 1980 Fisheries Survey of the Lock 7 Pool Lock 7 to Lock 8 of the Mohawk River, April 1981; and A Fisheries Management Plan for the Lower Mohawk River, October 1994 (Watershed H240 Watershed File #625). The management plan discusses effects of Erie and Barge Canal construction, historical background, Lower Mohawk River Fishery, fisheries issues, management goals and objectives, fisheries management strategies, and management recommendations.

- **Draft of Inventory and Analysis section of Local Waterfront Revitalization Program, February 2004.** Discusses the Stockade Neighborhood, Downtown, and East Front Street Neighborhood/North End, Nott Street Industrial Park/Technology park, including land uses and water uses, land ownership patterns, public access and recreational resources, infrastructure, historic and scenic resources, topography/geology, water quality, environmentally sensitive areas, fish and wildlife habitats, and zoning, as well as “Key Waterfront Issues and Opportunities.” The selection of East Front Street as the City of Schenectady project area for this study as opposed to alongside the Binne Kill, for example, was due to this LWRP.

- **Schenectady County – Mohawk Blueway Trail Planning Grant.** This is a request for a grant from the Department of State for a plan for a “blueway” route to include the Towns of Glenville, Niskayuna, and Rotterdam; the Village of Scotia; and the City of Schenectady.

- **City of Schenectady Urban Bike Route Master Plan (Edwards and Kelcey, October 2001) and Construction Plans for Mohawk Hudson Bike/Hike Trail Downtown Schenec-
tady Connection for the Schenectady County Department of Public Works (Edwards and Kelcey, 2002).** The objectives of this plan are to identify preferred routes through the core of the downtown and adjacent neighborhoods connecting the break at Schenectady in the Mohawk-Hudson Bike-Hike trail, identify destinations and linkages, and establish Capital District urban bike path design standards and guidelines for the capital region.

This Master Plan suggests creating an alternative trail route through the city that would pass alongside the Mohawk River behind the Nott Street Industrial Park, to Riverside Park in the Stockade. The Master Plan also proposes four loop systems tied into the Mohawk-Hudson Bike-Hike Trail. Designated as the Scotia/Glenville, Downtown/Stockade, Park Loop, and Outer Park Loop routes. A Schenectady heritage tour could be established for each route. Also included in the Master Plan are design guidelines for bike routes and signage.

the New York State Canal Corporation to promote the establishment of a 524-mile statewide ‘Canalway Trail.’ However, as in Schenectady County, there are critical segments of trail that need to be constructed and/or upgraded throughout the state if this potential statewide trail is to become a reality.

- **Eastern Region Individual Act Water Ski Tournament, August 1992 Site Plan with Boat Path at Jumpin’ Jacks Drive-In in Scotia, and a Ski Team Overview PowerPoint CD of the U.S. Water Ski Team of Scotia.** These show the boat path and Water Ski Team Show content.

- **Proposal for the Rebirth of Schenectady and Downtown (Stockade Association, 1999).** This study proposed the creation of a sympathetic business zone or “Old Town” adjacent to the south and east of the Stockade, from west of the rail line and from Mill Lane to the rear of the Union Street properties, with Erie Boulevard. The train underpasses on State, Union, and Liberty Streets would be gateways to Schenectady’s “Old Town.” The second proposal is for industrial development south of Mill Lane and on or adjoining the GE brown fields.

- **Waterfront Development Plan for Schenectady County (Stockade Association, September 1997).** This plan considers a waterfront plan for Schenectady County and discusses potential, constraints, and recommendations for various sites within and adjacent to the City of Schenectady.

- **Peak Hour Turning Counts at State Street and Washington Street (Transportation Concepts, 1999).** This documents automobile usage in Schenectady in the vicinity of the Western Gateway Bridge.

- **Draft Minutes of Comments Received at Riverfront Public Informational Meeting, Village of Scotia (May 10, 2001, provided by Jim Kalohn, Schenectady County Planning Department).** Discusses opportunities, constraints, and recommendations for the Scotia waterfront.

- **Draft Minutes of Comments Received at Riverfront Public Informational Meeting, City of Schenectady (May 15, 2001, provided by Jim Kalohn).** Discusses issues, concerns, and opportunities of the waterfront in Schenectady and Scotia.

- **The Iroquois by Dean R. Snow (Blackwell Publishers, Cambridge, Massachusetts, 1994).** Discusses the Iroquois League of Nations and mentions the “Persistent local tradition that Hiawatha was buried on Van Slyke Island at Schenectady,” p. 58.
Examples from Other Communities

During the analysis of existing conditions and development of plausible waterfront scenarios, Synthesis reviewed waterfront development in other communities. Included in the public meetings were examples of waterfront activities in towns in New York State and elsewhere. The images are illustrative of possibilities for the study area.

Although Schenectady and Scotia have much to offer Erie Canal users in the way of history, culture, commerce and recreation, they are not listed in many Erie Canal materials as a place to visit because of the lack of boat access and amenities. Providing docking in Schenectady and Scotia would allow boaters to access their heritage, including the Stockade, which boasts rich architecture and is the first historic district in New York State.

The consultants reviewed the waterfronts in a number of communities along the Erie Canal, including, Baldwinsville, Brockport, Fairport, Frankfort, Pittsford, Rochester, Scotia, Seneca Falls, Spencerport, Tonawanda, Waterford and Whitehall. Examples of waterfront amenities are pictured here. These include waterfront promenades, docking, bulkheads, seating, lighting, and structures.

Other nearby Mohawk River communities do have waterside access, including Canajoharie, Little Falls, and Amsterdam.
Synthesis looked at waterfront examples from communities around the country and world that show potential amenities for the Schenectady-Scotia Waterfront. These amenities include places to stop and tie up river boats, boardwalks, cafés with riverside dining, parks for recreation, riverside beautification, attractive commercial and pedestrian streets, and housing.
Existing Conditions
Description & Analysis

The consultants extensively researched existing conditions information. Pre-existing studies were used as sources of information; these studies are identified in the previous section.

It was critical that existing conditions information be presented at the initial public meetings held near the beginning of the study so that attendees would have accurate information regarding site opportunities and constraints. The consultant developed a number of graphic depictions of the compiled data, including historic information in order to clarify conditions to the public.

The existing conditions inventory and evaluation included an investigation of physical features such as topography (including river bathymetric measurements in specific locations), wetlands, flood plain boundaries, identification of the navigable river channel, and environmental issues/concerns; utility information; land ownership; land use and zoning; and recreational features, such as bike trails and waterfront use. Also, a review was conducted of population characteristics to help in the identification of feasible redevelopment alternatives. This information is presented in the Market Study Findings section.

Topography

Topography mapping within the study area was obtained from U.S. Geological Survey (USGS) 7.5-minute topographic maps. Although the scale of these quad-

Figure 4a. USGS topographical survey of project area.
Figure 4b. Bathymetric survey map and portions of Mohawk River shoreline.

Water depths were based on a normal pool elevation of 211 feet. Fathometer readings were taken in October 2003.

Parcel lines shown are from Schenectady County tax maps and do not represent actual property lines.

The Mohawk River is classified as a navigable river. Therefore, certain regulations apply regarding channel depth and width to ensure the river remains navigable to the class of boats for which it is designated. The navi-
Section 4: Existing Conditions

The navigable river channel is mapped by the New York State Canal Corporation, which has regulatory jurisdiction. The minimum permissible width of the channel is 200 feet; minimum permissible depth is 14 feet.

The navigable river channel is approximately 300 feet wide at the eastern end of the study area, narrowing to approximately 200 feet to the west as it passes the narrows of the Isle of Cayugas and the mouth of the Binne Kill and continues west under the Western Gateway Bridge to the Town of Rotterdam. A navigable channel is not necessarily located in the center of a waterway; indeed, in this case the edge of the channel is located along the south bank of the river in the East Front Street neighborhood within 20 to 30 feet of the riverbank.

Laberge Engineering and Consulting Group performed a bathymetric (soundings) survey in October 2003. Both the City of Schenectady and Village of Scotia identified locations for the soundings, targeting areas that might be appropriate for dockage or other water related development. Readings were taken along the shoreline of the Village, including the area adjacent to Glen Sanders Mansion, to the east of the rail bridge river crossing.

Additional soundings were taken at the eastern edge of the Isle of Cayugas and the shoreline along the south riverbank from the Western Gateway Bridge to the area near Gateway Landing and the Schenectady County Community College access road at the mouth of the Binne Kill. Soundings were also taken across the river just west side of the rail bridge and continuing east under the railroad bridge at the southern riverbank alongside the East Front Street Neighborhood past the Niagara Mohawk property, the City of Schenectady owned parcel and the land of the former Nationwide Tarp, Inc.

The surveyed elevations use the 211-foot established river pool elevation as a base line for measurements. Chan-

Figure 4c. Bathymetric survey map and portions of Mohawk River shoreline.

Water depths were based on a normal pool elevation of 211 feet. Fathometer readings were taken in October 2003.
nel depths within the study area are close to or greater than the minimum New York State navigable channel permissible level of 14 feet. At the Village of Scotia, outside the New York State navigable channel, the depth of water along the riverfront is relatively shallow, increasing from a couple of feet or less west of the Western Gateway Bridge and in front of the Glen Sanders Mansion, to a depth of 10 to 16 feet or more in front of Freedom Park, and decreasing to mid-channel readings of approximately 6 to 9 feet in the vicinity of Lee Avenue. The channel depth along the Scotia shoreline is approximately 15 feet at the foot of Washington Street. The river measurements along the Piotrowski property range from under a foot to about five feet deep.

The City of Schenectady shoreline is within 20 to 30 feet of the designated navigable channel; the riverbank drops quickly in this area to depths of 14 feet or more. (Note: docking is required to lie a minimum of 50 feet from the navigable channel.) The Binne Kill, showing readings of as little as .1 or 0 feet depth, would require dredging if it were to be used for boat navigation.

Wetlands and Flood Plain

The wetland and flood plain mapping presented here was compiled from several sources of information to illustrate areas that are characterized as being impacted by seasonal and environmental influences of flooding from the Mohawk River and are low lying land that have been deemed as wetlands by NYSDEC. As noted above, the Mohawk River within the study area has a published pool elevation of 211 feet, based on NYS Canal Corporation data. The 100-year flood plain elevation is 230 feet.

The composite wetlands and flood plain map illustrates that a majority of the waterfront study area lies within the 100-year flood plain for both the City of Schenectady and the Village of Scotia, as well as the islands between them in Rotterdam. Nearly all of the Village of Scotia study area is in the 100-year flood plain, except a small portion along Mohawk Avenue, the western edge of Collins’ Park and the railroad embankment that passes through the village. In the City of Schenectady the land adjacent to the river lies in the flood plain, including residences on side streets north of Front Street, but the land rises above the flood plain at the street level of Washington Avenue and the residential lots facing Front Street.

The railroad embankment in Schenectady and the rail spur from the mainline to the former ALCO site (now the Nott Street Industrial Park) lie well above the flood plain. This creates dike type protection from ice jams between the river and the lower lying part of the East Front Street Neighborhood, but it does not provide flood protection. The ALCO site is within the 100-year floodplain and, adjacent to the Binne Kill, the county-owned Gateway Landing and the majority of land of Schenectady County Community College are in the 100-year flood plain.

There are a number of pockets of wetlands within the Scotia study area. Existing wetlands within the Piotrowski parcel in the vicinity of Washington Avenue were created to mitigate the disturbance of Army Corps regulated wetlands located on the Wal-Mart site in the Town of Glenville. Army Corps regulated wetlands may exist in certain portions of the study area. Detailed field investigations would have to be completed in order to determine the presence of these wetlands. This is not part of this study, but should be carried out if development is planned on the Piotrowski parcel.

Wetland and flood plain mapping was compiled from New York State Department of Environmental Conservation (NYSDEC), Federal Emergency Management Agency (FEMA), United States Geological Survey (USGS), North Country Ecological Services, Cornell University Geospatial Information Repository (CUGIR), and Schenectady County Planning Department sources. The flood plain and wetlands mapping were plotted over aerial ortho-graphic imagery obtained from the New York State Geographic Information Systems (NYS GIS) Clearinghouse.

Utility Infrastructure

Utility services, including storm and sanitary sewers, water, gas, and electricity, are documented in the study area. Locations of gas service mains have been provided by the Village of Scotia, but comparable data was not available for the City. A detailed utility analysis is recommended if and when the Piotrowski parcel is developed within the Village of Scotia.

Utility mapping was created for the study with a compilation of information provided by various sources, including Schenectady County Planning Department, the City of Schenectady Engineering Department, and from the Village of Scotia Department of Public Works office. The utilities shown overlaid on aerial NYS GIS imagery are a graphic representation and are not intended to identify the actual locations of utilities.

Environmental Screening

Laberge Engineering coordinated with Continental Placer Inc. (CPI) to perform an environmental screening for the Schenectady Scotia riverfront. CPI conducted a search of environmental databases of the area on the Scotia and Schenectady sides of the Mohawk River within the study zone within ¼ mile of the centerline of
Section 4: Existing Conditions

Figure 4d. Wetlands and flood plain

Figure 4e. Utility infrastructure
Figure 4f. Land use.

Figure 4g. Zoning.
the river. This area spans roughly from the shorelines opposite the Isle of the Cayugas, to about one quarter mile east of Mohawk Avenue.

Sixteen sites were identified in the prescribed study area, the majority of which are inactive. None of these identified sites was considered to be of significant environmental concern by CPI. Of the sixteen sites, three were RCRA (Resource Conservation and Recovery Act) generators, and one was an ERNS (Emergency Response Notification System) site. RCRA and ERNS sites are both federally regulated under the auspices of the United States Environmental Protection Agency through the New York State Department of Environmental Conservation (NYSDEC). Eleven sites were state spill sites, which involved minor spills of oils, coolants, or water treatment chemicals that were quickly cleaned up and the spill file was closed by NYSDEC. One of these sites was an active spill site that was also listed on the ERNS database. This site is located at the General Electric Nott Street substation; this is the only active site. This site, an electrical substation, was cleaned up. Further testing would only be required for excavation work there. One of the sixteen sites was a registered UST (Underground Storage Tank), which simply indicates the presence of a UST. UST sites are governed by NYSDEC.

An “active” site means that the regulatory authority, usually the New York State Department of Environmental Conservation has an open file, and the site is in the investigation or remediation phase. A “closed” site, means that the site was either deemed to not need remediation, or the remediation is complete.

For the study area CPI reviewed reports obtained from FIRSTSEARCH Network, regulatory reports prepared by the State of New York and the United States Environmental Protection Agency (USEPA). CPI reviewed these reports with respect to the environmental integrity of the study area and adjoining properties that could present an environmental liability concern. Where applicable, a review of compliance with required environmental permits was also performed.

For more information, Databases searched, findings, and map, see complete report available at Synthesis. In addition, there is a potential brownfields site at the former Scotia sewage treatment plant, with no further information available at this time.

**Land Use**

The land use classification map presented in this report graphically depicts existing uses according to four categories: commercial, residential, industrial, and recreational/open space.

In Scotia much of the current land use in the study area is recreational/open space (Collins Park and Freedom Park). Some waterfront parcels adjacent to the parks are in commercial use, including Glen Sanders Mansion and Jumpin’ Jacks. Commercial land use also characterizes the property along Mohawk Avenue. The majority of the area surrounding Collins Park is residential. The large parcel to the east of Collins Park owned by Piotrowski is undeveloped, as is the adjacent waterfront.

In Schenectady the East Front Street neighborhood includes a mix of land uses: residential in the central portion of the neighborhood and commercial along Erie Boulevard and part of Front Street. The remainder of the land in this area is in industrial use. This includes land adjacent to the Conrail rail line, the Niagara Mohawk property, and the Nott Street Industrial Park. A few undeveloped parcels comprise the remainder of uses in this area.

West of the East Front Street neighborhood, the Stockade is largely residential, with recreational/open space uses at Riverside Park, the Union College Boathouse, and Little Front Street Park.

West of the study area within the Town of Rotterdam, Gateway Landing and the Island of the Cayugas are currently recreational/open space. The parcels along the waterfront to the east of the study area within the Town of Glenville are vacant open space.

**Zoning**

The study area within the City of Schenectady includes a number of zoning designations. A Light Industrial zone on a strip of land, containing the Conrail rail line, bisects the waterfront across the river, at the east end of the the Scotia study area, and between the Stockade neighborhood and the East Front Street neighborhood.

To the northeast adjacent to the Mohawk River and Erie Boulevard and including Nott Street Industrial Park is a Heavy Industrial zone. A pocket within the study area at the center of the East Front Street neighborhood is zoned Multiple Family Residential, although there are individual parcels in this area designated Business.

To the southwest the Stockade area has been given a special zoning district designation: the Stockade Historic Residential District. Adjacent to the Stockade along the river Riverside and Little Front Street Parks, as well as the Union College boathouse property, are designated as Recreation and Open Space Districts.

The predominant zoning within the Scotia study area is Single Family. This includes all of Collins Park and Freedom Park. (Scotia does not have an open space/park land zoning designa-
In order to develop any of the park lands, the Village would have to apply to the State Legislature to alienate park lands. The area closer to the Village core is zoned General Business. The Glen Sanders Mansion is in a Retail Commercial zone and Jumpin’ Jacks is zoned as Waterfront, a specialized commercial use designation.

Most of the remainder of the Scotia study area is zoned Industrial, including all the land owned by Piotrowski along both sides of the rail line entering Scotia from the east to Sunnyside Road and north to the Village boundary within the Town of Glenville.

A strip of land northeast of Washington Avenue from Iroquois Street to Sunnyside Road, varying in width from approximately 150 feet to 300 feet, is zoned Business Residential.

The City of Schenectady zoning codes detail permissible uses in each zoning district and are available in the respective municipal offices.

The City of Schenectady owns Riverfront Park, Front Street Park, and a strip of waterfront in the east Front Street neighborhood, as well as various other parcels within walking distance of the waterfront. The Schenectady Industrial Corporation and GE-CBS1 own the majority of the Nott Street Industrial Park, site of the former Alco Corporation. The Schenectady Industrial Corporation owns a strip of land along Front Street. Rensselaer Polytechnic Institute owns a small parcel within the Nott Street Industrial Park. Union College owns Union College Boat-house land west of the Conrail bridge.

Niagara Mohawk owns two parcels of land within the East Front Street.
Section 4: Existing Conditions

neighborhood near the waterfront and has rights-of-way adjacent to the bike trail in Scotia and to a swath across the Island of the Cayugas.

The State of New York owns the land along the Western Gateway Bridge and along the railroad tracks that cut across the river adjacent to the East Front neighborhood, as well as parcels adjacent the Barge Canal. The remaining area is largely privately owned.

Privately held land within the Village of Scotia study area includes the Glen Sanders Mansion, Jumping Jack’s Drive In, the Masonic Temple site, a strip of land along Schonowee Avenue alongside the river, single-family homes along Washington Avenue, a large parcel of land owned by the Piotrowski family, and a private boat launch site located immediately east of the railroad along the shore.

Recreational Use

Pollution in the Mohawk River, long a repository for human and manufacturing waste, was abated in the 1960s to 1980s and restrictions were placed on discharges. Today the river is cleaner than it has been in decades. It is only minimally used for commercial purposes and recreational use has increased substantially.

The Mohawk River has become a premier small mouth bass fishery and according to the DEC also provides excellent fishing for rock bass, bullhead, yellow perch, and walleye, among other types of fish. The Mohawk River at Schenectady is designated by the DEC as a Class A waterway, meaning it is suitable for drinking after chlorination and filtration.

The study area is located between Lock 7 and Lock 8 of the Mohawk River Erie Canal. These are some of the most widely used locks in the system. The New York State Canal Corporation recorded approximately 3,600 recreational Cumulative Vessel Lockings (CVL) at Lock 7 and 3,030 at Lock 8 in 2002. In the same year hire boat CVL numbered 8 at Lock 7 and 6 at Lock 8.

Figure 4i. Recreational use

U.S. Water Ski Team show

The Refrigerators at Freedom Park
Lock 8. Tour boat CVL numbered 24 at Lock 7 and 21 at Lock 8. Commercial Cargo CVL numbered 47 at Lock 7 and 44 at lock 8. State and Federal CVL counts for 2002 are 147 at Lock 7 and 114 at Lock 8. There is a relatively new barge docking facility located just north of Freeman’s Bridge, owned by Dimension Steel Fabricators.

In Schenectady, Gateway Landing, although outside of the study area, provides car-top boat access, docking, fishing, and access to the Mohawk Hudson Bike-Hike Trail. The Union College boathouse provides water access to approximately 40 rowers per week from September to October, and about 120 rowers for each of 2 or 3 weekends between late March and early May. The boathouse is available for group use during the summer in the early morning or evening. About 3,800 people per summer use the adjacent Front Street pool. Visitors to the annual Stockade Walkabout are attracted to the Stockade area waterfront as a part of this event. The Binne Kill and its islands are used by birdwatchers and fishermen.

Collins Park and Freedom Park in Scotia draw between 80,000 to 100,000 visitors per year combined; 17,000 to 20,000 attend the Fourth of July fireworks alone. Freedom Park Amphitheater hosts about 38 shows per season, several of which have attendance of 1,000 to 3,000 people. The Water Ski Show Team of Scotia draws 400 to 600 people per week in the summer for shows and practice sessions. It also hosts the Eastern Regional Water Ski Show competition weekend every other year with teams from Massachusetts and Connecticut. The boats for these events circle from just past Glen Sanders Mansion to the peninsula east of the Western Gateway Bridge. The Glen Sanders Mansion is adjacent to the river and has docking facilities, although it averages only three requests for docking per year. (There is limited boat access due to the depth of the river at this location.)

The Mabee Farm, an early Dutch farm dating to the 1600s, located west of the Western Gateway Bridge along the shores of the Mohawk River (considerably outside the study area), provides house tours to approximately 3,000 visitors annually, with additional visitors coming to the grounds for a variety of activities. The Flint House, a small historic site west of the Scotia project area along the river, hosts festival events, including the Broom Corn Festival of 2001.

According to rough estimates of the Schenectady Stockade Association, the Stockade draws about 15,000 visitors per year. This includes visitors to the Walkabout and Waterfront Fair, which attracts some 5,000 to 6,000 individuals annually; the Stockade Art Show, drawing about 5,000 annually; the churches, with about 1000 visitors per Sunday. The organization estimates approximately 3,600 Stockade drive-through visits each year, as well. Riverfront Park (also known as Rotundo Park) within the Stockade is popular, mainly among local residents, for passive recreation.

The Schenectady County Historical Society, located in the Stockade District, has an annual visitation to the archives and library of between 800 to 1,000 people. The Historical Society museum receives approximately 1,500 visitors per year. Schenectady County Community College, with an enrollment of 4,000 students, brings people to the waterfront at the western edge of downtown. Based on 2002 DOT traffic counts, the Western Gateway Bridge has an average daily traffic of 26,400 vehicles.

Adjacent commercial corridors, parks, historic areas, and neighborhoods in the two municipalities are considered, since their relationship to the study area is critical.
Section 4: Existing Conditions

Bike-Hike Trail

The study was also informed by recommendations from the Capital District Transportation Committee’s Bicycle Master Plan for Schenectady and the Schenectady County Blueway Trail Study. Recreational linkages across the river between municipalities and into adjacent commercial corridors are considered in the final study plans.

The Mohawk-Hudson Bike-Hike Trail is an extensive system of trails throughout the Capital District, including Schenectady County. The existing portion of the Mohawk-Hudson Bike-Hike Trail on the south side of the Mohawk River within the City is considered to be two separate trails. It is cut off from the City from the west and east, although trail maps show it crossing to Scotia between Freemans Bridge and the Western Gateway Bridge. A bridge that carried the trail over Nott Street was removed in 2000. This has made the passage through the city difficult, or “non-negotiable,” according to the Schenectady County Planning Department.

The County reports the trail has 50 users per day at the North Jay Street terminus and 100 per day at the Schenectady County Community College terminus. The usage of the bike trail spur in Scotia is much lower, likely because it is poorly maintained and separated from the main trail system. There are plans for improvements, which are discussed in a later section of this report.

Figure 4j. Bike-hike trails.

Bicyclists on the Mohawk
Existing Market Conditions

The Williams Group Real Estate Advisors conducted a market analysis of areas to support development opportunities on the waterfront in the City of Schenectady and the Village of Scotia.

The study found that direct supply and demand of the local population would not in itself support significant new development; the study found that development initiatives on the waterfront is going to have to capture visitors from outside the City of Schenectady and the Village of Scotia.

The demographics from current population is limited in its ability to support increased development. The day-use population of the commercial cores is less than 35,000 for both the Village and the City. As a separate issue from the waterfront, the commercial cores require significant improvements to attract new commercial development. The residential population combined with the day-use population is still less than 70,000 persons. With average household incomes of $44,000 to $55,000, which is less than the national average, neither Schenectady nor Scotia can support new commercial development, as they are under current conditions.

In addition, with the lack of docking in Schenectady and Scotia, potential spending from a possible 30,000 of an estimated 46,000 boaters passing in the vicinity annually is lost. The bicyclist population, currently 35,000 annually, does not have proper connections or venues to maximize their spending potential, a current potential loss of spending dollars of $500,000. (Note also that a continuous waterfront bikeway trail from Albany to Buffalo is planned for completion in ten years.) The 15-mile radius population is drawn to the proximity of the waterfront for special events, but there is currently no destination waterfront to maximize captures or spending dollars for this or any of the other user groups identified above. In order to attract people to the waterfront, it has to be “special” and festive to create development opportunities.

See The Williams Group Market Study findings summary later in this document (page 63) and the final report in the Appendix for more detail.
Public Participation
Preliminary Meetings in Schenectady and Scotia

After the review of existing conditions and site history, public meetings were held in each community to inform the public about the project and to elicit information, ideas, and opinions from stakeholders who wished to contribute. The meetings were held in the Village of Scotia on November 18, 2003, at the First Reformed Church and in the City of Schenectady on December 4, 2003 at Boulevard Bowl. Approximately 30 and 40 people attended each meeting, respectively, including residents, business owners, and representatives of neighborhood organizations.

Local officials and Synthesis team members presented existing conditions information at both meetings. Participants formed small groups, each with a team facilitator, to brainstorm and sketch ideas for improvements, amenities, and services that could be incorporated at the waterfront. Each group presented its sketches and ideas to the meeting attendees at large. Participants demonstrated tremendous enthusiasm and their constructive input and outpouring of ideas provided the basis for many recommendations for the waterfront plan. These recommendations are summarized below:

City of Schenectady (East Front St)

The following suggestions were made:
- Construct docking facilities for cruise boats;
- Develop upscale housing with retail on the ground floor;
- Develop an aquarium;
- Improve lighting at Riverside Park;
- Build a visitor/welcome center;
- Link Riverside Park to East Front Street along the river;
- Encourage development of small boutiques and shops along East Front Street;
- Initiate streetscape improvements;
- Link the study area to Little Italy, Gillette House, and Downtown;
- Create a park on the SIC site;
- Develop waterfront condos with retail on the bottom floor;
- Construct a multi-use walkway on the Western Gateway Bridge;
- Use “Lake Schenectady” as a development theme;
- Develop a ferry boat service;
- Create a waterways, commerce and transportation museum;
- Develop a “fresh water institute” teaching center, linked to Union College and SCC; and
- Locate a crew facility for the Schenectady Crew Club.

Village of Scotia

The following ideas were presented:
- Construct a sea wall along Schonowee Avenue;
- Provide an area along the river front for boat tie-ups;
- Add a pavilion near the intersection of Schonowee Avenues and Washington Avenue;
- Redevelop the Masonic Temple as a restaurant;
- Create additional parking areas;
- Develop a pedestrian link from the waterfront to the Village commercial core;
- Develop a boat basin;
- Construct an environmental boardwalk within the area of Collins Creek outlet;
- Stop erosion along riverfront;
- Preserve islands for a future park;
- Construct a multi-use walkway along the Western Gateway Bridge;
Develop a jitney/trolley service to link the riverfront with adjacent commercial districts;
Set up a program to deal with ice jam problems;
Provide an area for canoe and kayak access;
Capitalize on bird watching within Collins Park and Quinlin Park;
Define areas for safe pedestrian crossings from Collins Park to the riverfront;
Incorporate the old Erie Canal block within the riverfront development “theme”;
Develop a visitor/information area, possibly at the Masonic Temple site;
Identify an area for berthing large vessels;
Redevelop the Masonic Temple site into a bed and breakfast facility; and
Accommodate the water ski show.
Meetings with Stakeholders, Landowners and Organizations

Following the initial public participation meetings, a number of meetings were held with representatives of each municipality, Schenectady County, and the New York State Department of State, as well as with various groups having an interest or stake in the waterfront and its development, including organizations, associations, property and business owners. Meetings held include the following:


  Synthesis and the water ski show team discussed the needs of the water ski team for consideration in the waterfront plan; team representatives demonstrated support for the preliminary waterfront plan ideas.

- **December 10, 2003 at The Crossings of Colonie.** Attendees: C. F. Lee, Louise Lowe, and Matt Cuevas, of Synthesis attended a meeting of the Erie Canalway National Heritage Corridor of New York

  The Erie Canalway National Heritage Corridor Commission is in the process of writing a Canalway Plan. The National Park Service (U.S. Department of the Interior) and its planning consultant outlined plan objectives and gathered input from organizations and individuals with interests along the Erie Canal for consideration in the formation of the plan.


  Plan recommendations and the Village of Scotia priorities and objectives for the riverfront plan were discussed.

  - **December 17, 2003 at Glen Sanders Mansion, Scotia.** Attendees: Scotia Mayor Michael McLaughlin; Angelo Mazzone, owner of the Glen Sanders Mansion; and Richard Eats, representing Synthesis.

    Mayor McLaughlin, Mr. Mazzone, and Mr. Eats discussed possibilities for waterfront development. Mr. Mazzone was supportive and expressed interest in a river walk, development of a restaurant facility at the Masonic Temple site, creation of a picnic pavilion adjacent to the Masonic Hall site at Collins Park, as well as suggesting a dinner boat with a capacity of 30 to 40 people in conjunction with his restaurant.

  - **December 23, 2003 at Synthesis Offices.** Attendees: Steve Strichman; Tony Tozzi; Jim Kalohn; Steve Feeley; and Richard Eats, C.F. Lee, and Louise Lowe, representing Synthesis.

    Representatives of the City and County discussed the possibilities for the waterfront with Synthesis staff. In addition they discussed momentum and interest in moving the New York State Canal navigable channel away from the south shore in order to allow room for the location of berthing at East Front Street. The possibility of locating tie-ups at State Street and the Binne Kill were also discussed, but because funding for this study was largely from

East Front Street Community Development Block Grant funds, it was determined that recommendations would remain focused on this area.

- **January 6, 2004 at Synthesis Offices.** Attendees: Steve Strichman; John Jermano of Laberge; and Richard Eats and Louise Lowe, representing Synthesis.

  John Jermano, formerly the Director of Canals for the New York State Canal Corporation, showed a map of the legal navigable channel from the Canal Corporation and discussed the difficulty of moving the navigable channel further from the East Front Street shoreline. He relayed that in his opinion the Canal Corporation would allow the creation of a basin and housing development at the Piotrowski Property and he recommended studying the Binne Kill for possible berthing, although outside of the study area.

- **January 15, 2004 at Synthesis Offices.** Attendees: Mayor Michael McLaughlin; Tony Tozzi; Jim Kalohn; Dave Williams of The Williams Group; and Richard Eats and Louise Lowe representing Synthesis.

  Dave Williams gave a PowerPoint presentation of market study findings by his firm. He said that economic development viability depends on attracting visitors from a 15-mile radius by creating a destination waterfront area. He said that proximity to commercial cores and combination of development types with waterfront access will provide the maximum economic impact. He recommended clustering by the water, including such venues as a visitors’ center, restaurants, shops, boat access and services tied into the bike trail and river walks, and upscale housing. Based on his experience, isolated single improvements or venues will be insufficient to create a viable, festive destination area to attract visitors from out of town.


  Ms. Lowe attended the annual meeting of the MVHCC, at which projects being undertaken in the various waterfront communities along the Mohawk were discussed. The projects presented would not preclude the success of any of the recommendations of this study, and in fact, reinforced the findings of the study.

- **February 10, 2004 at Synthesis Offices.** Attendees: Paula Marshman of the Division of Coastal Resources of the New York State Department of State; Steve Strichman; Tony Tozzi; Jim Kalohn; Fred Miller; and Richard Eats and Louise Lowe representing Synthesis.

  Various options for recommendations were discussed. Ms. Marshman became instrumental identifying potential funding sources. Mr. Miller will coordinate with the Erie Canalway National Heritage Corridor Commission.

- **February 13, 2004 at Synthesis Offices.** Attendees: Mayor Michael McLaughlin; Steve Strichman; Tony Tozzi; Jim Kalohn; Richard Eats; and Louise Lowe representing Synthesis.

  The group discussed potential recommendations and a phasing plan for Scotia, as well as possibilities for East Front Street neighborhood/waterfront development.

- **February 25, 2004 at Synthesis Offices.** Attendees: Steve Strichman; Tony Tozzi; Richard Eats; and Louise Lowe representing Synthesis.

  Mr. Eats presented a conceptual plan with residential and visitor center, and boating access configuration for the East Front Street neighborhood.
March 2, 2004 at Synthesis Offices.
Attendees: Ray Gillen, Chairman of Metroplex Board of Directors; Steve Strichman; Tony Tozzi; Jim Kalohn; Richard Eats and Louise Lowe representing Synthesis.

Synthesis conveyed study findings and updated recommendations. Ray Gillen presented his vision for the waterfront and downtown. Mr. Gillen was very supportive of waterfront development, in general.

March 8, 2004 at Synthesis Offices.
Attendees: Paula Marshman; Richard Eats and Louise Lowe representing Synthesis.

Ms. Marshman presented a preliminary framework for recommendations for potential funding sources for study recommendations. She was supportive of the developing waterfront recommendations.

March 8, 2004 at Synthesis Offices.
Attendees: Steve Strichman; Tony Tozzi; East Front Street residents Carmella Ruscitto and Mary Ann Ruscitto; and Richard Eats and Louise Lowe representing Synthesis.

Potential waterfront and neighborhood recommendations were discussed with residents of East Front Street. The neighborhood attendees were supportive of the waterfront recommendations and suggested meeting with other individuals from the area.

March 23, 2004 at Synthesis Offices.
Attendees: Steve Strichman; East Front Street stakeholders Carmella Ruscitto, Mary Ann Ruscitto, Michael Scaccia, Gerald Plante, and Floyd Simone; Richard Eats and Louise Lowe of Synthesis.

The progress of the waterfront plan was discussed and feedback from solicited from these residents and business owners of the East Front Street neighborhood. They were supportive of the waterfront recommendations.

April 2, 2004 at Synthesis Offices.
Attendees: Steve Strichman; Jim Kalohn; New York State Canal Corporation representatives: John Callaghan (director, Office of Policy, Implementation and Planning), Sharon Leighton, Steve Sweeney, (Albany Division Canal Engineer); and Richard Eats of Synthesis.

Meeting attendees discussed the possibility of relocating the New York State Canal navigable channel away from the East Front Street area to allow room for safe berthing in the East Front Street at this location. The New York State Canal representatives relayed that the channel cannot be moved; so berthing cannot not be located along the current riverbank of the East Front Street area. Synthesis subsequently created an alternative plan of a berthing area cut into the riverbank. New York State Canal Corporation has reviewed and approved a revised location of berthing area, although it is conditional based on securing various state and federal permits.

September 20, 2004 at Synthesis Offices.
Attendees: Mayor Michael McLaughlin; Ben Banergee; Bob Powell; Angelo Mazzone; Richard Eats, Louise Lowe, Chuen-Feng Lee, and Michael Girard of Synthesis.

Attendees were supportive and enthusiastic about the study recommendations as presented by Synthesis staff. The discussion centered on the eastern part of the Scotia waterfront, between the Masonic Lodge and the railroad tracks. They suggested getting Erie Canal dredge to fill for development above the 100-year floodplain at the Piotrowski property, including opening the channel along Scotia to the west.

September 21, 2004 at Synthesis Offices.
Attendees: Mayor Michael McLaughlin; Maria Gallant; Anne
Generally the meeting participants were strongly in favor of the study recommendations, and discussion centered on the Scotia waterfront between Route 5 and Washington Avenue. The participants made some small but appropriate suggestions. Ms. Fetter suggested that individuals in the community might like to fund individual trees.

- **September 22, 2004 at Synthesis Offices.** Attendees: Carl George; Will Seyse; Richard Eats, Louise Lowe, Chuen-Feng Lee, and Michael Girard of Synthesis.

  This meeting involved support and interest in the study recommendations, and discussion targeted environmental issues. Mr. George suggested using box elder and cottonwood along the shore for bank stabilization and silver maple back from the shore. The shallow depth of the channel along the shore of Scotia west of the Western Gateway Bridge was noted. Attendees advocated capitalizing on the environmental quality of the Park and suggested including a boardwalk for a nature trail to the southwest of Collins Creek.
Final Public Meetings in Schenectady and Scotia

The Plan for redevelopment was based on recommendations of the preliminary public meetings, meetings with stakeholders, landowners and organizations, a market analysis, site history review, existing conditions analysis, and the team’s professional experience. Meetings to bring the Plan to the public for final input were held in the City of Schenectady on November 10, 2004 at Boulevard Bowl, and in Scotia on November 11, 2004 at Our Redeemer Lutheran Church. Approximately 30 and 40 people attended each meeting respectively, including residents, business owners, representatives of neighborhood organizations and public officials.

Public officials and Synthesis team members presented the recommendations. Public officials explained that the details of the recommendations are fluid, and can change within the overall vision and framework of the Plan. The objective is to create a dynamic waterfront that will provide economic development opportunities and improved quality of life, with linkages to commercial cores, neighborhoods, and recreational and cultural venues.

The Plan attracts four user groups identified in the Market Analysis: residents within a one-mile radius; residents within a 15-mile radius; trail bike riders; and boaters. The Williams Group identified the loss of a potential of one to three million dollars a year of tourism revenue. The recommendations presented include phasing and potential sources of funding. The formation of a joint Schenectady and Scotia waterfront committee was suggested to oversee and facilitate implementation of the plan. The committee would include members of the community, organizations and public officials.

Generally the public was very receptive, eager to see the plan realized, and several people came forward both in Schenectady and Scotia interested to serve if a waterfront committee was formed. Following the final public meetings, some minor adjustments were made to the Plan and phasing.
Market Study Findings
Section 6: Market Study Summary

The scope of The Williams Group Real Estate Advisors was to conduct a real estate and tourism market study for riverfront parcels in the Village of Scotia, and the City of Schenectady for the purpose of exploring the potential to establish both water-dependent and water-enhanced uses. The detailed report on these topics is in the Appendix.

Creating a Development Program that Achieves the Vision

The waterfront should be used as a catalyst for tourism and real estate development and as a spark to revitalize areas within the Village and City. Key opportunities that can be tapped include the following:

- Development of a significant recreational attraction at the waterfront
- Capture of spending from regional residents and out-of-state visitors through the attractions
- Attraction of visitors going to other venues, such as the Schenectady Museum and Proctors
- The inclusion of a new Welcome Center, themed in the history of the Riverfront, to coordinate with the Gillette House.
- Using residential development opportunities to increase the customer base and create 24 hours of activity.
- Developing a tenant mix and program that has market support, provides new local area residential services and enhances that destination attraction theme of the waterfront.

Executive Summary of Market Analysis and Market Supportable Program

A Market Analysis was conducted of the possible areas of market opportunity that could support development of the waterfront. Interviews were conducted with individuals for the purpose of understanding the current market and as a way of identifying development goals and opportunities.

The Market Analysis showed that the current population of the area could not support significant new development. Any program for development of the waterfront would have to draw visitors from outside the City of Schenectady and the Village of Scotia.

In addition, the Market Analysis showed that growth in the office market or manufacturing area business to support new commercial development is not feasible at this time.

- Office development is not recommended at this time as a primary use
- Services and offices in lower level of housing would be feasible in the East Front Street neighborhood.
- The lack of industrial demand, plus substantial available space near the riverfront does not support the development of industrial space.

Waterfronts provide opportunities to attract visitors that could support development. For this study, four major user groups were analyzed: 1) residents; 2) regional visitors; 3) trail bike riders and 4) boaters, on private boats and charters.

Residents. The Williams Group found that some new development could be supported by housing demand in the area. An estimated 70 to 100 upper end units can be supported in the current market for attractive housing near or on the waterfront. This new housing may bring approximately 200 people into the market, which may support 5000 square feet of new retail space. Residential development is also beneficial to retail and food services development, because it promotes a safe-feeling within a neighborhood for both visitors and residents.

New residential development should focus on affordable and mid-market housing types catering to younger and empty nester markets, which both appear to have support currently and in the foreseeable future real estate market. Recommended residential development standards are as follows:

- Mid-priced townhouses of $150 to $200K
- 2 bedrooms, 2.5 baths, living room and dining room
- Deck, fireplace and jacuzzi
- Quality kitchen and bath finishes
- Utility rooms with washer and dryer amenities
- Parking

According to demographic analyses, the demand for residential development comes from several areas:

- Young couples and singles (estimated 30 to 50 units per year)
- Empty nester older adults (estimated overall demand 20 to 30 units)
- Artist loft residential (estimated 10 to 20 units per year)

Regional Visitors. The next category of users analyzed is regional visi-
tors. It is estimated that total regional retail spending capture potential of the regional population’s visitation to the riverfront could be as much as $6 million annually. This figure is based on capture of all regional tourism traffic including visitors. The regional population includes a radius of 15 miles around the center of the study area. It is based on capture ranges from 0.1% of county retail spending to 2% of 1-mile radius population spending.

To capture this larger population, attractions, mixed-use development and a festive attractive waterfront should be developed. To capture this user group the following recommendations should be considered:

- Existing attractions need to be promoted, such as Stockade District and Little Italy
- Develop waterfront attractions, such special events.
- Development of a waterfront welcome center with docking for tour, pleasure boats, canoes and kayaks
- Provide amenities for local residents and to attract out-of-state and regional visitors
- Restaurants, cafes and gift shops to be supported by visitors and residents year round
- Improve cultural and informational attractions to foster tourism
- Events to maintain constant, year around interest
- Improve bike path linkages to the local and regional trail system and parks to support regional and local visitation

**Recommended waterfront uses**

- Recreational programming that might include a historical theme
- Large and small craft docking
- A symphony barge for special events
- Fishing pier
- Nature trails
- Multi-use walks and trails
- Fishing derbies
- Kayaking and canoeing
- Picnics by the river
- Winter sports such as skating, sledding, snowshoeing, and cross-country skiing

**Welcome Center and Kiosks**

The Gillette House visitor center is presently being constructed within the Stockade District of Schenectady. The market study recommends creating a Waterfront Welcome Center and kiosks as important to a waterfront district. They should be planned in conjunction with, and complement the planned uses of the Gillette House, and be coordinated with the various chamber, tourism and heritage organizations in the area. They should present a history of the riverfront and will also be a means to direct traffic into the commercial cores within the Village and city.

**Retail**

Specialty retail will attract more visitors. However, it must include elements such as unique settings and specialty boutiques. Integration with restaurants, recreation and entertainment will improve its success.

**Destination Restaurant**

A destination restaurant tied in with a gift shop should be considered as a key component of the waterfront plan. The destination restaurant should have Canal theme, be situated by docking, and be integrated with the Welcome Center to create a density of activity. It should be noted that a possible expansion to overnight accommodations in the future might be an option. The restaurant should have 100 to 150 seats and a full liquor license. Based on the demographics it is estimated that the restaurant should be targeted to be opened six days per week, with four turns per day for six days per week, at an average of $18/head. With a cost basis of 33% labor and 25% food of gross, this translates to a potential to generate $935,000, exclusive of other overhead, such as building, taxes and utilities.

**Hospitality Market**

As hospitality is drawn primarily by business travel, and with limited new business growth, hospitality has little demand at this time. However, the hospitality market could expand if the waterfront visits as projected are achieved.

**Bicyclists**

The annual visitation potential from this user group is estimated to be an additional 30,000 to 40,000 persons per year. This will have significant economic impact on the local economy.

- Bicyclists could currently account for $500,000 annually in lost spending (per Edwards & Kelsey study of 2001)
- If these trails were improved and linked to local and regional trail networks it is estimated that 35,000 bikers per year (double the current ridership) would be added. At an average of $14/person/year additional $500,000/year would be generated.

A state plan for making a continuous waterfront canalway trail from Albany to Buffalo within ten years for bicyclists will increase this further.

A destination waterfront district could increase the average spending of this user group.
Boaters

The annual visitation potential to Schenectady and Scotia Riverfront via boating is estimated to be 30,000 to 40,000 persons per year. This is particularly important because this population is not being captured at all in the current environment. Currently there is virtually nowhere boaters can dock and get access to goods and services.

- Currently, this lost spending is between $1 million and $3 million per year (estimates based on lock traffic, estimated cruise boat traffic and estimated spending per person of $50/head/trip)
- 30,000 people or more on cruises alone is the potential based on an overall cruise trips in the region of 46,000 or more
- 20% to 50% capture rates were used to estimate the number of trips

Boater recommendations are as follows:

- Docking for boats, canoes, kayaks and cruise boats
- Public docking with some services or limited service marina for boaters including, fuel, restrooms/showers, freshwater, electrical hookups, bilage pump outs
- Jitney to commercial core
- Ample parking
7

The Plan
Overall Project Area Recommendations

The plan creates a vision for the Schenectady Scotia waterfront that provides economic, recreational, commercial, and residential development opportunities in a strategy for improvements that is complementary so as not to create competition between the two communities. The objective mutually benefits the two communities and provides a vital waterfront for residents and visitors. These coordinated waterfront recommendations will create a festive and heritage rich destination waterfront. Improvements include river walks, trail/bikeway linkages, boater amenities, welcome center, berthing for large vessels, boat tie ups, destination restaurant, streetscape improvements and residential and commercial development opportunities for the four user groups identified in the Market Study. The recommendations address public and municipal objectives and concerns, market potentials, cultural heritage, and recreational opportunities.

The plan includes provisions for four existing and potential user groups identified in the Williams Group Market Study. These include, from largest potential economic input to least: the potential visitor population residing up to a 15 mile radius and farther; boater traffic; bike traffic; and the local population. In order to draw from the population within the 15-mile radius, the study recommends a festive and active waterfront, with restaurants, river walks, and parks, and linkages into the communities. Informational signage at the waterfront would provide visitors with historic, cultural and recreational information about the region.

The Market Study identified economic potential from 46,000 annual boaters that pass by the area, as well as potential to attract a portion of the total 150,000 boaters in the New York State Canal System. Boaters that currently cannot dock within Schenectady and Scotia are identified in the Market Study as lost boater capture. The plan provides a draw to this group, which includes mooring for large cruise boats and small boats. A welcome center including showers, clean outs and informational kiosk, and a destination restaurant and future waterfront bed and breakfast would also draw people to the community and waterfront.

The Market Study identifies a significant economic generator from the potential future cyclist that would now be able to access the waterfront trails and proposed trails that would be linked to the existing trail system and commercial cores.

The fourth group identified in the market study is the local user. The Market study found that the existing local population alone could not significantly support economic development. However the study did identify a market for upscale residential development if linked into the waterfront improvements. In addition, the local community would benefit from an improved quality of life stemming from recommended amenities such as improved parks, river walks, restaurants, easy linkages from the communities to the waterfront, bike trails and boat access.

To help unify the area, the plan provides linkages throughout the communities. These include multi-use trail linkages along the waterfront, as well as links from the study area to nearby sites, such as the Flint house, Union College, Little Italy, Village of Sco-
Docking at the Binne Kill, which is the location of the original Schenectady commercial waterfront and docks, and a natural harbor, as well as tied into the Schenectady Scotia route 5 commercial corridors. (This site has some reservations due to its proximity to the Stockade Historic District, and its recent evolution through siltation into a wildlife birding area.)

Additional docking located at the Union College site just west of the railroad abutment.

Because the navigable channel hugs the south shore of the Mohawk River, Scotia is located well beyond it east of the Burr Bridge abutment, and west of the abutment, the Scotia shoreline is out of the main Mohawk River channel completely, along a side channel. The limited depth in the side channel, however, precludes movement of larger vessels to the Glen Sanders Mansion at present, and dredging should be considered.

New York State Canal Corporation

Locating a Riverfront Welcome Center and berthing area for large vessels was a critical component for the East Front neighborhood. In order to accomplish this the New York State Canal Corporation provided input in assessing the barge canal travel way as it relates to locating a bulkhead for docking of large vessels and the location of an adjoining Welcome Center. The existing Erie Canal travel way channel hugs the south shoreline within the Schenectady study area, which makes it difficult to develop docking for any type of vessel. The New York State Canal Corporation requires a 50 foot setback from the Canal travel way to any docked vessel. A meeting was held with the Canal Corporation to review this regulation to review the possibility of moving the Canal travel way and to discuss other alternatives. The Canal Corporation stated that the channel could not be moved. Alternatives were discussed, and those conceptually acceptable to the New York State Canal Corporation include:

- Cutting the bank back at the East Front Street Neighborhood to provide a 50-foot buffer between docking and the navigable channel. The municipality preferred this alternative, as it falls within the designated study area. This option was selected for the Schenectady waterfront and conceptually approved by the New York State Canal Corporation. Please refer to the letter in Appendix.

Additional options conceptually acceptable to the New York State Canal Corporation not part of the study recommendations include:

- Docking at the Binne Kill, which is the location of the original Schenectady commercial waterfront and docks, and a natural harbor, as well as tied into the Schenectady Scotia route 5 commercial corridors. (This site has some reservations due to its proximity to the Stockade Historic District, and its recent evolution through siltation into a wildlife birding area.)

- Additional docking located at the Union College site just west of the railroad abutment.

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- Additional docking located at the Union College site just west of the railroad abutment.

Because the navigable channel hugs the south shore of the Mohawk River, Scotia is located well beyond it east of the Burr Bridge abutment, and west of the abutment, the Scotia shoreline is out of the main Mohawk River channel completely, along a side channel. The limited depth in the side channel, however, precludes movement of larger vessels to the Glen Sanders Mansion at present, and dredging should be considered.
Schenectady Recommendations

The recommended improvements would bolster the East Front Street neighborhood with an enhanced water presence by improving the quality of life for its residents, provide river and boater access and create an attraction for visitors from the city and nearby communities. This plan recommends linkages to adjacent neighborhoods, and provides recreational, and residential development opportunities as well as in fill commercial development opportunities within this approximately 33-acre study area. See phasing plan in Section 8.

01 Welcome Center with Restaurant, Bulkhead, Berthing, and Parking

A 3,700-square-feet welcome center with destination restaurant on the second level would be the catalyst for improving the quality of life within the East Front Street neighborhood as well as various waterfront improvements.

The Welcome Center and Restaurant, large vessel berthing and ramps to the water would provide a waterfront presence for the City of Schenectady. The welcome center would include restrooms, laundry and shower/locker facilities as
well as freshwater and electrical hookups, and 49 parking spaces. It also should include, although not within the structure, fueling capabilities. The proposed bulkhead would provide docking of large vessels, such as river cruise boats, small boats and canoe/kayaks. It could also provide an opportunity for displaying a brief history of the area and contain information and pamphlets on local attractions, events and sites of interest, as well as where to purchase both necessities and novelties. This effort should be coordinated with the Gillette House Visitor Center and the Mohawk Valley Heritage Corridor Commission.

The second level of the welcome center would contain a destination/themed restaurant possibly based on history of the Erie Canal. A 50-car parking lot is also proposed.

**02 Jitney Service**

A proposed jitney service would link the recommended waterfront initiatives, the Gillette House Visitor Center, commercial cores, and various attractions within City and Village of Scotia. The Schenectady County Community College parking lot could serve as a staging area for the jitney service as well as an area to accommodate parking for large events that could take place on the waterfront, such as a regional crew or kayak races. Access to car rentals and the train station should also be provided from the waterfront.

**03 Passive Waterfront Park**

A passive park is proposed on a portion of the land owned by Niagara Mohawk. The park would extend to the city-owned waterfront and contain an overlook, gazebo, a 15 space parking lot and picnic pavilion. It would also include a multi-use river walk trail, which could link to the proposed welcome center and berthing, to the adjoining Union College Boat House and Riverside Park and possible future trail development of the adjoining Industrial site to the east. Eventually, this trail could be linked to the regional bike trail system, providing a continuous waterside trail. This would enhance the Mohawk Hudson Bike Hike Trail section of the New York State Canalway Trail, and the City of Schenectady Urban Bike Route.

**04 Multi-family Housing**

A cluster of three residential buildings containing approximately 16 townhouse units is proposed just east of the proposed passive waterfront park mentioned above. The units could be sold as individual townhouse units, selling in the price range of “between $100,000 and $150,000, and up to $200,000” as recommended by the Williams Group. This residential cluster would provide for unique market rate housing tied into waterfront initiatives. Infill residential units would also be possible within the East Front Street neighborhood. More than likely it will occur with the rehabilitation of existing structures into market rate units.

**Streetscape Improvements**

The neighborhood felt it was of immediate importance to improve the Front Street Streetscape. Streetscape improvements are recommended for the East Front Street Neighborhood to spur economic development and enhance the pedestrian nature of the streets to make them more attractive and improve pedestrian, bicycle, and automotive traffic. Streetscape improvements in the East Front Street neighborhood generally would include new sidewalks, paving, curbing, lighting, street trees, landscaping, street furniture, and wayfinding signage.

**05 East Front Street Streetscape Improvements and Way Finding**

In conjunction with the reshaped entry into the waterfront district from Erie Boulevard at Nott Street, streetscape improvements will help create an aesthetic rhythm and an attractive pedestrian expe-
Section 7: The Plan

The possibility of closing off John Street to automobile traffic was explored. This would allow for the reshaping of the adjoining Boulevard Bowl parking, providing for a more efficient, esthetically pleasing parking lot without reducing the number of parking spaces.

### 06 John St. Improvements, Realignment of Intersection and Linkage to Little Italy and Bike Trail

Several connections to East Front Street and the waterfront are proposed. Streetscape improvements are recommended for John Street, to improve the aesthetics as well as to provide an attractive pedestrian link from Erie Boulevard and beyond to Little Italy and Union College. John Street Streetscape improvements would include sidewalks, curbing, paving, lighting, landscaping and wayfinding signage. In addition, banners and signage could provide a festive invitation to visitors. Improvements and realignment of the John/Green intersection of Erie Boulevard would provide for better and safer crossing of Erie Boulevard.

### 07 Pine Street Improvements

Pine Street streetscape improvements would further enhance the linkage from the bike trail and from Little Italy to the waterfront and to the East Front Street neighborhood.

### 08 Intersection Realignment with added Green Space from Nott Street

It is important to provide a sense of entry to the waterfront district. The reshaping of the Nott Street intersection with the additional landscaping would create a gracious entrance.
09 Erie Boulevard

Although there are no specific recommendations for streetscape improvements to Erie Boulevard, if and when they occur, improvements should compliment the streetscape improvement recommendations.

Other Improvements

10 Pedestrian Bridge

A pedestrian bridge is proposed over Erie Boulevard, which would be aligned with an existing pedestrian railroad underpass linking Little Italy and Union College with the waterfront. The construction of this pedestrian bridge would require certain land purchases, relocation of a lumber storage structure and the opening of the existing pedestrian railroad underpass. The city has had discussions with landowners and it appears they would be amenable to further discussion.

11 Neighborhood Commercial and Residential Improvements

The City of Schenectady should establish a facade program and incentives for small businesses, as well as a neighborhood residential assistance program. The East Front Street neighborhood has an intimate pedestrian scale, but has declined in recent years. Having a well designed facade and residential/commercial assistance program, tied into a well defined waterfront plan, would promote an economic resurgence.

12 Future Bed and Breakfast

Although not recommended at this time by the Williams Group, a 20 to 30 room bed and breakfast could be developed as a future phase of the Welcome Center once sufficient visitation to the waterfront creates a market for its demand.

Zoning Changes

Zoning within the East Front Street neighborhood currently allows Light Industrial, Heavy Industrial, Multiple Family Residential, and Business. These zoning classifications are not conducive to sound destination waterfront development. The team recommends that the City of Schenectady look into the creation of a Waterfront Overlay District at the time it develops its comprehensive plan.

Conclusion

The recommendations for the Schenectady waterfront would provide for an exciting, destination waterfront district within the East Front Street Neighborhood. The residents of this area have expressed a great interest in boosting their area aesthetically and economically, as well as in developing the recreational and economic potential of the waterfront. The recommendations as proposed would help to reinvent this area and would serve to provide an economic foundation for stabilizing the neighborhood. The recommendations would assist in the creation of a destination waterfront district nestled in Schenectady, with connections to provide spin-off benefits both to the waterfront visitors, as well as to the city as a whole.
Scotia Recommendations

A rich series of improvements are recommended to create a festive Scotia waterfront. The study recommendations for Scotia were conceived with the goal of creating a destination recreation area with a variety of amenities and activities proximal to the water. This includes water dependent as well as water-enhanced activities, through their view and integration with this attractive waterfront. Linkages to and from the waterfront for boaters, pedestrians, bicyclists and automobiles, from commercial cores, across the river, and into neighborhoods were also important in developing study recommendations.

The recommendations of this study address the river edge between the Glen Sanders Mansion and the CSX railroad bridge, a length of approximately 4,400 linear feet. The plan is sensitive to Collins and Freedom Parks. Minor changes to the park are recommended only along Schonowee, and at the southern corners of Collins Park, in an attempt to leave the park nearly intact, while improving its connection to the waterfront. The development of a 30-acre portion of the Piotrowski parcel is also addressed.

01 West Entrance

An attractive new entrance to Collins Park and the waterfront is recommended from Route 5/ Mohawk Avenue. The current awkward intersection at Schonowee would be realigned, providing a smooth transition from Route 5 into the park. This would allow for the creation of an appropriate, gracious, planted boulevard at the park entrance. The park board members, who reviewed the plan, concurred that the benefit of the improved sense of entry would offset the required relocation of three tennis courts.

02 River Walk and Festive Walkway

An active and connective pedestrian spine is proposed as a festive multi-
use walkway along the waterfront that would link to the Village commercial core. Adjacent to the western edge of Collins Park, and adjacent to Route 5, an attractive pedestrian route would be shaped connecting the waterfront with the Western Gateway bridge. As an improvement over the current sidewalk abutting Mohawk Avenue, a curving naturalistic walk is proposed. The walk would include banners and pavilions for a farmers’ market. Additional tree planting would also help separate it from Mohawk Avenue.

This walkway would be connected to the proposed multi-use river walk adjacent to Schonowee that would provide an attractive and inviting place for pedestrians, bicyclists and motorists along the edge of the park.

04 Parking Lot Adjoining Jumpin’ Jack’s

In conjunction with a new entrance to the park and waterfront a redesign of Jumpin’ Jack’s parking lot is recommended. The realignment of the Park and Waterfront entrance provides additional space to reshape Jumpin’ Jack’s parking lot, providing approximately 200 spaces, adding approximately 40 additional spaces, that could serve Jumpin’ Jacks, Collins Park and Freedom Park. (There is some discrepancy over the current configuration and orientation of the parking spaces.) This reconfiguration would allow for additional green space between Jumpin’ Jack’s and the river, plus provide an improved spectator viewing area for the water-ski show. The reconfiguration also allows for a finger of the multi-use river walk to be developed that would link under the Western Gateway Bridge to Glen Sanders.

05 Freedom Park Improvements

To create a more memorable approach to Freedom Park and the waterfront, an entry plaza with a monument is proposed. A picnic area east of the outdoor amphitheater adjacent to the river front is also recommended, which would include picnic tables and overlooks. Also, improvements to the interpretive signage are proposed that could include history of the waterfront.

06 Erosion Mitigation

A significant amount of riverbank erosion has occurred over the years along the river bank adjacent to Schonowee. A series of erosion stabilization measures are recommended which would include the installation of erosion control matting, regrading, rip rap and plantings. A list of plantings is included in the Appendix.

07 Ice Jams

Ice jams are a concern for most of the communities that abut the Mohawk River. Within the study area of the Village of Scotia ice jams are a particular problem in the area along Schonowee, just west of the intersection of Washington Avenue. A fishing pier river promenade bulkhead, approximately forty feet wide and three hundred feet long is proposed that would
Section 7: The Plan

08 Relocation of Collins Park Entry Road

The plan recommends a reshaping of the southeast corner of Collins Park. This includes removing the current access road to the park and relocating it to Lee Avenue. This allows for a well defined pedestrian path to be constructed within the abandoned park access road corridor that would link Collins Park with the waterfront and Freedom Park. New restrooms are proposed adjacent to this pathway that would serve both Collins and Freedom Park. The existing park maintenance facility would be relocated to the north side of the proposed parking lot located to rear of the Masonic Lodge site.

09 Redevelopment of the Masonic Lodge Site

A destination themed restaurant is recommended for the Masonic Lodge building. This existing structure is ideally located adjacent to the river and Collins Park, and would link directly into the proposed river walk and fishing pier promenade. The existing parking lot would be expanded, into Village land, to accommodate approximately 207 parking spaces. This expanded parking area would also serve Collins Park and Freedom Park. Lee Avenue and Livingston Avenue's would be improved, providing a connection to Washington Avenue. These street improvements would improve access to potentially important development parcels flanking their intersection.

10 Development Node

The street improvements at Lee Street and Livingstone Street would provide access to potential development parcels. These would be ideally located near the park and waterfront. They could be used for housing and provide for the possibility of increased residential density that could add to the local tax base.

11 Fishing Pier, Boat Basin, Welcome Area, and Mooring for Cruise Boats

A very important and exciting piece of the Scotia waterfront improvements is the creation of a fishing pier promenade bulkhead and pedestrian bridge adjacent to a portion of Schonowee Avenue, extending a distance of approximately 300 feet, from just outside the zone used by the water-ski show, to the end of Washington Avenue. This fishing pier and pedestrian bridge would provide a beacon for boaters, signaling a festive waterfront. It would tie into the riverbank at Lee Street by the redeveloped Masonic Lodge site and park access. The fishing pier promenade bulkhead would provide enclosure for a protected boat basin providing boat tie ups for approximately 36 boats.

An overlook located at the riverside intersection of Washington and Schonowee Avenue would anchor the east end of the fishing pier promenade bulkhead improvements. The remains of the Burr Bridge abutment would be improved to include an overlook, welcome/information kiosk and mooring for large cruise vessels.

12 Neighborhood Improvements

The buildings along Schonowee and Washington Avenue might in time house bed and breakfasts or possibly small boutiques. A housing improve-
Scotia neighborhood development concept and bulkhead with pedestrian walk and pier.

Detail of bulkhead with promenade and boat basin.
ment program is also recommended to improve the housing within the area.

13 Crew Facility

A crew facility is recommended at an abandoned sewage collection site. Several local crew clubs have identified this site as a possible location for a crew facility because of the location, water depth, and gentle riverbank slope for water access. It is presently used as a staging area for local crew teams. Several buildings would be removed, a parking lot added, and access provided from Washington Avenue, with the pumping station remaining. The possibility of a joint crew facility for Schenectady and Scotia is being discussed.

14 Riverfront Park

East of the crew/welcome center, on Village land, a passive waterfront park is proposed. Four docks would provide tie-ups for small craft and would allow waterside access to secluded picnic areas as well as day use camping.

15 Boat Launch

At the east end of the riverfront park is a privately-owned parcel presently used as a boat launch and staging area for a water ski school. The recommendation is to provide improved design and reconfiguration, to include parking for automobiles, as well as for boat trailers and possibly a small control structure.

16 Bike Trail Linkages

An important aspect of the recommendations is creating linkages to the surrounding areas and into regional trail networks. This conceptual design includes a variety of linkages to the Collins Creek outlet, the commercial core, and under the Western Gateway Bridge at the CSX railroad abutment. Improvements to the bike trail underpass are currently being looked at by the Town of Glenville.

A recommendation of this study would be to improve the pedestrian connection over the Western Gateway Bridge to Schenectady and Scotia. Currently, there are narrow sidewalks flanking the traffic lanes for pedestrians and bicyclists, providing an uncomfortable and unsafe walkway. Improvement would involve the construction of a multi-use walkway along the eastern edge of the Bridge, with viewing platforms providing overlooks of the river. This widened walkway would provide greater safety for users, and an attractive link to Schenectady and Scotia.

17 Piotrowski Parcel

An extensive development analysis was completed on that portion of the Piotrowski parcel located between Collins Creek outlet and the river, an area of about 48 acres, approximately 30 acres of which were thought possibly suitable
for development. This parcel was identified as a potential mixed use housing development site because of its location, access to water and sewer and accessibility to the waterfront. However, because of the presence of New York State and Army Corps wetlands and that the site is within the 100 year flood plain the development costs do not match the housing market as determined by the Williams Group of $150,000 to $200,000 per unit.

Zoning Changes
Presently the zoning districts within the study area include single residence, industrial, and business residence. The industrial classification is not appropriate for encouraging sound waterfront development. A recommendation would be to develop a waterfront overlay zone or a waterfront zoning district that would foster sound waterfront development. A suggested outline of a waterfront overlay zoning district is included in the Appendix.

Conclusion
The findings of the Schenectady Scotia Waterfront Study, are that significant improvements could be made to create a vibrant waterfront for Scotia that will enhance the existing community, provide connections to meet multiple modes of transit, and encourage market-based projects. The recommendations will take advantage of the potential of the Mohawk River waterfront for recreation, improved quality of life, and economic development.
Outlying Areas

The original Schenectady Scotia Waterfront Study goals as outlined in the request for proposal asked to also consider outlying areas, including the Stockade, Commercial Districts, Gateway Landing and Binne Kill, the Islands, and the Nott Street Industrial Park. Below is a brief synopsis of findings and recommendations for these areas from the study.

**Stockade**

The East Front Street Neighborhood district is adjacent to the Schenectady Stockade, one of the longest continually occupied neighborhoods in this country. This Stockade Historic District is very interested in any recommendations to the waterfront because the neighborhood residents have expressed a desire to maintain the neighborhood quality. The bike path link under the CSX railroad bridge would provide a link along the waterfront to the Riverfront Park. An enhanced East Front Street Neighborhood would help to secure the value of properties within the Stockade by enhancing its border.

In addition, the Stockade could also reap the benefit of the enhanced commercial and residential development adjacent to the East Front Street neighborhood without seeing great changes to the Stockade Historic District itself. Improvements to East Front Street and linkages would provide an enhanced route into and through the Stockade.

Festivals that currently take place at the Stockade could be linked with activities at the proposed Scotia and East Front Street Neighborhood waterfronts.

**Commercial Districts**

An important aspect of the Schenectady Scotia Waterfront Study recommendations is providing linkages from the waterfront to Commercial Districts. This study has a two-fold purpose: improved quality of life for residents and economic development. The recommendations herein provide enhanced linkages to the Commercial Districts of Schenectady and Scotia from the waterfront for pedestrians, bicyclists, and automobiles, as well as for boaters and all users who could benefit from a jitney service. Multi-use trails, roadway realignments, streetscaping, wayfinding signage, and boat docking all assist in creating enhanced linkages from the waterfronts into the commercial cores. This will help create vibrant and lively districts, with an aim toward attracting visitors to spend their time and money here.

**Gateway Landing and Binne Kill**

The potential of Gateway Landing and the Binne Kill were cursorily explored during this study. Currently Gateway Landing provides docking for small boats, and a waterside gazebo. Improvements to the bike route adjacent Gateway Landing are proposed in the City of Schenectady Urban Bike Route Master Plan. The Binne Kill is the location of the original Schenectady commercial waterfront harbor and with dredging could again be a natural harbor. It is proximal to the the Schenectady Scotia Route S commercial corridor. Because of this, it was seen as a possible location for docking, commercial improvements, and the location of a Visitor Center. However, its potential as a boat basin would have to be studied. The site is largely in Rotterdam, and so outside the target study area. It is proximal to the Stockade Historic District, and there is concern about noise and traffic. In addition, the Binne Kill, since the obstruction and infilling of most of its length in the 1970s, has evolved through siltation into a wildlife birding area.

**The Islands**

There are five islands in the Mohawk River within the study area. The Isle of the Cayugas, Isle of the Mohawks, Isle of the Senecas, Isle of the Onondagas, and the Isle of the Oneidas a little further west. There had been an Island known as Van Slyck Island, but it was attached to the mainland with expansion of the Schenectady County Community College in the 1970’s. All of the islands are in Glenville except the Isle of the Cayugas, which is in Rotterdam. The Isle of the Cayugas is largely privately owned, except areas where it was expanded with dredge, and is in the hands of the State of New York, and Nimo maintains a right of way. The Isle of the Mohawks, Isle of the Senecas, Isle of the Onondagas, and the Isle of the Oneidas are a little further west.

**The Nott Street Industrial Park**

The Nott Street Industrial Park, the site of the former American Locomotive (ALCO) facility is located along the river just east of the East Front Street neighborhood. Because the occupancy of the buildings has declined...
in recent years, there has been some talk of alternative uses of this facility. Any improvements to these two areas, the East Front Street neighborhood and the Nott Street Industrial Park could prove mutually beneficial.
Tourism Development Opportunities

Tourism development was identified as an integral aspect of economic development in the Schenectady-Schecta Waterfront Study. During this study, a number of tourism development opportunities were identified. A strategy should be identified to create a coordinated Tourism Development Plan and identify who would be responsible for its implementation. The following are recommendations for local tourism development.

Promote and interpret the history with:
- Interpretive Signage;
- Interpretive History Center Planning;
- Kiosks, touch screens;
- Area promotion materials, brochures, and web sites;
- Articles in journals, such as Mohawk Valley Heritage, Times Union, Schenectady Gazette;
- Attendance at international tourism promotion conventions, such as in New York City; and
- Other organizations, including:
  - Mohawk Towpath Scenic Byway Coalition,
  - Mohawk Valley Heritage Corridor Commission,
  - Revolutionary War Heritage Trail,
  - Erie Canalway National Heritage Corridor,
  - Schenectady Chamber of Commerce,
  - Schenectady Museum,
  - Mohawk Hudson Bike Hike Trail,
  - Other trails,
  - Schenectady County Historical Society,
  - Mabee Farm,
  - Flint House, and

Lois McClure schooner replica, Whitehall, New York.

- Union College
- Broom corn history, agriculture on the islands, and the fertile flood plain in conjunction with the Maybee Farm;
- Scots and Dutch in early history and the Dutch East India Company;
- Revolutionary War history and early founding of the nation;
- Colonial history;
- Manufacturing history; and
- Technology history.

Locally, develop interpretation of waterfront history:
- Erie Canalway;
- Schenectady Transportation: Boat design and history, the Erie Canal, the railroad, tank technology, submarine and airplane navigation systems;
- Burial site of Hiawatha and the history of the five nations of the Iroquois in conjunction with the Iroquois museum in Howes Cave and the New York State Museum;

Develop venues to enjoy the waterfront, recreation and trails, including year round opportunities:
- Bicycle, kayak and canoe rentals;
- Cross country ski rentals;
- Jitney service;
- Dog sledding;
- Gift shops and retail related to the waterfront history and future;
- Restaurants related to the waterfront history and future; and
- Eventually bed and breakfast development.

Expand event venues:
- Dinner boat;
- Ferries;
- Boat races;
- Coordinate with Stockade festivals, Maybee Farm, Flint House, Union College, and Little Italy;
- Arrange for educational displays, such as the Lois McClure canal schooner replica;
- Create events in conjunction with holidays; and
- Historic boat festival.

Create an overall promotional package with one-to-five day itineraries for the two sides of the river with tours, sites, waterfront, lodging, restaurants, trails, museums, massages, salons, etc.:
- Cemetery tours;
- Boat tours;
- Bicycle tours;
- History tours;
- Culture and entertainment tours; and
- Restaurant and wine tour.
Implementation
Recommended Project Phasing

Following is a recommended phasing schedule for implementation of the Schenectady-Scotia Waterfront Plan. The scope of each phase ultimately will depend on the availability of funding and adapting to public preference as the project proceeds.

**Schenectady**

**Phase 1** addresses waterfront access and improvements at the East Front Street Neighborhood. It includes streetscape improvements on East Front Street and improvements to the appearance of this neighborhood spine. At the river bank, regrading would allow boats to dock the required minimum of 50 feet from the New York Canal right-of-way. It includes providing boating access with bulkheads and berthing, a visitor center, with space formıştır.  

**Phase 2** includes landscaping for a passive park on Niagara Mohawk land, parking, and a driveway for parks.

**Phase 3** includes residential development.

**Phase 4** includes pedestrian connection and wayfinding from Front St to North Bay St. It also includes pedestrian bridge and approaches, open existing pedestrian tunnels under railroad bridge, and relocation of lumber storage building and land overpass.

*Figure 9a. Schenectady phasing plan*
for a waterfront restaurant with river views, multi-use trail improvements, and an overlook with a multi-use open pavilion. It also includes landscaping for the waterfront and the visitor center and a parking lot and driveway to serve visitors to the waterfront.

**Phase 2** provides for additional green space improvements and connections to the waterfront. It involves the creation of a passive park and landscaping on Niagara Mohawk land connecting to the overlook and waterfront, an access driveway and parking lot, waterfront residential development, a trail connection under the CSX rail bridge, streetscape improvements to John Street, the Erie Boulevard intersection, Pine Street, and Center Street, and wayfinding signage.

**Phase 3** will improve the entrance to the East Front Street Neighborhood and Waterfront District from the East. It provides for an improved intersection at Erie Boulevard and Nott Street, with realignment of the intersection, addition of green space, and wayfinding signage. The appearance of East Front Street itself will also be improved between Erie and Mohawk Avenue.

**Phase 4** will provide improved pedestrian and bicycle connections between the new Waterfront District and the Union College and Little Italy areas. It includes a pedestrian bridge over Erie Boulevard and approaches, the reopening of the existing pedestrian tunnel under the railroad bridge, and the relocation of a lumber storage building.

A future phase of the Schenectady waterfront could include the development of a bed and breakfast adjacent to the welcome center if market conditions warrant.

**Scotia**

**Phase 1** would provide boating accessibility, waterfront improvements and erosion control. A river walk would be created along Schonowee, with an entry plaza and monument leading to overlooks, paths, picnic areas, and inter-
Section 8: Implementation

Interpretive signage. If power lines are to be installed underground, it should be studied during this phase for landscaping. Dock facilities will include seasonal boat docking for small vessels along Schonowee, and berthing for large vessels at the former Burr Bridge abutment. An information kiosk will direct waterborne visitors to community services and businesses.

**Phase 2** includes improved access and development opportunities at the southeast corner of Collins Park, and provide for crew, kayak and canoe access to the waterfront. The Collins Park access road would be realigned to improve pedestrian access, relocating automobile entry to the improved Lee Street. The parking would be expanded to create space for approximately 200 cars. The maintenance facility would be relocated further from the waterfront and restrooms would be added near the waterfront to serve Collins and Freedom Parks. The Masonic Hall is identified as a development opportunity to create a restaurant and outdoor pavilion, and improvements at Livingston Avenue would provide access to development parcels for mixed-use development. The construction of an attractive and functional new crew house is recommended along the river just east of Washington Avenue at the former sewage treatment facility, with welcome kiosk and restrooms. The site would also be made more visually appealing with removal of the tanks.

**Phase 3** creates a berthing area for large vessels, a pedestrian walk, a passive riverfront park east of the proposed crew facility, a fishing pier with a promenade and overlook, and a proposed pedestrian bridge to create an attractive beacon for boaters. The riverfront park to the east would include picnic areas and docking for small boats, canoes and kayaks.

**Phase 4** includes creating a bike trail extension along Washington Avenue to the Collins Creek Outlet. This would lead to a new interpretive environmental boardwalk at the Collins Creek Outlet, at the southwest corner of Collins Lake.

**Phase 5** provides improvements to the waterfront and Collins Park entrance at the West. Construction of a new festive walkway away from Route 5 leading from the waterfront to the commercial core will better link these two districts. Realignment of Schonowee at the route 5 intersection would allow for a gracious park entry and boulevard, and a reshaping of Jumpin’ Jack’s parking lot to accommodate approximately 200 cars. Improvements along the waterfront at Jumpin’ Jack’s include an enlarged green space along the water and a multi-use pathway connection under the Western Gateway Bridge.

**Western Gateway Bridge**

In conjunction with Phase 5, or whenever the municipalities find it feasible, improvements are recommended to the Western Gateway Bridge. Extension of a multi-use path with overlooks for pedestrians and bicyclists would improve the passage over the bridge, and provide an attractive connection between the two sides of the river, the municipalities of Schenectady and Scotia.

A future phase of Scotia Waterfront improvements might include development of the Piotrowski property. Development of the Piotrowski acreage within the study area was examined, including creating a lagoon and boat marina. Extensive site improvements are required that would push housing development costs above what the market can currently support. It is possible that with improvements to the waterfront, the market could support this development in the future.
Opinions of Probable Costs

Estimated cost projections were completed for the recommended public improvements included in this report. These costs are conceptual in nature and do not include the purchase of land.

Potential funding sources related to the various recommendations are identified in a subsequent section of this report.

Refer to Figure 9a and Figure 9b in the previous section for phasing clarification.
### Schenectady

#### PHASE 1
- Welcome Center with Bulkhead and Berthing: $2,100,000
- Parking Lot / Driveway: $230,000
- Overlook with Multi-Use Open Pavilion: $200,000
- 10’ Wide Multi-Use Trail: $54,000
- Landscaping: $163,000
- Streetscape Improvements and Wayfinding Signage along East Front St from Mohawk Ave to Railroad: $550,000

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<td>Welcome Center with Bulkhead and Berthing</td>
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**Subtotal**: $3,297,000

**Contingency Fee**: 20% ($659,400)

**Subtotal**: $3,956,400

**Professional Fees**: 15% ($593,460)

**Phase 1 Total**: $4,549,860

#### PHASE 2
- Landscaping for Passive Park on Niagara Mohawk Land: $113,000
- Parking Lot and Driveway For Park on Niagara Mohawk Land: $130,000
- Bike Path Connection under CSX Bridge: $265,000
- John St Improvements and Wayfinding Signage: $460,000
- John St Intersection at Erie and Wayfinding Signage: $172,000
- Pine St and Center St Improvements with Wayfinding Signage: $175,000

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<td>Pine St and Center St Improvements with Wayfinding Signage</td>
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**Subtotal**: $1,315,000

**Contingency Fee**: 20% ($263,000)

**Subtotal**: $1,578,000

**Professional Fees**: 15% ($236,700)

**Phase 2 Total**: $1,814,700

#### PHASE 3
- Erie Blvd, Nott St, East Front St Intersection Realignment and Green Space with Wayfinding: $820,700
- East Front St Improvements from Erie Blvd to Mohawk Ave and Wayfinding Signage: $710,000

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</table>

**Subtotal**: $1,530,700

**Contingency Fee**: 20% ($306,140)

**Subtotal**: $1,836,840

**Professional Fees**: 15% ($275,526)

**Phase 3 Total**: $2,112,366

#### PHASE 4
- Pedestrian Connection from Front St to North Jay St and Wayfinding: $195,000
- Pedestrian Bridge and Approaches: $2,500,000
- Open Pedestrian Tunnel under Railroad Bridge: $100,000
- Relocation of Lumber Storage Building (does not include land purchase): $430,000

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Connection from Front St to North Jay St and Wayfinding</td>
<td>$195,000</td>
</tr>
<tr>
<td>Pedestrian Bridge and Approaches</td>
<td>$2,500,000</td>
</tr>
<tr>
<td>Open Pedestrian Tunnel under Railroad Bridge</td>
<td>$100,000</td>
</tr>
<tr>
<td>Relocation of Lumber Storage Building (does not include land purchase)</td>
<td>$430,000</td>
</tr>
</tbody>
</table>

**Subtotal**: $3,225,000

**Contingency Fee**: 20% ($645,000)

**Subtotal**: $3,870,000

**Professional Fees**: 15% ($580,500)

**Phase 4 Total**: $4,450,500
### Scotia

#### PHASE 1
- Riverwalk along Schonowee, Entry Plaza, Monument, Wayfinding, Information Kiosks (Does not include Niagara Mohawk cost to put power underground) $530,000
- Overlooks, Paths, Picnic Areas, and Interpretive Signage $225,000
- Berthing Area for Large Vessels/Overlook/Information Kiosk $660,000
- Floating Docks $330,000
- Erosion Control along River $190,000
- **Subtotal** $1,935,000
- **Contingency Fee** 20% $387,000
- **Subtotal** $2,322,000
- **Professional Fees** 15% $348,300
- **Phase 1 Total** $2,670,300

#### PHASE 2
- New Park Access Road Alignment at Lee Street, New Pedestrian Walkway $370,000
- Livingston Avenue Improvements $265,000
- New Parking Lot $450,000
- Maintenance Facility (40' x 100') $340,000
- Restroom Facility for Collins/Freedom Parks $200,000
- Boat/Crew House, Welcome Kiosk, Restrooms, Crew, Canoe and Kayak River Access $820,000
- **Subtotal** $2,445,000
- **Contingency Fee** 20% $489,000
- **Subtotal** $2,934,000
- **Professional Fees** 15% $440,100
- **Phase 2 Total** $3,374,100

#### PHASE 3
- Riverfront Park and Access Rd East of Crew Facility $500,000
- Bulkhead / Walk / Berthing Area / Fishing Pier (660 LF) $3,000,000
- Steel Truss Pedestrian Bridge to Overlook $565,000
- **Subtotal** $4,065,000
- **Contingency Fee** 20% $813,000
- **Subtotal** $4,878,000
- **Professional Fees** 15% $731,700
- **Phase 3 Total** $5,609,700

#### PHASE 4
- Bike Path along Washington Ave to Collins Creek $114,000
- Environmental Boardwalk at Collins Creek with Interpretive Signage $410,000
- **Subtotal** $524,000
- **Contingency Fee** 20% $104,800
- **Subtotal** $628,800
- **Professional Fees** 15% $94,320
- **Phase 4 Total** $723,120

#### PHASE 5
- Festive Walkway from Waterfront to Commercial Core, with Farmers Market $390,000
- Realign Schonowee at Route 5 Intersection $420,000
- Reshape Jumpin’ Jack’s Parking $600,000
- Multi-Use Pathway Connection Under Bridge $270,000
- **Subtotal** $1,680,000
- **Contingency Fee** 20% $336,000
- **Subtotal** $2,016,000
- **Professional Fees** 15% $302,400
- **Phase 5 Total** $2,318,400
Piotrowski Parcel Development
(Note: These are very rough budget estimates based on conceptual plans prepared by Synthesis dated February 20, 2004. They are not intended to be final cost estimates.)

**PIOTROWSKI SITE DEVELOPMENT - ALTERNATIVE A**
(Fill required to elevate site approximately 5 feet above the existing ground elevation - not above 100 yr. flood plain elevation)

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Road</td>
<td>$1,920,000.00</td>
</tr>
<tr>
<td>Fill (To Bring In)</td>
<td>$2,050,000.00</td>
</tr>
<tr>
<td>**Cut (From Lagoon)</td>
<td>$720,000.00</td>
</tr>
<tr>
<td>Concrete Sidewalks</td>
<td>$370,000.00</td>
</tr>
<tr>
<td>Street Lights</td>
<td>$280,000.00</td>
</tr>
<tr>
<td>Boat Basin Amenities</td>
<td>$240,000.00</td>
</tr>
<tr>
<td>***Landscaping</td>
<td>$408,000.00</td>
</tr>
<tr>
<td>Total</td>
<td>$5,988,000.00</td>
</tr>
</tbody>
</table>

Development Cost Per Unit ****

$59,300

**ALTERNATIVE B**
(Fill required to elevate site approximately 1 foot above the 100 yr. flood plain elevation)

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>*Road</td>
<td>$1,920,000.00</td>
</tr>
<tr>
<td>Fill (To Bring In)</td>
<td>$4,655,000.00</td>
</tr>
<tr>
<td>**Cut (From Lagoon)</td>
<td>$720,000.00</td>
</tr>
<tr>
<td>Concrete Sidewalks</td>
<td>$370,000.00</td>
</tr>
<tr>
<td>Street Lights</td>
<td>$280,000.00</td>
</tr>
<tr>
<td>Boat Basin Amenities</td>
<td>$240,000.00</td>
</tr>
<tr>
<td>***Landscaping</td>
<td>$408,000.00</td>
</tr>
<tr>
<td>Total</td>
<td>$8,593,000.00</td>
</tr>
</tbody>
</table>

Development Cost Per Unit ****

$85,100

* Includes Water, Sewer, Storm Water.
** Cut material from lagoon to be used for fill in development areas.
*** Includes general site improvements around each unit.
**** Not including land cost, engineering and legal fees and other soft cost. Based on 101 units of varying type.

Dredging Rough Cost Projections
(For the area in front of Glen Sanders extending to the Western Gateway Bridge. Assuming dredging material is not)

<table>
<thead>
<tr>
<th>Area of Dredging = 73,500 Square Feet</th>
<th>Assume Average Depth of Dredging = 5'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum Boat Draught = 4'</td>
<td></td>
</tr>
<tr>
<td>Cubic Yard of Material to be Dredged  = 13,600 Cubic Yards</td>
<td></td>
</tr>
<tr>
<td>Cost per Cubic Yard of Dredging = $25.00</td>
<td>Total Rough Approximate Cost of Dredging $340,000</td>
</tr>
<tr>
<td>Range $340,000 to</td>
<td></td>
</tr>
</tbody>
</table>

Western Gateway Bridge Improvements (Multi-use Path)

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Demolition</td>
<td>$100,000</td>
</tr>
<tr>
<td>Traffic Control</td>
<td>$100,000</td>
</tr>
<tr>
<td>Extended Multi-use Path over River</td>
<td>$960,000</td>
</tr>
<tr>
<td>Lighting</td>
<td>$102,000</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>$100,000</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$1,362,000</td>
</tr>
<tr>
<td>Contingency Fee</td>
<td>20% $272,400</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$1,634,400</td>
</tr>
<tr>
<td>Professional Fees</td>
<td>15% $245,160</td>
</tr>
<tr>
<td>Total</td>
<td>$1,879,560</td>
</tr>
</tbody>
</table>
**Funding Strategy**

In order to assist the municipalities to realize the development of the Schenectady Scotia Waterfront Plan, a number of potential funding sources were identified, including both at the State and Federal level. The funding matrix as presented identifies a number of potential funding sources related to suggested improvements. Specifics of funding opportunities should be closely checked with the department sponsoring the programs at the time of the application preparation.

### Schenectady

**PHASE 1**

<table>
<thead>
<tr>
<th>Item</th>
<th>Dept of State Environmental Protection Fund</th>
<th>NYS Office of Parks and Recreation</th>
<th>NYS Office of Historic Preservation</th>
<th>NYS Dept of Environmental Conservation</th>
<th>USDOT Transportation Equity Act (TEA-21) Funding</th>
<th>US Dept of Housing and Urban Development</th>
<th>NYS Dept of Transportation</th>
<th>NYS Dept of Housing and Community Renewal</th>
<th>Private Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Welcome center, driveway and parking lot</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Bulkhead and berthing</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>10’ wide multi-use riverwalk trail</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Landscaping</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Overlook with multi-use open pavilion</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>East Front St improvements from Mohawk Ave to railroad</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

**PHASE 2**

<table>
<thead>
<tr>
<th>Item</th>
<th>Dept of State Environmental Protection Fund</th>
<th>NYS Office of Parks and Recreation</th>
<th>NYS Office of Historic Preservation</th>
<th>NYS Dept of Environmental Conservation</th>
<th>USDOT Transportation Equity Act (TEA-21) Funding</th>
<th>US Dept of Housing and Urban Development</th>
<th>NYS Dept of Transportation</th>
<th>NYS Dept of Housing and Community Renewal</th>
<th>Private Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passive park, driveway, and parking lot on Niagara Mohawk land</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Bike path connection under bridge</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>John St improvements</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Intersection at Erie Blvd and John St</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Pine St and Centre St improvements</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

**PHASE 3**

<table>
<thead>
<tr>
<th>Item</th>
<th>Dept of State Environmental Protection Fund</th>
<th>NYS Office of Parks and Recreation</th>
<th>NYS Office of Historic Preservation</th>
<th>NYS Dept of Environmental Conservation</th>
<th>USDOT Transportation Equity Act (TEA-21) Funding</th>
<th>US Dept of Housing and Urban Development</th>
<th>NYS Dept of Transportation</th>
<th>NYS Dept of Housing and Community Renewal</th>
<th>Private Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Erie Blvd, Nott St and East Front St intersection realignment with added greenspace</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Streetscape improvements on East Front St from Erie Blvd to Mohawk Ave</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
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</tbody>
</table>

**PHASE 4**

<table>
<thead>
<tr>
<th>Item</th>
<th>Dept of State Environmental Protection Fund</th>
<th>NYS Office of Parks and Recreation</th>
<th>NYS Office of Historic Preservation</th>
<th>NYS Dept of Environmental Conservation</th>
<th>USDOT Transportation Equity Act (TEA-21) Funding</th>
<th>US Dept of Housing and Urban Development</th>
<th>NYS Dept of Transportation</th>
<th>NYS Dept of Housing and Community Renewal</th>
<th>Private Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian connection from East Front St to North Jay St</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Pedestrian bridge and approaches</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Open pedestrian bridge under railroad</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Relocate lumber storage building</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
</tbody>
</table>

**OTHER**

<table>
<thead>
<tr>
<th>Item</th>
<th>Dept of State Environmental Protection Fund</th>
<th>NYS Office of Parks and Recreation</th>
<th>NYS Office of Historic Preservation</th>
<th>NYS Dept of Environmental Conservation</th>
<th>USDOT Transportation Equity Act (TEA-21) Funding</th>
<th>US Dept of Housing and Urban Development</th>
<th>NYS Dept of Transportation</th>
<th>NYS Dept of Housing and Community Renewal</th>
<th>Private Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wayfinding signage for each Phase¹</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Restaurant</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Housing redevelopment program and sidestreet improvements</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Facade program and design guidelines²</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Commercial development program³</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
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</tr>
<tr>
<td>New housing land acquisition and development</td>
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<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Bed and breakfast or hotel</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>Streetscape improvements on Erie Blvd</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
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</tr>
</tbody>
</table>

¹ MVHCC might assist with funding for wayfinding and interpretive signage
² Niagara Mohawk might assist with funding
³ Empire State or Small Cities might assist with funding
## Scotia Waterfront Market and Feasibility Study

### Scotia*

<table>
<thead>
<tr>
<th>PHASE 1</th>
<th>Schonowee riverwalk</th>
<th>Paths and overlooks</th>
<th>Berthing, tie-ups and docks</th>
<th>Overlook and information kiosk</th>
<th>Bank erosion mitigation</th>
<th>Underground power along Schonowee</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Private Funding</strong></td>
<td><strong>Public Funding</strong></td>
<td><strong>Public Funding</strong></td>
<td><strong>Private Funding</strong></td>
<td><strong>Private Funding</strong></td>
<td><strong>Private Funding</strong></td>
<td><strong>Private Funding</strong></td>
</tr>
</tbody>
</table>

| PHASE 2 | Lee St park access road realignment | Pedestrian walkway to riverfront | New road from Lee to Washington Ave (Livingston) | New parking lot | Redevelopment of Masonic Temple site | Relocation of maintenance facility | Restroom facility | Crew facility and welcome center | Canoe and kayak river access |
|----------------|---------------------|-----------------------------|-----------------------------|------------------------|------------------------|----------------|----------------|----------------|----------------|----------------|
| **Private Funding** | **Public Funding** | **Public Funding** | **Private Funding** | **Public Funding** | **Public Funding** | **Private Funding** | **Private Funding** | **Public Funding** | **Non-Profit** |

<table>
<thead>
<tr>
<th>PHASE 3</th>
<th>Riverfront park east of crew facility</th>
<th>Riverfront park access road</th>
<th>Bulkhead, walkway and fishing pier</th>
<th>Pedestrian bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Private Funding</strong></td>
<td><strong>Public Funding</strong></td>
<td><strong>Public Funding</strong></td>
<td><strong>Public Funding</strong></td>
<td><strong>Public Funding</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PHASE 4</th>
<th>Extend bike trail from Washington to Collins</th>
<th>Environmental boardwalk at Collins Creek</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Private Funding</strong></td>
<td><strong>Public Funding</strong></td>
<td><strong>Public Funding</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PHASE 5</th>
<th>Festive walkway to community core</th>
<th>Entrance gateway road realignment</th>
<th>Reshape/new parking lot</th>
<th>Bikeway connection to Glen Sanders</th>
<th>Bikeway connection under bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Private Funding</strong></td>
<td><strong>Public Funding</strong></td>
<td><strong>Public Funding</strong></td>
<td><strong>Public Funding</strong></td>
<td><strong>Public Funding</strong></td>
<td><strong>Public Funding</strong></td>
</tr>
</tbody>
</table>

### OTHER

<table>
<thead>
<tr>
<th>Housing Redevelopment Program</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Funding</strong></td>
</tr>
</tbody>
</table>

### FUTURE STUDIES

<table>
<thead>
<tr>
<th>SCCC entrance and bridge study</th>
<th>Binne Kill feasibility study for reuse (natural resources and harbor uses)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Public Funding</strong></td>
<td><strong>Public Funding</strong></td>
</tr>
</tbody>
</table>

---

* The Scotia waterfront area may become eligible for New York Main Street funding if it develops into a mixed-use (commercial/civic and residential) area.
Potential Funding Source Information

Contact Information

**Department of State**  
Environmental Protection Fund  
Paula Marshman, Coastal Resources Specialist  
Phone: 518 474-6000  
nyswaterfronts.com

**New York State Office of Parks and Recreation**  
Environmental Protection Fund  
Kevin Burns, Chief, Bureau of Grants Management  
Phone: 518 474-8372

**New York State Office of Historic Preservation**  
Environmental Protection Fund  
Kevin Burns, Chief, Bureau of Grants Management  
Phone: 518 474-8372

**New York State Department of Environmental Conservation**  
Environmental Protection Fund  
Susan Moore, Environmental Program Specialist  
Phone: 518 402-9342

**United States Department of Transportation**  
Transportation Equity Act for the 21st Century (TEA-21)  
John Haifley  
Phone: 202 366-4218

**New York State Department of Transportation**  
Wilson Moore  
Phone: 518 388-0433

**United States Department of Housing and Urban Development**  
Robert Skofield  
Phone: 518 464-4200, ext. 4204

**New York State Department of Housing and Community Renewal**  
Angel Luis Acosta  
Phone: 1 866 275-3427

Alan Sorensen  
Main Street Program  
Phone: 518 402-3728
The New York State Environmental Protection Fund is the state’s first permanent fund dedicated to addressing a broad range of environmental needs. Eligible Activities include planning, design, feasibility studies, and construction projects that advance preparation or implementation of Local Waterfront Revitalization Programs, and are funded on a 50/50 matching basis. Eligible activities for grant awards are generally for:

1 **Urban Waterfront Redevelopment.** Financial and technical assistance is available to prepare and implement redevelopment strategies for urban waterfront areas where redevelopment can provide new public access, spur economic activities, and improve environmental quality of the redeveloped area.

2 **Preparing or Implementing Water-body/Watershed Management Plans.** Municipalities may apply for grants to undertake the development of water-body/watershed management plans. Where municipalities have already developed a water-body/watershed management plan, they may apply to implement priority nonpoint and aquatic habitat restoration projects, or refine an approved plan to allow greater specificity in setting priorities.

3 **Coastal Education and Interpretive Programs.** Grants will be provided to implement the New York State Coastal Resources Interpretive Program by developing interpretive signage that recognizes and promotes local, regional, and state coastal issues and resources, start or expand educational and interpretive programs designed to build public awareness and stewardship of coastal resources such as citizen actions to improve water quality, design and dissemination of information on critical resources, and volunteer programs to improve coastal resources.

4 **Making the Most of Your Waterfront: Community Visioning and Development of Revitalization Strategies.** To begin the process of preparing a comprehensive community plan, such as a Local Waterfront Revitalization Program (LWRP), municipalities may apply for grants to initiate a community participation program that fosters an appreciation of local and regional waterfront resources; introduces local leaders and community residents to the waterfront planning process; generates a community consensus for the future of the waterfront; and develops a strategy to address the most critical issues.

5 **Completing or Implementing a Local Waterfront Revitalization Program.** Municipalities currently working toward completion of, or who have completed, a LWRP may apply for grants to undertake general planning and community participation needed to complete or revise a LWRP; project specific planning or design to advance a LWRP; construction of projects necessary to implement an approved LWRP; or development of Geographic Information Systems.

6 **Creating a Blueway Trail.** Municipalities may apply for grants to undertake the planning and physical development of Blueway routes. Applicants should demonstrate how their proposal complements, builds on, or fills gaps in existing water trails; or how their proposal creates a complete water-based recreational experience. Projects should complement, and create a waterside travel link where possible, to New York’s heritage trails and sites, greenways, historic resources, scenic by-ways, and revitalized Quality Communities.
Created in 1993, the New York State Environmental Protection Fund provides mechanisms for open space conservation and land acquisition.

**Title 7** allocates funds to the Department of Environmental Conservation and the Office of Parks, Recreation and Historic Preservation for purchase of land to be included in the Forest Preserve, State Parks, the State Nature and Historical Preserve, State Historic Sites, Unique Areas and other categories.

**Title 9** provides funds for local governments and not-for-profit organizations to purchase parklands or historic resources as well to develop and preserve these resources. Within the Adirondack and Catskill Parks the Department of Environmental Conservation administers the Title 9 grant program through the Division of Lands and Forests, Bureau of Public Lands.

**Parks Program.** A matching grant program for the acquisition and/or development of parks and recreational facilities and for the protection of open space. Indoor or outdoor projects are eligible and must reflect the priorities established in the NY Statewide Comprehensive Outdoor Recreation Plan (SCORP).

**Historic Preservation Program.** A matching grants program for the acquisition and/or rehabilitation of properties listed on the National and/or State Registers of Historic Places. Funds are available to municipalities and not-for-profit organizations. Funded projects must be available to the general public for a specified period of time.

**Heritage Areas Program.** This is a grant program for legislatively designated Heritage Areas to fund facilities, exhibits and programs.

**Acquisition.** This application is used for all of the three above program areas for projects where acquisition is of more importance than development.

The Office of Parks, Recreation and Historic Preservation has additional grant programs for 1.) Zoos, Botanical Gardens and Aquariums, 2.) Barns Restoration and Preservation Program, and 3.) Snowmobile Trail Grant Program.
Under the Transportation Equity Act for the 21st Century (TEA-21) Enhancement Programs is program 1-2 million dollar projects given a greater chance than larger projects. An 80% funding to 20% local match is typical.

TEA-21 authorized Federal highway, highway safety, transit and other surface transportation programs. It covered a six year period from 1998 to 2003, and authorized nearly $218 billion in Federal funding for highway, highway safety and transit programs over six years. Depending on the status of the program at the time of application, funds may be available for multi-modal transportation projects. According to Wilson Moore, this program funded a bike path and canal reconstruction in Whitehall.

The goals of TEA-21 include:
- Balanced investment in our highways, transit systems, and intermodal facilities
- Transportation Enhancements to help them improve their quality of life
- Vision of an integrated transportation system helping to ensure Americans’ prosperity and quality of life into the new century.

Categories eligible for funding include:
- Transportation enhancements
- Bicycle transportation and pedestrian walkways
- Recreational trails program

As listed on their web site, the Enhancement Program applies to:

**Provision of pedestrian and bicycle facilities.** New or reconstructed sidewalks, walkways, or curb ramps; wide paved shoulders for nonmotorized use, bike lane striping, bike parking, and bus racks; construction or major rehabilitation of off-road shared use paths (nonmotorized transportation trails); bridges and underpasses for nonmotorized users.

**Provision of pedestrian and bicycle safety and education activities.** Educational activities to encourage safe walking and bicycling.

**Acquisition of scenic or historic easements and sites.** Acquisition of scenic land easements, vistas, and landscapes; acquisition of buildings in historic districts or historic properties (including historic battlefields).

**Scenic or historic highway programs including tourist and welcome centers.** For projects related to scenic or historic highway programs: Construction of turnouts, overlooks, and viewing areas; construction of visitor and welcome centers; designation signs and markers.

**Landscaping and scenic beautification.** Landscaping, street furniture, lighting, public art, and gateways along highways, streets, historic highways, trails, and waterfronts. Landscaping recommendation: see FHWA’s Roadside Vegetation Management website.

**Historic Preservation.** Preservation of buildings in historic districts; restoration and reuse of historic buildings for transportation-related purposes.
Section 8: Implementation

Rehabilitation and operation of historic transportation buildings, structures, or facilities. Restoration of historic railroad depots, bus stations, ferry terminals and piers, and lighthouses; rehabilitation of rail trestles, tunnels, and bridges; restoration of historic canals, canal towpaths, and historic canal bridges.

Conversion of abandoned railway corridors to trails. Acquiring railroad rights-of-way; planning, designing, and constructing multiuse trails; developing rail-with-trail projects.

Control and removal of outdoor advertising. Billboard inventories or removal of illegal and nonconforming billboards.

Archaeological planning and research. Research, preservation planning, and interpretation of archaeological artifacts; curation for artifacts related to surface transportation and artifacts recovered from locations within or along surface transportation corridors.

Environmental mitigation of highway runoff pollution, reduction of vehicle-caused wildlife mortality, and maintenance of habitat connectivity. Soil erosion controls, detention, sediment basins, and river clean-ups for existing highway runoff. Wildlife underpasses or other measures to reduce wildlife mortality caused by vehicles and maintain habitat connectivity.

Establishment of transportation museums. Construction of new transportation museums, additions to existing museums for a transportation section, and conversion of railroad stations or historic properties to museums with transportation themes. Each project activity must demonstrate a relationship to surface transportation.
The New York State Department of Transportation has a number of programs that could possibly provide funding for study recommendations as follows:

**Multi-Modal Program.** This program funds walkways, bikeways, streetscapes, lighting, and parking areas. It is recommended to contact the local legislative representative for the City and or Village to determine if it has this funding still available, as programs have been funded already. The payment goes through the Dormitory Authority, and the DOT administers. The projects vary in cost from $25,000 to $1.7M here in DOT Region one. It is dependent upon how much the Legislative member has available to him/her and how much he/she is will to allocate to a particular locality.

**Consolidated Local Street and Highway Improvement Program (CHIPS).** CHIPS is a discretionary fund for work on town roads, with a yearly allocation to Schenectady and Scotia. Projects need to be put on the Highway Superintendent’s list of priorities. There may be opportunities to build multiuse-use of parking lots, or access areas in the highway right of way and side streets. Signage and lighting with a 10-year service life may also be applicable. Municipalities receive CHIPS funding thru an annual allocation formula based upon variables like size, type of municipality, road milage, etc. Small villages receive small allocations, large Counties and Cities receive large allocations. The range in Region one is approximately $2,500 to $1.7M. There are 163 municipalities with a total of $21.5M available.

**Spot Improvement Program (SPOT).** SPOT Improvements for Bicycle and Pedestrian Access program. This provides funding for small pedestrian bike multi-use path projects in conjunction with a roadway, and crossings at an intersection. CDTC is the point of contact. The SPOT improvement program thru CDTC has nine new projects ranging from $20,000 to $75,000. These are really small projects.

**The Transportation Improvement Program (TIP).** This is a five-year list of priority projects by MPO’s and DOT destined to be funded. Applicable projects may include multi-use paths crossing at an intersection, but it depends on priorities of necessity, versus local desires, long-range plan conformity and funding availability. The TIP has every project DOT has on it’s 5 year program. The range is from the smallest project, say roughly $20,000 (from above) to multi-million $ projects.
Funds may be available through HUD for projects that meet one of HUD’s national objectives, the most predominant being assistance for low to moderate income populations and neighborhoods. The two most likely funding programs are:

- CDBG Program
- Home Program

The City of Schenectady receives funds on an annual basis from both of these programs. Funding may be available through the City’s Community Development Agency for eligible activities.

The Village of Scotia has access to HUD funds through the NYS Governor’s Office of Small Cities (CDBG) and the NYS Division of Housing and Community Renewal (HOME).

New York State also gets HOME money as an entitlement that it distributes through the Department of Housing and Community Renewal. There are two types of HOME funding:

- **Site-specific** to develop rental housing (usually a multifamily building or buildings)
- **Local programs** to provide rehabilitation, home ownership, or rental assistance in an identified program service area.
The NYS Division of Housing and Community Renewal (DHCR) and the NYS Housing Trust Fund Corporation (HTFC) provide housing assistance through the 2004 Unified Funding (UF) process for six capital programs and five programmatic initiatives. These programs provide funds for a wide range of affordable housing activities including: new construction, substantial rehabilitation or moderate rehabilitation of rental or owner-occupied housing; emergency repair; homebuyer assistance; and tenant-based rental assistance.

DHCR administers a number of funding programs to help with community renewal, including:

- Federal Low-Income Housing Credit Program (LIHC)
- New York State Low Income Housing Tax Credit Program (SLIHC)
- Homes for Working Families Program (HWF)
- Low-Income Housing Trust Fund Program (HTF)
- New York State HOME Program (HOME)
- Residential Emergency Services to Offer Repairs to the Elderly Program (RESTORE)
- Main Street Program

In addition, there are five initiatives, available under either HOME or HTF:

- Housing Choice Voucher Project Based Assistance Initiative
- Mixed Income Family Initiative
- Senior Housing Initiative
- Small Project Initiative
- Rural Housing Initiative/Leveraged Loan Projects

DHCR administers the New York State Housing Trust Fund Corporation’s New York Main Street Program (NYMS). The purpose of DHCR’s the New York Main Street Program is to provide financial/technical resources to help New York communities with their Main Street/Downtown efforts to preserve and revitalize mixed-use (commercial/civic and residential) business districts.

NYMS activities must be conducted within a recognized or established mixed-use (commercial/civic and residential) district that is pedestrian-oriented and comprised of traditional mixed-use buildings. Buildings within the district or the district itself may be eligible to be listed on the National Register of Historic Places or for local or state historic designation.

Eligible Areas shall mean a Main Street, Downtown or neighborhood district as defined above for which there is documentation that the area has sustained physical deterioration, decay, neglect, or disinvestment, that the area contains a substantial proportion of residents earning less than 80% of the State or local Median Household Income, and the area contains a significant number of deteriorating or substandard buildings not being adequately repaired, upgraded, or rehabilitated under existing programs. This documentation may take the form of census data; federal, state or local designation;
Eligible Activities

The following activities can be funded in part with NYMS Building Renovation Grants available for the preservation and improvement of buildings in a mixed-use setting:

**Facade Renovation Grants.** Provide 50/50 match of up to $10,000 per building.

**Building Renovation Grants (BRG).** Provide 50/50 match of up to $50,000 per building for commercial/civic space on first floor and residential units above. If the façade does not meet NYMS design approval, a façade renovation will be required in order to qualify for a BRG.

**Downtown Anchor Grants (DAG).** Provides up to $100,000 per building, but not exceeding 25% of project cost. DAGs are available to help establish or expand cultural or business anchors that are identified in a local plan as key to a revitalization effort. Developments that incorporate residential units on the upper floors will receive priority for funding. A business plan for the proposed Downtown Anchor along with supporting market analysis will be required for all DAG applications.

**Streetscape Enhancement Grants.** Provides up to $25,000 for programs to plant trees and other landscaping, install street furniture and trash cans, provide appropriate signs in accordance with a local signage plan, and other appurtenant activities. Applicants should demonstrate how improvements will impact housing in the target area. Street lighting may be eligible for funding where applicants can satisfy all feasibility issues. A grant will only be awarded if it is ancillary to a BRG or DAG program as defined above.
The Main Street/Commercial District Revitalization program provides matching grants of up to $50,000 per project to municipal and non-profit development corporations undertaking efforts to revitalize their community center. Eligible projects must be located in a central business district/commercial area and be endorsed by appropriate municipal authorities. Application requests may include the following activities: strategic planning, market research, renovation and rehabilitation of commercial or mixed-use buildings, commercial and industrial site preparation and construction, second-story and mixed-use strategies and implementation. Applicants showing commitments from public funding resources such as the Governor’s Office of Small Cities, Empire State Development, and the NYS Department of State are encouraged. Projects that prove to stimulate additional local economic development opportunities, public and private investment and promote smart growth will result in a more competitive evaluation.

Niagara Mohawk designed its Main Street/Commercial District Revitalization program to assist communities in realizing their goals and promotes “smart growth” investment in central business districts and commercial corridors.

Empire State Development (ESD) is the lead economic development entity for New York State. Through various financial and technical assistance programs, Empire State serves both large and small businesses.

- The Entrepreneurial Assistance Program provides technical assistance to new business owners.
- The Minority and Women Owned Business Enterprise Certification Program provides access to contracting opportunities with government entities for qualified businesses.
- The federal Empowerment Zone Program and the Economic Development Zone Program provide financial, tax and other incentives for businesses in or benefiting the targeted areas.
- Business ombudsman services help small businesses resolve red-tape difficulties in their dealings with all levels of government.
- The linked deposit program provides small businesses with bank loans at reduced interest rates.
- New York State also provides a full range of technical assistance to foreign investors.
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. This Schenectady Scotia Waterfront Study was funded in part by this program.

Certain properties within the East front Street Neighborhood are within the Schenectady/Glenville Empire Zone. Qualified Empire Zone Enterprises (QEZE)s are eligible for enhanced sales, property, and business tax credits for businesses locating and expanding in such zones. The Empire Zones Program provides companies that increase their employment the opportunity to operate on an almost “tax-free” basis for up to ten years in designated areas of the State, with additional savings available on a declining basis in years 11 through 14.

To participate in the Empire Zone Program, one of the following must be true:

- Business is new to New York State; or
- Business is experiencing employment growth.
A Plan for the Overall Strategy

The Schenectady Scotia Waterfront Study proposes a number of initiatives, which are the keys to an effective revitalization strategy for the Riverfront. The scope of this project will require that implementation occur in phases. Budget and funding sources are identified for each phase. The following identifies strategies for the successful implementation of the waterfront plan:

- **Secure endorsement from the community.** Community leaders should endorse a strategy that embraces the riverfront as a recreational opportunity and an economic generator for the Village of Scotia, City of Schenectady, Schenectady County and the region.

- **Form a waterfront steering committee.** Create a waterfront development committee to oversee the implementation of the waterfront plan. This should include representatives of the Chamber of Commerce of Schenectady County, the two downtown business groups, and representatives of the immediate neighborhood’s involved. Members of organizations related to the proposed facilities should also be represented.

- **Create a strategy for improvements to the waterfront that will not compete against each other.** Develop a strategy for waterfront improvements that will mutually benefit Schenectady and Scotia without competition. The suggested recommendations should link into other community initiatives such as Mohawk Valley Heritage Corridor Commission, Gillette House, Village core and on-going and proposed development initiatives within the City of Schenectady & Village of Scotia.

- **Develop a strategy for implementation.**
  - **Zoning amendments in Scotia and Schenectady.** Amend zoning ordinances to foster waterfront development initiatives.
  - **Develop a strategy to secure funding for recommendations.**
  - **Promote and develop overall tourism vision and marketing materials.**

**Other Recommendations**

- **Explore the possibility and viability of creating a joint crew facility for Schenectady and Scotia.**

- **Create a plan for improvements in the public right-of-way.** A partnership should be developed between the City and the Village and a merchants’ association to establish a plan for maintenance of improvements.

- **Develop a historical/recreational/commercial tourism development plan.** Locally, develop interpretation of waterfront and history and an overall tourism vision for the waterfront and commercial cores.

- **Create a facade improvement program for commercial properties.**

- **Create a home improvement program for residential properties, including facades.**

- **Create a commercial development program as part of the comprehensive plan.**
Studies and Materials Consulted

Reports for the Schenectady-Scotia Waterfront Study available at Synthesis

- Laberge Engineering and Consulting Group, Ltd.: Bathymetric data
- Meeting Minutes from public meetings, and notes from client and stakeholder meetings.
- A copy of the RFP for this project.

Other studies and materials available at Synthesis

- The Village of Scotia Central Business Master Plan (The LA Group, PC, July 2000).
- Analysis for City of Schenectady Local Waterfront Redevelopment Plan, draft of February 2004.
- Schenectady County – Mohawk Blueway Trail Planning Grant. Request to Department of State.
- City of Schenectady Urban Bike Route Master Plan (Edwards and Kelcsey, October 2001) and Construction Plans for Mohawk Hudson Bike/Hike Trail Downtown Schenectady Connection for the Schenectady County Department of Public Works (Edwards and Kelcsey, 2002).
- Mohawk-Hudson Bike-Hike Trail, Analysis of Trail Use, Regional Benefits & Economic Impact, November 1998, prepared for the Schenectady County legislature by Schenectady County Department of Planning, Stephen, J. Feeney, AICP.
- Proposal for the Rebirth of Schenectady and Downtown (Stockade Association, 1999).

- Waterfront Development Plan for Schenectady County (Stockade Association, September 1997).

- Peak Hour Turning Counts at State Street and Washington Street (Transportation Concepts, 1999).

- Draft Minutes of Comments Received at Riverfront Public Informational Meeting, Village of Scotia (May 10, 2001, provided by Jim Kalohn, Schenectady County Planning Department).

- East Front Street Neighborhood Meeting (September 17, 2002, provided by Jim Kalohn).

- Draft Minutes of Comments Received at Riverfront Public Informational meeting, City of Schenectady (May 15, 2001, provided by Jim Kalohn).

- The Iroquois by Dean R. Snow (Blackwell Publishers, Cambridge, Massachusetts, 1994), Copies of relevant pages.
Planting Suggestions for Waterfront Areas

This plant selection suggests some plant material that may be used for bank stabilization and erosion control along the Scotia Mohawk River waterfront. If properly located these plants will provide a naturalized appearance.

### Herbaceous Plants, Grasses, and Ground Cover

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canada Anemone</td>
<td><em>Anemone canadensis</em></td>
<td>Shoreline, wet meadow</td>
</tr>
<tr>
<td>Indian Hemp</td>
<td><em>Apocynum cannabinum</em></td>
<td>Adaptable</td>
</tr>
<tr>
<td>Eastern Columbine</td>
<td><em>Aquilegia canadensis</em></td>
<td>Dry, disturbed soils</td>
</tr>
<tr>
<td>Butterfly Milkweed</td>
<td><em>Asclepias tuberosa</em></td>
<td>Dry soils, old fields, roadsides</td>
</tr>
<tr>
<td>Aster spp</td>
<td></td>
<td>Use a variety of asters, suited to site</td>
</tr>
<tr>
<td>Nodding Bur Marigold</td>
<td><em>Bidens cernua</em></td>
<td>Wet shoreline</td>
</tr>
<tr>
<td>Beggar Ticks</td>
<td><em>Bidens frondosa</em></td>
<td>Streambanks, roadsides</td>
</tr>
<tr>
<td>Marsh marigold</td>
<td><em>Caltha palustris</em></td>
<td>Wet meadows, stream edge</td>
</tr>
<tr>
<td>Squarrose Sedge</td>
<td><em>Carex squarrosa</em></td>
<td>Wet shade, streambank</td>
</tr>
<tr>
<td>Turtlehead</td>
<td><em>Carex stricta</em></td>
<td>Wet shade, streambank</td>
</tr>
<tr>
<td>Tall Coreopsis</td>
<td><em>Chelone glabra</em></td>
<td>Full sun, dry soils</td>
</tr>
<tr>
<td>Tussock Sedge</td>
<td><em>Coreopsis tripteris</em></td>
<td></td>
</tr>
<tr>
<td>Showy Tick Trefoil</td>
<td><em>Desmondium Canadense</em></td>
<td>Open meadow</td>
</tr>
<tr>
<td>Pale Purple Coneflower</td>
<td><em>Echinacea pallida</em></td>
<td>Open meadow</td>
</tr>
<tr>
<td>Canada Wild Rye</td>
<td><em>Elymus Canadensis</em></td>
<td>Upland soil stabilization</td>
</tr>
<tr>
<td>Riverbank Wild Rye</td>
<td><em>Elymus riparius</em></td>
<td>Streambank soil stabilization</td>
</tr>
<tr>
<td>Joe Pye Weed</td>
<td><em>Eupatorium fistulosum</em></td>
<td>Open meadow, streambank</td>
</tr>
<tr>
<td>Spotted Joe Pye Weed</td>
<td><em>Eupatorium maculatum</em></td>
<td>Open meadow, streambank</td>
</tr>
<tr>
<td>Meadow Bottle gentian</td>
<td><em>Gentiana clausa</em></td>
<td>Moist soils</td>
</tr>
<tr>
<td>Ox Eye Sunflower</td>
<td><em>Heliopsis helianthoides</em></td>
<td>Adaptable</td>
</tr>
<tr>
<td>Great St. John’s Wort</td>
<td><em>Hypericum pyramidatum</em></td>
<td>Shoreline</td>
</tr>
<tr>
<td>Blue Flag Iris</td>
<td><em>Iris versicolor</em></td>
<td>Riverbank</td>
</tr>
<tr>
<td>Turks’s Cap Lily</td>
<td><em>Lilium superbun</em></td>
<td>Moist meadow, riverbank</td>
</tr>
<tr>
<td>Cardinal Flower</td>
<td><em>Lobelia cardinalis</em></td>
<td>Adaptable</td>
</tr>
<tr>
<td>Wild Blue Lupine</td>
<td><em>Lupinus perennis</em></td>
<td>Sandy dry soils, dry woods</td>
</tr>
<tr>
<td>Square Stemmed Monkey Flower</td>
<td><em>Mimulus ringens</em></td>
<td>Shoreline, meadow</td>
</tr>
<tr>
<td>Fowl Bluegrass</td>
<td><em>Poa palustris</em></td>
<td>Wet meadows, damp soils</td>
</tr>
<tr>
<td>Black Eyed Susan</td>
<td><em>Rudbeckia hirta</em></td>
<td>Open fields, meadows</td>
</tr>
<tr>
<td>Green Headed Coneflower</td>
<td><em>Rudbeckia laciniata</em></td>
<td>Streambank, wet meadow</td>
</tr>
<tr>
<td>River Oats</td>
<td><em>Uniola latifolia</em></td>
<td>Shady streambank</td>
</tr>
</tbody>
</table>
## Emergent Aquatic Plants and Shoreline Stabilization Perennials

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Riverbank Wild Rye</td>
<td><em>Elymus riparius</em></td>
<td>Streambank soil stabilization</td>
</tr>
<tr>
<td>American Mannagrass</td>
<td><em>Glyceria grandis</em></td>
<td>Shallow water, wet meadows</td>
</tr>
<tr>
<td>Soft Rush</td>
<td><em>Juncus effuses</em></td>
<td>Shoreline, shallow water</td>
</tr>
<tr>
<td>Torrey’s Rush</td>
<td><em>Juncus torreyi</em></td>
<td>Shoreline, shallow water</td>
</tr>
<tr>
<td>Turk’s Cap Lily</td>
<td><em>Lilium superbum</em></td>
<td>Moist meadow, riverbank</td>
</tr>
<tr>
<td>Fowl Bluegrass</td>
<td><em>Poa palustris</em></td>
<td>Wet meadows, damp soils</td>
</tr>
<tr>
<td>Bulrush</td>
<td><em>Scirpus ssp.</em></td>
<td>River edge</td>
</tr>
<tr>
<td>Eastern Bur Reed</td>
<td><em>Sparganium americanum</em></td>
<td>River edge, bank stabilization</td>
</tr>
<tr>
<td>Giant Bur Reed</td>
<td><em>Sparganium eurycarpum</em></td>
<td>River edge, bank stabilization</td>
</tr>
<tr>
<td>Broadleaf Cattail</td>
<td><em>Typha latifolia</em></td>
<td>River edge, bank stabilization</td>
</tr>
</tbody>
</table>

## Shrubs for Riverbank Stabilization

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Jersey Tea</td>
<td><em>Ceanothus americanus</em></td>
<td>Adaptable</td>
</tr>
<tr>
<td>Bottom Bush</td>
<td><em>Cephalanthus occidentalis</em></td>
<td></td>
</tr>
<tr>
<td>Silky Dogwood</td>
<td><em>Cornus amomum</em></td>
<td></td>
</tr>
<tr>
<td>Red Osier Dogwood</td>
<td><em>Cornus stolonifera</em></td>
<td></td>
</tr>
<tr>
<td>Common Ninebark</td>
<td><em>Physocarpus opulifolius</em></td>
<td>Wet soils, streambank</td>
</tr>
<tr>
<td>Peach Leaved Willow</td>
<td><em>Salix amygdaloides</em></td>
<td>River edge planting, erosion control</td>
</tr>
<tr>
<td>Pussy Willow</td>
<td><em>Salix discolor</em></td>
<td></td>
</tr>
<tr>
<td>Sandbar Willow</td>
<td><em>Salix exigua ssp. Interior</em></td>
<td>River edge planting, erosion control</td>
</tr>
<tr>
<td>Shining Willow</td>
<td><em>Salix lucida</em></td>
<td>River edge planting, erosion control</td>
</tr>
<tr>
<td>Black Willow</td>
<td><em>Salix nigra</em></td>
<td>Specimen</td>
</tr>
<tr>
<td>Silky Willow</td>
<td><em>Salix sericea</em></td>
<td></td>
</tr>
<tr>
<td>Elderberry</td>
<td><em>Sambucus canadensis</em></td>
<td>Wet meadows, streambanks</td>
</tr>
<tr>
<td>Red Berried Elder</td>
<td><em>Sambucus racemosa</em></td>
<td>Wet meadows, streambanks</td>
</tr>
<tr>
<td>Steeple bush</td>
<td><em>Spirea tomentosa</em></td>
<td>Wet meadows, streambanks</td>
</tr>
<tr>
<td>Arrow Wood</td>
<td><em>Viburnum dentatum</em></td>
<td>Near shady stream edge</td>
</tr>
<tr>
<td>nannyberry</td>
<td><em>Viburnum lentago</em></td>
<td>Near shady stream edge</td>
</tr>
<tr>
<td>American Cranberry</td>
<td><em>Viburnum trilobum</em></td>
<td>Wet partial shade</td>
</tr>
</tbody>
</table>

## Small Trees

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Redbud</td>
<td><em>Cercis canadensis</em></td>
<td>Moist or shady location</td>
</tr>
</tbody>
</table>

## Large Trees

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Scientific Name</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeman Maple</td>
<td><em>Acer x freemanii</em></td>
<td></td>
</tr>
<tr>
<td>Red Maple</td>
<td><em>Acer rubrum</em></td>
<td></td>
</tr>
<tr>
<td>Sugar Maple</td>
<td><em>Acer saccharum</em></td>
<td></td>
</tr>
<tr>
<td>American Sycamore</td>
<td><em>Platanus occidentalis</em></td>
<td>Riverbank and street tree</td>
</tr>
<tr>
<td>Swamp White Oak</td>
<td><em>Quercus bicolor</em></td>
<td></td>
</tr>
<tr>
<td>Bur Oak</td>
<td><em>Quercus Macrocarpa</em></td>
<td></td>
</tr>
<tr>
<td>Pin Oak</td>
<td><em>Quercus palustris</em></td>
<td>Moist, seasonally wet areas</td>
</tr>
</tbody>
</table>
Outline of Principles to Create a Waterfront Zoning District in the Village of Scotia

Date: December 23, 2004
To: Mayor Michael H. McLaughlin, Village of Scotia
Subject: Outline of Principles to create Waterfront Zoning District in the Village of Scotia
From: Richard A. Eats, RLA Principal Synthesis

Note: These waterfront-zoning principles apply to the area that was studied as part of the Schenectady-Scotia Waterfront Plan. Other areas of the Village that are adjoining the waterfront could have characteristics that would more than likely add additional principles to a waterfront zoning district. The following are basic overview waterfront zoning principles for the area as defined in the Schenectady-Scotia Waterfront Study. We would recommend that a more detailed comprehensive analysis be conducted within areas of the Village that adjoin the river before a Village-wide waterfront zoning district is established.

1 Intent

The Mohawk River is considered a unique community resource serving the Village of Scotia & Region affording the community with diverse economic development & recreational opportunities, and allowing for:

a Increased community access to the Mohawk River.
b Providing an area for the compatible mixture of waterfront dependent uses.
c Encouraging the adaptive reuse of existing structures.
d Encouraging more intensive uses of land and buildings that maximize available developable areas along and adjacent to the waterfront.

2 Waterfront Zoning District

The Waterfront Zoning District shall be defined by two zoning Districts:

1 OR- Open Space & Recreation; and
2 WFDD- Waterfront Development District.

Waterfront District Boundaries are identified in exhibit A (a map would have to be created).
3 Uses

The following uses shall be allowed within the Waterfront District:

A General Uses

1 Utility substations, including water-pumping stations, transformer stations, telephone electronic equipment enclosures and other similar structures;
2 Museums, art galleries and theaters;
3 Maritime museums and aquariums;
4 Boat storage;
5 Boat lifting equipment and facilities;
6 Public and private marinas & boat launch;
7 Public parks;
8 Marine products wholesaling and retailing;
9 Marine repair services;
10 Marine transport services, including ferries, public landings, marinas or yacht clubs, and boat charter and excursion services;
11 Boat repair yards.

B Commercial Related Uses

1 Professional, business and general offices;
2 Restaurants and other eating and drinking establishments;
3 Meeting and convention halls;
4 Hotels;
5 Craft and specialty shops, including the on-premise production of handcrafted goods;
6 Retail and service establishments except convenience stores with gas pumps, and drive-in or drive-up facilities;
7 Theaters and places of public assembly; and
8 Bed and Breakfast.

C High Density Residential

1 Town homes or condominiums not exceeding more than 8 units per building
2 Live-work units where the work area and living area are contained in the same building but where the work unit is located on the ground floor and the living unit is located above the ground floor. Subject to special conditions as identified in Article VI, Section 250-17 of the Village Zoning Ordinance.
D Traditional Residential

1 Detached single-family dwelling units subject to requirements as defined in Article IV, Section 250-11 of the Village Zoning Ordinance.

E Development Regulations

1 No building or structure shall be erected, altered, enlarged rebuilt or used, and no premises shall be used, and no vegetation shall be cleared without review and approval from the Village Planning Board.

2 All proposed structures shall meet the local, state and federal regulations as they may relate to building within the Mohawk River flood plain.

3 Building height: the following height requirements shall apply to the waterfront district:
   a Within 200’ of the river normal water elevation, as defined by New York State Canal Corporation, no building shall exceed 35’.
   b Beyond 200’ no structure shall exceed 60’.

4 View Corridors: Preservation of view corridors that allow visual access to the Mohawk River and shall be used in a way to solidify the perception of the waterfront character. Designated view corridors are of particular importance and new building construction and landscaping should be designed to not unduly block or compromise view corridors. In addition to major views, open space along the water’s edge is encouraged to allow views to the water and water-related activities.

5 River set backs: No structure shall be constructed within 75 feet of the river normal water elevation as defined by the New York State Canal Corporation.

4 Site Development Requirements

These requirements are intended to serve as a supplement to the Zoning District Regulations as a method to increase the quality of new development and maintain a high level of consistency within the Waterfront District.

A General Site Development Standards

1 Provide linkages between the waterfront and adjacent neighborhoods.

2 Provide distinctive entries and gateways within the waterfront district.

3 Maintain pedestrian scale building massing.

4 Maintain pedestrian linkages between the waterfront and adjacent neighborhoods by the use of walkways, plazas, and boardwalks.

5 Create public places as destinations along pedestrian linkages.

6 Employ where possible traffic calming techniques on existing and new which would allow for safer pedestrian access to the river.

7 Signs, sign supports, and sign structures to integrate with the scale, color and detail of the building design, while complying with the sign provisions of the zoning ordinance.

8 Locate buildings within the Waterfront District, which take advantage of views while not impairing view sheds to the waterfront.
B  Parking

1  Parking lots shall generally be located at the rear or at the side of buildings only and shall be screened before low walls, fences or hedges. Parking shall not be permitted in front yards.

2  Parking lots shall not be located within view sheds of the Mohawk River.

3  Parking shall meet parking requirements of Article VIII, Section 250-55, of the Village Zoning Ordinance.

C  General Site Development: Access

Pedestrian access to the waterfront is important. The use of promenades, walkways, and shared pathways along the shorelines shall be incorporated within development site plans.

D  General Site Development-Architectural

Acceptable exterior building materials within the district will include brick, wood, stone, and ornamental iron. The uses of such materials, along with traditional building techniques, are intended to promote and enhance the waterfront character of the district while providing a harmonious cohesiveness between old and new structures.

5  Submission of Plans Required

No person shall commence or change any use or erect or enlarge any structure in this zoning district without first obtaining the Planning Commission’s approval of a site plan, and no use shall be carried on, no structure undertaken except as shown upon the approved site plan. The required information shall conform to section Article VIII A, Site Plan Approval, of the Village of Scotia Zoning Ordinance.
January 21, 2005

Mr. Steve Strichman, Zoning Officer  
City of Schenectady  
City Hall Room 14  
PO Box 3221  
Schenectady, NY 12305

Dear Steve,

Thank you for the opportunity to offer preliminary comments on your revised plans for a waterfront center on the banks of the Mohawk River and Erie Canal in Schenectady.

As you know, our earlier concerns related to the proximity of the facility to the Canal’s navigation channel. An April 7, 2004 correspondence from Richard Bats indicated that the minimum 50’ buffer between the docking facility and the navigation channel would be created by recessing the facility inland and allowing you to “carve out an area for a vessel berthing area.” It also mentioned the centerline of the channel had been adjusted to reflect comments from Canal Corporation staff at the April, 2004 meeting in Albany.

It appears as if the cut-in indicated in the revised plans would address these concerns. Certainly, our permitting process will thoroughly explore all these issues, but I look forward to working with the City of Schenectady on this important and exciting project.

As you know, waterfront development along the Canal System is breathing new life into upstate New York communities like Schenectady. We commend your efforts to pursue similar benefits for the City of Schenectady and the Capital Region. I suggest we begin working together on a comprehensive review of your revised proposal, specifically with regard to any potential impact on navigation in that area. Please contact Mr. Garret O’Connor in our Albany Division office at (518) 471-5030 to progress this issue.

Sincerely,

[Signature]

Lawrence J. Frame, P.E.  
Acting Director

cc:  Callaghan, John  
Leighton, Sharon  
O’Connor, Garret  
Sweeney, Steve