
Section IV

Proposed Land and Water Uses

Proposed Land Use

Introduction



Attractive buildings on Broadway.

Existing Land Uses



Cummings Funeral Home on Third Avenue.

Future Land Uses

As described previously, the construction of I-787 along the eastern side of Watervliet isolated the City from both the Hudson River and from its historical identity as a 19th Century industrial and trade center positioned at the confluence of the Hudson River and the Erie Canal. The proposals included in this LWRP are intending not only to reconnect the City and its residents with the waterfront but also to reestablish Watervliet's cultural and historical identity as a waterfront community. (See [Proposed Land and Water Use Map](#).) To this end, these proposals include broadening the waterfront, both figuratively and literally. This is to be accomplished by enhancing Hudson Shores Park and by focusing on a wider geographic area, targeting not only the riverfront itself, but also the "upland", that is, the historic waterfront bounded by Route 32 (the former Erie Canal path). The riverfront must be made more accessible, with efforts to eradicate both the psychological and physical barriers created by I-787.

More than 95% developed, there is little vacant land remaining in the City. The City proposes the revitalization of existing structures and vacant parcels in the City's upland waterfront area. A City with a long history, the land uses proposed are a continuation of the land uses already existing in the City. These include development of shopping and retail districts, restaurants, cafes, museums and cultural resources.

The Watervliet Arsenal, which comprises about 25% of the City's land area, is a large land use along the waterfront. In response to the trend of federal retrenchment (through the Defense Base Realignment and Closure Act), there has been an ongoing shift to privatize the Watervliet Arsenal. While there are no foreseeable plans to close the Watervliet Arsenal, it is anticipated that the shift to privatize the facility will continue. The Arsenal Business and Technology Partnership, known as the Arsenal Partnership, is responsible for overseeing this transition. The Arsenal Partnership actively recruits manufacturing and high-tech industrial businesses to the site, marketing it via its website and providing economic development assistance to tenants.

Much of the City's waterfront upland is underutilized and in need of physical enhancements and financial investment. The City proposes the revitalization of existing structures and vacant parcels in the City's upland waterfront area. The City needs to capitalize more on its inherent values and pursue creating a more



Vacant storefront on Third Avenue at 5th Street.



Example of the suburban style strip development that exists on Third Avenue.

attractive environment for residents and visitors alike. These include development of shopping and retail districts, restaurants and outdoor cafes, antique shops, and museums and cultural resources.

Watervliet's waterfront essentially is the Hudson Shores Park. Its upland waterfront area is the area bounded by the LWRP delineation, encompassing the area west of I-787 (and Broadway), extending out to Route 32, encircling the Watervliet Arsenal. The City's CBD is centered at Second Avenue and 19th Street. The City has a number of businesses located throughout the area. Some of these businesses are located within the CBD and within a small B-1 Local Business District.

With two Waterfront Business Districts north and south of the CBD, encompassing the western side of Broadway, the City is intending to encourage tourism related commercial uses within close proximity to the Hudson Shores Park entrance at 23rd Street. The idea is to develop restaurants, antique shops, and other retail opportunities that would present attractive window-shopping opportunities.

The City would like the Park to act as a catalyst for additional development in the area. The City would like to see Hudson Shores Park developed for waterfront recreational uses-- both water-dependent and water-enhanced uses-- that will appeal to a variety of users --younger people, families, seniors, as well as non-residents--and broaden the appeal of the park. The City would like to see the development of additional active recreational uses at the park, including a playground to serve area residents living north of the Arsenal. More passive recreation could be accommodated by the installation of additional benches oriented towards the water for passive viewing of the river.

The City would like to see improved opportunities for recreational water activities, such as boating and fishing in the Hudson River. If deemed an appropriate use compatible with existing navigation in the area, seasonal boat slips along the park would allow for increased boating opportunities. The City also desires improved, safer pedestrian access to get to the park itself, ways that do not require pedestrians to navigate through the high traffic volumes at the 23rd Street entrance.

In addition to improving how the City meets the recreational needs of City residents, the City would like to develop uses at Hudson



Landscaping and benches could enhance Hudson Shores Park.

Shores Park that will draw more non-residents to the City's waterfront. In 2004, Hudson Shores Park was used for farmers markets for the first time. The City is encouraging the continuation and potential expansion of this activity at the park. In addition, the City would like to see more of such uses, including, possibly, an outdoor theater for shows, and a floating restaurant. In addition to non-residents, a new restaurant in the Park would likely encourage City residents that currently do not frequent the park due to its perceived desolate nature to visit the park.

Proposed Land and Water Uses

Proposed Water Uses and Harbor Management Plan

Waterfront Lands

The shoreline's three property owners are the City, the Watervliet Arsenal and the NYS Department of Transportation. The City owns the 9-acre Hudson Shores Park, which accounts for roughly a quarter of the City's shoreline. The Watervliet Arsenal owns the steep shoreline area located just east of Broadway across from the military base. Finally, the NYS Department of Transportation owns the Mohawk Hudson Bike Hike trailhead.

The City of Watervliet would like to see its waterfront accommodate more water-related uses, both water-dependent and water-enhanced recreational activities. Areas of the coastal shoreline open to the public include Hudson Shores Park and the DOT-owned Mohawk Hudson Bike Hike Trail. As the City controls Hudson Shores Park, most of these additional water uses are proposed for the Park. These resources include improved access for recreational boating, access for fishing, and a restaurant. See [Proposed Land and Water Use Map](#).

Addressing Constraints to Development

In promoting the development of a wide array of recreational uses at its waterfront park, the City of Watervliet is forced to confront a number of constraints, not the least of which is the limited amount of usable land available at the 9-acre Hudson Shores Park for development of additional uses. Approximately 17% of the Park (1-½ acres) is presently occupied by circulation roads, paths, parking, and structures. Additional parking to facilitate increased usage at the park will cover another third of an acre. Much of the park's shoreline is steeply graded and not developable. This leaves a very limited amount of space within the park to develop for recreational and water-enhanced uses. To meet this challenge, the City must evaluate all potential opportunities to increase the diversity of uses supported at Hudson Shores Park.

In addition to park size, the entire City has been identified by the State's Office of Parks, Recreation, and Historic Preservation as archaeologically sensitive, especially the lands along the Hudson River. Even minimal land disturbance, such as would be required for the installation of lighting in Hudson Shores Park, would likely necessitate an archaeological survey of the area. Additional limitations to development are presented by the proximity of the Federal Reserve channel along Watervliet's shoreline, and the need



Albany's floating restaurant.



Albany's floating restaurant allows boaters to stop and dine.

for any proposed in-water uses to obtain permits from the NYS Office of General Services.

Given the upland constraints, one option allowing for the development of a restaurant at Hudson Shores Park would be through the use of a barge. The City of Albany, south of Watervliet also cut off from the river by I-787, uses a barge to accommodate a seasonal floating restaurant at its Corning Preserve. Such a seasonal structure would float on the water and would be temporary in nature. It is anticipated that a floating structure would not interfere with the intertidal zone, nor impact the river bottom. In addition, the nature of the barge itself will allow visitors to experience actually boarding a vessel at the Watervliet shoreline, which is not something people are currently able to experience. The addition of seasonal boat slips, as part of the barge's dock network will further enhance local residents ability to access the waterfront along Watervliet's shoreline.

Allowing a barge to moor along the shore would provide for the development of a restaurant on the waterfront, which would be an amenity for City residents as well as a draw to attract non-residents to the City of Watervliet. Importantly, development of this type will allow for the use to be temporary, while also preserving the City's upland park area for water-dependent and water-enhanced recreational uses. If a water-dependent use is identified at some point in the future as being a viable alternative for the site, the lease permitting the barge to be moored at the site can be terminated and the new water-dependent use can be developed at the site.

The barge would have associated floating docks and boat slips to accommodate restaurant patrons. These boat slips might also be conducive to seasonal rental agreements for local boaters.

Due to the limited space available at Hudson Shores Park, the development of a boat launch to accommodate motorized vessels would require that most of the park be paved to allow for trailer parking. The City has decided this is a non-viable option. However, the City would like to see improved opportunities for recreational water activities, such as boating and fishing at Hudson Shores Park. The City would like to encourage such uses, as they would serve to increase utilization of Hudson Shores Park, but not prohibit the park's continued use for a variety of activities.

Proposed Park Projects



Improved signage is needed. This Hudson Mohawk Urban Cultural Park sign is partially obscured.

Hudson Shores Park Projects



Broadway, under the Congress Street Bridge, is unappealing to pedestrians.

As a result of developing this program the City of Watervliet has identified a series of small-scale and some large-scale projects to develop the City owned Hudson Shores Park in the manner desired. Some improvements will require the cooperation of other agencies. For example, a number of improvements are proposed for the NYS Department of Transportation-owned Mohawk Hudson Bike Hike trailhead and improved signage is suggested for the RiverSpark trail. The locations of these proposed projects and actions are indicated on the [Proposed Land and Water Use Map](#) that follows. These are designed to address and implement many of the LWRP Policies outlined in Section III, as well as the specific land use recommendations contained in this section.

As a City-owned shoreline park, Hudson Shores Park is the primary riverfront resource available to the public in Watervliet. As this is the case, many of the proposed projections and actions identified to enhance the City's waterfront are related to the park. This section identifies a number of projects that fall under two major categories. The first are projects designed to improve park amenities and facilities. The intent behind the second group of projects is to improve access to the park.

The City would like to see Hudson Shores Park developed for waterfront recreational uses-- both water-dependent and water-enhanced uses-- that will appeal to a variety of users --younger people, families, seniors, as well as non-residents--and broaden the appeal of the park. The City would like to see the development of additional active recreational uses at the park, including a playground to serve area residents living north of the Arsenal. More passive recreation could be accommodated by the installation of additional benches oriented towards the water for passive viewing of the river. The City would like to see improved opportunities for recreational water activities, such as boating and fishing in the Hudson River. If deemed an appropriate use compatible with existing navigation in the area, seasonal boat slips along the park would allow for increased boating opportunities. The City would also like to see improved, safer pedestrian access to get to the park.

The City would like the Park to act as a catalyst for additional development in the area. The City would like to develop uses at the park that will better meet the recreational needs of City residents, while also drawing more non-residents to the City's

Improved Amenities and Facilities

waterfront. In 2004, Hudson Shores Park was used for a farmers market for the first time. The City is encouraging the continuation and potential expansion of this activity at the park. In addition, the City would like to see more of such uses, including, possibly, an outdoor theater for shows, and a restaurant.

Through the use of a barge, the City proposes to develop a floating restaurant at Hudson Shores Park. Developed in this manner, the proposed restaurant would not involve placing fill in the Hudson River, and is anticipated to have a minimal impact on the river and its in-water habitats. This restaurant would cater to both passing boaters and area residents. By introducing a restaurant use to the park, this would serve to increase visitation to the park at varying times of day, making the park more attractive to local users that currently shy away from the park due to its perceived desolate nature.

The restaurant/barge's docking area will accommodate up to 15 boat slips. Most slips will be available to boating customers to access the restaurant. One will be designated for the use of the restaurant and one will be designated for the use of the City. A few slips may be rented seasonally to area boaters.

The proposed barge would be seasonally moored, from April to November. The structure would be 200 feet long by 42 feet wide, and would be connected to two access ramps (gangways) and three attached floating docks, on each waterside of the barge. Three finger piers would extend out on the north and south sides of the barge. The two ramps or gangways would consist of two (2) approximately 50-foot long by 4 feet wide segments and would extend from the existing bulkhead to the barge. Given the underwater topography of the shoreline, the length of the ramps is necessary to allow for the barge to be located along the shoreline without touching the bottom. The first segment would extend from the bulkhead to a midway pier, and the second would extend from the midway pier to the barge. One additional gangway, approximately 30' by 4', would provide access to the boat docks from the restaurant on the north end.

Three wooden floating pier sections would be attached to the barge to accommodate a maximum of 15 boats. These piers will include identical 4' by 50' docks along the barge's north and south sides,

each one connected to three 4' by 30' finger piers, and a 4' by 200' dock along the east side of the barge for temporary boat mooring.

The barge would be anchored using two 2-foot by 40-foot spud piles. As the substrate accommodates the use of vertical steel pile drives, this is the method that will be used to support the pier. There will not be a need to use cement to secure the midway piers. Two vertical steel piles 24" in diameter and 30-feet long will be driven 15 feet into the bedrock substrate.

During the cold weather months the barge will be removed and stored off-site. The barge will be removed in November.

It should be noted that the City of Watervliet is fully sewerred. The barge-restaurant, if developed, will be required to connect to the City's public infrastructure. As the Hudson River, between Battery Park in Manhattan and the City of Troy's dam in Rensselaer County, was designated a no-discharge zone in November 2003, any vessels traveling or moored within the area are prohibited from discharging any kind of boat sewage.

To anchor the barge along the shore, no dredging will be necessary. However, it will be necessary to pile-drive for installation of the piers. The City will require that a silt curtain be used during pile driving to protect against any turbidity that may be harmful to the wildlife and fish species that spawn and live in the Hudson River. The City will also require that such activities be timed appropriately to not cause undue harm to the wildlife and fish species that spawn and live in the Hudson River. For any activities along the shore, the City will require that all trenching/excavation conducted for city utility connections occur above the high water mark.

The shoreline along the City of Watervliet is rather shallow. This shallow water depth requires that the proposed barge restaurant be placed out approximately 100' from the shore's edge. While the additional distance results in additional coverage of water area with the barge's associated gangplanks, this distance is necessary to ensure that the barge does not hit the bottom of the river at lowtide. The only alternative would be to excavate along the shoreline to allow the nearshore area to accommodate the barge. This alternative was dismissed, as it requires dredging.



This underused space under I-787 could be used for events.

Aside from some potential shading that may temporarily occur from the proposed barge and docks, the operation of the restaurant and boat slips is anticipated to have little if any effect on the fish residing in the Hudson River, including the shortnose sturgeon. Appropriate scheduling as well as construction related mitigation measures will be required during all in-water activity.

- **Landscaping to Allow for Better Views:** While Hudson Shores Park has an attractive canopy of trees, the view of the Hudson River is somewhat impaired by the trees that line the shoreline, obstructing the view of the River from the bikepath. Improvements to the park should include landscaping to open up the views of the Hudson River. No trees that stabilize the shoreline will be removed.
- **Develop More Passive Recreation Amenities:** While the park currently houses a pavilion with picnic tables and some benches, many of these are clustered in select areas. The park would be more attractive and inviting if additional bench seating were spread out throughout the park, not just in the Pavilion, including some overlooking the river.
- **Develop Facilities for Active Recreation:** Constructing a playground in the Park would make it more child -oriented and attractive to the many families with children living nearby. There is no playground within the upland waterfront area, located north of the Watervliet Arsenal, although there are several to the south of the Arsenal.
- **Construct an Outdoor Theater:** Improve the open space under the Congress Street Bridge accessible via Hudson Shores Park for development of an outdoor theater or stage area. Such a facility can be used to accommodate organized shows and free concerts in the park.
- **Develop More Special Events and Year Round Activities:** Promote the use of Hudson Shores Park through using the site for a range of activities, such as community-sponsored holiday festival events (e.g. 4th of July festivities), summer events (e.g. farmers markets and outdoor concerts or shows), and wintertime recreation (e.g. cross-country skiing).

Park Access



Potential location for an access point to Hudson Shores Park.

- **Provide for Additional Security at the Park:** Additional lighting should be provided at the park, as well as emergency callboxes to provide added security. It should be noted that as more people frequent the park, the perception of the park being a desolate place will be replaced with an image of a populated, well-used, visible space.
- **Address Noise Levels at the Park:** Due to the proximity of I-787, noise from automobile traffic is audible from all areas of the park. However, it is especially pronounced in several areas of the park. The City should work with the appropriate State agencies, including NYS Department of Transportation, on options to mitigate the noise.
- **Develop Additional Parking:** Introducing new uses to Hudson Shores Park will result in additional users to the park. While some of these users may be accessing the park via foot or boat, others will likely be arriving by automobile. To accommodate additional users, additional parking must be provided at the park. One location that could likely accommodate additional parking is the underpass area below the Congress Street Bridge.
- **Install Additional Pedestrian Amenities:** Due to the existing I-787 on and off ramps, access to Hudson Shores Park via 23rd Street is dangerous for pedestrians. Crosswalk lines should be painted at each of the four street corners that intersect at Broadway and 23rd Street. Right turns on red lights should be prohibited with appropriate signage installed on 23rd Street and on Broadway. In the future, it may also be advisable to install pedestrian signals and buttons at the busier corners.
- **Trail Entrance:** The RiverSpark trail that leads to the Park is poorly maintained at present, characterized by overgrowth and weeds. Pedestrians following the trail are more inclined to walk on 23rd Street beside cars exiting and entering I-787 than to walk on the Trail itself. The RiverSpark trail should be improved and maintained.
- **Install Signage:** Improvements should be made to the signage located at the park entrances (both the bikepath



Broadway at 16th is a potential location for a kiosk.



Existing gateway to the City.

and vehicle entrance). Wayfinding signage should be placed along 19th Street, Route 32, Broadway, and 23rd Street, directing people to the park.

- **Develop New Access to Hudson Shores Park:** Pedestrian access to Hudson Shores Park is severely restricted by I-787, which separates the park from the remainder of the City. Presently, access is limited to several street crossings along 23rd Street at the northern end of the City. Providing for additional access to Hudson Shores Park would improve access, making it safer and more convenient, and would likely result in more City residents walking over to the park. The City should work with NYS Department of Transportation to make necessary infrastructure improvements to create additional access to the Park. Several potential means of access include the following:
- **Overhead pedestrian bridge.** This would likely be the most costly option, however the City of Albany recently had an overhead bridge connection constructed to connect its downtown with the Corning Preserve.
- **A staircase from Congress Street.** This option would require engineering review to determine its feasibility. This proposal would also allow access to the Park from across the Hudson River.
- **An underground entrance from Broadway.** Similar to the Fourth Street entrance that provides access to the off-road segment of the Mohawk Hudson Bike Hike trail, there are several dead-end street locations along Broadway where this may be feasible. Safety and lighting are concerns that would need to be addressed in final design.
- **Extend the Bike Hike Trail to Connect with the Park:** Currently, the Mohawk Hudson Bike Hike Trail does not continue as an off-road segment along the Hudson River in the City of Watervliet. There is a bike trail in Hudson Shores Park, but it dead-ends at the southern end of the Park. Cyclists traveling through Watervliet must use an on-road connector to get from the Congress Street Bridge to the Fourth Street trail head, where the trail runs along the Hudson River south to Corning Preserve in Albany. The

Mohawk Hudson Bike Hike Trail Project



Hudson Shores Park entrance.

City should pursue funding to extend the off-road segment of the Mohawk Hudson Bike Hike trail along the shoreline from Fourth Street to connect with the Hudson Shores Park trail at 15th Street. In addition to opening up access to Hudson Shores Park via the Fourth Street trailhead and allowing residents to access the Park via Broadway, it would also result in better utilization of the park, as trail cyclists could continue on to Hudson Shores Park. One proposal-identified previously included the development of a bulkhead trail, cutting into I-787's riverbank, while another suggestion included using a cantilevered walkway along the shore.

The Mohawk Hudson Bike Hike Trail, owned and under the jurisdiction of the State, is the City's second riverfront park area. The City recommends several projects be undertaken to improve the trailhead area, making it more attractive to a variety of users. It is also recommended that past ideas to connect the trail off-road to Hudson Shores Park be reconsidered and pursued.

- **Enhance the Amenities:** Improve the Fourth Street Mohawk Hudson Bike Hike Trailhead/parking area to better accommodate residents' use of the site for family fishing as well as other uses. Facilities should include a playground, picnic area, benches, and better lighting. The shoreline in the park should be landscaped so that visitors may enjoy unhindered views of the Hudson River.
- **Improve the Park Entrance:** Improve the entrance to the Fourth Street Trailhead through the use of better signage and lighting. Improve pedestrian access to the park by installing a pedestrian and traffic signal at the Broadway and Fourth Street intersection. Although the City-owned lot at Fourth Street and Broadway is intersected by the main trunk line of the Albany County Sewer District and is thus unbuildable, landscaping improvements can be undertaken to improve visual quality of the space and make the trailhead more attractive.
- **Extend the off-road segment of the Mohawk Hudson Bike Hike Trail along the shoreline:** See description of proposed project under Hudson Shore Park Projects.

Proposed Projects to Improve Waterfront Accessibility

Pedestrian Access Improvements

There are several types of measures identified to improve access to the City of Watervliet's shoreline. These include improvements to allow for better pedestrian accessibility; improvements to provide better vehicular access; and increased signage to help both pedestrians and motorists find their way within the City.

- **Add Missing Sidewalk Segments:** Improve pedestrian access in the study area, especially access to Hudson Shores Park, by installing sidewalks along the segments of Broadway that currently lack them.
- **Install Pedestrian Amenities:** Improve pedestrian access throughout the study area, with appropriately located crosswalks, pedestrian signals, and ADA ramps. There is a particular need for crosswalks and possibly pedestrian signals, at the intersection of Broadway and 23rd Street. There is also a need for a crosswalk on Broadway at the bus stop in front of Hudson Shores Plaza.
- **Design Standards:** Through the use of design standards, as sites within the study area are redeveloped, the City can avoid the development of excessive driveway and asphalt areas. Property owners should be prohibited from paving over sidewalks.
- **Intersection Improvements:** Modifications should be made at several intersections, such as the I-787 ramps at 23rd Street and at Broadway and 23rd Street. Such changes could improve motorists' ability to navigate the entry into Watervliet, allowing for a more pleasant arrival. Providing additional signage in the City's major gateway areas would also provide motorists with clear direction on accessing the City's recreational and cultural resources.
- **Conduct a Traffic Calming Study:** Instituting traffic calming techniques along the City's major corridors will make the roadways safer for pedestrians and also allow passing motorists to become more aware of the City's resources. Several areas in the waterfront area should be studied for potential introduction of traffic calming techniques. As part of this study, an inventory of all

Vehicular Access Improvements



Intersection at 19th Street and Second Avenue, a major gateway, could be improved.

Signage Improvements

existing traffic control devices, such as stop signs, speed limit signs, must be conducted to determine if they conform to the manual of Uniform Traffic Control Devices. Potential locations for raised landscaped medians, mid-block and intersection bulb outs, and gateway treatments should be identified. Create standards for the design of the various roadway amenities in the waterfront area, especially the area targeted for tourism-related uses. Special attention should be given to the Hudson Shores Park entrance, off 23rd Street and Broadway, in particular.

- **Conduct a Detailed Parking Study:** Typically a premium in urban areas, adequate parking is one essential element in attracting people. A comprehensive parking study should be completed to determine the availability/need for parking in the study area, especially in light of increasing commercial uses and potentially drawing in more visitors to the area.
- **Perform a Sidewalk Study:** The City should conduct an evaluation of the condition of the City's sidewalk system. Segments should be replaced where necessary in order to provide a continuous route for all pedestrians, including those with disabilities. The system should provide adequate sidewalk widths, surface types, curb ramps, and devices for the visually impaired. Pedestrian signals and buttons may be appropriate at heavily trafficked intersections.
- **Wayfinding signs** identifying the City's historic, cultural, and recreational resources should be located along the City's major roadways, including Broadway, Route 32 (Second and Third Avenues), 19th Street, and 23rd Street.
- **Develop Cultural Resource Signage:** Additional signage should be developed for the following three cultural resources:
 - 1) Schuyler Flatts, both at the entrance located off 1st Street and off-site in the City.
 - 2) Mohawk Hudson Bike Hike Trail and park, both at the site and off-site.



Historic narratives could be placed at the City's parks.

3) Hudson Shores Park, both at the park and elsewhere off-site.

- **Install an Information Kiosk:** There is a need for an unmanned, information kiosk to be placed at a prominent location along Broadway. Information can be posted about the City's various cultural and recreational resources, including a calendar of special events. One possible location is Broadway at 16th Street.

Proposed Preservation Projects

Aesthetics



Attractive homes complemented by trees and landscaping.

There are a number of projects that are designed to preserve the City of Watervliet in a variety of ways. Several of these efforts are targeted towards improving and enhancing the aesthetics and attractiveness of the waterfront area. Other projects are aimed at focusing efforts on better identifying and highlighting the City's many historic and cultural resources. Some focus exclusively on one major resource, the Watervliet Arsenal.

- **Building Rehabilitation:** The City can work with local property owners on building façade improvements, and rehabilitate deteriorated commercial and residential properties within the waterfront area. Improvements should be made to the buildings and structures in disrepair, with attention to appropriateness of architecture, design, and colors.
- **Plant Street Trees and Other Plantings:** Street trees and other fauna should be planted in appropriate locations throughout the City. In particular, the view from Broadway looking eastward is of I-787. This view could be much improved, made more interesting and colorful through the planting of flowering plants or crab apple trees. Also, I-787 presents a postcard of Watervliet to passing motorists. The west view of Broadway should also be improved. Other areas that could be enhanced include Route 32 (Second Avenue) and 16th Street, which could be beautified through boulevard treatments. Increased plantings and street trees can also improve air quality within the City.
- **Develop City Gateways:** Visually enhance the City's major gateways. Elements used in successful gateways include: signs, kiosks, street furniture, lighting, ornamental historic objects (such as bells or cannons) and landscaping. This includes 23rd Street at Broadway, Second Avenue at 19th Street, as well as Route 32 at the shared boundary with Colonie to the south and to the north.
- **Add Street Furniture and Lighting:** Street furniture, such as benches, and attractive period lighting would help make the waterfront area more attractive and inviting.
- **Develop a Noise Attenuation Plan:** The construction of I-787 severely eroded the quality of life in the City of



Design guidelines would foster improved building facades.

Watervliet. Not only did it cut the community off from its waterfront, but it has also subjected the City's residents and visitors to excessive noise as a result of constant automobile traffic. The City must work with appropriate State and federal agencies on implementing appropriate noise attenuation, such as sound barriers, fencing or other types of buffering, to mitigate the highway noise.

- **Develop Architectural Design Guidelines:** Guidelines can be used to coordinate building facades, setback, architectural themes, signage, landscaping, and streetscaping in the waterfront area. Suggested architectural guidelines includes the following:
 1. **Material:** In keeping with the urban setting: brick, stone, clapboard where appropriate. Metal, plastic, rough wood, or other inappropriate materials should be discouraged.
 2. **Colors:** In keeping with the current streetscape. Garish colors such as chartreuse, hot pink, magenta, etc. are not appropriate for a traditional City streetscape.
 3. **Scale & Setback:** In keeping with the current streetscape. In most cases, a two-storied building will be the appropriate height for in-fill. New development should be reviewed on a case-by-case basis. In general, buildings should not be more than two or three stories, with pedestrian-oriented details on the ground floor. Stark facades with no relationship to the sidewalk should not be allowed. Setbacks should follow the established building line.
 4. **Parking:** Either on street parking or parking behind buildings should be encouraged. Parking lots should not be allowed in front lots.
 5. **Landscaping:** Should be required for all development or redevelopment. Buildings that have no front yard setbacks should be required to have container plants and maintain street trees. Buildings with small front yards should be required to landscape and maintain them.

Historic and Cultural Resources



Some houses need rehabilitation.



Attractive home on Third Avenue.

6. **Signage:** Signage on buildings should complement the building in style, size, and color. The City has an existing Sign Ordinance that should be strengthened to encourage a higher quality look in the City's business districts, especially in the waterfront area. The Sign Ordinance should limit signs in the waterfront area to those compatible with the historic look of the area.

The City is looking to encourage activities to commemorate and celebrate Watervliet's role in the history of the nation's development, including the industrial revolution. Several methods identified by which the City can look to promote its historic resources are listed below.

- **Historic Watervliet Walk:** Develop a walking history tour of the City, complete with a map of the City's historic resources. Encased descriptions and/or historical markers or plaques with pictures of yesteryear should be placed at historically significant locales throughout the City, possibly corresponding with the Mohawk Hudson Heritage Trail or within the City's many parks.
- **Historic Watervliet Walk Brochure:** Create a historic walk brochure promoting the City's historic and cultural resources to be distributed via a well-located information kiosk, at the Watervliet Arsenal Museum, and through the RiverSpark Heritage Area program.
- **Local Cultural Resources Museum:** Develop a local cultural resources museum in the City's newly-acquired court facility building. Promote development of a local museum and cultural center that showcases local artifacts, newspaper articles, and other resources that tell the story of Watervliet's history, including the development of the Erie Canal and the substantial role the City played in American bell-casting during the 19th century and the early half of the 20th century.
- **Promoting the City's Bell Casting History:** The City of Watervliet has a long history in bell casting. The RiverSpark Heritage Area identifies Greater Troy, New York as the "most important bell-making area in the history of the New World." It began in 1808, when the first bell

foundry was established in the Village of Gibbonsville (now Watervliet). This foundry manufactured church bells, tower clocks, and surveying instruments. Over time, the foundries of West Troy (Watervliet) and Troy cast roughly 100,000 bells, including the replacement of the Liberty Bell in Philadelphia. Of a survey of 555 American-made chimes, 382 chimes, or 69%, were cast by the Troy/West Troy manufacturers. In response to interest in the Meneely Bell Foundry, RiverSpark, in 2002, celebrated the 200th anniversary of the birth of Andrew Meneely with special exhibits, lectures, and a bus tour of local bells. While a number of these bells still exist in the region, including one inside the Community Center, there is no marker at the site of the former Meneely Foundry on Broadway to commemorate the site's significance. Although a plaque acknowledges the City's bell-making history in the Watervliet Community Center, there are few references to it elsewhere. The City should develop materials, such as historic narratives or documentaries, to develop this aspect of the City's history as one of its untapped resources.

- **Cultural Resources Committee:** The City should create a Cultural Resources Committee to cultivate a program to identify, develop, and promote the City's historic and cultural resources, through the creation of a Cultural Resources Museum and visitor center. This committee could work on implementing a number of the proposals to reconnect the City with its waterfront. Working with other local committees, such as the Economic Development Committee and the Planning Committee, the Cultural Resources Committee could develop marketing tools such as brochures describing the area and its attractions, events calendars, walking tour maps, and on developing gateways for the major intersections in the waterfront area, including:
 1. 19th Street and 2nd Avenue, located right at the end of the Congress Street Bridge.
 2. 23rd Street at Broadway (for travelers coming off I-787).
 3. at either end of Route 32 (Third Avenue south of the Arsenal and Second Avenue north of the Arsenal).

Watervliet Arsenal

- **Local Historic District Overlay:** The City identified the desire to create a Local Historic District Overlay district encompassing Broadway west to 2nd Avenue and from the Arsenal north to 15th Street. A Local Historic District can be used to regulate against potential impacts, such as physical or use modifications, or demolition of historic structures. A Local Historic District Committee can be charged with the responsibility of reviewing site plans required for all renovations and additions occurring within the Local Historic District Overlay. The Committee can begin by, working with other groups such as the RiverSpark Heritage Area and the Office of Parks, Recreation, and Historic Preservation, conducting a survey of historic sites within the proposed Local Historic District. In addition to documenting these resources for historic preservation, this committee can also develop guidelines and appropriate signage program to identify these resources. This committee can recommend buildings and sites for inclusion on the National and State Register of Historic Places.

The City would like to encourage use of the Watervliet Arsenal as a cultural resource that also promotes the City and highlights the City's historic role in the nation's defense and in ammunitions development.

- **Increased Promotion of the Arsenal Museum:** The City can work with the Watervliet Arsenal Museum to improve residents' and visitors' awareness of the Museum's accessibility. Improved signage with schedule and other information placed throughout the City would make the Arsenal Museum more accessible.
- **Enhance the Visual Appearance of the Arsenal:** Improved facilities maintenance of the Watervliet Arsenal would add to the City's aesthetic quality. To promote interest in the City and its historic role in the manufacturing of ammunitions, the City could encourage the Watervliet Arsenal to display a tank visible to travelers on I-787.
- **Special Events:** Establishing a relationship with the Arsenal Museum would be helpful for cross-promotion of special cultural events within the City.

Proposed Economic Development Projects

New Business Development



Vacant former school building in Port Schuyler neighborhood.



John S. Tilley Ladder Buildings are underutilized.

The City can promote redevelopment and reuse of the City's underutilized and vacant commercial sites through enhancing the areas and making them more attractive to businesses using some of the proposed activities identified in the sections above. In addition to this, the City of Watervliet, through its Economic Development Committee can continue to facilitate the development of new businesses within the City's waterfront area by working with developers to rehabilitate and occupy vacant structures and by working with existing businesses to expand their operations.

- **Adaptive Reuse:** Promote adaptive reuse of existing, underutilized buildings. Several currently underutilized structures with potential for redevelopment include:

1. The vacant brick structure located on Broadway at Fourth Street. This building could be redeveloped to support a mixture of uses, such as recreational sports rentals of boats, bicycles, and cross-country skis, to accommodate park-goers. The structure could also house and information kiosk, or a restaurant or brewpub. As the building is located directly across from the Mohawk Hudson Bike Hike Trailhead, it is excellently located to draw in trail users.
2. The former school building in Port Schuyler. This structure could be rehabilitated to accommodate a mix of uses, such as ground floor retail with for sale studio or loft units above.
3. The under-used John S. Tilley Ladder building. This commercial complex currently houses some commercial businesses, but has space available to accommodate additional tenants.

- **Infill Business Development:** The City should work with existing and new business owners to facilitate the development of restaurants, outdoor cafes, antique shops, and other tourism-related, pedestrian-oriented retail shops in appropriate locations on Broadway, Second Avenue, and Third Avenue. One idea proposed called for the development of a restaurant row along Second Avenue north of the Arsenal.

Existing City Businesses



Strip develop should be avoided in areas where the City wants to maintain its streetscape.

- **Develop Municipal Parking:** With creating additional uses in the City's waterfront, both recreational opportunities at Hudson Shores Park and the Mohawk Hudson Bike Hike Trail park and other retail, dining, and cultural uses in the City's waterfront upland, there will be an increased need for off-street parking. The City should work to develop municipal parking lots to accommodate visitors to the City. The City should look to acquire existing vacant lands and possibly structures that are structurally unsound.

The City can work with a number of businesses and organizations already in existence in the City to assist them in expanding their operations. These businesses include:

- **Rensselaer Polytechnic Institute:** The City should work with the RPI incubator to establish new businesses; appropriate tech/office uses that could be affordably housed in some of the City's presently underutilized buildings.
- **Watervliet Arsenal:** To encourage the continued economic vitality of the Watervliet Arsenal, the City can coordinate with the Arsenal Partnership to market available Arsenal space. Compositely, the City can assist commercial Arsenal tenants in finding additional overflow space nearby if necessary.
- **Potential Reuse of the Watervliet Arsenal:** Through the US Department of Defense Base Realignment and Closure (BRAC) program, many military bases across the nation are being phased out. Since the federal military has already retrenched its presence in the Watervliet Arsenal and non-military firms engaged in defense-related research and development, occupy much of the Arsenal; it is unlikely that BRAC will impact the Watervliet Arsenal. However, the City should cultivate an ongoing discourse with the Watervliet Arsenal and the Watervliet Arsenal Partnership on achieving a plan for redevelopment that does not negatively impact the City or its residents.

Harbor Management Plan

In Title 19 of the New York Code of Rules and Regulations (NYCRR) Part 603, the Department of State provides for the development and approval of local governments to create and adopt harbor management plans. Harbor Management Plans are developed to address conflict, congestion and competition for space in the use of a community's surface waters and underwater land. It provides consideration of and guidance and regulation on the managing of boat traffic, general harbor use, optimum location and number of boat support structures, such as docks, piers, moorings, pumpout facilities, special anchorage areas, and identification of local and federal navigation channels. It also provides the opportunity to identify various alternatives for optimum use of the waterfront and adjacent water surface, while at the same time analyzing the probable environmental effects of these alternatives. Communities may adopt HMPs to regulate surface waters and underwater lands. A local municipality's jurisdiction for regulating water and underwater lands extends either out to their municipal boundaries or to a distance of 1,500 feet from shore, whichever is greater.

As the community predominantly consists of low and moderate-income households, consideration has been given to how implementation of the LWRP can result in positive economic, cultural and social changes for the local community's residents. Previous proposals related to developing more water-dependent activities along the City's shoreline, namely the 1997 proposal to fill in 3 acres of the shoreline for the construction of a marina, were dismissed, as they were not deemed to be responsible. This final decision came from the NYS Department of Conservation as the proposal, although directly related to facilitating water-dependent use of the site, would necessitate the placement of 30,000 cubic yards of fill into the Hudson River, an important fresh water fishery. The City now proposes increased amenities and facilities at its existing park to provide for area residents' increased enjoyment of the park, as well as potential visitors' enjoyment of the park. The City proposes the development of a restaurant on a barge, a water-enhanced use that is more available and accessible to the City's lower-income residents than would be the development of the prior proposed marina.

- The proposed barge restaurant, through its permitting with the City, would be required to adhere to strict

environmental standards, both during the construction phase and the operational phase.

- To the extent commensurate with the particular circumstance of the city, the following considerations shall be addressed:
 1. Conflict and competition for space among the uses and users of harbors, surface waters and underwater lands. At present, there is very little use of the water along the City of Watervliet's shoreline so there is no conflict or competition. Once housing a busy harbor connecting the Hudson River with the Erie Canal, the City today has only a linear park along its shoreline. The Federal Reserve channel in the Hudson extends out from the shoreline, ranging in distance from about 70 feet to about 450 feet and is 400 feet wide. Recreational fishing and boating are two activities the shoreline can, and is, used for, but even these two uses are limited. With the implementation of this program, it is the hope of the City to increase the public's enjoyment of the waterfront, through enhanced park resources, the floating restaurant, and ancillary boat slips. The barge is to be located approximately 100 feet from the shore and will extend out another 40 feet into the Hudson River. It does not encroach into the Federal Reserve Channel.
 2. Conflict and competition for space among the uses and users of upland coastal lands. On the waterfront upland, Hudson Shores Park, there is a need to balance a variety of uses. Currently, Hudson Shores Park houses a, a restroom facility, and a parking lot. The restroom facility is opened only when the pavilion, which is available for special events, is rented out. Historically used for a variety of special events, the park has poor access and signage, and lacks lighting and amenities. The City would like the Park to act as a catalyst for additional development in the area. The City would like to see Hudson Shores Park developed for waterfront recreational uses-- both water-dependent and water-enhanced uses-- that will appeal to a variety of users --younger people, families, seniors, as well as non-residents--and broaden the appeal of the park. The

City would like to see the development of additional active recreational uses at the park, including a playground to serve area residents living north of the Arsenal. More passive recreation could be accommodated by the installation of additional benches oriented towards the water for passive viewing of the river. In addition to improving how the City meets the recreational needs of City residents, the City would like to develop uses at Hudson Shores Park that will draw more non-residents to the City's waterfront. In 2004, Hudson Shores Park was used for farmers markets for the first time. The City is encouraging the continuation and potential expansion of this activity at the park. In addition, the City would like to see more of such uses, including, possibly, an outdoor theater for shows, and a floating restaurant. At 9 acres in size, approximately 1-1/2 acres are currently occupied by internal circulation roads, paths, parking, and structures. To facilitate increased usage at the Park, another parking area is planned. This parking area will cover another third of an acre. With this new parking area, a fifth of the park, slightly less than 2 acres, will be occupied. In addition, much of the park's shoreline is steeply graded and not developable. This leaves a very limited amount of space within the park to develop for recreational and water-enhanced uses. To meet this challenge, the City must evaluate all potential opportunities to increase the diversity of uses supported at Hudson Shores Park.

3. Regulation of the construction, size and location of wharves, docks, moorings, piers, jetties, platforms, breakwaters or other structures, whether temporary or permanent. One element of this program, the proposed floating restaurant, necessitates the use of a stationary barge, pedestrian gangways and floating docks to accommodate small vessels. These facilities shall not exceed four feet in width and will be limited in length to what is necessary; given the need for the barge to be placed beyond the shallow edge of the shoreline, to ensure that the bottom of the barge does not hit the bottom of the river at lowtide.

4. Regional needs for any of the various uses or users likely to be attracted to the particular qualities of the area. Presenting an additional opportunity for waterside dining in the region will present area residents with a favorable option now limited in nature. As so much of the Capital Region's shorelines continue to be "working waterfronts" or are otherwise isolated due to elevated highways, opportunities for the non-boating general public to come into contact and enjoy the water are few and far between. The proposed barge restaurant in Hudson Shores Park will provide such an opportunity.