ROTTERDAM JUNCTION BROWNFIELD OPPORTUNITY AREA NOMINATION STUDY



"Canal to Railroad to Bikeway" Rotterdam Junction's Revitalization Plan

Final February 2013

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EXECUTIVE SUMMARY – PROJECT OVERVIEW

The Rotterdam Junction Brownfield Opportunity Area (BOA) encompasses approximately 570 acres and has numerous underutilized and vacant sites. The BOA Study Area includes existing residential, commercial, and industrial properties, as well as several vacant, underutilized, and/or strategic properties. Existing recreational and cultural amenities in the area include historic Mabee Farm, the Native American Cultural Center, and the Mohawk-Hudson Bikeway, which connects to New York State Bike Route 5.

The most significant issue is the Study Area's proximity to the public well fields and protecting this resource. Central to the BOA Study Area is a 78-acre site formerly owned by Bonded Concrete. This site was donated to the Town of Rotterdam to satisfy greenspace recommendations. This site contains a segment of the historic Erie Canal and the Canalway Trail/Mohawk Hudson Bike-Hike Trail (MHBHT).



Rotterdam Junction BOA Highlights

Study Area

- Identify and describe a manageable study area.
- Form partnerships and conduct a public outreach and community visioning process.
- Approximately 570 acres.

Land Use

- 70% Residential (Single and Multi-Family); 59% Single-Family Residential
- 17% vacant
- 5% commercial
- 1% Industrial
- 7% Publicly-owned (Community Services + Public Services)
- 0.3% Mixed-Use
- 0% Public Parks & Recreation
- 0% Recreation & Entertainment

Brownfields

• 3 Brownfield Sites (Site #6- Bobby's Auto Service; Site #12- Sunshine Auto; Site F- SI Group, Inc.)

Strategic & Underutilized Sites

- 63.1% of BOA Study Area is comprised of Underutilized and Strategic Sites, the majority of which are Underutilized.
- Total Underutilized and Strategic= 393.5 acres; Underutilized Sites= 313.7 acres
- 49 Vacant Parcels
- 16 Underutilized Parcels
- 8 Strategic Sites

Assets

- Great Flats Aquifer
- Erie Canal
- Mohawk-Hudson River Bike Hike Trail
- Mabee Farm
- Keepers of the Circle Native American Cultural Center
- Proximity to Mohawk River Family oriented community



ROTTERDAM BOA VISION & SUBAREAS

"Rotterdam Junction cherishes its "small-town feel" and the "family-friendly" values of a small rural hamlet in the Town of Rotterdam. Together we place an emphasis on our high quality of life for existing and new residents, businesses, and visitors now and into the future."

The Rotterdm Juction BOA has been divided into smaller subareas to assist with the completion of the inventory and analysis. The separation of the Rotterdam Junction BOA into these subareas allows for an area specific analysis, while providing a critical towards developing targeted step recommendations for the overall Study Area. Each of the subareas has a unique identity and plays a significant role in the hamlet's revitalization. The information found in this section of the Nomination Study highlights the key points for each subarea and the recommendations identified for its successful revitalization. The subareas were identified based on physical and natural characteristics, and are defined as:

• Mohawk Hudson Bike Hike Trail (MHBHT) Subarea: This subarea generally focuses on the recreational needs of Rotterdam Junction and the MHBHT. This subarea also includes the former Bonded Concrete site which is visioned to be developed for recreational uses in the future.



- Upper Rotterdam Junction Subarea: This subarea is generally defined by Bridge Street (NYS Route 103) and includes the residential and commercial hamlet areas located along Main Street/NYS Route 5S.
- Lower Rotterdam Junction Subarea: This subarea is generally defined as the residential and small commercial area on the southern end of the Study Area.
- Waterfront/Cultural Subarea: This subarea includes most of the waterfront properties as well as the significant cultural resources within the Study Area.
- Residential Subarea Upper & Lower Rotterdam Junction Subareas: The purpose of this subarea is to target the residential and neighborhood components of the Study Area and generally apply to the Upper and Rotterdam Subareas and is not separately mapped.





SUMMARY OF EXISTING CONDITIONS & MARKET ANALYSIS

Flood Damage 2011

With the onslaught of Tropical Storm Irene on August 28, 2011, the hamlet of Rotterdam Junction was severely impacted and its future even more uncertain. Homes and businesses were destroyed. In the wake of this disaster, Rotterdam Junction faces many new challenges. Small business owners have lost inventory, customers, and other financial losses that may be irreplaceable to some of these businesses that were already hanging in the balance during a tough economic market. Many homeowners have begun the process of gutting, repairing, and rebuilding their lives. Other homeowners have temporarily, perhaps permanently, walked away from their homes that are in an unlivable condition.

Homes damaged within the flood zone will need to adhere to Federal Emergency Management Acts (FEMA) regulations for repairing/rebuilding which will bring about its own challenges for homeowners. If a structure sustained damage or requires repairs that exceed 50% of the assessed value, the structure will need to be brought into compliance with FEMA Floodplain Regulations. For some of these homes, that will mean raising the first floor elevation up to eight feet. Homeowners may be eligible for a "buyout" program, in which FEMA purchase properties and demolish structures. Properties bought-out are required to become permanent green space.

With these significant new setbacks facing Rotterdam Junction, relief and immediate assistance is needed for homeowners and businesses or the long-term vision for the BOA Study Area will slip further from reality.







Land Use, Zoning & Ownership

Existing Land Uses: Vacant land is the predominant land use within the BOA Study Area (304.96 acres or 54.1%). Public Services are the second largest (83.63 acres or 14.8%). Industrial and Single-Family Residential were the third and fourth largest land uses (10.3% and 9.9% respectively).

Zoning Districts: The Town of Rotterdam has twelve (12) zoning districts, seven (7) of which are present in the Rotterdam Junction BOA. There are also four overlay districts that affect the Study Area: (LC) Land Conservation Overlay District, (FH) Flood Hazard District, (F-1) Floodway Channel District, and (AO) Aquifer Overlay District.

Aquifer & Wellhead Regulations: Regulations have been adopted to ensure that any development that occurs on or near the Aquifer will not negatively impact the health of the Aquifer. The types of land uses that may locate in the wellhead protection area are strictly controlled to ensure protection of the groundwater quality in the area surrounding the wells that is considered most susceptible to contaminating the pumped water if spill or pollutants were to be introduced to the groundwater. As a result, there are many nonconforming uses in Rotterdam Junction – such as automotive repair, restaurant, fire department, post office, etc.

Land Ownership: Based on an analysis if of real property data provided by the Town of Rotterdam, the majority of land within the Study Area is privately owned (49.8%). Public land comprises 36.3 percent of the total Study Area. Three quasi-public organizations, National Grid, CSX Transportation, Inc, and the Guilford Railroad own approximately 78.3 acres within the BOA Study Area (13.9%). The top three landowners within the Study Area are the Town of Rotterdam (18.0%), New York State Canal Corporation (15.5%), and Schenectady International (12.9%), respectively.

Mining Rights: The Town of Rotterdam owns 101.52 acres in the Study Area, of which 78.01 acres are the former Bonded Concrete site which has been identified as one of the most strategic parcels within Rotterdam Junction. However, a private landowner (Bonded Concrete, Inc.) owns the mining rights beneath the property complicating future development and use of this property. The parcel is currently vacant and has been the site of past sand and gravel mining operations. Mining of the property has been on hold until a mitigation plan is accepted by the Town and the New York State Department of Environmental Conservation (NYSDEC) that addresses potential impacts to the aquifer, truck traffic, and remediation of the site. Upon addressing these concerns a mining permit would likely be issued.

Recreation & Cultural Resources

Parkland: The Study Area's only active recreation area, Woestina Park, is located on a NYS Canal Corporation-owned parcel with 5,500 feet of river frontage.

Erie Canal Lock 9: The Mohawk River is used for a variety of recreational activities including: boating, water skiing, canoeing, fishing, rowing, and other personal watercrafts. The segment of the Mohawk





River near Rotterdam Junction serves as part of the Erie Canal and the Erie Canal Lock 9 is located in the Rotterdam Junction BOA.

Erie Canalway Trail & Mohawk Hudson Bike Hike Trail (MHBHT): The Erie Canalway Trail, part of the 42-mile Mohawk-Hudson Bike-Hike Trail (MHBHT), follows the pathway of the old Erie Canal across upstate New York A 2.17-mile portion of this statewide trail traverses the Rotterdam Junction BOA and includes one of the most significant trail gaps created by the Guildford Rail's blocking of the former at-grade crossing at Scrafford Lane.

Historic Properties: Rotterdam Junction is an area rich in history and is the location of several historic homes and properties. The following sites are located within the Rotterdam Junction BOA: Erie Canal Lock #25, Scrafford House, Keepers of the Circle, Mabee Farm Historic Site, Dwelling (ca 1860 Route 5S corner of Karl Street), and the Swart-Bradt House.

Archaeologically Significant Areas: According to the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP), the entire BOA Study Area is labeled an archaeologically sensitive area.

Infrastructure

Highway/Roads: NYS Route 5S is the primary road serving the Rotterdam Junction BOA (also referred to as Main Street). The NYS Route 103 (or Bridge Street) serves as the northwestern boundary of the Study Area and provides the only point of access across the Mohawk River in Rotterdam Junction.

Rail: Two sets of railroad tracks pass through the BOA Study Area; Conrail (CSX) and Norfolk Southern (formerly Guilford Railroad, formerly Pan Am Railway). The Conrail Railroad passes through the western portion of the Study Area, parallel to Interstate-90. The Norfolk Southern Railroad traverses the Rotterdam Junction BOA diagonally, entering at the northwest corner and exiting at the southeast corner, crossing the Mohawk River via a bridge into the Town of Glenville.

Public Water Supply: The Town of Rotterdam draws its water from groundwater sources obtained from the Great Flats Aquifer. The wellfield for this public water supply is located in the Rotterdam Junction BOA between Parkis and Putnam Streets and this wellfield provides potable water to Water District 3.

Sanitary Sewer: Developed properties within the Rotterdam Junction BOA are on septic systems. The only exception is the SI Group, which as its own wastewater treatment facility onsite and has been issued a State Pollution Discharge Elimination System (SPDES) permit.

Stormwater Management: The Town of Rotterdam has a conventional stormwater management system, which catches stormwater as it flows off the road into ditches and drainageways along the side of the road. Most of the water is drained to an underground holding tank located on Lock Street.



Natural Resources

Wetlands: There are two NYSDEC-designated wetland areas located within the BOA Study Area. 25.1 acres (RJ-1) (P-13) is located south of NYS Route 5S and northwest of Iroquois Street. However, only a small portion of the 32.8-acre wetland is located within the BOA Study Area.

Floodplain: The Study Area is at one of the lowest elevations in the County due to its location along the Mohawk River; as a result floodplains are a significant feature in the Study Area. The 100-year floodplain is located at approximately 250 feet above sea level in the Rotterdam Junction BOA. The 100-year floodplain affects the entire Mohawk River shoreline and portions of abandoned bed of the former Erie Canal..

Fish and Wildlife Habitats: The Mohawk River is significant fishery in New York State and home to a variety of species, including: pickerel, largemouth and smallmouth bass, tiger muskies, northern pike, walleye, bullhead, carp, eels, perch, rock bass, crappie, sunfish, blueback herring, carp sucker, white bass and white perch. In addition, the Mohawk River provides habitat for numerous bird species, including red-tailed hawks, bald eagles, wild turkeys, peregrine falcons. In addition, two federally endangered species, the Indiana Bat and the

Housing

Windshield Survey Results: A total of one hundred seventy-eight (178) surveys were conducted on houses located within the Rotterdam Junction BOA. As a result, the majority of the housing stock located within the Rotterdam BOA Study Area is considered to be Moderately Substandard (46.1%) or Severely Substandard (38.2%). All houses designated as Moderately Substandard or below are eligible for grant funding. In this case, 91.0% of the housing stock located within the Rotterdam Junction BOA is eligible for grant funding based upon housing conditions. An income survey will need to be completed for participating homes.

Demographic Profile

- In 2000, the population of the Study Area is 517 and is expected to grow 15.4% by 2014 (597 people).
- The 2014 projections show the largest population segment to be those 55 to 64 years old (15.8%), reflecting an aging population. Demand for goods and services catering to this segment will increase.
- Since 2000 Census, the number of households in the Study Area has increased 10.5% compared to the Town (3.1%) and County (2.7%).
- The Study Area median income (\$40,864) is lower than that of the Town, County, and State.
- In 2000, 39.8% of Town of Rotterdam residents are low and moderate income (LMI) households (80% or below the area median).
- Less than 50% of the population achieved a high school diploma in each of the three locations.



Economic Profile

- In the Study Area, approximately 92.2% of resident civilians are employed.
- The Town of Rotterdam's unemployment rate was reported at 6.6%, which is less than Schenectady County (7.1%) and New York State (8.0%).
- A high percentage of people work from home in the Study Area (4.3%) compared to 2.3% for New York State.
- "White Collar" jobs are the predominate occupation in the Study Area (61.5%), Town of Rotterdam (62.7%), and Schenectady County (65.6%).
- The Service Sector provides the majority of job opportunities in the Study Area (50.0%), Town (45.9%), and County (53.8%) and will drive future regional economic development (includes: Education Services; Insurance; Research/Testing; and Computers/Data Processing).
- SI Group is the largest employer in the Study Area.
- Within the region, one of the largest industry sectors is the Health Services; demand for health care professions is expected to continue to rise.
- Based on consumer spending, new retail businesses in the Study Area should consider apparel products and services (for example a dry cleaning or a fabric shop), pet related businesses, and pharmaceutical products.

Market Conditions

- Economic Development in the Study Area is constrained by lack of public water and sewer, as well as the presence of the Great Flats Aquifer.
- Development constraints indicate that the most feasible development in the Study Area will be small-scale, low impact development.
- Industrial development is limited due to the size of available property and lack of public sewer.
- Educational development opportunities exist to reuse the Woestina Elementary School and to develop workforce training opportunities in conjunction with Schenectady County Community College.
- Retail and commercial development should focus on services for the Study Area's aging population, as well as adaptive reuse of existing housing stock for small businesses.
- Residential development should consider the needs of the Study Area's aging population.
- Tourism and recreation development presents a significant opportunity in the Study Area. Developing new assets and connections to existing assets will be an important economic development task.
- The expansion of the Mabee Farm Historic Site will potentially attract 24,000 visitors a year. Opportunities to extend the stay of these visitors in the Study Area should be encouraged.



Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – *Rotterdam* Junction's Revitalization Plan



Summary of Findings

- The Study Area is small in size, at less than one square mile.
- While few area residents are living in poverty, the area is characterized as distressed with approximately 40% of residents considered to be low income.
- By 2014 projections are that over 36% of the Study Area population will be above 55 years of age indicating that the needs of an older population must be considered.
- The entire Study Area is impacted by the presence of an existing Wellhead which limits development opportunities.
- The Study Area is bounded to the East by the Mohawk River and the West by Interstate 90 with limited access points.
- However, access to Interstate 90 is within four miles and to Route 890 within two miles.
- The Study Area is within close proximity Capital Region population.
- While Town Water is available throughout most of the Study Area there is no Public Sewer System which will significantly limit industrial and business development.
- There are no large parcels suitable for industrial development.
- The largest underutilized parcels are either within a flood zone or as in the case of the Bonded Concrete site impacted by the presence of water.
- Opportunities exist to develop several underutilized parcels for recreational use.
- Proximity to the Mohawk River affords the opportunity to capitalize on a natural resource.
- The expansion of the Mabee Farm Historic Site will potentially attract 24,000 visitors a year. Given the opportunity these visitors will shop and eat nearby. Opportunities to extend the stay of these visitors in the Study Area should be encouraged.
- A significant portion (59%) of the Study Area housing stock was built prior to 1969 and is anticipated to necessitate rehabilitation, creating an opportunity to develop green, energy efficient housing.









• Overall; the opportunities for redevelopment within the Rotterdam Junction BOA will be limited to housing, recreation, small scale retail or commercial, or service businesses, and businesses focusing on tourism.



BROWNFIELD, VACANT & UNDERUTILIZED SITES

NYS Brownfield Definition:

A brownfield site is defined in New York State Environmental Conservation law as "...any real property, the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant."

Federal Brownfield Definition

The federal government defines brownfields as "Abandoned, idle, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination."

The Rotterdam Junction BOA is an exceedingly unique revitalization area in the BOA Program. Most Study Areas participating in the BOA Program are significantly burdened with numerous, sometimes hundreds of brownfield sites. Rotterdam's primary objective of the Nomination Study was to create a revitalization plan that will improve the economic situation for the hamlet in a way that will protect the water quality of the Great Flats Aquifer. This critical groundwater resource not only serves Rotterdam Junction, but most of Schenectady County. In order to achieve this for the Town and County, a clear understanding of the potential threats to this water source was needed.

Sixteen (16) sites were identified as underutilized; underutilized meant that potential reuse or redevelopment of the site may provide an economic benefit to the hamlet. There were another eight (8) sites identified as a strategic site, because they could potentially improve the local economic situation or were critical to the protection of the aquifer. A site profile was prepared for each of the 24 identified sites, including detailed, site-specific property information on each parcel (e.g. tax identification number, potential environmental issues, environmental remediation efforts, etc.). An extensive review of existing and historical land uses was conducted to narrow the search for properties that have the potential to threaten the sole source aquifer. Properties identified were then reviewed in greater detail through environmental databases and reports to understand whether the site was an existing or potential brownfield that may negatively affect groundwater. Three (3) parcels were identified as an existing or potential brownfield.

1220 Main Street – 20.5-5-7 (Underutilized Sites Map –Site #6), the site of Bobby's Auto Service, is an underutilized site and a brownfield site. The property is currently classified as Auto body and auto services were being operated from the 1,380 square foot structure located on the site. A search of the Aboveground Storage Tank (AST) database identified the presence of two Petroleum Bulk Storage (PBS) tanks located at Bobby's Auto Service. The first tank has the capacity to holder 275 gallons. The second tank has the capacity to hold 300 gallons. The tanks were installed in 2006 and are both confirmed to be in service by the AST database report and the New York State Department of Environmental Conservation (NYSDEC) Bulk Storage



Bobby's Auto - 1220 Main Street





Database. It is possible that the site has some contamination. The current property owner is exploring sale opportunities. Further study is recommended.

• 500 Mabie Lane - 20.-2-4.3 (Underutilized Sites Map – Site #12) the site of Sunshine Auto is an underutilized site and a potential brownfield site. The site is privately owned and runs parallel with the MHBHT and the former Bonded Concrete site. The land is currently classified as a Junkyard and is storage to approximately 450 vehicles and 2 concrete secondary containment areas that contain gasoline, oil, and

antifreeze within 55-gallon drums. The drum contents are disposed of by Albany Tank Services, Inc. and Safety-Kleen when necessary. Currently, several mobile homes exist on the site. The majority of the mobile homes are used to house automobile parts while one is used as a sales office from which auto parts held in the junkyard are sold. The mobile home that is used as an office was constructed in the 1960s and has been reported to potentially contain the presence of asbestos and lead-based paint and is heated by a propane space heater. A maximum of 999 tires are stockpiled in the center of the site. The owner has recently engaged in clean-up efforts and is currently evaluating potential sale opportunities. Further research would be required before redevelopment of the property began. The location of the property creates an opportunity to expand the park and recreational amenities in the area, the creation of an RV park, or the continuation of light industrial uses.



Sunshine Auto – 500 Mabie Lane

1000 Main Street - 20.-3-5.11 (Underutilized Sites Map - Site F) has a history of environmental contamination and is considered a strategic site and potential brownfield site. The site is currently owed by SI Group, Inc. and is the location of the plastics material and resin manufacturing plant and storage division. The site is identified by NYSDEC as an Inactive Hazardous Waste Site Class 2, due to its 60 years of industrial operation. The site has also been classified as a TSDF, or a site that treats, stores or disposes of waste, according to the Resource Conservation & Recover Act- Treatment, Storage, and Disposal Facilities environmental database. However, SI Group has completed significant remedial actions through a NYSDEC signed consent order. Protective measures, such as secondary containment and slurry walls, have been installed to prevent accidental contaminant release. SI Group works closely with NYSDEC to maintain safe conditions. In addition, SI Group has a highly trained emergency response team that is well prepared to handle any type of spill or



SI Group – 1000 Main Street

emergency situation. SI Group performs practice drills to ensure preparedness for these emergencies and maintains an open dialog with the community through a Community Advisory Panel to respond to public concerns. Due to the location of the site along the Mohawk River, the site is also classified as a **strategic site** that has the potential to connect recreational amenities throughout the Rotterdam Junction BOA.



RECOMMENDATIONS & IMPLEMENTATION

The BOA Program is a community-driven initiative that necessitates an inclusive public outreach process in order to be successful. As such, local community participation was sought in the development of an area-wide plan for the proposed BOA. Α Community Participation Plan was developed which identified the public outreach methods exercised as part of the Nomination Study. Included in the Community Participation Plan was an outline of the steps necessary to identify and maintain a community partner's database, conduct interviews, facilitate public workshops and to create a strategic marketing effort to educate the public and partners of the BOA process and findings.

Several techniques were utilized to ensure community engagement. active Such techniques included the establishment of a Rotterdam Junction BOA Steering Committee to oversee and make decisions for the project; public meetings to educate and engage in the BOA process, as well as obtain community feedback, development of a community vision, and the solicitation of public comments on draft documents.

The Rotterdam Junction Design Charrette



was held at the Rotterdam Junction Fire Hall on November 23, 2010. A group of approximately 20 citizens attended the session providing insights and perspectives on potential design solutions and future improvements. An overall master plan for the Study Area was presented, along with more detailed recommendations for specific areas of Rotterdam Junction. The groups were asked to comment on what they liked and disliked; the designs were subsequently modified to reflect comments received during the workshop.



Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – Rotterdam Junction's Revitalization Plan

MHBHT Subarea: The MHBHT Subarea includes the bike path and the old Erie Canal Lock. It was recommended to continue to enhance both of these features. The two primary design recommendations included closing the gap in the bike path (tunnel or bridge) and improving the old Erie Canal Lock for tourists.

Upper Rotterdam Junction Subarea: Two different design recommendations were developed for Upper Rotterdam Junction Subarea. The narrower portion of the hamlet has buildings fairly close to the roadway, limiting streetscape improvement opportunities. This area is proposed to be developed using Street Type 1 – Hamlet.







Mohawk Hudson Bike Hike Trail Proposed Interpretive Overlook and Signage for Lock 25 **Cross-Section of Conceptual Design** INTERPRETIVE RIC FRIE CANAL DOUR Street Type 2 – Commercial **Cross-Section of Conceptual Design**

EE E

Street Type 2 – Commercial Conceptual Improvements Plan





Waterfront/Cultural Subarea: The Waterfront/Cultural Subarea has significantly less development and is considered more rural. It was the general recommendation to maintain this streetscape and enhance the recreational features of the area. Paths connecting Rotterdam Junction to the riverfront were also presented.

Lower Rotterdam Junction Subarea: The Lower Rotterdam Junction Subarea has two distinct sections; the



first is characterized with buildings close to the roadway and no changes were proposed for this section of the Subarea. The southern gateway of the Subarea is characterized as undeveloped and rural. It was recommended to enhance the roadway with the rural streetscape improvements (Street Type 3 - "Rural, Industrial, Hamlet").



Land Use & Zoning Actions

The Nomination Study recommends 11 specific land use and zoning changes for Rotterdam Junction. This includes design guidelines for Route 5S/Main Street which may require the creation of a new special purpose district similar to the Aquifer Overlay District.

Mohawk Hudson Bike-Hike Trail Subarea: Land Use & Zoning: While the Town may wish to rezone the Bonded Concrete property to Land Conservation once the mining rights there are exhausted, there are few zoning changes recommended for the Mohawk Hudson Bike-Hike Trial Subarea. During the rezoning process for the BOA the Town should examine the permitted uses in this subarea to ensure that they are consistent with the future recreational contemplated. As with all of the other subareas, it is recommended that the zoning district boundaries should be redrawn to match with existing property boundaries and this may result in some minor changes along Scrafford Lane.





Upper Rotterdam Junction Subarea: Land Use & Zoning: As with Lower Rotterdam Junction Subarea, development along Upper Rotterdam Junction's Route 5S/Main Street should be governed by design guidelines which will enhance the look and feel of the streetscape and make the area more pedestrian-friendly. Rezoning is needed to change the General Business and Retail Business zone to Main Street Neighborhood Center to encourage mixed use development. Professional office residential is a proposed use for a small block off of Route 5S/Main Street and residential zoning should be uniform in the area surrounding the wellhead. The vacant land on the Woestina School site should be rezoned Planned Residential Development to accommodate the long-term needs for that property.

Lower Rotterdam Junction Subarea: Land Use & Zoning: The Lower Rotterdam Junction Subarea contains a portion of the existing trail, the SI Group property, Canal Corporation land, some small businesses, and residences. In combination with the adoption of design guidelines, the area along Route 5S/Main Street should be rezoned to Main Street Neighborhood Center from Retail Business and General Business to encourage small scale mixed use development and to improve the overall appearance and function of the streetscape. A portion of the Heavy Industry zone should be changed to General Business and Retail Business and the Canal Corporation property should be rezoned to Planned Residential Development to accommodate a future, as yet undefined, design and land use strategy.

Waterfront Cultural Subarea: Land Use & Zoning: The main zoning recommendations for the Waterfront Cultural Subarea involve the future of the approach to Route 5S/Main Street from the bridge and the Canal Corporation land along the waterfront. Bridge Street should be rezoned Main Street Neighborhood Center to make it more consistent with any redevelopment along the adjacent Route 5S/Main Street. The Canal Corporation property should be rezoned to Planned Residential Development to accommodate the results of future surveys or feasibility studies.

Capital Project Actions

There are 23 capital projects recommended as part of the BOA Nomination Study to enhance the existing character of Rotterdam Junction, preserve the aquifer, and attract additional economic and recreational activity to the hamlet. Improved visual and physical connectivity with other communities in the region and between cultural resources will result from their successful implementation. Each of the subareas has unique needs based on their land uses and their recreational, environmental, and cultural resources. All of these projects throughout the Rotterdam Junction BOA, however, can be characterized as advancing one or more of the following long-term community goals: environmental quality; recreational opportunity; connectivity; and, character.

Recreational opportunity

- Trail heads and interpretive signage
- More access points (e.g. boat launches) on the Mohawk River
- Interpretive overlook at Erie Canal Lock 25 with recreation space

Character

- Gateway entry points for Lower and Upper Rotterdam Junction
- Streetscape improvements along Route 5S/Main Street





Connectivity

- Sidewalk improvements in the residential area and along Route 5S/Main Street
- A crossing at the railroad tracks for the MHBHT
- A multi-purpose trail along the Mohawk River
- Repair Bridge Street to restore connectivity to Glenville and the region.

Environmental quality

- Acquisition of Bobby's Auto property
- Reuse of the Bonded Concrete property

Non-Capital Actions

There are 35 non-capital projects recommended as part of the BOA Nomination Study; these projects provide an important opportunity for Rotterdam to move forward with several initiatives that will have long-term benefit for Rotterdam Junction. Many historically significant areas of New York State have the kind of amenities and quality of life evidenced in Rotterdam Junction but lack the tools to properly present them to visitors, the local business community, and residents. Many of the non-capital projects that are recommended in the Nomination Study are the tools that are made possible through the funding in the BOA program. These include a sewer infrastructure assessment, funding strategy, marketing strategy, environmental site assessments, a housing analysis, a feasibility study, and a cost-benefit analysis.





BOA Nomination Study





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Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – Rotterdam Junction's Revitalization Plan



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SECTION 1: PROJECT OVERVIEW

Project Overview & Description

The Town of Rotterdam was awarded a grant through the New York State Department of State (NYSDOS) to initiate a Brownfield Opportunity Area (BOA) Nomination Study for the hamlet of Rotterdam Junction. The Town of Rotterdam, acting as Lead Agency and Project Sponsor pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations (6 NYCRR Part 617), directed the preparation of the Rotterdam Junction BOA Nomination Study.

Several representatives from the community and public sector actively participated on the Rotterdam Junction BOA Steering Committee and made significant contributions towards the development of the Nomination Study for Rotterdam Junction.



Rotterdam Junction BOA Highlights

Study Area

- Identify and describe a manageable study area.
- Form partnerships and conduct a public outreach and community visioning process.
- Approximately 570 acres.

Land Use

- 70% Residential (Single and Multi-Family); 59% Single-Family Residential
- 17% vacant
- 5% commercial
- 1% Industrial
- 7% Publicly-owned (Community Services + Public Services)
- 0.3% Mixed-Use
- 0% Public Parks & Recreation
- 0% Recreation & Entertainment

Brownfields

 3 Brownfield Sites (Site #6- Bobby's Auto Service; Site #12- Sunshine Auto; Site F- SI Group, Inc.)

Strategic & Underutilized Sites

- 63.1% of BOA Study Area is comprised of Underutilized and Strategic Sites, the majority of which are Underutilized.
- Total Underutilized and Strategic= 393.5 acres; Underutilized Sites= 313.7 acres
- 49 Vacant Parcels
- 16 Underutilized Parcels
- 8 Strategic Sites

Assets

- Great Flats Aquifer
- Erie Canal
- Mohawk-Hudson River Bike Hike Trail
- Mabee Farm
- Keepers of the Circle Native American Cultural Center
- Proximity to Mohawk River Family oriented community



BOA Program & Purpose

The BOA Program provides municipalities with financial assistance to complete area-wide planning approaches to brownfield redevelopment and site assessments to determine if a potential brownfield site is contaminated. Completion of the BOA program will lead to the Study Area receiving a New York State designation as a Brownfield Opportunity Area (BOA). The BOA Program was established by the Superfund/Brownfield Law in October 2003.¹ The Superfund/Brownfield legislation amended the General Municipal Law (Article 18-C), which authorizes municipalities to pursue redevelopment and revitalization of economically distressed areas, by adding Section 970-r, to create the BOA Program.

Information provided in the Town of Rotterdam Comprehensive Plan and the Schenectady County Local Waterfront Revitalization Plan was utilized by the Town to meet the requirements of the Step 1: Pre-Nomination Study. These documents concluded impediment that the most significant to redevelopment within the BOA Study Area was its proximity to the Great Flats Aquifer. The Rotterdam Junction BOA Nomination Study was prepared in accordance with the guidelines established by NYSDOS for the Step 2: Nomination Study phase of the BOA Program. The focus of this study was to examine the impediments created by the Great Flats Aquifer and identify solutions and redevelopment opportunities to overcome these challenges.

The Rotterdam Junction BOA Nomination Study includes the selection of specific vacant and underutilized sites; community outreach;

What is the BOA Program?

The Brownfield Opportunity Areas (BOA) Program, funded and administered by the New York State Department of State (NYSDOS), provides assistance to complete revitalization plans and implementation strategies for areas affected by brownfield sites. The BOA Program enables communities to return dormant sites back into productive use, while also restoring environmental quality. The BOA Program enables local governments and community based organization to:

- Address a range of problems posed by multiple brownfield sites;
- Build consensus on the future uses of strategic or priority brownfield sites; and
- Establish the multi-agency and private-sector partnerships necessary to leverage assistance and investments to revitalize neighborhoods and communities

The BOA Program consists of three steps:

Step 1: Pre-Nomination Study:

- Identify and describe a manageable study area.
- Form partnerships and conduct a public outreach and community visioning process.
- Complete a preliminary analysis that identifies compelling opportunities for revitalization.

Step 2: Nomination Study:

- Complete a comprehensive land use assessment and analysis.
- Complete an economic and market trends analysis.
- Identify and describe all brownfield sites with an emphasis on the reuse and redevelopment potential of strategic sites.
- Develop recommendations for future uses and actions to redevelop and revitalize the community or neighborhood.

Step 3: Implementation Strategy and/or Site Assessments:

- Undertake and complete techniques and actions to implement the area-wide plan.
- Perform remedial investigations and site assessments for strategic sites.
- Market strategic sites to developers.

For more information, please visit: <u>http://www.nyswaterfronts.com/grantopps_BOA.asp</u>

engagement and education of stakeholders; a detailed inventory and analysis, a summary of socioeconomic conditions; and an Economic and Market Trends Analysis to identify opportunities. The recommendations of this Study will be advanced to *Step 3: Implementation Strategy* of the BOA Program.

¹ All information obtained from: <u>www.nyswaterfronts.com</u>.



<u>Rotterdam Junction BOA Study Area, Boundary</u> <u>& Justification</u>

The Study Area, located in the hamlet of Rotterdam Junction in the Town of Rotterdam, encompasses approximately 570 acres and has numerous underutilized and vacant sites. The BOA Study Area is defined by the Mohawk River on the east, Interstate 90 to the west, Bridge Street (NYS Route 103) to the northwest, and the intersection of NYS Route 5S and the Mohawk-Hudson Bike-Hike Trail to the southeast. Natural and man-made boundaries are leveraged to frame the Study Area boundary. See **Community Context Map, Study Area Context** Map, and BOA Boundary.

The BOA Study Area includes existing residential, commercial, industrial and well properties. as several vacant. as underutilized, and/or strategic properties. The BOA Study Area boundary incorporates existing developed properties as well as vacant and/or underutilized properties that once housed a variety of uses, including commercial and industrial facilities. These sites are an opportunity for economic development and reinvestment through the BOA Program. Existing

recreational and cultural amenities in the area include historic Mabee Farm, the Native American Cultural Center, and the Mohawk-Hudson Bikeway, which connects to New York State Bike Route 5.

The most significant issue within the Rotterdam Junction BOA is its proximity to the public well fields and the land uses surrounding this important public water source. Central to the BOA Study Area is the 78-acre site formerly owned by Bonded Concrete. This site was donated to the Town of Rotterdam to satisfy greenspace recommendations of the Town Comprehensive Plan for Rotterdam Junction. This site contains a segment of the historic Erie Canal and the



Canalway Trail/Mohawk Hudson Bike-Hike Trail (MHBHT). This site will be further evaluated in the Town's effort to protect the water quality of the Great Flats Aquifer.





LEGEND



Community Context Map

BOA Nomination Study

TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK





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LEGEND



Study Area Context Map

BOA Nomination Study

TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK







LEGEND



BOA Study Area Boundary Map

BOA Nomination Study

TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK





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PAST PLANNING EFFORTS

The following is a summary of existing plans and studies completed for the Town of Rotterdam, Schenectady County, and/or region. Each of these plans contains research, analysis, and recommendations that directly affect Rotterdam Junction and further define or shape Rotterdam Junction's future. The integration of the findings from each of these plans is important to the Nomination Study. The plans or studies that are reviewed in this section include:

- Town of Rotterdam Comprehensive Plan, 2001
- Schenectady County Agricultural & Farmland Protection Plan, 2002
- Schenectady County-Mohawk River Blueway Trail Plan, 2006
- NYS Thruway Exit 26 & I-890 Land Use and Transportation Study, 2008
- Town of Rotterdam Annual Water Quality Report, 2008
- Rotterdam Junction Water Storage Tank Improvements, 2009
- Mohawk River Waterfront Revitalization Plan for Schenectady County, 2010
- Vision 2020 Town Parks and Recreation Plan, 2010

Town of Rotterdam Comprehensive Plan (2001)

The *Town of Rotterdam Comprehensive Plan* (2001) established a vision to preserve the Town's character and identity, while allowing for environmentally sound growth and development. The Plan established several goals and policies for the Town officials to use as a guide to maintain a satisfactory quality of life for all of its residents, business owners, and visitors. Issues identified as most critical to the Town's future development included:

- Natural constraints to development;
- Sewer/water infrastructure;
- Transportation;
- Parks/open space;
- Housing affordability/diversity;
- Aquifer protection;
- Substandard lots/inconsistencies in the current zoning ordinance;
- Aesthetics/protection of residential uses and neighborhoods;
- Historic preservation; and
- Youth services.



TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK COMPREHENSIVE PLAN AND FINAL GENERIC ENVIRONMENTAL IMPACT STATEMENT Adopted by the Rotterdam Town Board on December 5, 2001

Lead Agency: Town of Rotterdam Town Board

Joseph M. Signore – Supervisor Judith A. Dagostino – Councilmember Carolina M. Lazzari – Councilmember Diane Marco – Councilmember Holly C. Vellano – Councilmember

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At the core of the Comprehensive Plan are recommendations that are pertinent to the Rotterdam Junction BOA, including: infrastructure (water, sewer, and storm water) limitations, housing rehabilitation needs (grant funding opportunities for income eligible areas), as well as regulations for protection of the Great Flats Aquifer.

The importance of this natural resource is a significant land use issue in Rotterdam Junction, as the public wellhead is located in the center of the hamlet. The density and intensity of uses surrounding the wellhead is a critical component of the Nomination Study.

The BOA Nomination Study further examines potential hazards to the aquifer posed by existing and future development in Rotterdam Junction. The preliminary zoning recommendations identified in the Comprehensive Plan for Rotterdam Junction were postponed until the completion of the BOA Nomination Study. The Nomination Study examines the types of land uses best suited for Rotterdam Junction to balance aquifer protection with economic development.



Development Plan Map for Rotterdam Junction Source: Town of Rotterdam Comprehensive Plan



<u>Schenectady County Agricultural & Farmland Protection</u> <u>Plan (2002)</u>

The Schenectady County Agricultural & Farmland Protection Plan (2002) has served as a guide for County decision-makers in the establishment of programs and strategies that promote the maintenance and expansion of lands in active agricultural use in Schenectady County. The Plan identified the strengths of existing economic development programs targeted towards agriculture and potential markets for local producers to re-connect with local consumers.

The planning process resulted in the establishment of five general goals to create a positive economic environment for farm enterprises:

- Increase the competitiveness and profitability of the food and agriculture industry.
- Retain the viable agricultural land resource (prime/important farmland) for agricultural purposes and ensure that public policy is protecting, promoting, and sustaining agriculture.
- Increase public recognition and support of agriculture and foster a better understanding of farm issues by non-farmers.
- Expand the availability of and access to services important to farmers today and improve the connections between agricultural producers and the community.
- Diversify and broaden the agriculture economic base and attract new people to farming ventures.

The County-wide action items developed in the Plan provide a solid base of agricultural and farmland protection programs and policies. The Plan identified several immediate action items that should be implemented by the County, including:

- Improved marketing;
- Enhanced economic development initiatives; and
- Education for both non-farming public and producers.

Many critical issues important to the maintenance of agriculture are dealt with at the local level (i.e. Comprehensive plans, zoning ordinances, subdivision regulations, and other local laws) and have a direct impact on farmland and farm businesses.



AGRICULTURAL & FARMLAND PROTECTION PLAN

Prepared For: Schenectady County Agricultural & Farmland Protection Board Prepared By: Schenectady County Department of Planning Sectember 2002







Therefore, the BOA Nomination Study must continue to be conscientious of the agricultural land in the Study Area, as well as the needs of local farmers in the Mohawk River flatlands. The BOA Nomination Study will also consider programs that encourage the preservation of existing open space and agriculturally designated lands, development of a permanent farmer's market site/farm stand, and increased production of local food through creation of community gardens.

Schenectady County-Mohawk River Blueway Trail Plan (2006)

The *Mohawk River Blueway Trail Plan* (2006) provides an intergovernmental roadmap to advance regional waterway efforts in all communities that front the Mohawk River in Schenectady County. The goal of this project was to establish an 18-mile water trail to increase economic development, waterway recreation, and tourism opportunities along the riverfront from Rotterdam to Glenville.

The Plan identified methods to promote water transportation, recreational opportunities, and local points of interest. Points of interest along the Trail include historic attractions, natural history and cultural attractions, parks and picnic areas, locks, trailheads, marinas, and businesses. Facilities include restrooms, access to water, docking facilities and mechanic services. The Plan designated three sites in the BOA Study Area as Blueway Trail Sites: Anthony's Ristorante, Keepers of the Circle Native American Cultural Center, and Mabee Farm Historic Site.



The Plan included a marketing and promotional strategy for the

Blueway Trail via partnerships with participating municipalities, the Mohawk Valley Heritage Corridor Commission, the Schenectady County Chamber of Commerce, various not-for-profit entities, and private business partners.

The Plan also included an implementation strategy with action items that the County and individual municipalities should carry through. This incorporates marketing of the Trail at various public events and through the creation of brochures and marketing materials. In addition there were several physical improvements, some of which apply to the BOA Study Area that were recommended. These items include:

- Install Mohawk Blueway Trail Flags at each point of interest;
- Install interpretive kiosks and signage at launching sites (Lock 9);
- Make improvements to boat, kayak, and canoe sites (Lock 9);
- Further develop boating services along the Trail; and
- Install restrooms along the Blueway Trail (Lock 9).





The BOA Nomination Study will incorporate these physical improvements into the overall master plan concept of the Study Area. The marketing of the Trail is a cooperative effort amongst County municipalities to promote Schenectady County and the BOA Study Area as a water-based recreational destination. This marketing effort will be championed by the BOA Nomination Study and be included into the goals and strategies.

NYS Thruway Exit 26 & I-890 Land Use and Transportation Study (2008)

In 2008, the Exit 26 & 1-890 Land Use and Transportation Study was commissioned by the Capital District Transportation Committee's (CDTC) Linkage Program to further refine the Town of Rotterdam's future land use vision for the corridor and to develop the necessary tools to shape the envisioned multi-modal transportation system. The corridor includes the southeastern portion of the BOA Study Area, including the Schenectady International (SI) Group parcel. The Study noted that Lower Rotterdam Junction is experiencing increased development pressures. The planninglevel recommendations of the Study focused on maintaining the quality-of-life in the corridor while providing for future growth and the necessary infrastructure.

The Study provided a matrix detailing the proposed improvements, cost estimates, and the general implementation timeframe in order to assist with the execution of the Corridor Study's goals. Transportation recommendations in the Corridor Study range from corridor-wide to smaller sitespecific projects. The two corridor-wide recommendations include:



- Creating a shoreline buffer to provide an undisturbed area along the Mohawk Riverbank for natural features to remain and to provide for public access along the riverfront.
- Creating a "Green Ribbon" along the riverfront for programmed or un-programmed open space. Smaller projects to enhance the relationship between infrastructure and land use include intersection improvements and pedestrian improvements.

Analysis of the corridor was performed by creating General Development Study Areas, which were derived using existing conditions (existing land use, transportation infrastructure, and natural features). The Corridor Study provides recommendations for future land use in Lower Rotterdam Junction, which is a portion of the BOA Study Area. The areas affected in Lower Rotterdam Junction are included in Study Areas 6 through 13 on the *Conceptual Future Land Use Plan – Preferred Alternative; however*, proposed land use recommendations are only developed for Study Areas 6 through 9:





- **Study Area 6:** A mixed-use office and residential district (Proposed Zoning: NC-1 Small Neighborhood Center District)
- Study Area 7: Retain and expand single-family dwellings (Proposed Zoning: R-1 Residential District)
- **Study Area 8:** Retain residential uses, but allow potential economic development (Proposed Zoning: NC-1 Small Neighborhood Center District)
- Study Area 9: Permit heavy industrial uses (Proposed Zoning: I-2 Heavy Industrial District)



Conceptual Future Land Use Plan – Preferred Alternative Source: NYS Thruwav Exit 26 & I-890 Land Use and Transportation Study

A detailed analysis of Study Areas 10 through 13 was not completed as part of the Corridor Study. It was the Town's intention that these areas would be examined as part of the BOA Nomination Study; general recommendations for these areas are summarized below:

- Study Area 10: This is the site of the SI Group and the Study recommends a narrower curb-cut.
- Study Area 11: Former quarry site and is recommended to connect to the Mohawk-Hudson Bike-Hike Trail.
- **Study Area 12:** Existing junkyard and it is recommended to be remediated as a potential passive open space and connected with the quarry's proposed recreation reclamation plan.
- **Study Area 13:** Existing cultural attractions (Mabee Farm and the Native American Center) and it is recommended that off-street pedestrian and/or bicycle links to these sites are provided.




Mohawk River Waterfront Revitalization Plan for Schenectady County (2010)

The Mohawk River Waterfront Revitalization Plan for Schenectady County includes the City of Schenectady, the Village of Scotia, and the Towns of Glenville, Niskayuna and Rotterdam. The plan was developed to assess the current state of Schenectady's water resources and to guide future development of the County's waterfront areas. The plan was developed in a way that sought to balance:

- Economic growth and development;
- Stewardship to the quality of water resources and overall community life;
- Public access to and enjoyment of recreation, cultural, and historic resources; and
- Regional coordination of initiatives in order to effectively develop Schenectady's water resources.

The Town of Rotterdam has 8.5 miles of frontage along the Mohawk River, of which 2.1 miles are located in the Rotterdam Junction BOA Study Area. Development on the riverfront has been limited

due to I-890 and State Route 5S, which limit access and the amount of usable waterfront land. Two large industrial plants are located in Rotterdam's Waterfront Revitalization Area, which include the SI Group and General Electric.

According to the plan, a key priority for Rotterdam will be to optimize the use of existing recreational areas by enhancing the existing sites with improved access, parking, and restrooms. Preserving the Great Flats Aquifer is an important feature of waterfront revitalization in the Rotterdam Junction. Recommended projects described by the Revitalization Plan include:

- Renovate Kiwanis Rotterdam Park/Boat Launch;
- Protect the Aquifer and Wellhead;
- Enhance Gateway Landing;
- Promote Historic Tourism;

The BOA Study Area contains a significant portion of the Town's riverfront and includes critical areas of future development, including Lock 9 and the bridge located at the Lock, the Field of Dreams baseball field, and the Mohawk Hudson Bike-Hike Trail. The majority of lands along the river are owned and/or controlled by local and state agencies. The BOA Nomination Study will continue to incorporate these parcels and recommendations into an overall redevelopment master plan that continues to support public access to the Mohawk River.



Mohawk River Waterfront Revitalization Plan for Schenectady County



March 31, 2010 Developed and submitted by: Town of Glerwille Town of Glerwille Town of Rostardam County of Schenectady Village of Scotla broget was progress for the New Yos, State byst menu of State with funds provided under Thie 11 of the Environmental Protection Fund.

Encourage Economic Development;

Preserve Open Space Land.

Improve Recreation Opportunities; and



Vision 2020: Town Parks and Recreation Plan (2010)

The Town of Rotterdam Parks and Recreation Commission prepared a draft *Vision 2020: Town Parks and Recreation Plan* in 2010. This plan identified three broad goals to recommend infrastructure improvements, identify new recreational programs and policies, and provide strategies to minimize the overall cost to property owners.

The general improvements recommended in the plan focused on the creation of a town-wide system of parks and recreation opportunities. These improvements included:

- General use, multi-use and special use facilities;
- Neighborhood parks;
- Conservation areas and natural areas; and
- Multi-modal (bike/hike trails).

Several objectives were identified for each of the three goals. Many of these objectives will be considered in the BOA Nomination Study to further advance the Town's recreational goals, and may include the following:

- Explore the development of a year-round Community Activity and Recreation Center.
- Support opportunities for person with disabilities.
- Add neighborhood pocket parks in areas that are underserved.
- Develop multi-modal trail systems to connect with the NYS Canalway trail system.
- Promote and enhance Rotterdam's conservation areas.
- ReTree Rotterdam to restore and protect the Town's natural assets.
- Adopt a uniform system of signage to promote Rotterdam's parks and recreation facilities.







BOA COMMUNITY INVOLVEMENT

Community Participation Plan

A successful planning effort requires an inclusive public outreach process. The need for this is two fold: (1) it engages the community in the planning process; and (2) it ensures that the Town's officials and the consultant team will have a clear understanding of those issues that are of concern to Town's residents and stakeholders.

The BOA Program is a community-driven initiative that necessitates an inclusive public outreach process in order to be successful. As such, local community participation was sought in the development of an area-wide plan for the proposed BOA. A Community Participation Plan was developed which identified the public outreach methods exercised as part of the Nomination Study. Included in the Community Participation Plan was an outline of the steps necessary to identify and maintain a community partner's database, conduct interviews, facilitate public workshops and to create a strategic marketing effort to educate the public and partners of the BOA process and findings. See Appendix A: BOA Community Participation Plan.



The Community Participation Plan meets the following objectives:

- The public should recognize the importance of the Nomination Study as a Revitalization Plan to guide future planning and zoning decisions in the Town of Rotterdam.
- The outreach effort is intended to engage a full range of stakeholders in the community including residents, business owners, and elected representatives.
- The public should have easy access to project technical information, maps, and analyses.
- All involved agencies, including the Town, should serve as a conduit throughout the process of the analysis, evaluation, and Nomination process (including SEQRA).
- The Rotterdam Junction BOA Steering Committee should strive to solicit input from the broadest possible range of perspectives and interests in the community.



Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – Rotterdam Junction's Revitalization Plan

- Input should be solicited through a variety of technical and non-technical means and should be carefully considered and responded to in a timely manner.
- The community participation process should be approached in a way that enfranchises local residents and strengthens the sense of community.
- Participation should further the vision of the community; enhance civic pride, and encourage future participation in the long-range decision making process for the Study Area.

A successful Community Participation Plan will continue even after the BOA study is complete, as contacts and partnerships formed during the process will continue to carry out the goals and recommendations of the Study. The full methodology and process is outlined in **Appendix A: BOA Community Participation Plan**. The following elements are included in the Community Participation Plan for the Town of Rotterdam Nomination Study:

- Creation of the Rotterdam Junction BOA Steering Committee;
- Stakeholder Interviews & Focus Groups;
- Stakeholder Seminars;
- Resident & Business Surveys;
- Interviews with Major Employers;
- Public Workshops;
- Public Hearings; and
- Marketing & Promotion.

Several techniques were utilized to ensure active community engagement. Such techniques included the establishment of a Rotterdam Junction BOA Steering Committee to oversee and make decisions for the project; public meetings to educate and engage in the BOA process, as well as obtain community feedback, development of a community vision, and the solicitation of public comments on draft documents.



Rotterdam Junction Design Charrette



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Community Partners

In order to successfully implement and advance the BOA Nomination Study, the Town of Rotterdam needed to identify and activate project partners. These partners may be local or regional, but will be instrumental in the successful revitalization of the Study Area. Some of these organizations may already meet for inter-agency coordination of resources and strategies. The purpose of the BOA Nomination Study will be to identify and create dynamic relationships that are long lasting and accomplish brownfield redevelopment in the Town of Rotterdam.

Utilization of New York State and Federal brownfield redevelopment tools and the tasks associated with the development of the Nomination Study will require that the project partners develop an intimate knowledge of the Study Area, an ability to identify and locate necessary information and a keen awareness of the regulatory and legislative environment. Key project partners were identified by the Rotterdam Junction BOA Steering Committee. The following is a list of these community partners:

• **Town of Rotterdam:** The Town of Rotterdam has led the BOA Study Area effort. The Town's Planning Staff has been instrumental as a member of the Rotterdam Junction BOA Steering Committee and has provided insight into the historic use of key brownfield sites throughout the Study Area.



• Local Property Owners: Property owners whose properties are within the BOA Study Area will be instrumental to the success of the revitalization efforts. Property owners were invited to participate in workshops, surveys, and outreach to understand their concerns and needs. Educating property owners of the program and process will be the key to advancing the goals and recommendations of the Study.

• Real Estate Agencies: The Town of Rotterdam and Schenectady County have numerous real estate agencies.

These agencies speak to property owners, developers, and business leaders on a daily basis. As a community partner in the planning process, realtors can advance the Town's vision for reinvestment and revitalization.

- Schenectady County: The County has a vested interest in the protection of the aquifer. The County provides support and resources to assist the Town with the redevelopment and revitalization of the BOA properties.
- New York State Canal Corporation (NYSCC): Many of the BOA-targeted properties are located on the Mohawk River Canal. In order to effectively include these properties in subsequent steps of the BOA Program, the NYSCC would need to be engaged and active in Rotterdam Junction BOA Steering Committee decisions.
- New York State Department of Environmental Conservation (NYSDEC): State government partner sponsoring the BOA Program. A representative from the NYSDEC provides guidance, information, and access to resources throughout BOA Study Area effort.
- New York State Department of State Division of Coastal Resources (NYSDOS): State government partner sponsoring the BOA Program. A representative from the NYSDOS provides guidance, information, and access to resources throughout BOA Study Area effort.





• New York State Department of Transportation (NYSDOT): BOA redevelopment projects which would occur in transportation-related areas, such as along State Route would be greatly assisted with the involvement of the NYSDOT for funding, technical assistance, and coordination.



- New York State Division of Housing and Community Renewal: The Division of Housing and Community Renewal is responsible for the supervision, maintenance, and development of affordable lowand moderate-income housing in New York State. The Division performs a number of activities in fulfillment of this mission, including: Community Development, Housing Operations, Rent, and Policy Research and Development.
- New York State Empire State Development Corporation (ESDC): The Town of Rotterdam is served by the Capital District Region of ESDC. Through a partnership with ESDC, the Town could incorporate existing programs and incentives into the planning process, as well as build public-private partnerships that can assist in economic development activities.
- Federal Housing Administration (FHA): The Federal Housing Administration, generally known as "FHA," provides mortgage insurance on loans made by FHA-approved lenders throughout the United States and its territories. FHA insures mortgages on single family and multifamily homes including manufactured homes and hospitals. It is the largest insurer of mortgages in the world, insuring over 34 million properties since its inception in 1934.
- U.S. Department of Transportation (DOT): Serve the United States by ensuring a fast, safe, efficient, accessible, and convenient transportation system that meets our vital national interests and enhances the quality of life of the American people, today and into the future.
- U.S. Environmental Protection Agency (US EPA): The long-term remediation activities have the potential to impact many of the planning and potential environmental investigation/remediation projects that are part of the BOA Study Area. The BOA Program could benefit substantially from coordination and technical support provided by the US EPA. The U.S. EPA does possess a substantial amount of data from areas adjacent to many sites in the BOA Study Area.

Local Participation

Two public workshops were conducted in the Town of Rotterdam for the BOA Study Area. These workshops were designed to ensure that the final outcome of the planning process reflects the community's vision for the BOA Study Area and its surroundings. Each workshop consisted of a presentation by the planning consultants to educate the public about the planning process, followed by an interactive discussion with the public. Marketing materials were distributed to solicit participation at the workshops. All materials are included in **Appendix B: Public Workshops & Outreach Materials**.





Visioning SWOT "Strengths, Weaknesses, Opportunities, and Threats" Workshop

The SWOT Workshop was held at the Rotterdam Junction Fire Hall on September 23, 2010. A group of approximately 33 citizens attended the session and were broken into six groups, providing insights and perspectives on existing conditions and the potential for any future improvements. The groups were asked to comment on the strengths and weaknesses of the community while creating a vision for the future.

The results of the workshop showed that the residents are committed to the preservation and enhancement of the small Village-like atmosphere that characterizes Rotterdam Junction. The safe, family-oriented, and friendly community is what the residents repeatedly noted as strengths. The traffic along Route 5S, the lack of access to the bike path along Scrafford Street and the lack of sidewalks were repeatedly noted as weaknesses. The potential to introduce new businesses, such as a craft store and grocery store, and the potential to create a user-friendly park were repeatedly noted as opportunities. The truck traffic along Route 5S, mining and the potential closing of Woestina School were noted as threats. For the full results, see attached **Table 1: Brownfield Opportunity Area – Public Workshop #1 SWOT Results**.





The participants repeatedly noted the following design ideas they would like to see within Rotterdam Junction: sidewalks with curbs, bicycle lanes, boat access, and increased waterfront access. When asked to create a vision statement for Rotterdam Junction, the participants again reiterated many of the same design ideas, reiterating the sentiment that the creation of new businesses and recreation opportunities would increase tourism within Rotterdam Junction, making it a destination for those within the region. The construction of the park over the gravel pit was enthusiastically supported by a majority of the residents, along with the expansion of, and increased access to, a well-lighted bike path. Many participants expressed support for the creation of additional recreational opportunities along the Mohawk River, including the construction of a campground and park. Similarly, many participants expressed an interest in continuing the new housing developments along the River, while the majority expressed interest in increased economic activity and the presence of additional businesses along Main Street.





Table 1: SWOT Workshop Results

STRENGTHS		WEAKNESSES	
 Anthony's Restaurant Beautiful Setting Easy Access from Major Highway Family Oriented Community Historic Significance of Area Kiwanis Park - nearby Knotty Pine Restaurant Mabee Farm Minim Market & Gas Station Mohawk-Hudson Bikeway Native American Cultural Center Presence of old canal No Traffic Lights Presence of Aquifer 	 Proximity to Plotter Kill and Moccasin Kill Preserves Proximity/Access to Mohawk River Rotterdam Junction Volunteer Fire Department Safe, Non-violent Community Senior Citizen's Meal Site Small Village Feel, Quaint St. Margaret's Church Woestina School Woestina Reformed Church Presence of Many Committed Citizens 	 Abandoned and Vacant Properties Abuse/Misuse of Trails Bike Traffic on Route 5S Business Restrictions CSX Impact Dilapidated Houses and Building Stock Feel Neglected Health & Safety Concerns related to Presence of Industrial Sites Interruption of Bike Trail on Scrafford Lane and Detour Lack of Access to Mohawk River Lack of Access to Bike Path from Scrafford Lane Lack of Bike and Pedestrian Safety, Lack of Sidewalks Lack of Iccal EMS Lack of Public Transportation 	 Lack of Sewer Infrastructure Lack of Understanding Community Needs Large Trucks on Route 5S Location of Wellheads Need to Travel Far to Shop for Basic Necessities/Lack of Shops No Recreation for Teenagers Noise and Pollution along Travel Corridor Poor Condition of Railroad Presence of Junkyards/Garbage Presence of Vacant Structures Shabby Appearance of Main Street (Route 5S) Traffic Calming Needed Tree Replacement Needed along Route 5S Very Little Economic Base
OPPORTUNITIES		THREATS	
 Barge Ride on Canal Completion of Mabee Farm Educational Center Creation of a Fishing Area Creation of bicycle and pedestrian trails and networks Introduction of Small Businesses Potential Construction of Town Park at former Bonded Concrete Site Potential Creation of Dock or Marina along Mohawk 	 Potential to Conserve Open Space Potential to encourage tourism destinations Potential to Increase Recreational Opportunities Potential to revitalize Main Street with the Presence of Shops and Restaurants Workforce Development/Employment Base 	 Decreasing Property Values Inability to Attract Funding Inability to Attract New Businesses Inability to Protect Open Space Inability to Provide Bike and Pedestrian Safety Large Truck Traffic 	 Mining Potential Closing of Woestina School Potential Environmental Contamination Quality of Drinking Water Taxes





Rotterdam Junction Design Charrette

The Rotterdam Junction Design Charrette was held at the Rotterdam Junction Fire Hall on November 23, 2010. A group of approximately 20 citizens attended the session providing insights and perspectives on potential design solutions and future improvements. An overall master plan for the Study Area was presented, along with more detailed recommendations for specific areas of Rotterdam Junction. The groups were asked to comment on what they liked and disliked; the designs were subsequently modified to reflect comments received during the workshop.

MHBHT Subarea

The existing focus of the MHBHT Subarea includes the bike path and the old Erie Canal Lock. It was recommended to continue to enhance both of these features. The two primary design recommendations included closing the gap in the bike path (tunnel or bridge) and improving the old Erie Canal Lock for tourists.







MHBHT Subarea – Proposed Interpretive Overlook & Signage for Lock 25





Upper Rotterdam Junction Subarea

An overview of the hamlet's existing conditions was presented along with streetscape recommendations. In general, the main portion of the upper hamlet is narrow with sidewalks on one side of the roadway. Buildings are fairly close to the roadway, limiting streetscape improvement opportunities.



Upper Rotterdam Junction Subarea – Existing "Hamlet" Street View



Upper Rotterdam Junction Subarea - Existing "Hamlet" Streetscape







Upper Rotterdam Junction Subarea – Proposed "Hamlet" Street Type 1

The upper hamlet also has a commercial section that is much wider. For this section of the road, an alternative streetscape was proposed. In addition, a Conceptual Improvements Plan was presented for a portion of the commercial section in the Upper Rotterdam Junction Subarea.



Upper Rotterdam Junction Subarea – Existing "Commercial" Street View







Upper Rotterdam Junction Subarea – Existing "Commercial" Streetscape



Upper Rotterdam Junction Subarea – Proposed "Commercial" Street Type 2



Upper Rotterdam Junction Subarea – Conceptual Improvements Plan





Waterfront/Cultural Subarea

The Waterfront/Cultural Subarea has significantly less development and is considered more rural. It was the general recommendation to maintain this streetscape and enhance the recreational features of the area. Paths connecting Rotterdam Junction to the riverfront were also presented.



Waterfront/Cultural Subarea – Existing Street View



Waterfront/Cultural Subarea – Proposed "Rural" Street Type 3

Lower Rotterdam Junction Subarea

The Lower Rotterdam Junction Subarea has two distinct sections; the first is identified on the Land Use Master Plan as "Street Type 4," which is characterized by the buildings close to the roadway. No changes were proposed for this section of the Subarea. The southern gateway of the Subarea is characterized as undeveloped and rural. It was recommended to enhance the roadway with the rural streetscape improvements (Street Type 3).







Lower Rotterdam Junction Subarea – Existing Street View (SI Group)



Lower Rotterdam Junction Subarea – Existing Street View



Lower Rotterdam Junction Subarea – Proposed "Rural" Street Type 3





Stakeholder/Partner Seminar

A Stakeholder or Partner seminar was used to gather the views and opinions of the project partners, and assist in identifying key development issues. In addition, the Stakeholder Seminar served to educate attendees of the general purpose and intent of the BOA program, the benefits afforded by the BOA designation, and the roles and responsibilities of the stakeholders in the success and implementation of the BOA.

From project initiation through implementation, there will need to be many public/private partnerships fostered to facilitate funding, permitting, and remediation. All community stakeholders should be knowledgeable of the entire process and have the ability to coordinate resources when and where appropriate based upon project needs and timeline. This seminar was intended to inform and update all potential partners to advance the Town of Rotterdam's BOA program.

Stakeholder Seminar #1: A copy of the presentation is included in **Appendix B: Public Workshops & Outreach Materials**.







COMMUNITY VISION

Through public participation, the following vision was established for the Rotterdam Junction BOA Study Area:

Vision of Rotterdam Junction

"Rotterdam Junction cherishes its "small-town feel" and the "family-friendly" values of a small rural hamlet in the Town of Rotterdam. Together we place an emphasis on our high quality of life for existing and new residents, businesses, and visitors now and into the future."

Rotterdam Junction promotes proactive planning, design standards, and infrastructure development that will complement and harmonize with our small-town character, while attracting businesses that will enhance our community and protect our aquifer.

We foresee Rotterdam Junction as continuing to have a clean environment, beautiful landscape, and rural character with access to our natural areas, riverfront, and regional bike path. We embrace our historic settlement pattern and distinct history along the Mohawk River and thrive to be a riverfront destination with increased year-round recreational and cultural opportunities for both residents and visitors.

Our transportation network and streetscape improvements will harmonize with our Main Street and continue to address the needs and safety of vehicular, pedestrian and bicycle travel. We will seek to continue to improve our neighborhoods to provide high quality and diverse housing for all income levels and ages. We support the continuation of our elementary school as an anchor in our **community and as an essential component to the viability of Rotterdam Junction's quality of life.**

Through thoughtful planning and design, the Town will protect **Rotterdam Junction's** assets while allowing for smart and sustainable growth, encouraging more efficient use of land, and supporting the revitalization of underutilized properties. Rotterdam Junction will continue to be a desirable place to live, work and recreate, offering an excellent quality of life for residents and visitors.





SECTION 2: COMMUNITY & REGIONAL SETTING

Community & Regional Setting

The Town of Rotterdam is located on the Mohawk River, within the south-central portion of Schenectady County. The Town borders the City of Schenectady and is part of the greater Capital Region. Similar to many northeastern communities, the Town of Rotterdam grew historically as a result of its easy access to waterways and trade routes, and later as a manufacturing center. Due to the Town of Rotterdam's location on the Mohawk River, the municipality experienced a development boom following the opening of the Erie Canal in the 1820s. Today, the Town of Rotterdam and the Schenectady County area are considered to be industrial with a traditionally heavy concentration of manufacturing.





DEMOGRAPHIC PROFILE

This section provides a summary of the demographic trends in the Rotterdam Junction BOA, the Town of Rotterdam as a whole, Schenectady County, and New York State where appropriate. By examining the characteristics of the population, there is a better understanding of the issues and trends that impact the community and the potential opportunities for revitalization.

Although data collection for the 2010 Census is complete, only general data has been released by the Census Bureau to date. For example, population counts have been released for the Town but not for the Block Groups (Study Area). Therefore, the following demographic summary relies on 1990 and 2000 Census data. See **Appendix C: Economic & Market Analysis** for the full profile.

Demographic Profile Highlights:

- In 2000, the population of the Study Area is 517 and is expected to grow 15.4% by 2014 (597 people).
- The 2014 projections show the largest population segment to be those 55 to 64 years old (15.8%), reflecting an aging population. Demand for goods and services catering to this segment will increase.
- Since 2000 Census, the number of households in the Study Area has increased 10.5% compared to the Town (3.1%) and County (2.7%).
- The Study Area median income (\$40,864) is lower than that of the Town, County, and State.
- In 2000, 39.8% of Town of Rotterdam residents are low and moderate income (LMI) households (80% or below the area median).
- Less than 50% of the population achieved a high school diploma in each of the three locations.

Population Trends



Between the years 1990 and 2000, the Study Area, Town of Rotterdam, and Schenectady County each underwent a decline in population. Current estimates of population from ESRI show the Study Area experiencing a significant increase in numbers (10.6%) between the years 2000 through 2009, while Rotterdam and Schenectady County have each experienced only a moderate increase. Projections for all three locations show a continued population growth for

the area. This growth trend is expected to continue through 2014; however, the Study Area is expected to increase in population at approximately triple the rate of either the Town or the County.

Age Trends



The median age for the Study Area is projected to increase from a current average of 44.3 years to 45.3 years. According to Census estimates, the cohort comprising the largest segment of the total population within the Study Area are the between the ages of 45 and 54 year old at 16.8%. The 2014 projections show the largest population segment to be 55 to 64

years old cohorts at 15.8%. This reflects an aging population, and implies that the demand for goods and services catering to a population segment approaching retirement age will increase.





Household Composition



The type, age, value, and number of occupied homes in a neighborhood can often provide a picture of the community and impact the overall demand for housing. There has been a steady increase in the number of households for each location; since the 2000 Census, the greatest increase in the number of households is within the Study Area (10.5%). Projections indicate

that while the Study Area will continue to see an increase in population through 2014, the growth rate will not be as high as in previous years. The average number of persons per household in the Study Area was 2.49 in 2000 and is estimated to remain the same through 2014.

Educational Attainment



In reviewing the level of educational attainment reached among persons age 25 and older, it is of interest to note that in each locale less than 50% of persons achieved a high school diploma. The Study Area has the least number of residents with less than a high school diploma.

Income Levels



Household income is the total income of all members of a household regardless of their relationship to each other. The amount of income is an indicator of the local economy. Understanding the income characteristics of the community is also important in determining a community's health as well as the ability of residents to maintain their housing, contribute

to the local tax base, and participate in the economy.

Significant levels of socioeconomic distress characterize the Study Area, relative to the Town of Rotterdam and Schenectady County. **Table 2** shows that at the time of the 2000 Census, the median household income of the Study Area to be significantly less than the Town of Rotterdam. Poverty Percentages for the Study Area were reported at 6%. This means that while median income for residents in the Study Area is low, few are living in poverty. More current unemployment reports will reflect much higher unemployment percentages than those reported in 2000 census. In addition, tabulations provided by the U.S. Department of Housing and Urban Development (HUD) indicated that in 2000, 39.8% of Town of Rotterdam residents were in low and moderate-income households, with incomes at or below 80% of the area median.

Table 2: Levels of Economic Distress

Market Area	Median Household Income	Per Capita Income	Poverty Rate	Unemployment Rate
Study Area	\$ 40,864	\$ 20,922	6.0%	2.9%
Town of Rotterdam	\$ 46,267	\$ 21,457	4.5%	2.3%
Schenectady County	\$ 41,739	\$ 21,992	10.9%	3.2%
New York State	\$ 43,393	\$ 23,389	14.6%	4.3%

Source: U.S. 2000 Census Bureau 2000 Population Trends; ESRI.



ECONOMIC PROFILE

The Economic Profile is used to identify and understand key socioeconomic conditions and economic drivers within the Rotterdam The analysis Junction BOA. helps to determine the opportunities for the development, or redevelopment, of the strategic and underutilized sites in the Rotterdam Junction BOA. See Appendix C: Economic & Market Analysis for the full profile.

Regional Economy



Within the region, one of the largest industry sectors is Health Services with a number of Health Services providers

located in the region as indicated on the table above. Demand for health care professionals is expected to continue to rise, and Schenectady County Community College was recently awarded an \$11.2 million grant to develop training programs for this emerging workforce, as well as to develop training programs for low income participants.

While the existing local economy is

Economic Profile Highlights:

- In the Study Area, approximately 92.2% of resident civilians are employed.
- The Town of Rotterdam's unemployment rate was reported at 6.6%, which is less than Schenectady County (7.1%) and New York State (8.0%).
- A high percentage of people work from home in the Study Area (4.3%) compared to 2.3% for New York State.
- "White Collar" jobs are the predominate occupation in the Study Area (61.5%), Town of Rotterdam (62.7%), and Schenectady County (65.6%).
- The Service Sector provides the majority of job opportunities in the Study Area (50.0%), Town (45.9%), and County (53.8%) and will drive future regional economic development (includes: Education Services; Insurance; Research/Testing; and Computers/Data Processing).
- SI Group is the largest employer in the Study Area.
- Within the region, one of the largest industry sectors is the Health Services; demand for health care professions is expected to continue to rise.
- Based on consumer spending, new retail businesses in the Study Area should consider apparel products and services (for example a dry cleaning or a fabric shop), pet related businesses, and pharmaceutical products.

dominated by Health Services and Manufacturing, the Capital Region in general is experiencing growth in the Nanotechnology and other high technology industries such as computer chip manufacturing. Global Foundries, a computer chip manufacturer currently constructing a plant in Saratoga County is slated to open its doors in late 2011, and is expected to have a significant impact on the region as an industry cluster forms bringing businesses delivering related products and services to the area. The University at Albany College of Nanoscale Science and Engineering (UAlbany) NanoTech Complex has experienced considerable expansion in the past few years and economic development efforts to continue this trend include the attraction of the International SEMATECH, a global consortium of nanoelectronics companies. Additionally, a recent announcement of the creation of a State University of New York Institute of Technology at Utica/Rome (SUNYIT) state of the art facility focusing on computer chip commercialization indicates that further expansion of these industries within the Albany, Saratoga, and Syracuse triangle is likely.



Resident Labor Force

The Local Area Unemployment Statistics (LAUS) program of the NYS Department of Labor provides upto-date Labor force data, including estimates of the Civilian labor force, the number employed, the number unemployed and the unemployment rate, by place of residence. The Civilian labor force is comprised of individuals aged 16 and older, excluding those in the military, who are employed or actively looking for work. Estimates for 2009 depict the Study Area to have 92.2% resident civilians employed and 7.8% unemployed.

Unemployment Trends

Unemployment rates reported through LAUS (2009) show that Schenectady County (7.1%) and the Town of Rotterdam (6.6%) have been consistently lower than New York State (8.0%) unemployment numbers.

Commutation Patterns



Market Area Commute provides a comparison of travel time from residence to place of employment. In general, there are modest variations in commute times (avg. 22 minutes). Interestingly, the data shows that the percentage of people working at home in the Study Area is 4.3% compared to 2.3% for New York State.

Employment by Occupation



"White Collar" jobs are the predominate occupations in the Study Area, Town of Rotterdam, and Schenectady County with percentages ranging from 61.5% in the Study Area to 65.6% County-wide. "Blue Collar" occupations, conversely, range from 16.2% in Schenectady County up to 20.2% in the Study Area.

Table 3: Employment by Occupation

2009 Employed by Occupation	Study Area	Town	County
White Collar	61.5%	62.7%	65.6%
Management/Business/Financial	8.8%	12.7%	12.8%
Professional	23.0%	19.2%	26.9%
Sales	5.7%	11.0%	10.6%
Administrative Support	24.0%	19.7%	15.3%
Services	18.3%	16.8%	18.2%
Blue Collar	20.2%	20.6%	16.2%
Farming/Forestry/Fishing	0.0%	0.0%	0.1%
Construction/Extraction	4.4%	5.6%	4.3%
Installation/Maintenance/Repair	2.2%	4.0%	2.8%
Production	4.7%	4.00%	3.7%
Transportation/Material Moving	8.8%	7.00%	5.3%





Employment by Industry

The single largest industry supporting both regional and local employment is the Services Sector at 50% in the Study Area, 45.9% in the Town, and 53.8% in the County. Retail Trade also supports many jobs, representing 11.6% of employment in the Study Area.

Table 4: Employment by Industry

2009 Employed by Industry	Study Area	Town	County
Agriculture/Mining	0.0%	0.3%	0.3%
Construction	7.2%	6.7%	5.3%
Manufacturing	5.9%	5.9%	5.4%
Wholesale Trade	5.6%	3.5%	2.7%
Retail Trade	11.6%	13.4%	12.0%
Transportation/Utilities	1.9%	3.9%	3.9%
Information	1.3%	2.6%	2.0%
Finance/Insurance/Real Estate	7.8%	7.0%	6.1%
Services	50.0%	45.9%	53.8%
Public Administration	8.8%	10.8%	8.4%

According to the Comprehensive Economic Development Strategy (CEDS) developed by the Capital District Regional Planning Commission in 2009, in addition to the Health Services sector other top employment sectors in the region include Education Services, Insurance, Research and Testing, and Computers and Data Processing. These core sectors (all part of the more general "Services" sector) are likeliest to drive future regional economic development and job creation strategies.

Major Employers



The three largest employers ranked by number of employees in Schenectady County are GE Power Systems, Golub Corporation, and KAPL Inc. Some additional large employers located in the Town of Rotterdam include: The Galesi Group, Bellevue Builders Supply, and Schenectady International (SI Group). Of these, only one large employer is located in the Study Area, SI Group. The Rotterdam facility of SI Group manufactures chemicals used to

make automotive components, adhesives, plastics, photo-imaging products, paints and other specialty coatings. SI Group currently employs approximately 175 people in Rotterdam Junction (over 2,200 worldwide) and upgraded the facility in 2004 to add a 40,000 square foot distribution center at a total investment of \$2.7 million.





EXISTING LAND USE & ZONING

Existing Land Uses

A land use analysis was developed for the Rotterdam Junction BOA to understand existing land use patterns that affect development decisions. Evaluating this information will assist in the identification of the types of future land uses most appropriate for Rotterdam Junction, and the zoning regulatory changes necessary to achieve this vision. Using Geographic Information System (GIS) data provided by the Schenectady County GIS Department, the analysis assigned a land use category based upon the New York State Real Property Type Classification Codes. The local tax assessor uses these codes to complete real property tax assessment for the Town. Eight (8) categories were used to classify the land uses within the Study Area (Single-Family Residential, Multi-Family Residential, Mixed-Use, Vacant Land, Commercial, Community Services, Industrial, and Public Services). These land uses are illustrated on the **Existing Land Use Map**

As illustrated in **Table 5: Existing BOA Land Use**, Vacant land is the predominant land use within the BOA Study Area, covering approximately 304.96 acres (54.1%) of all land. Public Services are the second largest land use in the Study Area, with a total coverage of 83.63 acres, or 14.8 percent of total land use. Industrial and Single-Family Residential were the third and fourth largest land uses, covering 10.3 percent and 9.9 percent of the Study Area, respectively. The Vacant land consists of primarily of Canal Corp property.

Industrial land uses are confined to the south-eastern portion of the Study Area, along the Mohawk River. Adjacent land uses to the industrial properties include Community Services, Public Services, and Vacant land. There is also a small concentration of commercial and residential uses south-west of the industrial area. However, the majority of commercial and residential uses in the Study Area are located in the northern half of the Study Area.

Land Use Category	Land Area (Acres)	% of Total Acres	# of Parcels	% of Total Parcels
Single-Family Residential	55.55	9.9%	174	58.8%
Multi-Family Residential	8.88	1.6%	30	10.1%
Mixed Use	8.08	1.4%	4	1.4%
Vacant	304.96	54.1%	55	18.6%
Commercial	23.92	4.2%	12	4.1%
Community Services	20.77	3.7%	8	2.7%
Industrial	57.86	10.3%	3	1.0%
Public Services	83.63	14.8%	10	3.4%
Totals	563.65	100.0%	296	100.0%

Table 5: Existing BOA Land Use

Source: Schenectady County GIS Department



ZONING DISTRICTS

The Town of Rotterdam adopted its original Zoning Law in 1945 and updated the regulations with major revisions in 1988. The Town's Zoning Law regulates permitted uses, minimum lot size, and the intensity of each use and parcel. The purpose of a Zoning Law is to promote orderly development, protect the character of the Town, and maintain the overall stability of the Town's residential, business, and manufacturing areas. The Intermunicipal Watershed Board Rules and Regulations and the Flood Hazard Regulations are also incorporated into the ordinance.

The Town of Rotterdam has twelve (12) zoning districts, seven (7) of which are present in the Rotterdam Junction BOA as identified on the **Existing Zoning Map**. The following is a brief summary of the zoning districts present in the Rotterdam Junction BOA:

- (A) Agriculture: Established to retain agricultural and other compatible low-intensity uses.
- (R-1) **One-Family Residential:** Established to provide and maintain land area for neighborhoods of single-family dwellings on large size lots.
- (R-3) Multiple-Family Residential: Established to provide and maintain land area for neighborhoods of twofamily and multiple-family dwellings on medium size lots.
- (B-1) Retail Business: Established to provide locations for development of businesses which cater primarily to the retail needs of the residents of the Town and surrounding communities. Permitted uses include all uses permitted in the R-1 and R-2 Districts, personal service shops, banks, offices, dining establishments, entertainment venues, antique sales and secondhand stores, funeral homes, computer repair shops, and parking lots.
- (B-2) General Business: Established to provide locations for development of businesses which cater primarily to the commercial needs of the residents of the Town and surrounding communities. Permitted uses include all uses permitted in the R-1, R-2 and B-1 Districts, commercial health and recreation establishments, wholesale business, data processing and computer services, and establishments for making, assembling or repairing articles.
- (I-1) Light Industrial: Established to provide for industrial uses in a manner that no nuisance factor is created or apparent outside of an enclosed building. Permitted uses include, but are not limited to: dry-cleaning facilities, bottling plants, machine shops, and laboratories for scientific or industrial research, testing, and development. Automobile wrecking establishments, junkyards, metal, and material reclaiming facilities, and most residential dwellings are prohibited.
- (I-2) Heavy Industrial: Established for industrial uses that require a large land area and create conditions that are incompatible with other types of land uses. Permitted uses include all permitted and special uses in the Light Industrial District, landfill operations, and wind energy facilities. Stockyards and animal slaughtering (with the exception of poultry), storage or disposal of toxic chemicals (except those lawfully permitted by New York State), and residential dwellings are prohibited in this district.





As **Table 6: Existing BOA Zoning** shows, nearly 40% of the BOA Study Area is zoned A (Agriculture). These zones are located in the southern and northern portions of the Study Area, directly adjacent to the B-1 and B-2 zones along NYS Route 5S, and the I-1 District (25% of total acres) and I-2 (12% of total acres). R-1 (One-Family Residential) is the only zoning district that is designed for strictly residential, encompassing approximately 11% of the Study Area.

A number of the zoning districts within the Study Area allow for "cumulative zoning," which means that what is allowed in one zoning district is also allowed in the next less restrictive zoning district. Cumulative zoning is often viewed as negative due to the potential for incompatible or undesirable uses to be located in the same district.² For example, under cumulative zoning, R-1 (One-family Residential) uses are permitted in a B-2 (General Business) District. As a result, single-family homes may be constructed on properties better suited for a commercial ratable, but the Town would be unable to restrict the use. Cumulative zoning has the ability to change the character of an area entirely away from its originally intended purpose.

Table 6: Existing	g BOA Zoning
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	Zoning District	Land Area (Acres)	% of Total Acres
А	Agriculture	247.18	39.9%
R-1	One-Family Residential	70.25	11.3%
R-3	Multiple-Family Residential	4.25	0.7%
B-1	Retail Business	43.04	7.0%
B-2	General Business	18.19	2.9%
I-1	Light Industrial	157.17	25.4%
I-2	Heavy Industrial	79.00	12.8%
Tota	ls	619.08	100.0%

Source: Town of Rotterdam Planning Department, Draft 2009 Zoning Map

There are also four overlay districts that affect the Study Area, and include the following:

- (LC) Land Conservation Overlay District: Established to provide for the preservation of recreation, open space, or environmentally sensitive lands, as well as to protect the aquifer, wetlands, or other lands unsuitable for development. Most of the properties located within the LC District contain deed restrictions and/or restrictive covenants. The following uses are permitted: public parks and public recreation facilities; pumping and/or treatment of public water supplies; wetland compensatory mitigation areas; maintenance of existing utility/transmission lines, equipment and associated activities; maintenance of existing cemeteries; routine maintenance activities including vegetation control, forestry, field and stream maintenance. All activities permitted must be in accordance with a site plan and/or development agreement, as well as in compliance with the underlying base zoning district. While the LC Overlay District is not currently mapped it will be added to the Zoning Map in the upcoming planned amendment.
- (FH) Flood Hazard District: Enacted to minimize losses due to flooding in areas of flood hazard. The minimum lot area for all primary uses is two acres and lot coverage shall not exceed 10%. All buildings

² Linkage Study, Exit 26.





constructed must have a front yard of 30 feet, a side yard of 15 feet and a rear yard of 35 feet. Every structure shall comply with Town of Rotterdam Local Law No. 5 of 1984, also known as "Flood Damaged Prevention." Permitted primary uses include: single-family dwellings; agricultural operations; public parks, boat-launch facilities, nature preserves, bike/hike trails and other public recreational facilities; and riding clubs and public stables. Permitted accessory uses include: private garages with no more than three stalls; buildings and structures for lawn care, property maintenance and permitted agriculture; swimming pools, tennis courts and other private recreational facilities; permitted home offices; accessory kennels; accessory parking and loading; fallout shelters; and dish antennas and accessory towers. Prohibited uses include the concentration of animal waste; the storage of chemical fertilizers; and the concentration of any substance that may harm the supply of groundwater. This not mapped according to the Zoning Law.

- (F-1) Floodway Channel District: Extends through every stream in Rotterdam, extending for 30 feet on each side of the center line of the stream, and the limit shall be no less than the distance from the top of the bank or ravine edge through which the river flows. In the case where the stream is contained by a pipe, district will extend 30 feet from either side of the pipe's centerline. Permitted uses include all uses permitted in the underlying zoning district. Prohibited uses include: the construction of any structure or building; the obstruction of any stream or streambed except when authorized by a special use permit; the dumping or draining of waste, septage, solid waste, hazardous material, earth, ashes, rubbish, tree trunks, stumps, rubble, masonry, garbage or other trash; the channeling of any stream through an underground pip or culvert except where approved by the Town Engineer. This not mapped according to the Zoning Law.
- (AO) Aquifer Overlay District: Established to preserve and maintain the quality and quantity of water found in the Great Flats Aquifer and protect this principal water supply for the Town and surrounding communities. (See also the subsection below and the Natural & Environmental Features section on the Great Flats Aquifer & Protection Zones.) These regulations are located in the Town's Zoning Code and the AO District encompasses the majority of the Study Area.

Aquifer & Wellhead Regulations

Regulations have been adopted on the State and local levels to ensure that any development that occurs on or near the Aquifer will not negatively impact the health of the Aquifer. The Intermunicipal Watershed rules and regulations control the types of land uses that may locate in the wellhead protection area to ensure protection of the groundwater quality in the area surrounding wells that is considered most susceptible to contaminating the pumped water if spill or pollutants were to be introduced to the groundwater.

The Aquifer Overlay District (AO) was created to preserve and protect this principal water supply source. The Town Board is empowered to review "...on a case-by-case basis, those actions proposed within the aquifer and a means of prohibiting uses and activities which may be incompatible with the goal of long-term groundwater protection." These regulations are to be read in concert with the Zoning Law of the underlying zoning districts present in the Junction. Permits and/or activities that are exempt from Town Board review include: boundary line adjustments, fences, residential accessory structures, swimming pools, additions to existing residential buildings, signs, home occupations, and variances.





The Wellhead Protection Zone I and Wellhead Protection Zone II Primary Recharge Zone for the Rotterdam Junction Wells extend from the wells in an oblong shape approximately 3,100 feet wide northwest to southeast and 1,000 feet long northeast to southwest. In this area there are many nonconforming uses such as automotive repair, restaurant, and volunteer fire department.

Uses that are **prohibited in the AO District** include: the disposal of municipal wastewater, septage or sludge; the installation of disposal wells; the installation or use of stormwater runoff recharge basins; the stockpiling or dumping of snow removed from urban areas; the storage of toxic chemicals except by permit from US EPA or NYS DEC; the temporary storage of wastewater; the disposal of toxic chemicals; the installation, construction, placement or replacement of underground storage tanks, pipelines or containers for petroleum products or any other toxic chemicals; and the mining and commercial extraction of topsoil, sand, gravel or stone. Additional regulations apply to: the concentration of animal wastes; the installation of sewers; fertilizer storage; pesticide and herbicide use; the construction and implementation of aboveground storage tanks for the storage of petroleum or toxic chemicals; the storage of chloride salts, nitrate salts, or coal; the construction of water supply wells; and the sealing of abandoned wells. These prohibited uses often result in nonconforming uses as they significantly differ from the allowed uses in the base zoning districts.

The types of land uses that may locate in the wellhead protection area are strictly controlled to ensure protection of the groundwater quality in the area surrounding the wells that is considered most susceptible to contaminating the pumped water if spill or pollutants were to be introduced to the groundwater. As a result, there are **many nonconforming uses in Rotterdam Junction** – such as automotive repair, restaurant, fire department, post office, etc. Redevelopment efforts of Rotterdam Junction may be hampered by these regulations. The Town should work closely with the Schenectady County Intermunicipal Watershed Rules and Regulations Board (Watershed Board) to develop regulations to protect this resource while also providing opportunity for economic development.





Section 2: Community & Regional Setting



LEGEND



Tax Parcels Land Use Single Family Residential Multi-Family Residential Mixed-Use Vacant Commercial Recreation & Entertainment Community Services Industrial Public Services Public Parks & Recreation

Crawford Rd

Existing Land Use Map

BOA Nomination Study

TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK





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LEGEND



Map: Aquifer Map

BOA Nomination Study

TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK





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LAND OWNERSHIP

Major Land Owners

Partnerships with public and private property owners will be a critical part of the Rotterdam Junction BOA revitalization. The Study Area is characterized with many sizeable underutilized parcels; however ownership of these parcels often complicates or limits the future redevelopment options available. In many instances, acquiring ownership of, and/or rights to, numerous properties can be costly and have a detrimental effect on the quality of the final development. Understanding land ownership patters and their potential implications, is an important step in formulating future development scenarios.

Based on an analysis if of real property data provided by the Town of Rotterdam, the majority of land within the Study Area is privately owned (49.8%). Public land comprises 36.3 percent of the total Study Area. When analyzing the land ownership in the BOA Study Area, a third category was analyzed, quasipublic. This includes those parcels which are owned and operated by utility and infrastructure related organizations. Three quasi-public organizations, National Grid, CSX Transportation, Inc, and the Guilford Railroad own approximately 78.3 acres within the BOA Study Area (13.9%). (See **Table 7: BOA Property Ownership.**)

Land Owner	Land (Acres)	% of Total Acres	# of Parcels
Public	204.54	36.3%	13
Quasi-Public	78.32	13.9%	8
Private	280.79	49.8%	275
Total	563.65	100%	296

Table 7: BOA Property Ownership

Source: Schenectady County GIS Department

Table 8: Major Land Owners in BOA Study Area shows that the top three landowners within the Study Area are the Town of Rotterdam (18.0%), New York State Canal Corporation (15.5%), and Schenectady International (12.9%), respectively. The parcels cover the majority of the Mohawk Riverfront within the Study Area. The only other major property owners along the river within the Study Area are the Schenectady County Historical Society and SI Group.

Most of the land along the Mohawk River is owned by the Canal Corporation. These properties are primarily used for dredging spoils from the river, but a significant amount of these properties are not used and/or not needed. It is recommended that the Canal Corporation properties be surveyed to determine the amount of land that is actual surplus. According to the Canal Corporation, surplus lands may be sold or leased to communities for future development opportunities or recreational access. The Town of Rotterdam currently has a lease agreement with the Canal Corporation for the use of Woestina Park on Canal Corporation property. This partnership with Canal Corporation creates a unique opportunity in the Rotterdam Junction BOA to expand recreational opportunities in the Study Area, create new access to the waterfront, and establish connections to the Town's cultural assets.



Table 8: Major Land Owners in BOA Study Area

Land Owner	Land (Acres)	% of Total Acres	# of Parcels
Town of Rotterdam	101.52	18.0%	3
New York State Canal Corporation	87.21	15.5%	3
Schenectady International	72.77	12.9%	5
Guilford Railroad	43.32	7.7%	3
Schenectady County Historical Society	34.99	6.2%	3
Richard Tazual	31.55	5.6%	4
CSX	27.77	4.9%	1
National Grid	7.22	1.3%	4
Schalmont School District	6.65	1.2%	2
Total	405.78	73.3%	28

Source: Schenectady County GIS Department

Mining Rights

The Town of Rotterdam owns 101.52 acres in the Study Area, of which 78.01 acres are the former Bonded Concrete site which has been identified as one of the most strategic parcels within Rotterdam Junction (Site #7 on the Underutilized Site Map). Bonded Concrete donated the site to the Town of Rotterdam in 1992 to satisfy a settlement agreement after litigation concerns with the aquifer. However, Bonded Concrete, Inc. owns the mining rights beneath the property complicating future development and use of this property. The parcel is currently vacant and has been the site of past sand and gravel mining operations. Mining of the property has been on hold until a mitigation plan is accepted by the Town and New York State Department of Environmental the Conservation (NYSDEC) that addresses potential impacts to the aquifer, truck traffic, and remediation of the site. Upon addressing these concerns a mining permit would likely be issued.



Aerial of potential mining site.

Potential remediation plans for the site include the construction of a large park, complete with recreational amenities and features, to be funded by Bonded Concrete, Inc. The creation of the park has the potential to increase the quality of life for residents of the Junction and the region, while also enticing visitors to spend more time and money in the Junction, effectively acting as an economic development agent.

The future of the site and the creation of the park are uncertain. Bonded Concrete approached the Town with a reclamation plan in the summer of 2011; however the environmental concerns have not yet been fully addressed and a permit has not yet been issued. The Town will need to work with Bonded Concrete to develop a long term solution for the future reuse of the property.





LEGEND



Crawford Rd

Land Ownership Map

BOA Nomination Study

TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK





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Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – Rotterdam Junction's Revitalization Plan

PARKS & RECREATION

Existing Parkland & Water Recreation

The park and recreational facilities in the Rotterdam Junction BOA are shown in **Table 9**. The Study Area's only active recreation area, Woestina Park, is located on a NYS Canal Corporation-owned parcel with 5,500 feet of river frontage. The developed portion of the parcel provides field space, playground equipment, and a half basketball court. The eastern portion of the parcel, adjacent to Lock 9, is undeveloped. A portion of the property was used as a source of materials for the cofferdams needed to conduct the Lock rehabilitation. The clearing along the river's edge that was created during the rehabilitation process has since been seeded and graded and presents and opportunity for future recreational land use.³ According to the Canal Corp, additional lands may be available for public recreation. The Canal Corp would need a survey completed of





their property to understand the amount of land needed to satisfy their needs, and the remaining surplus property could be leased or sold to the Town.

Woestina Park

In 2005, Rotterdam was awarded a \$40,000 grant for improvements to Kiwanis Park (3 acres) located just south of the Study Area. The funds were used to build additional handicapped accessible restroom facilities, dock and shoreline fishing access, boat launch improvements, parking improvements, and new picnic facilities.⁴ The park and waterfront recreational resources can be accessed from the Study Area via the Mohawk-Hudson Bikeway.

Table 9: BOA Study Area Parks & Recreational Facilities

Park	Ownership	Acres	Activities
Woestina Park	New York State	63.9	Half basketball court, playground equipment, 3 baseball fields
Erie Canalway Trail & Mohawk-Hudson Bike Hike Trail (MHBHT)	Rotterdam	23.94	Pedestrian & Cycling
Bonded Concrete Site	Rotterdam	78.01	Open space / Potential Future Park

Source: Town of Rotterdam Website

 ³ Mohawk River Waterfront Revitalization Plan for Schenectady County. 2010 p. 59
 ⁴ Town of Rotterdam Grant Application, Appendix A, pp. 3.





Recognizing the issue of waterfront access in Schenectady County and the Town of Rotterdam, the Schenectady County-Mohawk River Blueway Trail Plan and the NYS Thruway Exit 26 & I-890 Land Use and Transportation Study were developed to encourage future recreational opportunities along the Mohawk River. The Blueway Trail Plan, adopted in 2006, recommended developing an 18-mile recreational water trail along the Mohawk River to promote points of interest along the trail including historic attractions, natural history and cultural attractions, parks and picnic areas, locks, trailheads, marinas, and businesses.



Mohawk River

The Plan designated three sites in the BOA Study Area as Blueway Trail Sites: Anthony's Ristorante, Keepers of the Circle Native American Cultural Center, and Mabee Farm Historic Site. Further supporting waterfront development, the *NYS Thruway Exit 26 & I-890 Land Use and Transportation Study* of 2008 recommend creating a shoreline buffer and a "green ribbon" along the riverfront to promote public access or open space.

Potential Future Parkland: Central to the BOA Study Area is a 78-acre open space parcel, formerly owned by Bonded Concrete. In 1992, the property was donated by Bonded Concrete to the Town of Rotterdam as part of a settlement agreement after litigation concerns with the aquifer. Bonded Concrete retained the underground mining rights. In 2011, a preliminary reclamation plan was presented by Bonded Concrete for the mine which included the creation of a Town park for both passive and active recreation. However, the environmental concerns of the mine have not yet been fully addressed therefore a mining permit has not yet been issued nor has the park been approved. This project was discussed at length during the public visioning session held on September 23, 2010 and was strongly supported by the public with the expressed need for proper implementation and assurances that the developer would do it right.

The Mohawk-Hudson Bikeway, which runs through the parcel, could potentially connect the park to the Town and the region. The Schenectady County LWRP also identified the county-owned Native American Culture Center parcel, which abuts the Mohawk River, as an opportunity area for establishing dock access to the river.5

Erie Canal Lock 9

The Mohawk River is used for a variety of recreational activities including: boating, water skiing, canoeing, fishing, rowing, and other personal watercrafts. The segment of the Mohawk River near Rotterdam Junction serves as part of the Erie Canal and the Erie Canal Lock 9 is located in the Rotterdam Junction BOA. The Lock shares shores with the Town of Rotterdam and the Town of Glenville. There are





⁵ Mohawk River Waterfront Revitalization Plan for Schenectady County. 2010.





approximately 3,100 annual users at Lock 9; this section of the Mohawk River is generally used for boating (canoes, kayaks, and other personal watercraft) and fishing⁶. The Lock 9 State Canal Park is located in the Town of Glenville and offers numerous passive recreation opportunities; however, there is no designated public river access in Rotterdam Junction. However, this land undeveloped 64 acre parcel has 5,500 feet of river frontage is owned by the Canal Corporation and affords future recreational opportunities to Rotterdam Junction.



Erie Canalway Trail & Mohawk Hudson Bike Hike Trail (MHBHT)

New York State is fortunate to have a 365-mile long recreational resource that connects Buffalo to Albany along a statewide trail known as the Erie Canalway Trail. The trail follows the pathway of the old Erie Canal across upstate New York utilizing former rail tracks and the Canal towpath for much of the route. This trail is one of the top recreational assets in New York and is widely used by residents and visitors alike. A 2.17-mile portion of this statewide trail traverses the Rotterdam Junction Brownfield Opportunity Area (BOA).



⁶ Mohawk River Waterfront Revitalization Plan for Schenectady County. 2010.




In addition, this same portion of the trail is also a part of the 42-mile Mohawk-Hudson Bike-Hike Trail (MHBHT). As a paved multi-use trail, it accommodates all non-motorized recreational uses. This segment of the trail was originally built during the late 1970s and early 1980s over the old Erie Canal Towpath and former railroad lines. Parking and trail access are located at the Kiwanis Boat Launch, Lock 8, and on Rice Road in the Town of Rotterdam. Points of interest in the study area and surrounding region include historic

attractions, natural history and cultural attractions, park and picnic areas, locks, trail heads, marinas, and businesses.

However, there are a handful of incomplete statewide trail gaps that remain to be completed to finalize this asset. One of the most significant trail gaps is located in the Rotterdam Junction BOA. This trail gap is a result of a railroad crossing that has been closed to bike and hiking traffic due to jersey barriers and rail cars permanently stopped at the crossing, thus diverting trail users to State Route 5S. This detour results in trail users having to travel approximately a half mile to reconnect to the trail, primarily along a busy State road where average vehicle speeds are in excess of 55 mph. In addition, this disconnected trail deters riders from the enjoyment of the historic and cultural landscape provided by the remnants of the Canalway.

The 42-mile MHBHT travels as follows:

- Begins on the western bank of the Hudson River at the Erastus Corning Preserve in Albany.
- Travel north to the City of Cohoes and then follow the Mohawk River west to the City of Schenectady.
- From Schenectady, the trail runs parallel to the Mohawk River along the former towpath/railway, until it crosses Route 5S just south of Lower Rotterdam Junction.
- From this point, the trail diverts from the Mohawk River, following the former towpath trail to Mabie Lane. The trail continues approximately ½ mile further, but terminates at the rail line.
- Therefore, current trail users must divert from Mabie Lane to State Route 5S, and resume the trail again at Iroquois Street.

Trail User Information

A Regional Trail Perspectives: A Survey of Capital District Trail Facilities was completed by the Capital District Transportation Committee's (CDTC) Bicycle and Pedestrian Issues Task Force in 2006. The primary purpose of the survey was to heighten the awareness of the trail as a regional recreational and









economic asset and bolster the current efforts to extend and improve the facility.⁷ Included in the preparation of this study were user counts and user surveys to document the extent and type of use along the MHBHT. According to this survey results:

- The trail has 105,869 annual users at Schenectady Community College; user traffic drops to 56,715 at the Kiwanis Park access (2009)8. Based on trail user surveys, usage drops due to the trail gap/dead end and access.
- The trail (MHBHT) is the most heavily used trail in the Capital District, with approximately 241,000 individual user sessions per year (does not include special events).
- 39% of the MHBHT users are female & 78% are between the ages of 25 and 64 years.
- The MHBHT is the most heavily used trail in the Capital District.
- The MHBHT hosts approximately 241,000 individual user sessions per year (does not include special events).
- 96% of the MHBHT users live in the Capital District.
- 56% of the MHBHT users arrive at the trail in a motor vehicle, while 27% rode their bicycle.
- 47% of the MHBHT users use the trail more than 50 days per year.

Trail Gap – Rotterdam Junction

While the Erie Canalway Trail is 365-mile long connecting the Cities of Buffalo and Albany, there are trail gaps. The trail generally follows the waterways of the New York State Canal System utilizing former railroad grades and the remnants of the historic original canals of the 1800s that preceded today's working Canal System. Today, the Erie Canalway Trail is more than 75 percent complete and on its way to becoming a premiere tourist destination for cyclists and other outdoor enthusiasts.

Gaps in the trail system affect user safety, enjoyment, and access and prevent the communities along the trail from fully capitalizing on the trail's potential as a world-class tourism destination. There are six uncompleted gaps in the Erie Canalway Trail, totaling approximately 80 miles. One of the most significant trail gaps is located in the Rotterdam Junction BOA. See **Appendix E: Mohawk-Hudson Bike Hike Trail** (**MHBHT**) **Crossing Trail Gap**.



⁸ Who's on the Trail? The Erie Canalway Trail User Count 2009, Parks & Trails New York for the New York State Canal Corporation, December 2009.



⁷ *Regional Trail Perspectives: A Survey of Capital District Trail Facilities*, Capital District Transportation Committee (CDTC) Bicycle and Pedestrian Issues Task Force, 2006.



A 20-mile portion of the Canalway trail (locally known as the Mohawk Hudson Bike Hike Trail (MHBHT) traverses Schenectady County and completely continuous except for the gap in Rotterdam Junction. This gap was created by the Guildford Rail's blocking of the former at-grade crossing at Scrafford Lane. Trail users are detoured a half mile, particularly along a busy State road where average vehicle speeds are in excess of 55 mph. The at-grade rail crossing was used by trail users for approximately 20 years.

Background – Trail Crossing Closure

- The at-grade railroad crossing has been blocked by Guilford Rail (now known as Pan Am Railways) since 2001 with jersey barriers and rail cars permanently stopped at the crossing.
- Schenectady County met at the blocked crossing site in July 2001 with representatives from Guilford Rail (Roger Bergeron & David Fink), NYS DOT, and the Town of Rotterdam.
- Guilford Rail blocked the crossing after a house on the south side of the tracks burned down. It was Guilford Rail's contention that the crossing was private and no longer had to be maintained since the residence was no longer there. Guilford had previously maintained an open crossing by "breaking" trains and creating a gap.
- Schenectady County received a property title report in September 2001 (Monroe Title Insurance Corporation). The report's conclusion was that "...the traveling public has the right to use the portion of Scrafford Lane in question."
- Based on the title report, the Schenectady County and Town of Rotterdam Attorneys' Office wrote a letter to Guilford Rail indicating that the crossing should be reopened or they would be forced to commence litigation to remove it.
- Despite blockage of the crossing, people still attempt to cross the tracks through parked rail cars creating an unsafe condition.







LEGEND



Crawford Rd

Parks & Open Space Map

BOA Nomination Study

TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK





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HISTORIC & ARCHEOLOGICAL RESOURCES

History of Rotterdam Junction – "Canal to Railroad to Bikeway"

A small Dutch settlement was organized, known as the "Great Flats" and was a prime source for timber for Schenectady settlers. In 1680, Daniel Janse Van Antwerp obtained a patent for approximately 165 acres of land in the area of present day Rotterdam Junction. Van Antwerp's stone house and the adjoining land became known as the Mabee Farm after 1705 when it was sold to his business partner, Jan Pieterse Mabee. Rotterdam was originally the Third Ward of the City of Schenectady until the early 19th century. As Schenectady's key location on the river encouraged growth as a center for trading and boatbuilding, the City began to increasingly disagree with its rural Wards. As a result, in 1820 the Town of Rotterdam was formed.

Eight (8) miles of the Erie Canal traversed through Rotterdam, and its residents were often employed as a result and/or function the canal. Residents performed of maintenance and repairs; operated shops, hotels and other canalside businesses; and worked on the docks and towpaths, in the boats, and at the three canal locks within the Town Local farmers used the canal to sale and transport their goods. By 1825, Rotterdam had grown to include two churches, a number of school house, four gristmills, four sawmills, three textile mills, a paper mill, and several other businesses.9



New York State Canals and Railroads - 1868 Source: http://northcountryundergroundrailroad.com/Lake%20Champlain%20Pictures/Canals1868ny.jpg

Railroad lines were constructed through Rotterdam and adjacent to the canal system. The location of both rail and canal resulted in the creation of a number of small hamlets (including Rotterdam Junction) that provided lodging and other serves to rail and canal workers. As transportation continued to develop and boom in Rotterdam in the 20th century, Rotterdam became known as the "Good Place to Live" as seen on many of the Town's present day signs. Following World War II, the hamlet of Rotterdam Junction began to suffer as the canal was not significantly used and the railroads moved their hub to Watervliet. ¹⁰ However, a unique and valuable water supply was found in the aquifer underneath the Great Flats and protection of this resource has significantly grown since the 1970s. Being within the vicinity of the current canal and lock system, Rotterdam Junction welcomed the bike path, a new transportation system, along the Mohawk and Canalway. Users of the bike system have access to a historic hamlet.

¹⁰ www.schenectadycounty.com/HistoryRotterdam_QuRma.pdf.file



⁹ www.schenectadycounty.com/HistoryRotterdam_QuRma.pdf.file



Historic Properties

Rotterdam Junction is an area rich in history and is the location of several historic homes and properties. The area was originally settled by Daniel Janse Van Antwerpen in 1661. The Schenectady County Planning Department conducted a



Mabee Farm Historic Site

Historic Resources Inventory in 1981 that catalogued all of the historic properties in the Town of Rotterdam.¹¹ The Inventory included over 61 sites in the Town and several properties in the BOA Study Area¹². The following sites are located within the Rotterdam Junction BOA:

- Erie Canal Lock #25, 1842 Iroquois Street Visible from the Rotterdam section of the Mohawk Hudson Bike-Hike Trail. Lock was built in 1842 and was used for the Erie Canal.
- Scrafford House, 1887 211 Main Street, Rotterdam Junction
- **Keepers of the Circle** (1180 Main Street/Route 5S). Built by the Bradt family between 1830 and 1860. Operates today as the Native American Cultural Center. The center holds annual educational events to promote Native American culture.
- Mabee Farm Historic Site (1080 Main Street/Route 5S). The oldest house still standing in the Mohawk Valley and on the National Register of Historic Places, the Mabee Farm Historic Site was originally settled by Daniel Janse Van Antwerpen, who established it as a fur trading post. In 1706, Van Antwerpen sold the western portion of his land to Jan Pieterse Mabee who built the tone house there that same year; it remained in the Mabee family for 287 years. The property was donated to the Schenectady County Historical Society in 1993, along with furnishings, heirlooms, and family papers. The original structures include the stone farmhouse, brick slave quarters, and a frame pre-Erie Canal Inn, a family cemetery with graves dating back to the 1700s, and a 1760 Dutch barn. The farm now serves as a museum and educational center for the community.¹³





Future Mabee Farm Educational Center



Keepers of the Circle

- Dwelling, ca 1860 Route 5S corner of Karl Street
- The Swart-Bradt House, ca. 1860 Route 5S at the Mohawk Hudson Bike Trail Crossing (Burned 1992)

¹³ Mabee Farm Historical Site. Schenectady County Historical Society website (<u>http://www.schist.org/mabee.htm</u>) Last updated: 05/18/2010 23:18:57



¹¹ Town of Rotterdam Comprehensive Plan, 2001.

¹² National Register of Historic Places; Schenectady County Historical Society; and Rotterdam Comprehensive Plan.



Archaeologically Significant Areas

According to the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP), the entire BOA Study Area is labeled an archaeologically sensitive area (See the Historic & Archaeologically Sensitive Areas Map).¹⁴ The entire the Valley has Mohawk been identified as an archeologically sensitive area. This classification is due to the Native American presence in the Mohawk Valley during pre-Columbian times¹⁵. As a result, almost all relatively undisturbed sites in the Rotterdam Junction BOA have the potential for the presence of significant archeological artifacts. York State New designated

archaeologically sensitive areas are characterized as having a strong history of early settlement activity.



Mohawk River Valley Archeological Sites Source: <u>http://www.oprhp.state.ny.us/nr/main.asp</u>

Many areas in New York State contain not only original European settler artifacts, but also Native American artifacts from thousands of years before any Europeans explored America. These artifacts are important in continued research of New York's history and heritage, and allow further insight into the lifestyles and settlements of pre-European Native Americans.

Unique to the Rotterdam Junction BOA is the presence of the Keepers of the Circle, Inc., a Native American Education and Cultural Center. This Center focuses not only on maintaining Native American cultural traditions, language, and way of life, but it also preserves and promote an appreciation and understanding of Native American culture to Native and Non-Native people throughout the Region. In addition, the Center strives to increase awareness of Native American/Indigenous people and related issues of historical struggle, perseverance, and contemporary living.



¹⁵ Mohawk River Waterfront Revitalization Plan for Schenectady County, 2010.



¹⁴ All information obtained from the NYSHPO website (<u>http://www.oprhp.state.ny.us/nr/</u>).



Historic & Cultural Tours

Schenectady County has 91 historic sites. The County has created several self-guiding driving themed tours which can be customized based personal interests. These tours offer a glimpse of the County's

unique historic places, architecture. cultural resources. The themed tours were created to provide access to the "historic treasures" that make Schenectady County a unique place to live and to visit.

Below are a few of the County's custom themed tours. The County's website provides find a link that takes visitors to Google Maps, and provides complete driving directions for the tour. Among these themed tours that offer destinations in the Rotterdam Junction BOA are the following:¹⁶

Erie Canal Tour – As previously noted, the Erie



Source: <u>http://www.schenectadycounty.com/FullStory.aspx?m=219&amid=751</u>

Canal played an important role in the development of Schenectady County and Rotterdam Junction. Erie Canal serves as a tourist attraction, and offers visitors an escape to tranquil waters, scenic views, and exciting destinations. Included in this tour are two sites in the Rotterdam Junction BOA (Old Erie Canal Lock #25 and Mabee Farm Historic Site).

Architectural Tour – Schenectady County boasts history that goes back to 1661 and has a myriad of architectural styles. Amongst these styles are the simple lines of traditional Dutch homes and elaborate decorations of Victorian designs, to unusual modern structures. The Mabee Farm Historic Site is one of the several attractions included on this tour.

Dutch & Colonial Heritage Tour – This tour focuses on buildings, people, and places that shaped Schenectady County during the times of Dutch settlement and around the American Revolution. The Mabee Farm Historic Site is one of the several sites featured on this tour.

¹⁶ Schenectady County Historic Treasures; <u>www.schenectadycounty.com/history</u>





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Historic & Archaeologically Significant Areas Map

Crawford Rd

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TRANSPORTATION SYSTEMS

Highway/Roads

NYS Route 5S is the primary road serving the Rotterdam Junction BOA (also referred to as Main Street). This road bisects the Study Area in a north-south direction and runs parallel to the western edge of the Mohawk River. It provides access to Interstate-890 (I-890) via the Exit 26 ramps, which provides direct access to Interstate-90 (I-90) or the NYS Thruway. Although I-90 forms the western boundary of the BOA Study Area, this roadway must be accessed via I-890. The NYS Route 103 (or Bridge Street) serves as the northwestern boundary of the Study Area and provides the only point of access across the Mohawk River in Rotterdam Junction. This roadway is 0.50 miles in length and runs from NYS Route 5S to NYS 5 in Schenectady County. (See the **Transportation Systems Map.**)



NYS Route 103 (Bridge Street)



Rail

Two sets of railroad tracks pass through the BOA Study Area; Conrail (CSX) and Norfolk Southern (formerly

Norfolk Southern Rail Crossing

Guilford Railroad, formerly Pan Am Railway). The Conrail Railroad passes through the western portion of the Study Area, parallel to Interstate-90. The rail line has an at-grade crossing at Route 5S, just west of Pattersonville. The Norfolk Southern Railroad traverses the Rotterdam Junction BOA diagonally, entering at the northwest corner and exiting at the southeast corner, crossing the Mohawk River via a bridge into the Town of Glenville. There is also a spur that splits south of Rotterdam Junction to serve SI Group.¹⁷

Up until 2001, an at-grade trail crossing of the rail tracks was provided for the Erie Canalway Trail. The closing of this crossing has resulted in a detour that takes trail users to NYS Route 5S, where average vehicle speeds are in excess of 55 mph. Improving and reopening the trail crossing in Rotterdam Junction is critical to the safety of the thousands of people who use the trail and desire to cross the rail tracks. Noise associated with the trains was resolved during the preparation of the Town's 2001 Comprehensive Plan. It was estimated that 42 trains passed through Rotterdam Junction between 7 AM and 7 PM and cause a total of 248 horn blasts per day. A signed petition resulted in the establishment of a quiet zone for the area.¹⁸

¹⁸ Rotterdam Residents and Homeowners Against Loud Trains, *Town of Rotterdam Comprehensive Plan*, 2001.



¹⁷ Mohawk River Waterfront Revitalization Plan for Schenectady County. 2010 p. 40

Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – Rotterdam Junction's Revitalization Plan

River and Canal

The hamlet of Rotterdam Junction grew historically due to its location near the Mohawk River. Despite the diminished importance of the Erie Canal system as a major transporter of goods and services, there is a growing effort to revitalize many of New York's historic canals and locks for tourism. Many communities in New York State have used existing canal infrastructure to their advantage, creating vibrant tourist destinations that are used as tools to help revitalize the local economies, downtowns, and waterfronts.

The Rotterdam Junction BOA benefits greatly from its location as part of the New York State Canal Corridor and its proximity to Lock 9. However, development along the Mohawk River in the Study Area has been limited due to land ownership along the river's banks. Currently, SI Group, as well as state and local agencies, own and/or control the majority of riverfront property in the Study Area. Woestina Park is located on NYS Canal Corporation land in the Study Area and provides active recreation in the vicinity of the waterfront. However, the park provides no direct waterfront access despite the parcel's location along the Mohawk River. Kiwanis Park and boat launch located in Lower Rotterdam Junction, just outside the Study Area provide direct water access.

Cycling/Pedestrian

The Mohawk Hudson Bike-Hike Trail is the main





bicycle/pedestrian feature in the BOA Study Area. The 40-mile trail begins on the western bank of the Hudson River at the Erastus Corning Preserve in Albany. The trail travels north to the City of Cohoes and then follows the Mohawk River west to the City of Schenectady. From Schenectady, the trail runs parallel to the Mohawk River along the former towpath/railway, until it crosses Route 5S just south of Lower Rotterdam Junction. From this point, the trail diverts from the Mohawk River, following the former towpath trail to Mabie Lane. At Mabie Lane, the trail continues approximately 1/2 mile further, but terminates at the CSX rail line. The trail resumes again at Iroquois Street and runs northwest to its terminus on Route 5S in Pattersonville. A detour around the trail gap is provided on Route 5S. The trail provides access to the Mohawk River at locations including Rotterdam Kiwanis Park. Parking areas for the trail are provided at Lock 8, Kiwanis Park, and the L & M Motel.

NYS Route 5S provides limited pedestrian and bicycle access. A 3-foot paved sidewalk, which is not ADA compliant, is located on NYS Route 5S between Karl Street and Mabie Lane on the west side of the road. Sidewalk access resumes on NYS Route 5S at Parkis Street. The sidewalk extends the length of NYS





Route 5S to Bridge Street. NYS Route 5S does have a 4 foot shoulder to accommodate pedestrians and bicyclists. Sidewalks/bike trails also exist on Putnam Street and Bridge Street. However, there is a gap in sidewalk access on Bridge Street between the bridge and Riverside Drive, which prevents safe pedestrian and bicycle access across the Mohawk River.

Airports

Three airports are located near the Study Area including the Albany International Airport, the Schenectady County Airport, and the Mohawk Valley Airport. The Albany International Airport is owned and operated by the Albany County Airport Authority and is located less than 20 miles from the Study Area. The Schenectady County Airport is located in the Town of Glenville, 9 miles southeast of the Study Area via NYS Route 5. The airport serves the 109th Airlift Wing of the Air National Guard, Richmor Aviation, and several private aircraft. The airport averages approximately 183 flight operations daily, with three (3) runways. ¹⁹ The Empire State Aerosciences Museum is also located in the airport. The Mohawk Valley Airport is located directly across the Mohawk River from the Study Area on



NYS Route 5. The airport is privately owned but is available for public use. The airport has a single runway and is used for local general aviation, transient general aviation, and military aviation.

Public Transit

Until May 2009, residents of Rotterdam Junction could access the Capital District Transportation Authority (CDTA) Route 78 bus via the Park & Ride located off of NYS Route 5 (across the river). However, due to underperformance in terms of yearly ridership and riders per revenue-hour, the route was eliminated (8,925 total annual riders).²⁰ Many of Schenectady County's routes are productive, but due to the lack of resources are underperforming in terms of ridership. Night and weekend service is also lacking, limiting potential riders ability to depend on transit service. The lack of public transit in Rotterdam Junction does limit the hamlet's overall ability to access and attract economic employment and development opportunities.

CDTA's ACCESS Transit Services does serve all of Schenectady County. ACCESS arranges transportation for non-emergency medical appointments for Medicaid recipients. ACCESS also arranges taxi rides to work and work-related services for residents eligible through TANF (Temporary Assistance for Needy Families) to attain and/or retain employment.²¹ In addition, ACCESS manages the Jobs Access and Reverse Commute (JARC) program and Senior Whole Health.

²¹ CDTA website: (<u>http://www.cdta.org/accessibility_access_transit.php</u>)



¹⁹ <u>http://www.schenectadycounty.com/FullStory.aspx?m=100&amid=432</u>

²⁰ CDTA 2009 Service Evaluation/2010 Service Proposals. (<u>http://www.cdtcmpo.org/tipdoc10/solicitation/cdtaroute.pdf</u>)



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Transportation Systems Map

BOA Nomination Study

TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK





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INFRASTRUCTURE

Public Water Supply

The Town of Rotterdam draws its water from groundwater sources obtained from the Great Flats Aquifer. The wellfield for this public water supply is located in the Rotterdam Junction BOA between Parkis and Putnam Streets and this wellfield provides potable water to Water District 3 (properties from the western Schenectady County line to just west of Exit 26). The Rotterdam Junction wellfield pumps approximately 400,000 gallons per day.

A regional watershed board protects the water supply through rules and regulations. The location of nonresidential uses and septic fields in the wellhead protection area are a potential threat to this water source. In particular, the automotive repair shop adjoin the wellfield is a significant threat because of the presence of petroleum products and other automotive fuels.

Water Districts 3 and 4 supply water to approximately 2,000 people in the western portion of the Town (including the Rotterdam Junction BOA). Water District 3 operates its own wells, pumps, storage tank, and distribution piping systems.

SI Group is the largest water user in the Study Area and uses an additional private well exclusively for manufacturing/processing water. The annual water consumption fee for residents is approximately \$25 per household, while there is a minimum charge for commercial customers of \$35 for up to 75,000 gallons per year of water.²² The water is treated through gas chlorination, which disinfects the raw water to protect against bacteria and other organisms.²³

In 2009, Barton & Loguidice, P.C. were hired by the Town of Rotterdam to prepare a Map and Plan for the Rotterdam Junction Water Tank Improvements (Water Districts 3 & 4). The existing concrete tank, which is partially buried, has a capacity of 200,000 gallons and is located on a town-owned parcel south of I-90. The length and location of the access road to the site make the water tank expensive and difficult to maintain. In June 2003, a report was conducted by Conrady Consultants, which determined that the roof of the water tank was deteriorating and that the tank had insufficient storage capacity according to NYSDOH design standards. The report recommended that the tank be replaced.



Town of Rotterdam Water Tank Source: Town of Rotterdam 2009 Map Plan Report

²³ Town of Rotterdam, Annual Water Quality Report, 2008.



²² Residential customers in the Town of Rotterdam are not metered.



As a result, the existing tank was replaced with a 500,000 gallon tank. The new tank has the capacity to be expanded to 750,000 gallons in the future. The transition main was also upgraded from 2,100 lineal feet with an 8-inch diameter to 3,200 lineal feet with a 12-inch diameter. The tank was also relocated to a 144-acre property off of Pattersonville-Rynex Corners Road, along the former landfill boundary. In addition, an upgrade was made to the Supervisory Control and Data Acquisition (SCADA) System. The Town's investment in these improvements has increased water pressures and provided stability for potential future development.

Sanitary Sewer

Developed properties within the Rotterdam Junction BOA are on septic systems. The only exception is the SI Group, which as its own wastewater treatment facility onsite and has been issued Pollution State Discharge a (SPDES) Elimination System permit. Septic systems located in the Wellhead Protection Areas that are identified as Zone 1 on the Aquifer Map are nonconforming uses under the Intermunicipal Watershed Rules and Regulations and represent a potential source of contamination to the water supply for the Town Rotterdam and City of of Schenectady.



The Great Flats Aquifer Region
Source: http://www.schenectadycounty.com/FullStory.aspx?m=143&amid=562

In 1992, the frequency of septic system failure was assessed in order to determine candidates for future public sewer construction. The Study, conducted by McDonald Engineering, found that septic system failure is higher in older, denser populated areas and that tank replacements are generally for systems that have old steel tanks or systems that have reached the end of their effective lifespan. The Study also found that areas of the Town with high water tables or poor soils have a more difficult time replacing their septic systems. The Study provided suggestions on the most appropriate areas for the expansion of public sewer system based on the findings. However, expansion of the system to Rotterdam Junction was not discussed in the Study's conclusions.²⁴

²⁴ John M. McDonald Engineering, P.C., *Wastewater Treatment Plant Expansion, Sewer District No. 2 Report*, December 1992.



Utilities

The parcels within the BOA Study Area have the ability to be connected to power lines and gas lines. As shown on **Infrastructure & Utilities Map**, overhead high-tension power lines parallel the Mohawk Hudson Bike-Hike Trail through the Study Area. Residential overhead utility lines are located along the west side of NYS Route 5S, Karl Street, Gardinier Street, and Mabie Lane at the edge of the roadway. Gas lines run along the eastern side of NYS Route 5S from the trail crossing at NYS Route 5S westward.²⁵

Stormwater Management

The Town of Rotterdam has a conventional stormwater management system, which catches stormwater as it flows off the road into ditches and drainageways along the side of the road. Most of the water is drained to an underground hlding tank located on Lock Street. The Town owns and operates a storm water pumping station on Lock Street. The station was completely inundated by the 2011 flood waters from Tropical Storm Irene resulting in the need to replace all the electrical components of the facility other than the

submersible pumped.

The SI Group, classified by the NYSDEC as an Inactive Hazardous Waste Site Class 2, could be a potential source for point-source pollution if certain measures go unmet. To prevent point-source pollution, secondary containment areas, slurry walls, and other protective measures have been constructed to prevent accidental releases into the river. Because trucks and rail cars transporting the chemicals produced at the SI Group represent a potential hazard to surface and groundwater if an accident were to occur, the company has a highly trained emergency response team to handle spills or emergency situations.

In addition, non-point source stormwater runoff could potentially affect water quality due to the use of salt on NYS Route 5S in the winter months. Other non-point sources could include construction sites, residential developments, or farmland.²⁶

²⁶ Mohawk River Waterfront Revitalization Plan for Schenectady County, 2010 p. 41









²⁵ Wilbur Smith Associates, NYS Thruway Exit 26 and I-890 Land Use & Transportation Study, May 2008.



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Infrastructure & Utilities Map

BOA Nomination Study

TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK





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NATURAL & ENVIRONMENTAL FEATURES

Great Flats Aquifer & Protection Zones

The most significant limitation to development in the Study Area is the presence of the Great Flats Aquifer. This aquifer is a US EPA-designated Sole Source Aquifer, which is defined as an underground water source that supplies at least 50 percent of the drinking water consumed in the area overlying the

aquifer. These areas have no alternative drinking water source(s) that could physically, legally, and economically supply all those who depend upon the aquifer for drinking water. In addition, the Great Flats Aquifer is designated by the NYSDEC as a Critical Environmental Area (CEA). To be designated as a CEA, an area must have an exceptional or unique character with respect to one or more of the following:

- A benefit or threat to human health;
- A natural setting (e.g., fish and wildlife habitat, forest and vegetation, open space and areas of important aesthetic or scenic quality);
- Agricultural, social, cultural, historic, archaeological, recreational, or educational values; or
- An inherent ecological, geological or hydrological sensitivity to change that may be adversely affected by any change.

As a result an Aquifer Protection Zone has



been established to further protect this drinking water resource. The Rotterdam Junction BOA is located entirely within this Aquifer Protection Zone. As noted in the Comprehensive Plan: "Large portions of the wellhead protection zones for the aquifer are found within Rotterdam. The aquifer serves as the source of potable water for the majority of Schenectady County residents and businesses. However, due to its hydro geologic characteristics, the aquifer is vulnerable to contamination." From this vulnerability, the Comprehensive Plan concludes that "...the aquifer is critical to the environmental and economic health of the Town and surrounding municipalities."





Watershed Rules and Regulations were established to protect the aquifer. An Intermunicipal Watershed Board was established (made up of representatives from the City of Schenectady, Towns of Glenville, Niskayuna, Rotterdam, and the Village of Scotia) to enforce these regulations. In this area there are many nonconforming uses (i.e. automotive repair, restaurant, etc.) The most significant restrictions affect the areas designated Zone I – Wellhead Protection Zone and Zone II – Primary Recharge Zone, both located in the Rotterdam Junction BOA. The land use restrictions for these zones are listed below:

Zone I Wellhead Protection Zone. Except to the extent that broader prohibitions or more stringent limitations and requirements are set forth in this subdivision, all regulations and provisions applicable to Zones IV, III, and II shall also apply to Zone I. In addition:

- All land uses and development activities other than those directly connected with the pumping and treatment of public water supplies, are prohibited, except for single-family residences and existing transportation corridors, to which the relevant restrictions of these regulations shall apply.
- The storage or handling of any septage, sewage, sludge, animal wastes, human excreta, hazardous material or radioactive material, except for existing single family residences, to which the relevant restrictions of these regulations shall apply and except for fuels and chemicals necessary for pumping and treatment of water supply wells, is prohibited.
- The bulk storage of coal or chloride salts is prohibited.
- The use of pesticides for commercial/agricultural purposes is prohibited.
- No filling, excavation or dredging, other than those activities specifically referred to in subdivision (f)(2), above, is permitted without prior approval of the appropriate municipal purveyor. An application for such an approval must be accompanied by a site plan. The approval shall not be granted unless the applicant can demonstrate that the proposed activity will not result in adverse water quantity impacts or the contravention of water quality standards set forth in 6NYCRR, Part 703.

Zone II Primary Recharge Zone. Except to the extent that broader prohibitions or more stringent limitations and requirements are set forth in this subdivision, all regulations and provisions applicable to Zones IV and III shall also apply to Zone II. In addition:

- Uses that pose a substantial risk to groundwater quality because of associated storage, use or handling of hazardous materials, as defined by 6NYCRR Part 595 and Part 612, are prohibited. These uses include but are not limited to motor vehicle repair and body shops; trucking or bus terminals; coin or commercial laundries; dry cleaning and dyeing establishments; furniture stripping and refinishing operations; printing and photographic processing plants; salvage yards; and the storage for sale of gasoline, diesel fuel, heating oil, lubricants, anti-freeze, solvents or agricultural or industrial chemicals.
- The commercial excavation or extraction of soils, sands and gravels, except for those existing mining operations authorized by the Department of Environmental Conservation under Article 23 Title 27 of the Environmental Conservation Law, is prohibited.
- The introduction into an existing onsite disposal system of any hazardous material is prohibited.
- The establishment of any solid waste management or waste treatment facility is prohibited.





- The installation of any underground storage facility is prohibited.
- The internment of human or animal remains is prohibited.
- The dumping or disposing of snow or ice collected offsite from roadways or parking areas is prohibited.
- Approval is required from the appropriate municipal building inspector before the installation of any new onsite disposal system or the replacement or expansion of any existing onsite disposal system. Conditions for approval shall include an approved engineering plan, a site specific soils analysis, and verification of the site's percolation rate and inspection of the site before backfilling. A copy of the approval will be sent to the water purveyor.
- The appropriate municipal water purveyor must be notified before the spreading, application or use of any pesticide for commercial and agricultural purposes. Notification shall include a description of the area to be covered and identification of the type and volume of the material to be used.



Wetlands

There are two NYSDEC-designated wetland areas located within the BOA Study Area. The largest wetland in the Study Area is 25.1 acres (RJ-1) and is designated Class 1. The wetland is located south of NYS Route 5S, parallel to the Mohawk-Hudson Bike-Hike Trail in the abandoned bed of the former Erie Canal. The second wetland area in the BOA Study Area (P-13) is located south of NYS Route 5S and northwest of Iroquois Street. However, only a small portion of the 32.8-acre wetland is located within the BOA Study Area. This wetland is also located in the former Erie Canal bed and is a Class I wetland. These wetland areas are considered to be important wildlife habitats.²⁷ (See the **Wetlands & Aquifers Map.**)

²⁷ Mohawk River Waterfront Revitalization Plan for Schenectady County. 2010 p. 50





Floodplain

The Study Area is at one of the lowest elevations in the County due to its location along the Mohawk River; as a result floodplains are a significant feature in the Study Area. The 100-year floodplain is located at approximately 250 feet above sea level in the Rotterdam Junction BOA. New floodplain boundaries are proposed for the 100-year floodplain in Rotterdam Junction, but have not yet been formally adopted.

The existing 100-year floodplain affects the entire Mohawk River shoreline and portions of abandoned bed of the former Erie Canal, including portions of the residential neighborhoods along Scrafford Lane, Isabella Street, Lock Street, Iroquois Street, and Erie Street. Other low lying areas within the Study Area

include the State-owned lands along the Mohawk River, the Woestina Little League Field, and the area north-east of the Rotterdam Junction wellfield. There is a storm-sewer pump station located on Lock Street to mitigate minor flooding and water from NYS Route 5S. In the southeastern portion of the Study Area, the relatively steep embankments typically confine the floodplain. Most areas located within the flood zone are undeveloped due to the risk of flooding. (See the **Existing Flood Zones & Agricultural Districts Map**.)

The new boundary changes Scrafford Lane, Isabella Street, Lock Street, Iroquois Street, and Erie Street to a 500-year floodplain which improves their ability for redevelopment. In addition, the entire Bonded Concrete property and additional areas along the Mohawk River were added to the 100-year floodplain.



Proposed 100-Floodplain

Agricultural Lands & Open Space

Many communities have increased their effort to preserve open space as a way to add to the quality of life for their residents. Open space is valuable to municipalities as it provides the opportunity for trails, public access to waterfronts, and space for both passive and active recreational activities. Maintaining agricultural land protects high quality soils, retains open space, limits sprawl, and often provides recreational opportunities. Local farms provide fresh food and maintain the County's rural countryside. Numerous studies have also found that agriculture as a land use generate more in taxes than the property uses in services, therefore agriculture helps maintain the fiscal health of a community.







There are 157 active farms in Schenectady County, of which one farm is located in the Rotterdam Junction BOA²⁸. This active farm is also listed as part of the Schenectady County Agricultural District #1. (See the **Flood Zones & Agricultural Districts Map**.) There are also additional properties that may be actively farmed but are neither classified as agriculture as per real property and therefore not shown on the map.

Topographic & Geologic Resources

Rotterdam Junction is historically known as the Great Flats and is framed by steep hills that drop towards the river's edge. The hills of Rotterdam rise to heights of 1,300 feet above sea level and drop to approximately 250 feet near Lock 9. In general slopes are less than 15% grade with the exception of a slope that begins east of Woestina Street in an area that was formerly mined for sand and gravel and contuse along the riverbank through Mabee Farm to the SI Group. This steep slope also is a barrier to access the river. The depth to bedrock in the Rotterdam Junction BOA is approximately 35-70 feet and drops to $200\pm$ feet in Lower Rotterdam Junction. Bedrock in the Study Area is generally overlain by glacial till, gravels, sands, silts, and clay deposits.

Soils

The Town of Rotterdam contains a variety of soil types with varying properties and characteristics. According to the U.S. Department of Agriculture, soil constraints are typically reflected by depth to bedrock and depth to the water table. Depth to bedrock is the distance from the surface of the soil to the upper surface of the rock layer. Depth of the seasonal high water table is the distance from the surface of the surface of the soil to the highest level that ground water or perched water reaches in the soil in most years. Below is a summary of the soils types found in the Study Area:²⁹

- Cut & Fill (CF): An area in which the original soil is stripped and removed or is covered with 3 feet or more of soil material. In the Study Area, cut and fill has generally occurred where development has taken place where flooding is a major problem. Slopes of these soils can range from 0 to 15%.
- Hamlin Silt Loam (Ha): These soils typically occupy the drained portions of the floodplains along streams and creeks. The water table is usually at least 3 feet below surface, except during the early spring, when these soils are prone to flooding. These soils are best suited for farming (row crops, hay, and pasture), as well as woodland.
- **Howard (HTF):** These soils occupy terrace escarpments and the sides of drainage cuts through glacial outwash terraces. Slopes can range between 25 to 70% causing extreme runoff, and requiring protective covering to combat erosion. Soils are too steep for cropping and are best suited for woodlands.
- Howard Gravely Silt Loam (HrA, HrB & HrC): These soils consist of well-drained to excessively drained, gravely soils, of which the water table is usually several feet below the surface. These soils have been developed for industrial and urban use in Schenectady County. Slopes can range between 0 to 3, 3 to 8, and 8 to 15%, respectively.

²⁹ Soil Survey of Montgomery and Schenectady Counties, NY, 1972.



²⁸ According to the Schenectady County Agricultural Farmland Protection Plan, 2002.



- Lordstown Gravely Silt Loam (LoD): These soils occupy sides of bedrock-controlled landforms with slopes ranging from 15 to 25%. The water table is typically at a depth of 4 feet below surface. These soils are best suited for hay, pasture, and woodland. The hazard of erosion is very severe.
- Nunda Soils (NVF, NWC): These soils are gently sloping to very steep. The water table is within 18 inches of the surface, making permeability very slow and available water capacity is very high. Erosion control practices are needed for both farming and development.
- Unadilla Silt Loam (UnB): This soil occupies high stream terraces and old lake planes. Slopes can range from 0 to 8%. The water table is typically several feet below the surface. The soil is best suited for row crops, hay, pasture, and woodland. Diversions or terraces may be needed in the sloping areas to reduce runoff and erosion.
- Wayland Silt Loam (Wy): This nearly level soil occupies areas near floodplains. This soil is best suited to water-tolerant hay, pasture, and woodland species. The water table is near the surface of this soil, making drainage unfeasible in some areas, and causing flooding.

Mining

New York State ranks in or near the top third of the states in the value of its mineral production, and mineral resources make a substantial contribution to the state's total economy. Almost 90 percent of mining in New York involves the excavation of sand, gravel, and limestone. These minerals are often processed through screens and crushers and used in concrete, blacktop, road fill, and construction projects.

Significant mining has occurred in the Rotterdam Junction BOA for sand and gravel. One remaining inactive mining site is the former Bonded Concrete site. This 78.01 acre site is a significantly underutilized parcel in the Study Area. However, future reuse of this site is complicated because the underground mining rights are held in private ownership while the Town of Rotterdam owns the property. The property owner and the Town will need to work together to agree on the final reclamation plan for the site.

Fish and Wildlife Habitats

The Mohawk River is a significant fishery in New York State and home to a variety of species, including: pickerel, largemouth and smallmouth bass, tiger muskies, northern pike, walleye, bullhead, carp, eels, perch, rock bass, crappie, sunfish, blueback herring, carp sucker, white bass and white perch. In addition, the Mohawk River provides habitat for numerous bird species, including red-tailed hawks, bald eagles, wild turkeys, peregrine falcons. In addition, two federally endangered species, the Indiana Bat and the Karner Blue Butterfly, have been found in the Study Area. While Indiana bats were known to winter in the area, it is believed unlikely that they would be impacted by any specific proposed projects in the Rotterdam Junction BOA³⁰.



³⁰ According to US Fish and Wildlife Services.





LEGEND

	Town of Rotterdam	NYSDEC Wetlands
	BOA Study Area	Aquifer Zone 1 (Wellfield)
	Body of Water	Aquifer Zone 2 (Wellfield)
	Interstate	Aquifer Zone 3
-]-	US Highway	Aquifer Zone 4
	State Highway	
	County Highway	
	Local Roads	
	Tax Parcels	

Crawford Ro

Wetlands & Aquifers Map

BOA Nomination Study

TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK





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LEGEND



Flood Zones & Agricultural Districts Map

Crawford Rd

BOA Nomination Study

TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK





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SECTION 3: SUMMARY ANALYSIS, FINDINGS & RECOMMENDATIONS

Summary of Market Conditions

"Economic Development" is widely acknowledged to be focused on the creation of jobs. However, many benefits accrue under the of "Economic Development" aegis that ultimately led to a sustainable increase in the living standards of an area's population. Redevelopment of an underutilized site or area can incorporate a variety of strategies ranging from new business development, growing existing businesses, revitalization of commercial or residential buildings, the creation or expansion of green space, utilization of natural assets, and new housing development amongst others.

Traditional redevelopment strategies typically encompass the development of "shovel ready" sites intended to lure businesses to the area with the objective of expanding the tax roles and creating jobs. However, the objective must account for existing conditions and feasibility factors and the overall best use of the land. The most efficacious strategies will result from factoring in the economic drivers and constraints with the long-term sustainability issues.

Market Conditions Highlights:

- Economic Development in the Study Area is constrained by lack of public water and sewer, as well as the presence of the Great Flats Aquifer.
- Development constraints indicate that the most feasible development in the Study Area will be small-scale, low impact development.
- Industrial development is limited due to the size of available property and lack of public sewer.
- Educational development opportunities exist to reuse the Woestina Elementary School and to develop workforce training opportunities in conjunction with Schenectady County Community College.
- Retail and commercial development should focus on services for the Study Area's aging population, as well as adaptive reuse of existing housing stock for small businesses.
- Residential development should consider the needs of the Study Area's aging population.
- Tourism and recreation development presents a significant opportunity in the Study Area. Developing new assets and connections to existing assets will be an important economic development task.
- The expansion of the Mabee Farm Historic Site will potentially attract 24,000 visitors a year. Opportunities to extend the stay of these visitors in the Study Area should be encouraged.





Economic Constraints of the BOA Study Area

One of the more significant impediments to redevelopment in the Rotterdam Junction BOA is the lack of public sewer. Sanitary septic systems are currently the only alternative and are complicated by the presence of the Great Flats Aquifer and wellheads for the public water supply. Both are protected from development due to their vulnerability to contamination. Aquifer Protection Zones 1 and 2, which occupy the majority of the northern portion of the Study Area, are the most restrictive while other portions of the Study Area are somewhat less curtailed from development restrictions. Additionally, since the Study Area is bounded by the Mohawk River much of the area is within a flood zone which further limits development.

Large scale industrial development is eliminated as a practical solution anywhere in the Study Area both because there are no suitable development sites and because there is currently inadequate infrastructure to support future development of large industry. A key component of industrial development is adequate access to water, sewer, and power. Light industrial uses could be considered in some locations although environmental concerns will impact these potential uses. Additionally, there are limited suitable parcels for this type of development in the Study Area. These restrictions limit practical redevelopment to small scale, low impact development.

The construction of public sewer capable of serving either all or some portions of the study area would significantly alleviate the development limitations. However, while this would be an environmentally beneficial solution, it may be cost prohibitive. A sewer feasibility analysis should be considered.







Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – Rotterdam Junction's Revitalization Plan えいしん たいたいたい たいしょう こうしょう こうしょう こうしょう こうしょう こうしょう ひょうしょう ひょうしょう ひょうしょう ひょうしょう ひょうしょう ひょうしょう ひょうしょう ひょうしょう ひょうしょう

Flood Damage 2011

With the onslaught of Tropical Storm Irene on August 28, 2011, the hamlet of Rotterdam Junction was severely impacted and its future is even more uncertain. The storm caused the Mohawk River to surge and eventually to recreate its historic path through the old Erie Canal. Water levels rose up to eighteen feet in the residential neighborhoods of Scrafford Lane, Isabella Street, Lock Street, Iroquois Street, and Erie Street. NYS Route 5S/Main St. was closed off due to the accumulation of floodwaters, turning the street into a "raging river." Lock 9 was inundated with both water and debris, eventually causing the bridge across the Mohawk River to be torn from shore. The result is a hamlet that has become further isolated from the surrounding region. Homes and businesses have been destroyed.

In the wake of this disaster, Rotterdam Junction faces many new challenges. Small business owners have lost inventory, customers, and other financial losses that may be irreplaceable to some of these businesses that were already hanging in the balance during a tough economic market. Many homeowners have begun the process of gutting, repairing, and rebuilding their lives. Other homeowners have temporarily, perhaps permanently, walked away from their homes that are in an unlivable condition. Some of these homes have already become heath and safety issues, as saturated houses rot and mold within feet of their neighbor.

The cost to repair many of these homes will likely exceed the financial means of numerous homeowners. Not to mention the loss of clothing, furniture, appliances and other personal/valuables not replaceable. Many of the houses damaged were outside the flood zone or were older homes with no mortgages and therefore not required to carry flood insurance. The lack of flood insurance limits the financial reprieve for these homeowners. Other homes damaged within the flood zone will need to adhere to Federal Emergency Management Acts (FEMA) regulations for repairing/rebuilding which will bring about its own challenges for homeowners. Eligible home improvements through FEMA typically include:

- Structural parts of your home (foundation, outside walls, roof).
- Windows, doors, floors, walls, ceilings, cabinetry.
- Septic or sewage system.





Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – Rotterdam Junction's Revitalization Plan



- Well or other water system.
- Heating, ventilating, and air conditioning system.
- Utilities (electrical, plumbing, and gas systems).
- Entrance and exit ways from your home, including privately owned access roads.
- Blocking, leveling, and anchoring of a mobile home and reconnecting or resetting its sewer, water, electrical, fuel lines, and tanks.

However, if a structure sustained damage or requires repairs that exceed 50% of the assessed value, the structure will need to be brought into compliance with FEMA Floodplain Regulations. For some of these homes, that will mean raising the first floor elevation up to eight feet.

Another consideration for the affected area is a buyout program for homeowners through FEMA. If the structure is not insured, is destroyed, and the home is within the 100-year flood plain, it qualifies for the buyout program. The current FEMA regulations are 75 percent federal and 25 percent local (state, county, or town).

The grant includes funds for the purchase of the properties and demolition of the structures. If a buyout of the property occurs, then it will be required to remain empty with no permanent structures allowed on it in perpetuity. These sites will become permanent green space. However, for the Town this will mean the permanent loss of these properties from the tax rolls.

With these significant new setbacks facing Rotterdam Junction, relief and immediate assistance is needed for homeowners and businesses or the long-term vision for the BOA Study Area will slip further from reality.











Section 3: Summary Analysis, Findings & Recommendations



INDUSTRIAL MARKET

Industrial space can be divided into three categories: manufacturing; warehouse and distribution; and research and development. Facilities may be further distinguished by the amount of space available for office functions. Some industrial space may be described as "flex" space as it can be configured to accommodate a flexible amount of office and showroom space in combination with manufacturing and warehouse uses.

Cluster based economics tell us that the co-location of companies, their suppliers, partners and institutions creates the potential for creating economic value. Clusters, by definition include not only business entities such as companies, but also universities, trade associations, institutions. vocational training financial providers. economic development agencies, and more. Therefore an analysis of the needs of existing regional industry sectors could identify potential business attraction strategies. However, for this strategy to be effective parcels of industrial or commercially zoned land must be available for development. There are currently only three (3) parcels designated as industrial in the Study Area based upon New York State Real Property Type Classification Codes. All of these industrial properties are currently owned and used by the SI Group.





Conclusions

Despite some positive developments in the Capital District region, the industrial market for Rotterdam Junction is likely to remain somewhat stagnant due to the limited amount of available property and lack of public sewer. Only one parcel exists within the Study Area that could potentially be developed for light industrial use, a 21 acre parcel adjacent to SI Group on River Road. However, this site is further complicated due to its location within the flood zone.







EDUCATIONAL MARKET

Education as a sector can be a major driver of a region's economic health. Colleges and Universities contribute to the local economy both directly and indirectly. Schenectady County Community College was recently awarded an \$11.2 million grant to develop health care training programs. The development of programs in collaboration with regional Colleges and Universities could help to sustain the development of some sites within the Rotterdam Junction BOA. Union College and Ellis Hospital School of Nursing, also both very near the Study Area, offer training programs as well.

Schalmont School District completed an Efficiency Study to evaluate several options to increase efficiency for the District and any potential cost savings. This study recommended the closing of the Woestina Elementary School located in the Rotterdam Junction BOA. While this option provides the School District with significant cost savings it would be detrimental to the quality of life, character, and local economy in the Rotterdam Junction BOA. The loss of this school would potentially leave an enormous vacant building on the Main Street and require significant efforts to further revitalize the area.

Conclusions

It will be imperative to identify an adaptive reuse for Woestina Elementary School to prevent an economic setback to the area. A possible alternative use could be as a BOCES facility. The site could also be used to host collaborative programs with other educational institutions.





RETAIL AND COMMERCIAL MARKET

A retail market trends analysis was conducted for the Rotterdam Junction BOA by examining the retail sales and demands of residents. The retail potential in the area indicates that while certain types of retail establishments bear investigation for location within the Rotterdam Junction BOA, the demand for these

goods and services must first be established. For example while we can conclude that while locating a pharmacy within the Rotterdam Junction BOA has the potential for success due to the spending habits of Study Area residents, the business locating there must be able to conclude that the potential for sufficient revenue to support the business will exist prior to committing to development. Successful retail typically is located near densely populated areas or in business districts able to attract the lunch-time or after-work shopper.

Retail Sales & Consumer Spending

Many communities across the country have researched consumer-spending behavior to understand local trends. In general, consumers prefer to shop for everyday items close to home. An analysis of spending habit data provides a sound indication of the types of businesses that could be successful in a redevelopment area given that it identifies where residents of a defined area are currently spending their dollars. According to the SPI, for every \$1.00 (100 SPI) spent nationally on retail goods and services, residents of the Study Area spend between \$0.45 and \$1.37, depending on the category of goods purchased.

The top spending subcategory is apparel products and services at 137 SPI. This means that for every dollar the average American spends on apparel products and services, residents of the Study Area spend an average of \$1.37. This category includes materials to make, repair, rent, alter, and clean clothing and shoes. Study Area residents spend the second highest amounts on their pets (111) and the third highest amount is tied between satellite (107) dishes and prescription drugs (107). Other categories in which Study Area residents spend more than the national averages include non prescription drugs (103), health insurance (101) and smoking products (105).











Conclusions

When analyzing the types of businesses most likely to succeed it is important to look at where local residents are currently spending the most dollars; and to compare that with the availability of those goods and services in the target area. In this case, the Rotterdam Junction BOA is an extremely small target area at less than one square mile, indicating that the vast majority of the expenditure is outside the target area. The data does indicate that when considering the establishment of a new retail business in the target area, businesses that should be considered are those businesses where residents are currently spending high dollar amounts. These should include apparel products and services (for example a dry cleaning or a fabric shop), pet related businesses, and pharmaceutical products. However, these markets may already be well served by existing businesses in nearby areas and therefore a feasibility analysis evaluating demand potential would be required.

Location & Demographics

Location of a retail business and accessibility to the target market are critical factors. Consumers seeking specialty items will normally be willing to travel farther, and those seeking convenience items will tend to limit their travel time. While advertising can help to attract remote customers, "location, location, location," is the retail mantra. The population near Rotterdam Junction is significantly restricted by the Mohawk River and Interstate 90.

Demographics of the Study Area must also be considered. According to the 2014 Census projections, approximately 36% of the Study Area population will be above 55 years of age. Demand for goods and services catering to an older population will rise, including, among other things, housing and health care services, and products. Individuals at retirement age are generally no longer earning wages and typically have less discretionary income to spend.



Retail Construction Costs

According to RS Means Construction Data, the average cost per square foot in the Schenectady area to construct a small retail building currently ranges from \$90 to \$135 per square foot. This figure does not include site work, or any remediation to a site such as removing extant buildings. Cost considerations would vary for a developer looking to develop and then lease out space, versus an owner developing and then occupying single purpose retail space.





Section 3: Summary Analysis, Findings & Recommendations



A large development will typically cost less per square foot to develop as economies of scale are realized in the construction costs. However, as previously determined, a large development in the Study Area is not feasible; therefore development costs per square foot and subsequent lease rates for a small stand alone building are likely to be high.

Adaptive Reuse & Mixed Use

Adaptive reuse of existing housing stock could also be considered for small, in-home businesses. Some examples might be service type businesses such as legal, accounting, insurance, hair salons pet sitters, etc. Seasonal businesses such as farmers markets would also be attractive to visitors. These types of businesses have the advantage of helping the economic base of a community through business taxes. Local businesses also frequently buy the goods and services of other local businesses and supplementing regular mainstreet business with in-home businesses creates more opportunity. Clearly in-home businesses must be appropriate to residential locations, which typically imply low-impact, low-traffic businesses.

Many of the underutilized sites could accommodate small mixed used development (encompassing some housing and small retail or service establishments). Smart Growth principles, among other things, espouse the need to create a balanced community in which to live, shop, and work. Housing needs should therefore be considered in any redevelopment strategies. Mixed use developments consist of planned development incorporating the integration of more than one land use, and typically appeal to both young adults and empty nesters. Benefits of mixed use developments include the creation of a sense of place within a community, reduction of automobile traffic and the diversification of population. The discontinued Woestina School could be evaluated for redevelopment as a standalone mixed use building.





Residential

While housing is not in and of itself a driver of economic growth, it can be seen as an indicator of economic activity as it is generally driven by the availability of jobs. New housing permits have declined in recent years as the economy in general has faltered; Schenectady County did not suffer to the same degree as New York State in 2009. According to the National Association of Realtors, new housing permits declined 67% in New York State, but only 20.5% in Schenectady County. However, that trend reversed in 2010 and new housing permits have declined at a faster rate in Schenectady County than in the State.

The majority (59%) of the homes in the Study Area were constructed prior to 1969 indicating that a significant portion of the area housing stock is likely to require some rehabilitation. Current real estate trends reflect the desire of many homeowners for energy efficient, smaller homes with "green" technological innovation. Demand for this type of housing is likely to continue growing and represents a development opportunity within the Study Area.

Conclusions

As noted earlier, projections indicate that in 2014 the largest population segment will be 55 to 64 years old. This implies that the demand for senior housing is likely to rise as homeowners seek to downsize. Additionally, since a significant percentage of Town residents are low to moderate income, (39.8% in 2000) consideration should be given to the need for low income senior housing. In addition, the Woestina Elementary School could be adapted for senior housing.











TOURISM & RECREATION MARKET

Tourism is a strong economic driver because tourists purchase local goods, create tax revenues, and subsidize cultural amenities. In 2008, the New York State tourism industry generated \$53 billion in sales, sustained 684,000 jobs, and generated \$7 billion in state and local taxes. Expenditure in the Capital Region, including the Rotterdam area, accounted for approximately 3% of these figures.³⁵ The ability to attract tourists to an area is decidedly enhanced by the ability to combine regional and local attractions so that tourists are able to visit multiple sites in one trip.

The Blueway Trail is one example of an economic driver for Junction. The eighteen mile trail winds its way along the Mohawk River and the Erie Canal through Schenectady County, showcasing various sites and attractions along the trail, such as Mabee Farm. The proximity of the BOA Study Area to a tremendous natural resource such as the Mohawk River, combined with development constraints associated with the wellheads, indicates that economic development solutions should focus on the recreation, tourism and cultural industry. Such redevelopment efforts would be supported by small retail and service establishments that could serve both the local population and tourism while not overburdening the local





infrastructure. Additional trails linking the Study Area to other locations could successfully link destinations and activities.

The Mabee Farm Historic Site/Museum currently attracts more than 17,000 visitors to the area annually as a tourist attraction and through sponsored events. A project is underway to construct the George E. Franchere Education Center on the site, which will expand the program delivery capability of the museum. Currently, the museum is open on a seasonal basis, but with the addition of the new Education Center the building and grounds will be open year round and projections are that the number of visitors will increase within the first few years to approximately 20,000 to 24,000. Sponsored events currently include War Reenactments, CanalFest, History Fairs, and Foliage Day amongst others. A community room able to seat over 100 people will also be available, as well as limited catering facilities. These amenities, if marketed as conference facilities to regional businesses could also serve to market the area.

Effectively, Mabee Farm acts as a destination site by drawing visitors to the area. This is a significant opportunity to market other area attractions. If given the opportunity, visitors will spend money on hotels,

³⁵ Tourism Economics: The Impact of Tourism in New York State, April 2009





shopping, restaurants, and other activities. Creating an attractive, entertaining place to shop and visit will generate a positive economic impact for the Study Area. Streetscape improvements, the promotion of local goods and services and similar enhancements will encourage visitors to remain longer and contribute to the local economy.

Conclusions

The proximity of the Rotterdam Junction BOA to a tremendous natural resource such as the Mohawk River, combined with development constraints due to wellhead protection indicates that the most viable

redevelopment solution should be focused on the creation of parks and recreation sites, as well as developing new cultural amenities all supported by small retail and service establishments that could serve both the local population and tourism while not overburdening the local infrastructure. The Study Area is within easy driving distance of New York's Capital District and accessible for both business and tourism.

Several existing sites within the Rotterdam Junction BOA represent what could be a cornerstone of development focusing on recreation, culture, and tourism. These sites include the Mabee Farm, Keepers of the Circle, the historic Erie Canal remnants site, and the Bonded Concrete site.

The 78-acre former Bonded Concrete mining site (Site number 7 on the **Underutilized Sites Map**) located within the Study Area represents a significant opportunity for the development of both passive and active recreation that could be linked to waterfront redevelopment given the proximity of the site to the Mohawk River. Businesses able to serve both the local population needs, as well as tourist needs should be considered. Potential development sites within the Study Area that could be linked to the conversion of this site for use as recreational parkland include several sites located.

There is the potential for redevelopment in the area to accommodate a Recreational Vehicle (RV) Park or other active recreation uses, such as disk golf, rock climbing, etc. A small rental center or seasonal kiosk able to offer equipment for hire and or sporting goods for sale should be encouraged. The extension of the Blueway Trail to the abandoned Canal should be a priority and this site should







be developed as a scenic site. In order to achieve this connection, the existing bike trail needs to have access past the existing railroad.

Keepers of the Circle and Mabee Farm should be linked to the surrounding area via trails and offer the opportunity for both recreational and educational activities. The inclusion of a dock along the Mohawk could also allow for the establishment of a small boat tour and or seasonal kayak business. Other sites within the Study Area developed as retail and food establishments would have the ability to serve the needs of tourists, as well as the local populace.

Adaptive re-use of existing housing stock could also be considered for small, in-home businesses. One example would be as a bed and breakfast to support visitors to the area. There are currently no facilities able to cater to visitors within the Study Area, but a larger hotel or inn is unlikely to be feasible given development constraints and economic opportunity. However, accommodation such as a bed and breakfast could be considered.





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SUMMARY OF FINDINGS

- The Study Area is small in size, at less than one square mile.
- While few area residents are living in poverty, the area is characterized as distressed with approximately 40% of residents considered to be low income.
- By 2014 projections are that over 36% of the Study Area population will be above 55 years of age indicating that the needs of an older population must be considered.
- The entire Study Area is impacted by the presence of an existing Wellhead which limits development opportunities.
- The Study Area is bounded to the East by the Mohawk River and the West by Interstate 90 with limited access points.
- However, access to Interstate 90 is within four miles and to Route 890 within two miles.
- The Study Area is within close proximity Capital Region population.
- While Town Water is available throughout most of the Study Area there is no Public Sewer System which will significantly limit industrial and business development.
- There are no large parcels suitable for industrial development.
- The largest underutilized parcels are either within a flood zone or as in the case of the Bonded Concrete site impacted by the presence of water.
- Opportunities exist to develop several underutilized parcels for recreational use.
- Proximity to the Mohawk River affords the opportunity to capitalize on a natural resource.







- The expansion of the Mabee Farm Historic Site will potentially attract 24,000 visitors a year. Given the opportunity these visitors will shop and eat nearby. Opportunities to extend the stay of these visitors in the Study Area should be encouraged.
- A significant portion (59%) of the Study Area housing stock was built prior to 1969 and is anticipated to necessitate rehabilitation, creating an opportunity to develop green, energy efficient housing.
- Overall; the opportunities for redevelopment within the Rotterdam Junction BOA will be limited to housing, recreation, small scale retail or commercial, or service businesses, and businesses focusing on tourism.





SECTION 4: SUBAREA PLANS & PROJECTS

Overview

The Rotterdm Juction BOA has been divided into smaller subareas to assist with the completion of the inventory and analysis. The separation of the Rotterdam Junction BOA into these subareas allows for an area specific analysis, while providing a critical step towards developing targeted recommendations for the overall Study Area. Each of the subareas has a unique identity and plays a significant role in the hamlet's revitalization. The information found in this section of the Nomination Study highlights the key points for each subarea and the recommendations identified for its successful revitalization.

The subareas were identified based on physical and natural characteristics. The location and boundaries of each of the planning subareas are illustrated on the **Aerial Subarea Map.** The subareas created include:

- Mohawk Hudson Bike Hike Trail (MHBHT) Subarea: This subarea generally focuses on the recreational needs of Rotterdam Junction and the MHBHT. This subarea also includes the former Bonded Concrete site which is visioned to be developed for recreational uses in the future.
- Upper Rotterdam Junction Subarea: This subarea is generally defined by Bridge Street (NYS Route 103) and includes the residential and commercial hamlet areas located along Main Street/NYS Route 5S.
- Lower Rotterdam Junction Subarea: This subarea is generally defined as the residential and small commercial area on the southern end of the Study Area.
- Waterfront/Cultural Subarea: This subarea includes most of the waterfront properties as well as the significant cultural resources within the Study Area.
- Residential Subarea Upper & Lower Rotterdam Junction Subareas: The purpose of this subarea is to target the residential and neighborhood components of the Study Area and generally apply to the Upper and Rotterdam Subareas and is not separately mapped.

A summary of each subarea has been generated to provide tailored and detailed information specific to each of the subareas. The following section includes a summary report of the following subarea components, the overall Land Use Master Plan, and the Proposed Zoning Map:

- Land use
- Zoning (existing and proposed)
- Ownership

- Summary of Key BuildingsSubarea Capital Projects
- Subarea Non-Capital Projects
- Brownfield, Underutilized & Strategic Sites







LEGEND



Study Area Subareas

BOA Nomination Study

TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK





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HISTORIC SITES

LAND USE MASTER PLAN

BOA NOMINATION STUDY TOWN OF ROTTERDAM | SCHENECTADY, NEW YORK

STREET TYPE 4: LOWER ROTTERDAM JUNCTION

(NO PROPOSED CHANGES)







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Mohawk Hudson Bike-Hike Trail (MHBHT) Subarea

Subarea Analysis of Land Use & Zoning

Land Use: The Mohawk-Hudson Bike-Hike Trail (MHBHT) Subarea consists of 28 parcels covering 287.0 acres. The Town of Rotterdam has the opportunity to compliment and enhance the MHBHT by creating recreation opportunities on vacant land, particularly focusing on the former Bonded Concrete site for which recreational park plans have been laid.

- The majority of the parcels located within the MHBHT Subarea are classified as **Community Services** (46.3%).
- One 20 acre parcel is classified as a **Junkyard** (3.6%). The owner of the parcel is currently exploring potential sale opportunities, creating the opportunity to redevelop the parcel in a way that will compliment the MHBHT. Potential redevelopment possibilities include: expansion of the park to be created on the former Bonded Concrete site, an RV park, or the creation of a light industrial use.
- Twelve parcels are classified as **Vacant** (29.9%). Seven parcels are classified as **Residential** (13.7%). Three parcels are classified as **Public Service** (10.7%) and two classified as **Commercial** (1.8%).

Property Class	Property Class Code	# of Parcels	Acres	Average Size (acres)	% of Land Area	% of Parcels
Unclassified	N/A	0	0.0	0	0.0%	0.0%
Agriculture	100's	0	0.0	0	0.0%	0.0%
Residential	200's	7	39.2	5.6	13.7%	25.0%
Vacant Land	300's	12	85.7	7.1	29.9%	42.9%
Commercial	400's	2	5.3	2.7	1.8%	7.1%
Recreation & Entertainment	500's	0	0.0	0	0.0%	0.0%
Community Services	600's	0	0.0	0	0.0%	0.0%
Industrial	700's	1	23.9	23.9	8.3%	3.6%
Public Services	800's	6	132.9	66.5	46.3%	21.4%
Wild Forested, Conservation Lands & Public Parks	900's	0	0.0	0	0.0%	0.0%
	TOTALS	28	287.0		100.0%	100.0%

Table 10: Land Use Summary – MHBHT Subarea

Existing Zoning: The MHBHT Subarea is comprised of two zoning districts: Agricultural (A) and Light Industrial (I-1).







Proposed Zoning: Minor zoning changes are recommended to the MHBHT Subarea. The majority of the parcels are recommended to remain as currently zoned. Zoning District boundaries should be revised to match property lines, which will alter some parcels along Scrafford Lane and Mabie Lane. Permitted uses should be reviewed to implement the future vision for the MHBHT Subarea to accommodate

complimentary uses such as an RV Park and/or other recreational amenities. The former Bonded Concrete site is currently zoned primarily as Industrial (I-1), with a small portion zoned as Agriculture (A), the Proposed Zoning recommends maintaining these zoning districts to allow the underground mining rights to be exhausted. Subsequently, the Town may wish to rezone the property to Land Conservation (LC).

Ownership: The majority of the parcels (60.7%) are privately owned. Eight properties (28.6%) are owned by corporations. Five parcels (10.7%) are publicly owned by the Town of Rotterdam.

Subarea Analysis of Brownfield, Underutilized & Strategic Sites

The following sites identified on the Underutilized Sites Map are within the MHBHT Subarea:

Site #5 (Town Property – 20-70-1/1) is an underutilized and strategic site. This site consists of the railway owned by Norfolk Southern Corporation. The Mohawk-Hudson Bike Hike Trail travels through the site. Pedestrians are prevented, however, from traveling the entire length of the trail due to the presence of jersey barriers, placed on the site in 2001 by the Guilford Rail company, the owner previous to Pan Am Southern LLC. Creating an at-grade railroad crossing is a priority as it will allow users to enjoy the entire MHBHT, ultimately increasing the usage of the trail elevating its significance in the area as well as drawing economic resources to the Junction.

Site A (Iroquois Street – 20.5-7-41.1) is a strategic site. Erie Canal Lock 25 was an 8 foot lift lock constructed in 1848 and partially expanded in 1890. The

historic significance of the lock and the location of the lock adjacent to the MHBHT create an opportunity to create a historic and recreation attraction. Redesigning the area to include an overlook of the historic trail will attract tourists and additional MHBHT users to the Junction, complimenting the overall effort to create recreational opportunities throughout the Study Area.

Site #8 (Mabie Lane - 20-2-14.1), the 78 acre Former Bonded Concrete site, is an underutilized site. The land is currently vacant and owned by the Town of Rotterdam while the underground mining rights have been retained by Bonded Concrete, Inc. The property has been previously mined and is located directly over the Great Flats Aquifer. Potential plans for the site include the construction of a recreational park consisting of green space and lake access. The MHBHT travels along the western boarder of the property line, allowing the park and the MHBHT to work as complimentary uses for path users.











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- Site #9 (Scrafford Lane 20-2-2) is an **underutilized site**. The site is privately owned and is currently vacant. The property is adjacent to the former Bonded Concrete site and the MHBHT, creating an opportunity to expand the park and compliment the MHBHT.
- Site #10 (River Road 20-2-2) is an **underutilized site**. The vacant 23-acres site is owned by the Town of Rotterdam and runs parallel to both the Bonded Concrete site and the MHBHT. The location of the property creates an opportunity to expand the park and recreational amenities in the area.
- Site #11 (Scrafford Lane 20-2-3) is an **underutilized site.** The vacant site is privately owned and is adjacent to other vacant property within the Study Area. The location of the property creates an opportunity to expand the park and recreational amenities in the area.
- Site #12 (500 Mabie Lane 20-2-4.3) is a potential brownfield site and an underutilized site. The site is privately owned and runs parallel with the MHBHT and the former Bonded Concrete site. The land is currently classified as a Junkvard and used as a junkvard housing approximately 450 vehicles and 2 concrete secondary containment areas that contain gasoline, oil, and antifreeze within 55-gallon drums. The drum contents are disposed of by Albany Tank Services, Inc. and Safety-Kleen when necessary. Currently, several mobile homes exist on the site. The majority of the mobile homes are used to house automobile parts while one is used as a sales office from which auto parts held in the junkyard are sold. The mobile home that is used as an office was constructed in the 1960s and has been reported to potentially contain the presence of asbestos and lead-based paint and is heated by a propane space heater. A maximum of 999 tires are stockpiled in the center of the site. The owner has recently engaged in clean-up efforts and is currently evaluating potential sale opportunities. Further research would be required before redevelopment of the property began. The location of the property creates an opportunity to expand the park and recreational amenities in the area, the creation of an RV park, or the continuation of light industrial uses.
- Site #13 & #14 (Town-wide (River Road) 38-1-2.31/1, 2 & 3) is an underutilized site. The site is owned by National Grid and is located in the center of Site #12. The land is currently being used to house electric and gas facilities and/or substations. National Grid has expressed interest in potentially moving all National Grid infrastructure in the Rotterdam Junction BOA out of the old canal bed for improved access. The removal of the infrastructure may aid in the redevelopment of the former Bonded Concrete Site into a public park.













Site #12



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- Site G (Mabie Lane 20.-2-13.1) is a strategic site owned by SI Group, Inc. and classified as a Water Well used for Oil Production. The property is small parcel of land surrounded by the former Bonded Concrete site. The protection of this well for SI Group will be important, particularly if a public park is to be constructed on adjacent lands.
- Site H (400 Mabie Lane 20.-2-5) is a strategic site adjacent to two underutilized properties. It is privately owned and is currently used as a single family residence. The current use of the property will require attention as redevelopment of the adjacent property occurs, particularly if a park is to be created.

Key Buildings: As the majority of the Subarea consists of vacant land, there no key buildings to serve as a catalyst for redevelopment within the MHBHT Subarea. The restoration of the Site G



Site #13





Site H

MHBHT connection is the priority need for this subarea as it will provide economic benefit to the entire hamlet. Recreational improvements throughout the hamlet will further expand and support users of the MHBHT as well as local businesses and cultural destinations.

Trail Recommendations & Benefits

- Provide an "at grade" or tunnel crossing at Scrafford Lane. Railroad Company to relocate rail cars to allow user crossings.
- Complete the trail extension to Iroquois Street; property owners have agreed to allow connection.
- The trail crossing is critical to the safety of the thousands of people who use the trail; currently many trail • users are crossing between rail box cars and jersey barriers.
- Completed trail will provide access and enjoyment to the Mohawk River, the Erie Canal, and other points of ٠ interest along the trail.
- Trail crossing will stimulate recreational and tourism-based economic activities in Rotterdam.
- Trail connection will create a tourism vehicle that will increase access to local attractions, support local hospitality, waterfront, and recreation businesses, and stimulate economic development throughout the project area.
- Missouri's 225-mile Katy Trail, one of the oldest multi-use trails, draws 350,000 bicyclists annually. The Erie Canalway Trail has the name recognition and the drawing power to exceed that figure. If 100,000 visitors take multi-day trips, the potential economic benefit is \$30 million.





MHBHT Subarea: Capital Projects

MH 1: Design and construct a crossing (at grade or underpass) at the railroad tracks to eliminate the interruption along the MHBHT at Scrafford Lane. Currently, jersey barriers placed at the railroad crossing prevent MHBHT users from continuing on the trail. The creation of an at-grade railroad crossing would result in the removal of the jersey barriers and allow pedestrians to easily travel the entire Canalway Trail. Recently, New York State Representative Tonko and New York State Senator Gillibrand have championed the effort to remove the jersey barriers and reconnect the trail, understanding that a reconnected MHBHT has the potential to serve as the backbone of an expanded trail network throughout the Junction, and become an even greater regional asset. Consider the use of the following when constructing the at-grade crossing: signs, poles and/or landscaping to prevent illegal parking; pedestrian activated flashing beacons; solar-powered, light sensing street light to illuminate the road; light color textured crosswalks; and a weave pattern of bollards or similar element such as wooden fences. Consider reducing the speed limit on Scrafford Lane as approach the crossing.

The trail is designed to provide residents and visitors the opportunity to enjoy the Mohawk River, the Erie Canal, and other points of interest along the trail. Improving and reopening the trail crossing in Rotterdam Junction is critical to the safety of the thousands of people who use the trail, as well as the continued development of this extremely important economic and recreational asset in upstate New York. Completing the trail gap is important to stimulate recreational and tourism-based economic activities in historic waterfront communities, like Rotterdam, and to protect cultural and environmental resources. The goal of the BOA is to transform Rotterdam Junction's study area into an economic development and recreational asset that benefits all its residents. Establishing a cohesive trail will promote local businesses to users and will serve to provide economic benefits for other communities also located along the trail. This trail connection, along with other proposed recreational improvements in Rotterdam Junction, will create a tourism vehicle that will increase traffic to local attractions, support local hospitality, waterfront, and recreation businesses, and stimulate economic development throughout the project area.

- MH 2: Extend the MHBHT route to Iroquois Street by working with property owners through easements and/or property acquisition.
- MH 3: Convert the former Bonded Concrete site into a recreational park for the Town of Rotterdam (Underutilized Site #8). The construction of a park is permitted under the aquifer regulations, and will compliment the MHBHT and additional pedestrian trails to be constructed within the Study Area. The park is to include a lake, pedestrian trails along the perimeter of the lake, boat and fishing docks, and picnic shelters throughout. The new park would be would provide additional opportunities for water and leisure activities, improving the quality of life of residents and providing an incentive for regional visitors to stay longer in the Junction.
- MH 4: Create an interpretive overlook at the historic Erie Canal Lock 25 to create additional recreation space, while also protecting and honoring the history of the Erie Canal. The overlook will serve as a place for respite for residents and tourists, providing scenic views and an historical perspective of the lock.
- MH 5: Improve visual and physical connectivity between local and regional recreational and cultural resources. A consistent and easily recognizable signage system should be created for the trail and Rotterdam





Junction. Opportunities exist for signage on the trail that would direct users to Rotterdam Junction attractions, such as the Native American Cultural Center and the Mabee Farm Historic Center.³⁶

MH 6: Develop a way-finding strategy for Rotterdam Junction; develop and install a high quality, clear and recognizable system for directional and interpretive information along the Historic Erie Canal and the MHBHT. Place signs throughout the entire Town and Hamlet directing people to Mabee Farm, the Keepers of the Circle and other cultural resources located within the Junction to increase awareness of the assets and help visitors find their way.

MHBHT Subarea: Non-Capital Projects

- MH 7: Complete a detailed implementation funding strategy for the construction of the recreation improvements.
- MH 8: Conduct Phase II Environmental Site Assessment (ESA) of strategic redevelopment sites within the subarea, including Sunshine Auto, to further understand areas of potential contamination.
- MH 9: Conduct a Reuse Feasibility Study for the Sunshine Auto property (Underutilized Site #12) to identify alternative uses for the site. Alternatives may include expansion of recreational opportunities, the creation of an RV Park, or the use of the property to support a light industrial use. The location of the property adjacent to the MHBHT provides the perfect opportunity to expand the park, creating and even larger recreational asset within the Junction, while the creation of an RV Park would provide a complimentary recreational use while also reducing user contact with potentially contaminated soil. Due to the history of environmental contamination of the site, the use of the property to support light industrial uses may seem to be the most appropriate.
- MH 10: Encourage cultural tourism in the area by identifying Rotterdam Junction as the home of Erie Canal Lock #25 and Mabee Home.
- MH 11: Explore opportunities to acquire parcels for land assemblage for future development or recreational opportunities.
- MH 12: Encourage the construction of a single-family home on the vacant lot near the end of Scrafford Lane beyond the railroad crossing. A single-family home was previously located on this site and the Town should encourage it to be replaced.
- MH 13: Complete a drainage study to understand and mitigate future flooding of the old Erie Canal bed. Consider utilizing portions of the former Bonded Concrete site as a retention pond. Development of an underpass trail crossing at Scrafford Lane will allow flooded waters to pass through rather than collect. If an atgrade crossing is installed, alternative drainage measures will need to be evaluated.

³⁶ Mohawk River Waterfront Revitalization Plan for Schenectady County. 2010. p. 60





MHBHT Subarea Map





Section 4: Subarea Plans & Projects

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UPPER ROTTERDAM JUNCTION SUBAREA

Subarea Analysis of Land Use & Zoning

Land Use: The Upper Rotterdam Subarea consists of 206 parcels covering 91.7 acres.

- **Residential** (47.1%) land uses are predominant with 160 parcels.
- Twenty-six parcels are classified as Vacant (23.7%).
- Community Services (17.1%), Public Services (6.2%) and Commercial (5.9%) account for the remainder of the uses in the Subarea.

Table11:LandUseSummary–UpperRotterdam Subarea



Property Class	Property Class Code	# of Parcels	Acres	Average Size (acres)	% of Land Area	% of Parcels
Unclassified	N/A	0	0	0	0.0%	0.0%
Agriculture	100's	0	0	0	0.0%	0.0%
Residential	200's	160	43.2	0.27	47.1%	77.7%
Vacant Land	300's	27	21.7	0.8	23.7%	13.1%
Commercial	400's	11	5.4	0.5	5.9%	5.3%
Recreation & Entertainment	500's	0	0	0	0.0%	0.0%
Community Services	600's	6	15.7	2.6	17.1%	2.9%
Industrial	700's	0	0	0	0.0%	0.0%
Public Services	800's	2	5.7	2.8	6.2%	1.0%
Wild Forested, Conservation Lands & Public Parks	900's	0	0	0	0.0%	0.0%
	TOTALS	206	91.7	7.0	100.0%	100.0%

Existing Zoning: The Upper Rotterdam Subarea is comprised of five zoning districts: One-Family Residential (R-1), Multiple-Family Residential (R-3), Retail Business (B-1), General Business (B-2), and Agricultural (A).

Proposed Zoning: It is recommended that many of the properties along NYS Route 5S/Main Street be rezoned to Main Street Neighborhood Center (NC) to encourage small-scale mixed use development. The adoption of a mixed use zoning district will encourage private owners to investigate potential commercial uses. A small block is recommended to be rezoned Professional Office Residential (POR). Permitted uses should encourage small professional offices, small business, senior housing, as well as a mix of single-family residential. The Woestina Elementary School property should be included in this rezoning to allow for future reuse; however the undeveloped portion of the school's property is recommended to be rezoned





Planned Residential Development (PRD). It is also recommended that some parcels be rezoned One-Family Residential (R-1) from the existing Retail Business (B-1) near the wellhead area; one parcel is recommended to be rezoned as Agriculture (A). The adoption of design guidelines for Main Street will improve the overall streetscape appearance. Zoning District boundaries should be revised to match property lines.

Ownership: The majority of the parcels (93.4%) are privately owned. Two properties (0.9%) are owned by corporations. Five parcels (2.4%) are publicly owned by the government entities. Seven properties (3.3%) are owned by religious organizations.

Many of the properties located along Main Street are privately owned. The adoption of a mixed use zoning district along Main Street will encourage private owners to investigate potential small-scale commercial uses and adaptive reuse opportunities. Similarly, the adoption of design guidelines for Main Street will improve the aesthetics along Main Street.

Subarea Analysis of Brownfield, Vacant & Underutilized Sites:

The following sites identified on the **Underutilized Sites Map** are within the Upper Rotterdam Junction Subarea:

Site #2 (1292 Main Street – 20.5-2-11), the former Woestina Elementary School is an **underutilized site.** The former Woestina Elementary School is closing as an elementary school at the end of the 2010-2011 academic year. The building will be rented by BOCES throughout the 2011-2012 academic year during which classes will be held in the building throughout the day. The building and school grounds will be available for use by community groups from 4 PM through 9 PM. Town and Schalmont Central School District's officials are exploring the potential of constructing new athletic fields on the school's property for use by community groups.

Site #3 (1285 Main Street -20.5-7-2.1) is an **underutilized site.** The 8,940 square feet of retail space located on this parcel was vacant until recently. The space is currently the home of a slot car racing specialty store called Grand Prix Model Raceway. Due to its location on Main Street, the property is could be a catalyst for future economic activity within the Junction and improving Main Street.







Site #3





Site #4 (Iroquois Street – 20-2-1.2) is an **underutilized site.** Only a portion of this parcel is located within the Study Area. The parcel is currently owned by Schenectady County and is vacant. The parcel is adjacent to the historic (and abandoned) Erie Canal Lock 25. Consequently, development of this property has the potential to support the historic nature of the historic lock while enhancing recreational opportunities within the Junction.

Site #6 (1220 Main Street – 20.5-5-7), the site of Bobby's Auto Service, is an **underutilized site** and a **brownfield site**. The property is currently classified as Auto body and auto services were being operated from the 1,380 square foot structure located on the site. A search of the Aboveground Storage Tank (AST) database identified the presence of two Petroleum Bulk Storage (PBS) tanks located at Bobby's Auto Service. The first tank has the capacity to holder 275 gallons. The second tank has the capacity to hold 300 gallons. The tanks were installed in 2006 and are both confirmed to be in service by the AST database report and the New York State Department of Environmental Conservation (NYSDEC) Bulk Storage Database. It is possible that the site has some contamination. The current property owner is

exploring sale opportunities. Further study is recommended.

Site #7 (1225 Main Street - 20.5-8-1.12) is an **underutilized site.** The site is currently owned by Schenectady County and is vacant. The location of the property along NYS Route 5S/Main Street and directly adjacent to Strategic Site B, creates an opportunity for development that compliments the other uses along Main Street and within the Junction, potentially spurring economic development.

Site B (Main Street -20.5-8-1.11) is a strategic site. The site is privately owned and is currently vacant. The location of the property along NYS Route 5S/Main Street and directly adjacent to Underutilized Site #7, creates an opportunity for development that compliments the other uses along Main Street and within the Junction, potentially spurring economic development.

Key Buildings: Former Woestina Elementary School: The former Woestina Elementary School, part of the Schalmont Central School District,

is closing as an elementary school at the end of the 2010-2011 academic year. The school building is currently assessed at \$695,000 and is comprised of 10,650 square feet. It was built in 1958 but has had significant renovations in the past ten years. Schalmont School District plans to transition the elementary school to a BOCES school and community space.



















Bobby's Auto Service: Currently, Bobby's Auto Service operates out of the 1,380 square foot structure located on the site. The property is potentially for sale and should be considered by the Town to protect the adjacent public well. It was built in 1960 and is currently assessed at \$65,000.

1285 Main Street is 8,940 square feet of underutilized retail space. Due to its location on Main Street, the property is could be a catalyst for future economic activity within the Junction and improving Main Street.

Upper Rotterdam Junction Subarea: Capital Projects

- UR 1: Implement Streetscape Improvements for Route 5S/Main Street. Streetscape improvements will result in a more inviting and pedestrian friendly Main Street by addressing poor sidewalk conditions, consolidating or eliminating curb cuts, calming traffic, encouraging the use of street trees and pedestrian benches, and increasing pedestrian-scale lighting. Consider the placement of "Welcome to Rotterdam Junction" signs along Main Street to create a sense of place. Consider applying for New York State Main Street Program grant funding to help with the creation and implementation of the Streetscape Improvement Strategy.
- UR 2: Implement the recreation improvements detailed in the Rotterdam Junction BOA Land Use Master Plan.
- UR 3: Complete sidewalks to eliminate gaps and provide crosswalks for safe, efficient, and effective pedestrian access across Route 5S/Main Street.
- UR 4: Acquire the former Bobby's Auto property (Underutilized Site #6) to protect the public well-head.
- UR 5: Design and construct a gateway entry into Upper Rotterdam Junction.
- UR 6: Design and install directional, informational, and interpretive signage at key intersections within the subarea to improve to guide pedestrians and bicyclists to the cultural and recreational amenities of Rotterdam Junction.
- UR 7: Improve visual and physical connectivity between recreational and cultural resources.







Upper Rotterdam Junction Subarea: Non-Capital Projects

- UR 8: Conduct Phase II Environmental Site Assessment of strategic redevelopment sites within the subarea, including the former Bobby's Auto, to further understand areas of potential contamination.
- UR 9: Conduct a sewer infrastructure assessment to determine the cost/feasibility of a sewer district in Rotterdam Junction. The potential district should focus on the commercial properties along Route 5S/Main Street to reduce the potential impacts to the public wellhead. If economically feasible, sewer could be expanded to include residential users. See Potential Future Sewer Map for illustration of potential along Main Street.
- UR 10: Complete a detailed implementation funding strategy for the construction of the recreation improvements detailed in the Rotterdam Junction BOA Land Use Master Plan.
- UR 11: Participate in the discussions regarding the future of the Woestina Elementary School property, working together with the School District and residents to create cultural and recreational opportunities that benefit the community. Seek funding for and conduct a building assessment and adaptive reuse strategy for the Woestina Elementary School.
- UR 12: Develop and adopt Design Guidelines for the *hamlet* portion of Route 5S/Main Street, extending from the northern BOA Study Area boundary to Putnam Street, in an effort to codify a unified architectural plan for the properties along Route 5S/Main Street that compliments the existing scale and character of the area.
- UR 13: Develop and adopt Design Guidelines for the *commercial* portion of Route 5S/Main Street, which extends between Putnam Street to the southern boundary of the Subarea located just to the south of Parkis Street, in an effort to codify a unified architectural plan for the properties along Route 5S/Main Street. Consider the adoption of design guidelines that include: the creation of shared access points; the use of landscape buffers along sidewalks and parking lots; the construction of rear or side parking lots; the use of fencing and plantings in side-yard setbacks; and screening of on-site storage facilities.
- UR 14: Create a database on the Town's website of the commercial buildings and properties available within the subarea. Interface the database with the Town's GIS system to share information with public and potential investors.
- UR 15: Consider a Business Improvement District.
- UR 16: Identify and implement a unique marketing campaign specific to Rotterdam Junction to attract visitors and new investors to the area. Create a sense of place for Rotterdam Junction through its history "*Canal to Railroad to Bikeway*."
- UR 17: Explore opportunities to acquire parcels that could be acquired and assembled for future development, particularly along Route 5S/Main Street.
- UR 18: Prioritize code enforcement throughout the Study Area to eliminate any sources of neighborhood blight, particularly along Route 5S/Main Street.
- UR 19: Complete an analysis and design of the drainage infrastructure on Lock Street and Canal Street to ensure adequate drainage infrastructure is installed.
- UR 20: Complete a Flood Mitigation Study to understand and prevent future flooding of the old Erie Canal bed and affected neighborhoods along Scrafford Lane, Isabella Street, Lock Street, Iroquois Street, and Erie





Street. Identify in this study the preventative infrastructure or improvements needed to ensure the long-term protection from future flood events.

UR 21: Assist business owners through Community Development Block Grants (CDBG), USDA Rural Development grants, micro-enterprise grants, revolving loans, NY Main Street, and other grant programs to provide opportunities for property owners to restore, improve, and expand businesses.







Upper Rotterdam Junction Subarea Map





Section 4: Subarea Plans & Projects



LEGEND



Potential Future Sewer Map

Crawford Rd

BOA Nomination Study

TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK





Copyright Laberge Group, 2010. Produced for Planning Purposes Only. Accuracy or completeness is not guaranteed. Data provided by: Schenectady County GIS Department and NYS GIS Clearinghouse. Project #2009135 J:\2009135\Cadd\Maps\Potential Future Sewer Map 3-14-11

Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – Rotterdam Junction's Revitalization Plan

LOWER ROTTERDAM JUNCTION SUBAREA

Subarea Analysis of Land Use & Zoning

Land Use: The Lower Rotterdam Subarea consists of 55 parcels covering 186.6 acres. The proximity of Subarea parcels to the Mohawk River presents the opportunity to provide recreational activities along the waterfront, potentially expanding recreational opportunities into the redesigned vacant property.

- The majority of the land is classified as **Public Services** (31.3%), **Industrial** (30.5%), and **Vacant** (30.3%).
- **Residential** land uses comprise 5.9% in the Subarea.
- A small percentage of land is classified as **Commercial** (1%) and **Community Services** (1%).

Table 12: Land Use Summary – Lower Rotterdam Subarea

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Property Class	Property Class Code	# of Parcels	Acres	Average Size (acres)	% of Land Area	% of Parcels
Unclassified	N/A	0	0	0.0	0.0%	0.0%
Agriculture	100's	0	0	0.0	0.0%	0.0%
Residential	200's	36	11.1	0.3	5.9%	65.5%
Vacant Land	300's	11	56.5	5.1	30.3%	20.0%
Commercial	400's	3	1.82	0.6	1.0%	5.5%
Recreation & Entertainment	500's	0	0	0.0	0.0%	0.0%
Community Services	600's	1	1.92	1.9	1.0%	1.8%
Industrial	700's	2	56.9	28.5	30.5%	3.6%
Public Services	800's	2	58.4	29.2	31.3%	3.6%
Wild Forested, Conservation Lands & Public Parks	900's	0	0	0.0	0.0%	0.0%
	TOTALS	55	186.6	65.6	100.0%	100.0%

Existing Zoning: The Lower Rotterdam Subarea is comprised of five zoning districts: Heavy Industrial (I-2), Agricultural (A), Retail Business (B-1), General Business (B-2), and One-Family Residential (R-1).

Proposed Zoning: It is recommended that some of the properties along NYS Route 5S/Main Street be rezoned from Retail Business (B-1) and General Business (B-2) to Main Street Neighborhood Center





(NC) to encourage small-scale mixed use development. Permitted uses should encourage small professional offices, small business, senior housing, as well as a mix of single-family residential. A portion of Heavy Industrial (I-2) district is recommended to also be rezoned as Retail Business (B-1) and General Business (B-2). The adoption of a mixed use zoning district will encourage private owners to investigate potential commercial uses. Similarly, the adoption of design guidelines for Main Street will improve the overall streetscape appearance. The NYS Canal Corporation property is recommended to be rezoned as Planned Residential Development (PRD) to allow for flexible future reuse. Zoning District boundaries should be revised to match property lines. Zoning District boundaries should be revised to match property lines; this will create slight changes in district boundaries for the One-Family Residential (R-1) and the Agricultural (A) districts.

Ownership: The majority of the parcels (90.9%) are privately owned. One parcel (1.8%) is publicly owned by New York State. The remaining five properties (9.1%) are owned by corporations.

Subarea Brownfield, Underutilized & Strategic Sites:

The following sites identified on the **Underutilized Map** are within the Lower Rotterdam Junction Subarea:

• Site F (1000 Main Street – 20-3-5.11) has a history of environmental contamination and is considered a strategic site and potential brownfield site. The site is currently owed by SI Group, Inc. and is the location of the plastics material and resin manufacturing plant and storage division. The site is identified by NYSDEC as an Inactive Hazardous Waste Site Class 2, due to its 60 years of industrial operation. The site has also been classified as a TSDF, or a site that treats, stores or disposes of waste, according to the Resource Conservation

& Recover Act- Treatment, Storage, and Disposal Facilities environmental database. However, SI Group has completed significant remedial actions through a NYSDEC signed consent order. Protective measures, such as secondary containment and slurry walls, have been installed to prevent accidental contaminant release. SI Group works closely with NYSDEC to maintain safe conditions. In addition, SI Group has a highly trained emergency response team that is well prepared to handle any type of spill or emergency situation. SI Group performs practice drills to ensure preparedness for these emergencies and maintains an open dialog with the community through a Community Advisory Panel to respond to public concerns. Due to the location of the site along the Mohawk River, the site is



Site F

also classified as a **strategic site** that has the potential to connect recreational amenities throughout the Rotterdam Junction BOA.





- Site #15 (1000 Main Street 20-3-5.12) is an underutilized site. The property is currently being used to house electric and gas facilities and/or substations. The property is owned by SI Group, Inc. and has potential to become part of the greater pedestrian trail.
- Site #16 (River Road 20-3-13) is an underutilized site. The land is currently vacant and is owned by New York State Canal Corporation. The Canal Corporation currently uses this property for dredging spoils but has determined approximately 15 acres are surplus and could be sold or leased. The property has the potential to support light industry, recreation, or waterfront residential uses.

Key Buildings: SI Group is a significant building in the Lower Rotterdam Junction Subarea. The potential rezoning of the adjacent parcels located along Lower Main Street (NYS Route 5S) to permit mixed uses and the adoption of design guidelines may result in a redevelopment scheme that will serve as the catalyst for further redevelopment in the Subarea.

Lower Rotterdam Junction Subarea: Capital Projects

- LR 1: Design and construct a gateway entry into Lower Rotterdam Junction.
- Implement Streetscape Improvements for the southern most portion of LR 2: Route 5S/Main Street. Streetscape improvements will result in a more inviting and pedestrian friendly Main Street by addressing encouraging the use of street trees and pedestrian benches, increasing pedestrian-scale lighting and constructing pedestrian paths that are easily traveled by pedestrians and bikers who may also be MHBHT users. Consider applying for New York State Main Street Program grant funding to help with the creation and implementation of the Streetscape Improvement Strategy.
- LR 3: Construct a multipurpose trail along the Mohawk River, beginning at the southern border of the Subarea, continuing north along the river, behind the SI Group, Inc. complex (Strategic Site F) and onto Route 5S/Main Street. The trail would eventually connect to the other trails constructed along the Mohawk River on the New York State Canal Corp property (Underutilized Site #1) resulting in a pedestrian trail network throughout the BOA Study Area.
- LR 4: Improve visual and physical connectivity between local and regional recreational and cultural resources.



Site 15



Site #16



Lower Rotterdam Junction Subarea: Non-Capital Projects

- LR 5: Complete a detailed implementation funding strategy for the construction of the recreation improvements detailed in the Rotterdam Junction BOA Land Use Master Plan.
- LR 6: Conduct a Cost Benefit Analysis for the reuse of the New York State Canal Corporation property that has been determined surplus. The analysis should detail costs of acquisition and potential redevelopment scenarios for the property.
- LR 7: Consider various uses for the New York State Canal Corp Surplus Land (Underutilized Site #16). The proximity of the site to the Mohawk River will provides the opportunity to use the property as waterfront residential, or as recreational property. On the other hand, the property has the potential to support a light industrial use, complimenting the already industrial use of the SI Group complex located just to the north.
- LR 8: Consider a Business Improvement District; this district may be a part of the Upper Rotterdam Junction Business Improvement District.
- LR 9: Identify and implement a unique marketing campaign specific to Rotterdam Junction to attract visitors and new investors to the area. Create a sense of place for Rotterdam Junction through its history "*Canal to Railroad to Bikeway*."
- LR 10: Work with SI Group, Inc. (Strategic Site F) to establish easements along the waterfront that allow the continuation of the waterfront trail. The pedestrian path on Underutilized Site #15 is to travel in the New York State Right of Way precluding the need for an easement. Security fencing should be constructed along the waterfront path to ensure pedestrian safety by precluding path users from traveling onto the SI Group industrial property.









Lower Rotterdam Junction Subarea Map





Section 4: Subarea Plans & Projects

Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – Rotterdam Junction's Revitalization Plan



WATERFRONT CULTURAL SUBAREA

Subarea Analysis of Land Use & Zoning

Land Use: The Waterfront/Cultural Subarea consists of 5 parcels covering 104.93 acres. The construction of picnic areas, boat launches and pedestrian/bike trails along the Mohawk River will allow the Junction to create recreation opportunities to compliment the cultural uses along the currently inaccessible waterfront, while also taking advantage of the large amount of vacant land in the Subarea.



- Vacant (60%) land uses are predominant with 3 parcels.
- One parcel has a land use classification of **Cultural** (20%). The site supports the Historic Mabee Farm.
- One parcel is classified as **Single Family Residential** (20%) but functions as the site of the Keepers of the Circle Native American Education and Cultural Center.

Table 13: Land Use Summary – Waterfront Cultural Subarea

Property Class	Property Class Code	# of Parcels	Acres	Average Size (acres)	% of Land Area	% of Parcels
Unclassified	N/A	0	0	0	0.0%	0.0%
Agriculture	100's	0	0	0	0.0%	0.0%
Residential	200's	1	2.6	2.6	2.5%	20.0%
Vacant Land	300's	3	93	75.3	88.6%	60.0%
Commercial	400's	0	0	0	0.0%	0.0%
Recreation & Entertainment	500's	0	0	0	0.0%	0.0%
Community Services	600's	1	9.3	9.3	8.9%	20.0%
Industrial	700's	0	0	0	0.0%	0.0%
Public Services	800's	0	0	0	0.0%	0.0%
Wild Forested, Conservation Lands & Public Parks	900's	0	0	0	0.0%	0.0%
	TOTALS	5	104.9	87.2	100.0%	100.0%

Existing Zoning: The Waterfront/Cultural Subarea is comprised of three zoning districts: Agricultural (A), One-Family Residential (R-1), and General Business (B-2).





Proposed Zoning: It is recommended that the area adjacent to NYS Route 103/Bridge Street be also

rezoned Main Street Neighborhood Center (NC) to connect and continue the hamlet. The remainder of the NYS Canal Corporation property is recommended to be rezoned Planned Residential Development (PRD), but should be revised to match property boundaries and therefore eliminating the small portion that is currently One-Family Residential (R-1). In addition, the remaining properties (including the Mabee Historic Site and the Keepers of the Circle) should be rezoned to follow property boundaries and include both Agricultural (A) and Main Street Neighborhood Center (NC) districts.

Ownership: Two of the parcels in the Subarea are owned by the New York State Canal Corporation. Two of the parcels are owned by the Schenectady County Historical Society (including the Mabee Farm Historic Site). One parcel is owned by Keepers of the Circle Native American Education and Cultural Center. The small number of owners creates an optimal opportunity to create common will to create recreation opportunities (such as the creation of pedestrian paths) that span more than one parcel.

Subarea Analysis of Brownfield, Underutilized & Strategic Sites:

The following sites identified on the **Underutilized Sites Map** are within the Waterfront/Cultural Subarea:

- No brownfield sites were identified within the Waterfront/Cultural Subarea or are suspected to have environmental contamination.
- Site #1 (River Road 20.-3-1) is an **underutilized site** as it is located along the bank of the Mohawk River and is currently vacant. The site provides the opportunity to create recreational opportunities and provide water access for residents and tourists.
- Site C (Main Street 20.-3-2.1), owned by the Schenectady County Historical Society, is a strategic site. All redevelopment has the opportunity to support Rotterdam Junction's cultural assets and create additional opportunities to attract tourists to the Junction.
- Site D (1180 Main Street 20.-3-2.2), the Keepers of the Circle Native American Education and Cultural Center, is a strategic site. All redevelopment has the opportunity to support the cultural asset of the Keepers of the Circle and create new recreational opportunities to draw additional tourists to the Junction.
- Site E (Main Street 20-3-4) is the Historic Mabee Farm and is identified as a















strategic site. All redevelopment has the opportunity to support the cultural asset of the Historic Mabee Farm and create additional recreational opportunities to draw additional tourists to the Junction.

Key Buildings: Mabee Farm Historic Site. The Historic Mabee Farm includes: the Jan Mabee Farm House including the attached Inn, a Dutch barn, an English barn, blacksmith and carpenter shops and slave quarters. In addition, the George E. Franchere Education Center is currently being constructed on the site. The Education Center will include a community room, gift shop, artifact restoration shop, meeting room, classrooms, and restroom facilities for guests. The Mabee Farm and farm house, built in 1705, remained with the Mabee family until 1993 when the last direct descendent of Jan Mabee gifted it to the Schenectady County Historical Society. The Mabee Farm opened as a local attraction in 2002. The addition of the Education Center will allow the farm to expand it's programming from 6 months a year to year round.

Keepers of the Circle: Unique to the Rotterdam Junction BOA is the Native American Education and Cultural Center. This Center focuses not only on maintaining Native American cultural traditions, language, and way of life, but it also preserves and promote an appreciation and understanding of Native American culture to Native and Non-Native people throughout the Region. The Center strives to increase awareness of Native American/Indigenous people and related issues of historical struggle, perseverance, and contemporary living.

Waterfront/Cultural Subarea: Capital Projects

- WC 1: Coordinate construction with New York State Canal Corporation to provide trail heads, access points to the Mohawk River, and interpretive elements within the subarea.
- WC 2: Enhance the waterfront and surrounding cultural resources through the provision of self-guided educational/interpretive walks geared towards adults and children, and to direct visitors to the numerous destinations within the subarea.
- WC 3: Provide a place for community gatherings near the Mohawk River (i.e. outdoor amphitheater, picnic areas, pavilions, etc.).
- WC 4: Provide more access to the Mohawk River (i.e. canoe/kayak launch, floating docks, multi-use trails, etc).
- WC 5: Construct overlooks and enhanced access points along the Mohawk River.
- WC 6: Improve visual and physical connectivity between recreational and cultural resources.
- WC 7: Repair Woestina Park from the damage caused by Tropical Storm Irene.



Waterfront/Cultural Subarea: Non-Capital Projects

- WC 7: Complete a detailed implementation funding strategy for the construction of the recreation improvements.
- WC 8: Survey New York State Canal Corporation to determine surplus property that may be sold or leased to the Town of Rotterdam for residential, recreational and/or waterfront development.
- WC 9: Develop a tourism marketing strategy for the recreational and cultural resources of Rotterdam Junction.
- WC 10: Develop a specific set of standards for site design, architecture, and public access within the waterfront area to foster a unique waterfront and maritime sense of place. Restrict new land uses to water-dependent and water-enhanced residential accommodations in an effort to tie the identity of the subarea with the Mohawk River.
- WC 11: Promote connectivity between recreational and cultural resources.
- WC 12: Work with the NYS Canal Corporation to explore hydropower at the Lock 9 dam.







Waterfront/Cultural Subarea Map





RESIDENTIAL SUBAREA – UPPER & LOWER ROTTERDAM JUNCTION

Rotterdam Junction is, and has been, a small residential hamlet that developed near the historic Erie Canal Its small neighborhoods retain the hamlet's working-class character and reflect a strong community. However, over recent years many of the homes have had a lack of continued investment and resulted in some poorly maintained properties. Rotterdam Junction currently faces similar opportunities and challenges as many communities in Upstate New York. These include a housing stock that is both aging and historic, an increased need for public services while keeping taxes low, maintaining safe and reliable transportation infrastructure, and the maintenance and expansion of recreational facilities.

Summary of Land Use

Rotterdam's housing stock is comprised primarily of singlefamily dwelling units, with some two-family and multifamily dwellings. Based upon construction trends, it is anticipated that single-family homes will continue to be predominant within Rotterdam Junction. The residential land uses in the Rotterdam Junction BOA are categorized as either **Single-Family Residential** (property used for onefamily, year round and seasonal residences, including apartments) or **Multi-Family Residential** (property used for two or more residences). These residential uses and structures are primarily found in the Upper Rotterdam Junction Subarea and the Lower Rotterdam Junction Subarea.

Approximately 64.43 acres are used for residential purposes in the Rotterdam Junction BOA to make up 296 residential parcels. Similarly, there were 223 dwelling units in the Study Area, the majority of which are detached and attached single-family dwelling units (see **Table 14: Existing Land Use**).





Table 14. Housing Onits by Onits in Structure					
Housing Units by Units in Structure	19	90	Censu	1990-2000	
Housing onlis by onlis in Structure	Number	Percent	Number	Percent	% Change
1, Detached	158	74.5%	143	64.1%	-0.99%
1, Attached	2	0.9%	2	0.9%	0.00%
2	16	7.5%	19	8.5%	1.73%
3 or 4	6	2.8%	2	0.9%	-10.40%
5 to 9	8	3.8%	20	9.0%	9.60%
10 to 19	20	9.4%	27	12.1%	3.05%
20+	0	0.0%	10	4.5%	0.00%
Mobile Home	0	0.0%	0	0.0%	0.00%
Other	2	0.9%	0	0.0%	-100.00%
Total Units	212	100.0%	223	100.0%	0.51%

Table 14: Housing Units by Units in Structure

Source US Census Bureau; ESRI

Housing Occupancy

The majority of housing units in the Study Area are occupied (95.9%). These occupied housing units consist of both owner (63.6%) and renter occupied (32.3%) dwelling units. The majority of housing units that are unoccupied are structures available for rent. (See **Table 15**.)

	Census 1990		Census 2000			
Housing Units by Occupancy	Number	Percent	Number	Percent	1990-2000 % Change	
Occupied Housing Units	199	96.1%	208	95.9%	0.44%	
Owner Occupied Housing Units	149	72.0%	138	63.6%	-0.76%	
Renter Occupied Housing Units	50	24.2%	70	32.3%	3.42%	
Vacant Housing Units	8	3.9%	9	4.1%	1.18%	
For Rent	2	1.0%	3	1.4%	4.14%	
For Sale Only	1	0.5%	1	0.5%	0.00%	
Rented or Sold, not Occupied	0	0.0%	0	0.0%	0.00%	
For Seasonal/Recreational/Occasional Use	1	0.5%	0	0.0%	-100.00%	
For Migrant Workers	0	0.0%	0	0.0%	0.00%	
Other Vacant	4	1.9%	5	2.3%	2.26%	
Total Housing Units	207	100.0%	217	100.0%	0.47%	

Table 15: Housing Units by Occupancy

Source US Census Bureau; ESRI

Level of Economic Distress

The type, age, value, and number of occupied homes in a neighborhood can often provide a picture of the community and impact the overall demand for housing. Projections indicate that while the Study Area will continue to see an increase in population through 2014, the growth rate will not be as high as in previous years. Sixty-three percent (63%) of the housing units in the Town of Rotterdam were constructed prior to 1960, with the greatest number of new starts between 1940 and 1959. In general according to the 2000 Census, the average home value in the Rotterdam Junction BOA is \$106,847 and




the average rent is \$486. As noted in the Economic & Market Analysis (**Appendix C**), significant levels of socioeconomic distress characterize the Study Area, relative to the Town of Rotterdam and Schenectady County.

Household income is the total income of all members of a household regardless of their relationship to each other. The amount of income is an indicator of the local economy. Understanding the income characteristics of the community is also important in determining a community's health as well as the ability of residents to maintain their housing,





contribute to the local tax base, and participate in the economy. The median household income of the Study Area was \$40,864, significantly less than the Town of Rotterdam (\$46,267). While having the lowest median household income, the Study Area's poverty levels are below those of Schenectady County and New York State, and slightly higher than that of the Town. As illustrated in the above figure, the poverty percentages for the Study Area were reported at 6%. Poverty levels are calculated by the Census and are based on a set of formulas identifying the number of persons, rather than households considered to be living in poverty. This means that while median income for residents in the Study Area is low, few are living in poverty.

Tabulations provided by the U.S. Department of Housing and Urban Development (HUD) indicate that in 2000, 39.8% of Town of Rotterdam residents were in low and moderate-income households, with incomes at or below 80% of the area median. Poverty rates (the percent of market area population) are calculated by the US Census Bureau using a set of money income thresholds that vary by family size and composition. While this does not allow for a target area Community Development Block Grants (CDBG), an area-wide application could be made.

Housing Grant Opportunities

One of the Town of Rotterdam's housing goals, according to the 2001 Comprehensive Plan, is to provide suitable housing opportunities for all residents and to preserve the quality housing. In order to assist residential property owners in maintaining and improving their homes, a Housing Windshield Survey was conducted to determine areas of the Rotterdam Junction BOA that may be eligible for grant assistance, such as CDBG.

In order to strengthen applications for grant funds, a housing windshield survey was undertaken to understand the degree of disrepair and need. An inspection of housing components that could be assessed from the street was categorized as primary, mechanical, or secondary. The inspections of the remaining components will be included in the comprehensive housing rehabilitation work write-ups as part of future grant applications (**Appendix F: Sample Housing Windshield Survey Form**). The HUD Determination of Components and Classifications follow:





- **Primary Components**: Foundation, exterior wall structure, roof structures, floor structures, columns, joists, and partitions.
- Mechanical Components: Windows and doors, plumbing, heating, electrical, wells and septic systems.
- Secondary Components: Siding material, roofing material, porches and exterior stairs and railings, chimneys, flooring material, ceilings, lighting, ventilation, interior stairs, and railings.

Degree of Deficiency: After the structural components were classified as primary, mechanical, or secondary, they were assessed for the degree of deficiency as follows:

- **Critical Defects**: Component is a badly deteriorated, sinking, leaning, non-operative or non-functional, out of plumb, or unsafe to an extent <u>requiring complete replacement</u>.
- Major Defects: Component is badly deteriorated and in need of <u>major repair or replacement</u>.
- Minor Defects: Component is worn, loose, or cracked and in <u>need of repair</u>.
- Sound: Component needs no more than <u>normal maintenance</u>.

Structural Conditions: Once the degree of deficiency was determined, the structural condition of the housing unit was then determined using the following definitions:

- **Standard**: Housing units that do not have any major or critical structural defects. This condition requires no more than normal maintenance or only slightly observable deficiencies.
- **Substandard**: Housing units that have <u>one or more major and/or critical</u> structural defects are classified as substandard. The degree of substandard is either moderate or severe according to the following:

Degree of Substandard: A weighted score of one (1) was applied to each major defect and a score of three (3) was applied to each of the critical defects (three (3) major defects = one (1) critical defect). The formula was based on the HUD' Definitions of Substandard Housing.

- **Moderately Substandard:** Housing units that have less than <u>three (3) major defects</u> and can be restored to a standard condition for a reasonable cost. (NOTE: No critical defects)
- Severely Substandard: Housing units that have three (3) or more major defects or at least one critical defect and can be restored to a standard condition for a reasonable cost.
- **Dilapidated:** Housing units that are determined to be substandard to a degree requiring clearance or buildings which have <u>three (3) or more critical deficiencies</u> that cannot be repaired to a standard condition for less than a reasonable amount. In these instances a local determination must be made concerning the economic feasibility and public benefit of such projects.

Windshield Survey Results: A total of one hundred seventy-eight (178) surveys were conducted on houses located within the Rotterdam Junction BOA. As a result, the majority of the housing stock located within the Rotterdam BOA Study Area is considered to be Moderately Substandard (46.1%) or Severely Substandard (38.2%). All houses designated as Moderately Substandard or below are eligible for grant funding. In this case, 91.0% of the housing stock located within the Rotterdam Junction BOA is eligible





for grant funding based upon housing conditions. An income survey will need to be completed for participating homes.

Table 16: Housing Windshield Survey Results

	Standard	Moderately Substandard	Severely Substandard	Dilapidated	Total
Number	16	82	68	12	178
Percentage	9.0%	46.1%	38.2%	6.7%	100%

Source: Laberge Group (October 2011 – Following Tropical Storm Irene)

Residential Subarea: Capital Projects

RS 1: Improve sidewalk connectivity within the neighborhoods by filling gaps and seeking to create contiguous runs of sidewalk on at least one side of every street.

Residential Subarea: Non-Capital Projects

- RS 2: Develop an incentive program to facilitate the rehabilitation of renter- and owner-occupied housing.
- RS 3: Conduct a neighborhood housing analysis to understand the supply and demand for housing across a broad range of users and types, including single-family, renter, senior citizen, apartments, townhomes etc.
- RS 4: Continue to inventory and assess existing housing to identify the quality and quantity of existing owner occupied and renter occupied housing. The study should also identify opportunities for rehabilitation, new construction, infill, and land assembly where appropriate.
- RS 5: Work with neighborhood representatives to develop grassroots initiatives targeting neighborhood and property maintenance, including the creation of local tools ad the hosting of "how to" clinics.
- RS 6: Adopt a Neighborhood Revitalization Strategy that addresses the vacant and underutilized residential properties located throughout the Study Area. The Junction has an opportunity to create pocket parks, community gardens and passive recreation areas on vacant properties, and the chance to rehabilitate housing structures that have been categorized as "Severely Substandard" or "Dilapidated" as part of the Housing Windshield Survey. Addressing vacant properties and unsafe housing structures will increase the quality of life for residents and has the potential to increase residential property values within the Junction. Consider applying for CDBG and HOME money to assist in these efforts.
- RS 7: Prioritize code enforcement throughout the Study Area to eliminate any sources of neighborhood blight, particularly along Route 5S/Main Street.
- RS 8: Assist homeowners through grant programs such as: Community Development Block Grants (CDBG), HOME grants, USDA Rural Development grants, Weatherization Assistance Program (WAP), and others to provide opportunities for property owners to improve their homes.







BROWNFIELD, UNDERUTILIZED & STRATEGIC SITES

What is a Brownfield?

NYS Brownfield Definition:

A brownfield site is defined in New York State Environmental Conservation law as "...any real property, the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant."

Federal Brownfield Definition

The federal government defines brownfields as "Abandoned, idle, or underused industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contamination."

Communities understand that brownfield redevelopment is important in the revitalization process; however often do not have the tools or knowledge to move these projects forward. The Brownfield Opportunity Area (BOA) Program is unique as it not only allows these potential obstacles to be understood, but also enables communities to establish a clear vision for their future and form the necessary public and private partnerships to make redevelopment a reality.

Given the choice, most developers will choose a greenfield site over a brownfield site as they are less complicated and more predictable. Greenfields are undeveloped lands, usually in a rural or suburban location, with no historic use. The majority of new development in Schenectady County over the last few decades has occurred on greenfields. This is because these properties typically provide no significant obstacles for development, such as re-use of existing buildings or constrained parking areas. The downside of this type of development is that it quickly consumes natural resources and remaining open spaces, and does little to revitalize the older or developed corridors.

Brownfields are typically underutilized or abandoned commercial or industrial facilities that have been contaminated or are perceived to be contaminated. Although redevelopment of these facilities can be achieved, it is often complicated or more expensive due to potential environmental contaminants. Reuse is possible once these substances have been substantially removed and the public has been protected from future exposure via remediation activities.

Without financial assistance from designated remediation programs, the cost of environmental cleanup can make the redevelopment of brownfield sites economically uncompetitive in the marketplace due to the legal and procedural steps necessary to test, remediate, acquire, and reuse these sites. Knowledge of the type and degree of contamination present can be helpful to inform property owners of the potential financial costs an-d timeframes necessary for remediation, and provide insight into contaminant-specific government funding that may exist.



Rotterdam Junction Brownfield Development

The Rotterdam Junction BOA is an exceedingly unique revitalization area in the BOA Program. Most Study Areas participating in the BOA Program are significantly burdened with numerous, sometimes hundreds of brownfield sites. Rotterdam's primary objective of the Nomination Study was to create a revitalization plan that will improve the economic situation for the hamlet in a way that will protect the water quality of the Great Flats Aquifer. This critical groundwater resource not only serves Rotterdam Junction, but most of Schenectady County. In order to achieve this for the Town and County, a clear understanding of the potential threats to this water source was needed.

In an effort to protect this critical resource, an extensive review of existing and historical land uses was conducted to narrow the search for properties that have the potential to threaten the sole source aquifer. Properties identified then reviewed in greater detail were through environmental databases and reports to understand whether the site was an existing or potential brownfield that may negatively affect groundwater. Based upon this research, there were 3 parcels identified as existing or potential brownfields. These sites were also overlap with

Environmental Evaluation Sources

Environmental Protection Agency Databases

- Superfund Sites Database
- Underground Storage Tank (UST) Database
- Aboveground Storage Tank (AST) Database
- Resource Conservation & Recovery Act-Treatment Storage and Disposal Facilities (RCRA-TSDF) Database
- Corrective Action Report (Identifies hazardous waste handlers with RCRA corrective action activity)

NYSDEC Databases

- Spill History
- Inactive Hazardous Waste Sites
- Remediation Database
- Petroleum Bulk Storage (PBS) Database
- Chemical Bulk Storage (CBS) Database

Other Databases & Sources

- Previous Environmental Site Assessments (ESA's)
- Visual evidence of abandoned waste or underground storage
- Sanborn Maps & Historic use

either the underutilized or strategic site listings. (See Appendix D for detailed site summaries).

• **1220** Main Street – **20.5-5-7** (Underutilized Sites Map –Site #6), the site of Bobby's Auto Service, is an underutilized site and a **brownfield site.** The property is currently classified as Auto body and auto services were being operated from the 1,380 square foot structure located on the site. A search of the Aboveground Storage Tank (AST) database identified the presence of two Petroleum Bulk Storage (PBS) tanks located at Bobby's Auto Service. The first tank has the capacity to holder 275 gallons. The second tank has the capacity to hold 300 gallons. The tanks were installed in 2006 and are both confirmed to be in service by the AST database report and the New York State Department of Environmental Conservation (NYSDEC) Bulk Storage Database. It is possible that the site has some contamination. The current property owner is exploring sale opportunities. Further study is recommended.



Bobby's Auto - 1220 Main Street



Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – Rotterdam Junction's Revitalization Plan

• **500 Mabie Lane** - 20.-2-4.3 (**Underutilized Sites Map** – Site #12) the site of Sunshine Auto is an **underutilized site** and a **potential brownfield site**. The site is privately owned and runs parallel with the MHBHT and the former Bonded Concrete site. The land is currently classified as a Junkyard and is storage to approximately 450 vehicles and 2 concrete secondary containment areas that contain gasoline, oil, and antifreeze within 55-gallon drums. The drum contents are disposed of by Albany Tank Services, Inc. and Safety-Kleen when necessary. Currently, several mobile homes exist on the site. The majority of the mobile homes are used to house automobile parts while one is used as a sales office from which auto parts held in the junkyard are sold. The mobile home that is used as an office was constructed in the 1960s and has been reported to



Sunshine Auto – 500 Mabie Lane

potentially contain the presence of asbestos and lead-based paint and is heated by a propane space heater. A maximum of 999 tires are stockpiled in the center of the site. The owner has recently engaged in clean-up efforts and is currently evaluating potential sale opportunities. Further research would be required before redevelopment of the property began. The location of the property creates an opportunity to expand the park and recreational amenities in the area, the creation of an RV park, or the continuation of light industrial uses.

Site F (1000 Main Street - 20.-3-5.1) has a history of environmental contamination and is considered a strategic site and potential brownfield site. The site is currently owed by SI Group, Inc. and is the location of the plastics material and resin manufacturing plant and storage division. The site is identified by NYSDEC as an Inactive Hazardous Waste Site Class 2, due to its 60 years of industrial operation. The site has also been classified as a TSDF, or a site that treats, stores or disposes of waste, according to the Resource Conservation & Recover Act- Treatment, Storage, and Disposal Facilities environmental database. However, SI Group has completed significant remedial actions through a NYSDEC signed consent order. Protective measures, such as secondary containment and slurry walls, have been installed to prevent accidental contaminant release. SI Group works closely with NYSDEC to maintain safe conditions. In addition, SI Group has a highly trained emergency response team that is well prepared



SI Group – 1000 Main Street

to handle any type of spill or emergency situation. SI Group performs practice drills to ensure preparedness for these emergencies and maintains an open dialog with the community through a Community Advisory Panel to respond to public concerns. Due to the location of the site along the Mohawk River, the site is also classified as a **strategic site** that has the potential to connect recreational amenities throughout the Rotterdam Junction BOA.

In addition, several sites in the Rotterdam Junction BOA were also identified as underutilized. Underutilized meant that potential reuse or redevelopment of the site may provide an economic benefit to the hamlet. Using this criteria, there were 16 parcels identified as underutilized.





Finally, there were other sites that were identified as opportunity or strategic sites, because they could potentially improve the local economic situation or were critical to the protection of the aquifer. As part of the Nomination Study, 8 parcels were identified as strategic sites. The **Underutilized Sites Map** identifies all of these properties. A site profile was prepared for each of the 24 identified potential brownfield, underutilized, and/or strategic sites (see **Appendix D**). The site profile provides detailed, site-specific property information on each parcel (e.g. tax identification number, potential environmental issues, environmental remediation efforts, etc.).





15	203-5.12	20.53	1000 MAIN ST	SI GROUP, INC.	
16	203-13	21.09	RIVER RD	NEW YORK STATE	
STRATE	GIC SITES				
A	20.5-7-41.1	2.70	IROQUOIS ST	ROSS, LAWRENCE M.	
В	20.5-8-1.11	1.72	MAIN STREET	REUTTER, NANCY A.	
с	203-2.1	26.50	MAIN ST	THE SCHENECTADY COUNTY HISTORICAL SOCIETY	
D	203-2.2	2.60	1180 MAIN ST	KEEPERS OF THE CIRCLE	
E	20-3-4	9.33	1080 MAIN STREET	THE SCHENECTADY COUNTY HISTORICAL SOCIETY	
F	203-5.11	36.40	1000 MAIN ST	SI GROUP, INC.	
G	202-13.1	0.11	MABIE LN	SI GROUP, INC.	
н	202-5	0.41	400 MABIE LN	CRANDALL, EVERETT	and the second sec
RESS ST	A COLOR OF THE	and the second			
and want	Sec. Sec. 2	STATE OF STATE	SAL IN SOLLARS	The second se	

LEGEND





Strategic Sites

Underutilized & Strategic Sites Map

BOA Nomination Study

TOWN OF ROTTERDAM SCHENECTADY COUNTY, NEW YORK





Copyright Laberge Group, 2010. Produced for Planning Purposes Only. Accuracy or completeness is not guaranteed. Data provided by: Schenectady County GIS Department and NYS GIS Clearinghouse. Project #2009135 J:\2009135\Cadd\Maps\Underutilized& Strategic Sites Map 4-21-11



SECTION 5: IMPLEMENTATION STRATEGY

Implementation Overview

The lands within the Rotterdam Junction BOA Study Area have an opportunity to enhance the quality of life for residents, economic benefits for local businesses and recreational and cultural resources for all to enjoy. To properly take advantage of these opportunities in the Brownfield Opportunity Area, the Steering Committee and the Rotterdam Town Board must prioritize over the long-term the recommendations that have been produced by the Nomination Study and be prepared to adjust these priorities based upon factors such as the availability of property and funding sources. Funding sources have been identified where applicable for each recommendation proposed and is subject to changes in local and state budgets. All of the recommended actions in the Nomination Study have been classified as one of the following: 1) Land Use and Zoning; 2) Capital Projects; or 3) Non-capital Projects.

In addition, high priority actions have been identified. These actions represent the most time sensitive and significant recommendations necessary to kick-start the revitalization process in Rotterdam Junction. Included are recommendations or actions that are anticipated to spur additional investment into the Study Area or is a critical next step to facilitate future development or investment (i.e. zoning code updates).

The Action Matrix that follows identifies the responsible or lead party designated for implementing the action and the approximate timeframe the action should be accomplished. The recommended timeframes are identified as follows:

S – Short-term - Next twelve months (Beginning 2013)
M – Mid-term (or intermediate): Next Two to Three Years (2014-2016)
L – Long-term: Three to Five years (2016-2018)
O – On-going. To be accomplished any time over the next five years.

In addition, potential funding sources have been identified wherever possible. The following table gives the complete names of the agencies that may be abbreviated within the subsequent Action Matrix.



LAND USE & ZONING RECOMMENDATIONS

Rotterdam Junction has functioned as a largely residential community for decades with a limited number of manufacturers and small businesses. Based upon the public visioning and design charrette, as well as the communities desire to promote economic development, minor changes to the Town's Zoning Law are recommended for each of the subareas within the BOA. The long-term objective of these changes is to create a more physically welcoming corridor for residents and small business, to enhance the overall quality of life for residents and to protect the wellhead for the aquifer. The only significant land use change anticipated in relation to these zoning recommendations is the redevelopment of the canal surplus property, uniformly residential or agricultural uses around the wellhead and completion of the park on the site of the former mine.

The Nomination Study recommends several specific changes for Rotterdam Junction to the Town of Rotterdam Zoning Local Law. This includes design guidelines for Route 5S/Main Street which may require the creation of a new special purpose district similar to the Aquifer Overlay District. To implement these zoning changes the Town will need to proceed with the following:

- Codify the recommendations from the BOA Nomination Study into the Rotterdam Zoning Local Law
- Draft a Local Law to be considered by the Rotterdam Town Board that executes the changes
- Hold a public hearing on the Local Law
- Vote on Local Law at regular meeting of the Town Board

Mohawk Hudson Bike-Hike Trail Subarea: Land Use & Zoning

While the town may wish to rezone the Bonded Concrete property to Land Conservation once the mining rights there are exhausted, there are few zoning changes recommended for the Mohawk Hudson Bike-Hike Trial Subarea. During the rezoning process for the BOA the Town should examine the permitted uses in this subarea to ensure that they are consistent with the future recreational contemplated. As with all of the other subareas, it is recommended that the zoning district boundaries should be redrawn to match with existing property boundaries and this may result in some minor changes along Scrafford Lane.

Upper Rotterdam Junction Subarea: Land Use & Zoning

As with Lower Rotterdam Junction Subarea, development along Upper Rotterdam Junction's Route 5S/Main Street should be governed by design guidelines which will enhance the look and feel of the streetscape and make the area more pedestrian-friendly. Rezoning is needed to change the General Business and Retail Business zone to Main Street Neighborhood Center to encourage mixed use development. Professional office residential is a proposed use for a small block off of Route 5S/Main Street and residential zoning should be uniform in the area surrounding the wellhead. The vacant land on





the Woestina School site should be rezoned Planned Residential Development to accommodate the longterm needs for that property.

Lower Rotterdam Junction Subarea: Land Use & Zoning

The Lower Rotterdam Junction Subarea contains a portion of the existing trail, the SI Group property, Canal Corporation land, some small businesses and residences. In combination with the adoption of design guidelines, the area along Route 5S/Main Street should be rezoned to Main Street Neighborhood Center from Retail Business and General Business to encourage small scale mixed use development and to improve the overall appearance and function of the streetscape. A portion of the Heavy Industry zone should be changed to General Business and Retail Business and the Canal Corporation property should be rezoned to Planned Residential Development to accommodate a future, as yet undefined, design and land use strategy.

Waterfront Cultural Subarea: Land Use & Zoning

The main zoning recommendations for the Waterfront Cultural Subarea involve the future of the approach to Route 5S/Main Street from the bridge and the Canal Corporation land along the waterfront. Bridge Street should be rezoned Main Street Neighborhood Center to make it more consistent with any redevelopment along the adjacent Route 5S/Main Street. The Canal Corporation property should be rezoned to Planned Residential Development to accommodate the results of future surveys or feasibility studies.





Table 17: Land Use & Zoning Action Matrix

No.	Location	Action Item	Time Frame	High Priority	Partners	Sources of Funding
1	Entire BOA	Zoning District boundaries should be revised to match property lines	М	х	Town Board, Planning Commission	BOA Step 3, HUD OSHC Community Challenge Planning Grant
2	MHBHT	Rezone the former Bonded Concrete site to Land Conservation (LC) after mining rights are exhausted.	М	Х	Town Board, Planning Commission	BOA Step 3, HUD OSHC Community Challenge Planning Grant
3	MHBHT	Review permitted uses to accommodate complimentary uses such as an RV Park and/or other recreational amenities.	S	Х	Town Board, Planning Commission	BOA Step 3, HUD OSHC Community Challenge Planning Grant
4	Upper Rotterdam	Rezone some parcels One-Family Residential (R-1) from Retail Business (B-1) near the wellhead area; one parcel is recommended to be rezoned Agriculture (A).	М	Х	Town Board, Planning Commission	BOA Step 3, HUD OSHC Community Challenge Planning Grant
5	Upper Rotterdam	Rezone the undeveloped portion of the Woestina School property to Planned Residential Development (PRD).	М	х	Town Board, Planning Commission	BOA Step 3, HUD OSHC Community Challenge Planning Grant
6	Upper & Lower Rotterdam	Adopt design guidelines for Main Street to improve the overall streetscape appearance.	М	х	Town Board, Planning Commission	BOA Step 3, HUD OSHC Community Challenge Planning Grant
7	Lower Rotterdam	Rezone a portion of Heavy Industrial (I-2) district as Retail Business (B-1) and General Business (B-2).	М	х	Town Board, Planning Commission	BOA Step 3, HUD OSHC Community Challenge Planning Grant
8	Lower Rotterdam	Rezone some of the properties along NYS Route 5S/Main Street from Retail Business (B-1) and General Business (B-2) to Main Street Neighborhood Center (NC) to encourage small-scale mixed use development.	М	х	Town Board, Planning Commission	BOA Step 3, HUD OSHC Community Challenge Planning Grant
9	Lower Rotterdam	Rezone the NYS Canal Corporation property as Planned Residential Development (PRD).	М	Х	Town Board, Planning Commission	BOA Step 3, HUD OSHC Community Challenge Planning Grant
10	Waterfront Cultural	The area adjacent to NYS Route 103/Bridge Street should be rezoned Main Street Neighborhood Center (NC) to connect and continue the hamlet. The remainder of the NYS Canal Corporation property is recommended to be rezoned Planned Residential Development (PRD), but should be revised to match property boundaries and therefore eliminating the small portion that is currently One-Family Residential (R-1).	М	Х	Rotterdam Town Board, Rotterdam Planning Commission	BOA Step 3, HUD OSHC Community Challenge Planning Grant
11	Waterfront Cultural	The NYS Canal Corporation property should be rezoned Planned Residential Development (PRD), but should be revised to match property boundaries and, therefore, eliminating the small portion that is currently One-Family Residential (R-1).	М	Х	Town Board, Planning Commission	BOA Step 3, HUD OSHC Community Challenge Planning Grant



CAPITAL PROJECTS RECOMMENDATIONS

The capital projects recommended as part of the BOA Nomination Study will enhance the existing character of Rotterdam Junction, preserve the aquifer, and attract additional economic and recreational activity to the hamlet. Improved visual and physical connectivity with other communities in the region and between cultural resources will result from their successful implementation. As the BOA program intends, many of these capital projects are targeted to specific properties, including brownfields, whose redevelopment is vital to the long-term economic, environmental, and social health of Rotterdam Junction.

Each of the subareas has unique needs based on their land uses and their recreational, environmental, and cultural resources. All of these projects throughout the Rotterdam Junction BOA, however, can be characterized as advancing one or more of the following long-term community goals: environmental quality; recreational opportunity; connectivity; and, character.

Recreational opportunity

- Trail heads and interpretive signage
- More access points (e.g. boat launches) on the Mohawk River
- Interpretive overlook at Erie Canal Lock 25 with recreation space

Character

- Gateway entry points for Lower and Upper Rotterdam Junction
- Streetscape improvements along Route 5S/Main Street

Connectivity

- Sidewalk improvements in the residential area and along Route 5S/Main Street
- A crossing at the railroad tracks for the MHBHT
- A multi-purpose trail along the Mohawk River

Environmental quality

- Acquisition of Bobby's Auto property
- Reuse of the Bonded Concrete property

Mohawk Hudson Bike-Hike Trail Subarea: Capital Projects

The Mohawk Hudson Bike-Hike Trail and the Erie Canal are important recreational assets for Rotterdam Junction that attract visitors from around the region and state. These capital project recommendations seek to strengthen these assets and the overall viability of the BOA for heritage tourism. The Town should take into account similar efforts throughout the Canal System when designing these capital improvements and this will likely include consultation with the NYS Office of Parks, Recreation and Historic Preservation and the NYS Canal Corporation.

- Develop a way-finding strategy for Rotterdam Junction which includes interpretive signage
- Design and construct a crossing at the railroad tracks
- Extend the Trail to Iroquois Street





- Create an interpretive overlook at Lock 25
- Convert the former Bonded Concrete site to a recreational park
- Improve visual and physical connectivity between local and regional assets

Upper Rotterdam Junction Subarea: Capital Projects

The Upper Rotterdam Junction Subarea includes the wellhead for the aquifer and the importance of preserving the aquifer is reflected in the recommendation for the Town to acquire Bobby's Auto property. The remaining capital projects in Upper Rotterdam Junction dovetail with those in Lower Rotterdam Junction and other parts of the Rotterdam Junction BOA to achieve a visual and physical cohesion throughout the community. A gradual strengthening and expansion of its recreational assets and its overall sustainability is also envisioned through these recommendations.

- Implement streetscape improvements
- Design and install directional, informational and interpretive signage at key intersections
- Design and construct a gateway entry into Upper Rotterdam Junction
- Acquire Bobby's Auto Property
- Complete sidewalks on Route 5S/Main Street
- Implement recreation improvements in the Master Plan
- Implement streetscape improvements on Route 5S/Main Street
- Improve visual and physical connectivity between local and regional assets

Lower Rotterdam Junction Subarea: Capital Projects

The capital project recommendations for the Lower Rotterdam Junction Subarea involve improving the appearance or usability of Route 5S/Main Street for residents of Rotterdam Junction or visitors. Such efforts will involve coordination among several local and state agencies both for the purposes of design and for securing the necessary funding. The Town must also work jointly with property owners in the vicinity of these improvements to ensure that utilities, property boundaries, and easements are fully understood and identified in design and construction.

- Implement streetscape improvements along the southern-most part of Route 5S/Main Street
- Design and construct a gateway entry into Lower Rotterdam Junction
- Construct a multi-purpose trail along the Mohawk River
- Improve visual and physical connectivity between local and regional assets



Waterfront Cultural Subarea: Capital Projects

The majority of the waterfront area on the Mohawk River that is within the Rotterdam Junction BOA is located in the Waterfront Cultural Subarea and the capital projects recommended reflect the importance of this asset and the need to more fully realize its potential for the community. The capital projects would likely be completed on the property presently owned by the NYS Canal Corporation. As a result, the successful implementation of these recommendations will flow from the Town's efforts to secure permanent or long-term access to the property for these purposes.

- Place trail heads and access points along the Mohawk River and interpretive elements throughout the subarea
- Create self-guided educational interpretive centers
- Provide a place for community gatherings
- More access to the Mohawk River with such improvements as docks and canoe/kayak launches
- Construct overlooks and enhanced access points along the Mohawk River
- Improve visual and physical connectivity between local and regional assets
- Repair the damage to Woestina Park as a result of Tropical Storm Irene

Residential Subarea: Capital Projects

For each of the subareas in the Rotterdam BOA improvement of the physical and visual connectivity has been identified as a capital project recommendation. In the Residential Subarea improvement of the sidewalks will go a long way to achieve this objective and will generally improve the walkability of the community. The Town will need to prioritize, through its Highway Department and through its budget process, the construction, or improvement of these sidewalks in the necessary locations to achieve the desired result of having at least one side of each residential street with a contiguous sidewalk.





Table 18: Capital Projects Action Matrix

#	Subarea	Action Item	Time Frame	High Priority	Partners	Sources of Funding
1	Entire BOA	Improve visual and physical connectivity between local and regional recreational and cultural resources.	0		NYSOPRHP, NYSDOS, NYS Canal Corp	Environmental Protection Fund, Canalway Grants Program, LWRP
2	MHBHT	Design and construct a crossing (at grade or underpass) at the railroad tracks to eliminate the interruption along the MHBHT at Scrafford Lane.	S	х	NYSDOT, CDTC	FHWA Recreational Trails Program, Transportation Enhancements Program
3	МНВНТ	Extend the MHBHT route to Iroquois Street by working with property owners through easements and/or property acquisition.	L		NYSDOS	Environmental Protection Fund, BOA Step 3,, Town of Rotterdam (property acquisition not eligible under BOA Step 3)
4	МНВНТ	Convert the former Bonded Concrete site into a recreational park for the Town of Rotterdam (Underutilized Site #8).	L	х	NYSDEC	Environmental Protection Fund
5	MHBHT	Create an interpretive overlook at the historic Erie Canal Lock 25 to create additional recreation space, while also protecting and honoring the history of the Erie Canal.	М		NYSOPRHP, NYSDOS, NYS Canal Corp	Environmental Protection Fund, Canalway Grants Program, LWRP
6	МНВНТ	Develop a way-finding strategy for Rotterdam Junction; develop and install a high quality, clear and recognizable system for directional and interpretive information along the Historic Erie Canal and the MHBHT. Place signs throughout the entire Town and Hamlet directing people to Mabee Farm, the Keepers of the Circle and other cultural resources located within the Junction to increase awareness of the assets and help visitors find their way.	Μ	х	NYSOPRHP	Environmental Protection Fund, Canalway Grants Program, LWRP
7	MHBHT & Upper Rotterdam	Design and install directional, informational, and interpretive signage at key intersections within the subarea to guide pedestrians and bicyclists to the cultural and recreational amenities of Rotterdam Junction.	Μ		NYSDOT, Rotterdam Highway Dept.	New York Main Street Program
8	Upper Rotterdam	Implement Streetscape Improvements for Route 5S/Main Street such as addressing poor sidewalk conditions, consolidating or eliminating curb cuts, calming traffic, encouraging the use of street trees and pedestrian benches, and increasing pedestrian-scale lighting. Consider the placement of "Welcome to Rotterdam Junction" signs along Main Street to create a sense of place.	0		NYSDOT	New York Main Street Program
9	Upper Rotterdam	Implement the recreation improvements detailed in the Rotterdam Junction BOA Land Use Master Plan.	0		NYSOPRHP, NYSDOS	Environmental Protection Fund, Canalway Grants Program, LWRP
10	Upper Rotterdam	Complete sidewalks to eliminate gaps and provide crosswalks for safe, efficient, and effective pedestrian access across Route 5S/Main Street.	М		NYSDOT	New York Main Street Program, CDTC TIP, CDBG Public Infrastructure



#	Subarea	Action Item	Time Frame	High Priority	Partners	Sources of Funding
11	Upper Rotterdam	Acquire the former Bobby's Auto property (Underutilized Site #6) to protect the public well-head.	М	х		Town of Rotterdam
12	Upper Rotterdam	Design and construct a gateway entry into Upper Rotterdam Junction.	М		NYSDOT	CDTC TIP, Transportation Enhancements Program
13	Lower Rotterdam	Design and construct a gateway entry into Lower Rotterdam Junction.	М	х	NYSDOT	Transportation Enhancements Program, CDTC TIP
14	Lower Rotterdam	Implement Streetscape Improvements for the southernmost portion of Route 5S/Main Street including encouraging the use of street trees and pedestrian benches, increasing pedestrian-scale lighting and constructing pedestrian paths that are easily traveled by pedestrians and bikers who may also be MHBHT users.	0		NYSDOT	New York State Main Street, HUD OSHC Community Challenge Grant
15	Lower Rotterdam	Construct a multipurpose trail along the Mohawk River, beginning at the southern border of the Subarea, continuing north along the river, behind the SI Group, Inc. complex (Strategic Site F) and onto Route 5S/Main Street. The trail would eventually connect to the other trails constructed along the Mohawk River on the New York State Canal Corp property (Underutilized Site #1) resulting in a pedestrian trail network throughout the BOA Study Area.	L		NYSDOT, NYSDOS, NYS Canal Corp, NYSOPRHP	Transportation Enhancements Program, CDTC TIP, FHWA Recreational Trails Program
16	Waterfront Cultural	Coordinate construction with New York State Canal Corporation to provide trail heads, access points to the Mohawk River, and interpretive elements within the subarea.	L	х	NYS Canal Corp	Environmental Protection Fund, Canalway Grants Program, LWRP
17	Waterfront Cultural	Enhance the waterfront and surrounding cultural resources through the provision of self-guided educational/interpretive walks geared towards adults and children, and to direct visitors to the numerous destinations within the subarea.	S		NYSDOS, NYS Canal Corp, NYSOPRHP	Environmental Protection Fund, Canalway Grants Program, LWRP
18	Waterfront Cultural	Provide a place for community gatherings near the Mohawk River (i.e. outdoor amphitheater, picnic areas, pavilions, etc.).	L		NYS Canal Corp, NYSDOS	Environmental Protection Fund, Canalway Grants Program, LWRP
19	Waterfront Cultural	Provide more access to the Mohawk River (i.e. canoe/kayak launch, floating docks, multi-use trails, etc).	L		NYS Canal Corp, NYSDOS, NYSDOT, CDTC	Environmental Protection Fund, Canalway Grants Program, LWRP
20	Waterfront Cultural	Construct overlooks and enhanced access points along the Mohawk River.	L		NYS Canal Corp, NYSDOS	Environmental Protection Fund, Canalway Grants Program, LWRP
21	Waterfront Cultural	Repair Woestina Park from the damage caused by Tropical Storm Irene.	S	Х	FEMA, NYSDOS	FEMA Public Assistance, Environmental Protection Fund
22	Residential	Improve sidewalk connectivity within the neighborhoods by filling gaps and seeking to create contiguous runs of sidewalk on at least one side of every street.	L		Rotterdam Highway Dept.	CDBG Public Infrastructure



NON-CAPITAL PROJECTS RECOMMENDATIONS

The BOA program provides an important opportunity for Rotterdam to move forward with several initiatives that will have long-term benefit for the hamlet of Rotterdam Junction. Many historically significant areas of New York State have the kind of amenities and quality of life evidenced in Rotterdam Junction but lack the tools to properly present them to visitors, the local business community, and residents. Many of the non-capital projects that are recommended in the Nomination Study are the tools that are made possible through the funding in the BOA program. These include a sewer infrastructure assessment, funding strategy, marketing strategy, environmental site assessments, a housing analysis, a feasibility study, and a cost-benefit analysis.

Mohawk Hudson Bike-Hike Trail Subarea: Non-Capital Projects

The non-capital projects in the Mohawk-Hudson Bike Hike Trail Subarea focus largely on individual underutilized properties that were identified through the planning and public outreach process for the BOA. To advance the overall objectives of the Rotterdam Junction BOA it is important that the Town coordinate reuse of these properties with the present owners. Land assemblage and acquisition is often an important tool in achieving such results and use of this tool is envisioned in the BOA program.

- Complete a detailed implementation funding strategy
- Conduct a Phase II ESA for Sunshine Auto property
- Conduct a Reuse Feasibility Study for Sunshine Auto property
- Explore opportunities to acquire parcels for redevelopment
- Encourage construction of a single-family home at the end of Scrafford Lane
- Encourage cultural tourism
- Complete a drainage study to understand and mitigate future flooding

Upper Rotterdam Junction Subarea: Non-Capital Projects

The number and characteristics of the underutilized sites in the Upper Rotterdam Junction Subarea make these recommendations especially important in the long-term success of the BOA in furthering the enhancement of community character and livability and preserving the aquifer. While activities related to Bobby's Auto and sewer improvements address the latter objective, the desire of the business owners along Route 5S to coordinate to achieve a more traditional "Main Street" character will be critical in addressing the former. The successful implementation of any reuse strategy for the Woestina School will serve as an important linchpin for future efforts in this subarea.

- Complete a detailed implementation funding strategy
- Conduct a Phase II ESA Bobby's Auto





- Conduct a sewer infrastructure assessment
- Seek funding for and conduct a building assessment and reuse strategy for Woestina School
- Create a database of commercial buildings and properties available
- Adopt design guidelines
- Consider a Business Improvement District (BID)
- Create a marketing campaign
- Identify properties to be acquired for future land assemblage
- Prioritize code enforcement
- Complete an analysis and design of the drainage infrastructure
- Complete a Flood Mitigation Study to prevent future flooding of Rotterdam Junction
- Assist business owners with access to grants

Lower Rotterdam Junction Subarea: Non-Capital Projects

The Lower Rotterdam Junction Subarea contains the southeasterly entrance to the hamlet of Rotterdam Junction and implementation of these recommendations will improve the experience of those entering this gateway either along the trail or by vehicle on Route 5S. The preliminary stages of these non-capital projects will be important in establishing the long-term feasibility of their implementation. Funding for these initiatives is available through the Brownfield Opportunity Area program, however, they cannot be fully implemented without buy-in from businesses and property owners.

- Complete a detailed implementation funding strategy
- Conduct a cost-benefit analysis for reuse of the Canal Corp property
- Consider various uses for the Canal Corp property
- Consider a Business Improvement District (BID)
- Create a marketing campaign
- Work with SI Group to establish easements for the trail

Waterfront Cultural Subarea: Non-Capital Projects

The NYS Canal Corporation property represents an important opportunity to bring Rotterdam Junction to the forefront of canal communities in New York State who have seamlessly incorporated the historic significance of its relationship with the Canal and the lives of its residents. Implementation of these recommendations will culminate in a reuse of the property that both capitalizes on this important community asset and advances its preservation. The completion and implementation of a marketing strategy and the adoption of use standards for the areas adjacent to the Canal will achieve this.

• Complete a detailed implementation funding strategy





- Survey NYS Canal Corp to determine surplus property
- Develop a tourism and marketing strategy for recreational and cultural resources
- Design, architecture and public access standards for the waterfront
- Promote connectivity between recreational and cultural resources

Residential Subarea: Non-Capital Projects

The single objective that runs through the recommendations for the Residential Subarea is the need for better maintained housing stock. There are a large number of communities throughout New York State, especially along the Canal System, who have struggled with aging housing stock and deferred maintenance and much public and private effort has been devoted to the issue. As a result, there are many examples of successful programs and initiatives that have been developed and used in other communities to address this problem. The Town can implement them here, as well.

- Develop an incentive program to encourage housing rehabilitation
- Conduct a neighborhood housing analysis
- Continue to inventory and assess existing housing
- Work with neighborhood groups to develop grassroots initiatives to better maintain properties
- Adopt a Neighborhood Revitalization Strategy
- Prioritize Code Enforcement
- Assist homeowners with access to grants and technical assistance





Table 19: Non-Capital Projects Action Matrix

#	Location	Action Item	Time Frame	High Priority	Partners	Sources of Funding
1	Entire BOA	Complete a detailed implementation funding strategy for the construction of the recreation improvements detailed in the Rotterdam Junction BOA Land Use Master Plan.	S	x	NYSOPRHP, NYSDOS, NYS Canal Corp	BOA Step 3
2	Entire BOA	Identify and implement a unique marketing campaign specific to Rotterdam Junction to attract visitors and new investors to the area. Create a sense of place for Rotterdam Junction through its history – <i>"Canal to Railroad to Bikeway."</i>	0	х	NYSOPRHP	BOA Step 3
3	Entire BOA	Prioritize code enforcement throughout the Study Area to eliminate any sources of neighborhood blight, particularly along Route 5S/Main Street.	0		Rotterdam Public Works	
4	МНВНТ	Conduct Phase II environmental site assessments of strategic redevelopment sites within the subarea, including Sunshine Auto, to further understand areas of potential contamination.	S	х	NYSDEC	BOA Step 3, EPA Brownfields Assessment
5	МНВНТ	Conduct a Reuse Feasibility Study for the Sunshine Auto property (Underutilized Site #12) to identify alternative uses for the site. Alternatives may include expansion of recreational opportunities, the creation of an RV Park, or the use of the property to support a light industrial use.	S		NYSDEC	BOA Step 3
6	МНВНТ	Encourage cultural tourism in the area by identifying Rotterdam Junction as the home of Erie Canal Lock #25 and Mabee Home.	0		NYSOPRHP	Environmental Protection Fund
7	МНВНТ	Explore opportunities to acquire parcels for land assemblage for future development or recreational opportunities.	0	x		Environmental Protection Fund, BOA Step 3
8	МНВНТ	Encourage the construction of a single-family home on the vacant lot near the end of Scrafford Lane beyond the railroad crossing.	S	x	Town	
9	МНВНТ	Complete a drainage study to understand and mitigate future flooding of the old Erie Canal bed. Consider utilizing portions of the former Bonded Concrete site as a retention pond. Development of an underpass trail crossing at Scrafford Lane will allow flooded waters to pass through rather than collect. If an at-grade crossing is installed, alternative drainage measures will need to be evaluated.	S	x	NYSDOT, FEMA, NYS Canal Corp	Transportation Enhancements Program, Flood Mitigation Assistance Program
10	Upper Rotterdam	Conduct Phase II environmental site assessments of strategic redevelopment sites within the subarea, including the former Bobby's Auto, to further understand areas of potential contamination.	S	х	NYSDEC	BOA Step 3, EPA Brownfields Assessment



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#	Location	Action Item	Time Frame	High Priority	Partners	Sources of Funding
11	Upper Rotterdam	Conduct a sewer infrastructure assessment to determine the cost/feasibility of a sewer district in Rotterdam Junction.	М		NYSDEC	BOA Step 3
12	Upper Rotterdam	Participate in the discussions regarding the future of the Woestina Elementary School property, working together with the School District and residents to create cultural and recreational opportunities that benefit the community. Seek funding for and conduct a building assessment and adaptive reuse strategy for the Woestina Elementary School.	М	x	Schalmont School District	BOA Step 3
13	Upper Rotterdam	Develop and adopt Design Guidelines for the hamlet portion of Route 5S/Main Street, extending from the northern BOA Study Area boundary to Putnam Street, in an effort to codify a unified architectural plan for the properties along Route 5S/Main Street that compliments the existing scale and character of the area.	М		NYSDOS, NYSDOT	BOA Step 3
14	Upper Rotterdam	Develop and adopt Design Guidelines for the commercial portion of Route 5S/Main Street, which extends between Putnam Street to the southern boundary of the Subarea located just to the south of Parkis Street, in an effort to codify a unified architectural plan for the properties along Route 5S/Main Street.	М		NYSDOS, NYSDOT	BOA Step 3
15	Upper Rotterdam	Create a database on the Town's website of the commercial buildings and properties available within the subarea. Interface the database with the Town's GIS system to share information with public and potential investors.	М		Rotterdam IDA	
16	Upper Rotterdam	Consider a Business Improvement District (BID).	М		NYSOSC	BOA Step 3
17	Upper Rotterdam	Explore opportunities to acquire parcels that could be acquired and assembled for future development, particularly along Route 5S/Main Street.	0	х		BOA Step 3 (property acquisition not eligible under BOA Step 3)
18	Upper Rotterdam	Complete an analysis and design of the drainage infrastructure on Lock Street and Canal Street to ensure adequate drainage infrastructure is installed.	S	х	FEMA, NYSDEC	Flood Mitigation Assistance Program
19	Upper Rotterdam	Complete a Flood Mitigation Study to understand and prevent future flooding of the old Erie Canal bed and affected neighborhoods along Scrafford Lane, Isabella Street, Lock Street, Iroquois Street, and Erie Street. Identify in this study the preventative infrastructure or improvements needed to ensure the long-term protection from future flood events.	М	x	FEMA	Flood Mitigation Assistance Program
20	Upper Rotterdam	Assist business owners through Community Development Block Grants (CDBG), USDA Rural Development grants, micro-enterprise grants, revolving loans, NY Main Street, and other grant programs to provide opportunities for property owners to restore, improve, and expand businesses.	Ο	x	NYSDOS, DHCR, USDA	CDBG, NY Main Street, USDA Rural Development



Section 5: Implementation Strategy

#	Location	Action Item	Time Frame	High Priority	Partners	Sources of Funding
21	Lower Rotterdam	Conduct a Cost Benefit Analysis for the reuse of the New York State Canal Corporation property that has been determined surplus. The analysis should detail costs of acquisition and potential redevelopment scenarios for the property.	М	х	NYS Canal Corp	BOA Step 3
22	Lower Rotterdam	Consider various uses for the New York State Canal Corp Surplus Land (Underutilized Site #16).	S		NYS Canal Corp	BOA Step 3
23	Lower Rotterdam	Consider a Business Improvement District (BID); this district may be a part of the Upper Rotterdam Junction Business Improvement District.	М		NYSOSC	BOA Step 3
24	Lower Rotterdam	Work with SI Group, Inc. (Strategic Site F) to establish easements along the waterfront that allow the continuation of the waterfront trail. The pedestrian path on Underutilized Site #15 is to travel in the New York State Right of Way precluding the need for an easement. Security fencing should be constructed along the waterfront path to ensure pedestrian safety by precluding path users from traveling onto the SI Group industrial property.	L		NYSDOT, NYSDOS	
25	Waterfront Cultural	Survey New York State Canal Corporation to determine surplus property that may be sold or leased to the Town of Rotterdam for residential, recreational and/or waterfront development.	Μ		NYS Canal Corp	BOA Step 3
26	Waterfront Cultural	Develop a tourism marketing strategy for the recreational and cultural resources of Rotterdam Junction.	М		NYSOPRHP	BOA Step 3
27	Waterfront Cultural	Develop a specific set of standards for site design, architecture, and public access within the waterfront area to foster a unique waterfront and maritime sense of place. Restrict new land uses to water-dependent and water-enhanced residential accommodations in an effort to tie the identity of the subarea with the Mohawk River.	М		NYSDOS	BOA Step 3, HUD OSHC Community Challenge Planning Grant
28	Waterfront Cultural	Promote connectivity between recreational and cultural resources.	0		NYSOPRHP NYS Canal Corp, NYSDOS	Environmental Protection Fund, BOA Step 3



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#	Location	Action Item	Time Frame	High Priority	Partners	Sources of Funding
29	Waterfront Cultural	Work with the NYS Canal Corporation to explore hydropower at the Lock 9 dam.	L		NYS Canal Corp, USDOE	DOE Water Power Program
30	Residential	Develop an incentive program to facilitate the rehabilitation of renter- and owner- occupied housing.	М		DHCR	CDBG Housing Rehabilitation
31	Residential	Conduct a neighborhood housing analysis to understand the supply and demand for housing across a broad range of users and types, including single-family, renter, senior citizen, apartments, townhomes etc.	М		DHCR	CDBG Housing Rehabilitation
32	Residential	Adopt a Neighborhood Revitalization Strategy that addresses the vacant and underutilized residential properties located throughout the Study Area.	М	x	DHCR	CDBG Housing Rehabilitation and HOME Program
33	Residential	Continue to inventory and assess existing housing to identify the quality and quantity of existing owner occupied and renter occupied housing. The study should also identify opportunities for rehabilitation, new construction, infill, and land assembly where appropriate.	0		DHCR	CDBG Housing Rehabilitation
34	Residential	Work with neighborhood representatives to develop grassroots initiatives targeting neighborhood and property maintenance, including the creation of local tools and the hosting of "how to" clinics.	0		Town of Rotterdam, DHCR	
35	Residential	Assist homeowners through grant programs such as: Community Development Block Grants (CDBG), HOME grants, USDA Rural Development grants, Weatherization Assistance Program (WAP), and others to provide opportunities for property owners to improve their homes.	0	x	DHCR, USDA	CDBG, USDA Rural Development, Weatherization Assistance Program



Next Steps

Next steps for the implementation of the recommendations of the Rotterdam Junction Brownfield Opportunity Area (BOA) Nomination Study can and should begin right away. The Town of Rotterdam does not own the majority of the properties on which capital projects or studies are proposed and the next step is to engage in, or in most cases advance existing, discussions with property owners regarding future uses. Application for funding for the recommended actions should start as soon as possible, particularly for some of the smaller non-capital project recommendations. A key component to the implementation of any plan is to build momentum by accomplishing small but important tasks in the Short Term that buttress public support of the plan and demonstrate its long-term viability.

As is the case with property owners, the Town and Steering Committee should also begin to seek out those partners whose support will be critical to the long-term success of this plan. Some of these entities have been part of the BOA Nomination Study planning process from the start; however, as the recommendations have taken shape the number of significant partners has expanded. The building of these relationships should start now and should be carried forward over the long-term.

Finally, there are several recommendations, particularly among the capital projects, which will require a sustained effort to secure funding, execute and administer contracts and manage projects. Successful implementation here will require a series of steps over a long time horizon and a commitment to monitoring the changing landscape of funding availability. For example, new opportunities could emerge when surface transportation funding is reauthorized at the federal level.

Conclusion

Rotterdam Junction remains a peaceful pleasant community that many call their home. The Rotterdam Junction BOA Nomination Study incorporates and furthers the on-going objective of residents to maintain and preserve Rotterdam Junction while seeking opportunities to make strategic physical, environmental, and economic enhancements to its rich resources. The respect and care for these sensitive resources, such as the aquifer, form a cornerstone for the planning efforts in this community and will guide its long-term efforts at implementing the BOA recommendations.



Appendix A: BOA Community Participation Plan

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COMMUNITY PARTICIPATION PLAN

This Community Participation Plan (CPP) details a plan to engage community members and stakeholders in the Brownfield Opportunity Area (BOA) Nomination Study process. Additionally, it ensures that the Town's officials, BOA Steering Committee, and the Laberge Team (project consultants) have a clear understanding of challenges and opportunities within the BOA Study Area. 1

The necessary steps for a successful community outreach process are identified herein, and the Laberge Team will work to ensure that all available public outreach methods are exercised as part of the Nomination Study. The CPP is designed however, to continue even after the BOA process is complete, as contacts and partnerships formed during the process will continue to carry out the goals and recommendations of the study.

Objectives for Public Involvement

The community participation plan is set forth with the following objectives:

- The public should recognize the importance of the Nomination Study as a Rotterdam Junction Revitalization Plan to guide future planning, zoning, and redevelopment decisions in the Town of Rotterdam.
- The Study should further the vision of the community, enhance civic pride, and encourage participation in the long-range decision making process for the Study Area.
- The outreach effort is intended to engage a full range of stakeholders in the community including residents, business owners, and elected representatives.
- The public should have easy access to project documents and information.
- Build trust and confidence between the community, Town officials, and the project consultants.

Public Outreach Methodology

Public involvement is considered to be a central component that will directly influence the outcome and success of the project. Communicating the project goals to the public and community stakeholders will therefore be an imporantat consideration. This project will develop and utilize a variety of tools and methods in order to assure that all interested parties receive adequate notice of project events, important project benchmarks, and draft materials that require review.

¹ This CPP is consistent with the requirements of the New York State Department of State (DOS) and the New York State Environmental Quality Review Act (SEQRA) regarding public involvement in the planning process and environmental evaluation of the BOA Study Area.



Community Contact List

A community contact list will be prepared, updated, and maintained throughout the Nomination Study planning process. This list will include the names, addresses, telephone numbers, and email address of individuals and organizations with a stake in the project. The list will be used on a regular basis to keep the contacts informed of overall project progress.

Communication & Outreach Tools

The Town of Rotterdam, Steering Committee, and its consultants will strive to communicate project goals, concepts, ideas, and other issues to stakeholders in a clear and effective manner. This can best be accomplished by utilizing an array of communication tools in order to facilitate the conveyance and discussion of the existing and potential future conditions of the project study area. These communication methods will utilize a mix of graphic and narrative approaches.

Public Notification

The Laberge Team will discuss and develop adequate measures that will provide all members of the public with adequate notice of project events and important benchmarks. This may include the creation of flyers for local distribution, direct mailings of print materials, email notifications, website postings, and press releases to be issued to local media (with an emphasis on media outlets that have a large local circulation).

Project Website

Many residents with interest in the BOA process will not have the opportunity to attend all of the public meetings. Recognizing the need to keep these individuals informed and participating, the Town will post all documents on the Town of Rotterdam website with an active link to all materials (http://rotterdamny.org).

The website will host project meeting notices and agendas; interim reports and maps; business and resident surveys and results; presentations and public meeting handouts; and conceptual design scenarios. The Town will establish an e-mail account specific to the project to allow public comments and feedback. Email addresses from the public and business community will be culled; addresses provided will periodically receive an "E-mail blast" with information to update the public about upcoming meetings and important project information.

Public Outreach Components

The following outreach methods will be utilized during the Town of Rotterdam BOA Nomination Study:

- BOA Steering Committee Meetings;
- Project Web-based Outreach & Material;





- Stakeholder Interviews & Focus Groups;
- Project Partner Seminars;
- Resident & Business Surveys;
- Public Workshops; and
- Public Hearing.

BOA Steering Committee

An important element to the BOA Nomination Study is the Rotterdam BOA Steering Committee. The purpose of the Steering Committee is to represent a variety of community interests, as well as guide the preparation of the BOA Nomination Study. The Steering Committee will have clearly defined objectives and responsibilities for each element of the community participation process. Committee members were selected based upon their knowledge of Rotterdam Junction, their involvement in planning efforts related to Rotterdam Junction, their knowledge of the Town's planning and zoning tools; and/or an area of expertise determined beneficial to the development of the plan. Successful BOA program implementation will be achieved through cooperative efforts of the Steering Committee with the identified partners to advance the revitalization efforts of the Town's brownfield properties.

The Role of the Steering Committee

The Steering Committee's role is to be:

- Informative: During the information gathering stage, the Steering Committee shares their knowledge to the planners drafting the Study. A solid information exchange is necessary to ensure the Study's suitability and viability as one that will work for the community.
- Consultative: Experienced in the community and knowledgeable about their particular area of expertise, each member is well qualified to make informed suggestions on recommendations for inclusion in the Nomination Study.
- Cooperative: During the implementation stage of the planning process, it will be the community's stakeholders that take their cue from the Nomination Study in how they and their organizations, departments, committees, etc. move forward and act on the recommendations from the plan.

In addition, the Steering Committee will serve as the following:

- The "Eyes & Ears" of the community and representatives of specific issues and constituencies (i.e. youth, seniors, business, Planning Board, Zoning Board, etc.) in the Town.
- "Local Sounding Board" to build consensus and generate ideas.
- To review and provide constructive input to build a plan reflective of the community's needs.
- Demystify the process and foster recommendations developed through cooperation.
- Set the stage for active implementation and cooperation.



Responsibilities & Time Commitment

The timeline to complete the planning process for the Nomination Study is approximately fifteen months. During this process, the Steering Committee will meet bi-monthly with the consultant to provide input, feedback, and constructive comments to build a Nomination Study reflective of the Town's needs. In some months, a second meeting may be required as part of the public participation process and/or to discuss and review draft deliverables with the Steering Committee in advance of a meeting with the consultant.

In addition to the time commitment, the Steering Committee will be tasked with the following responsibilities:

- Complete assigned homework. Homework assignments will generally require an average of five hours per month.
- Assist at public meetings. Public meetings may be divided into smaller groups to facilitate a more interactive discussion. Steering Committee members will be asked to assist in facilitating these discussions and present information back to the group at the end of the meeting.
- Review draft documents. Feedback and comments from the Steering Committee is a critical step in the planning process. The schedule for completing the Nomination Study will greatly depend on 1) the Steering Committee's ability to review the draft documents in a timely manner and 2) collectively agree on recommendations that reflect the Town's vision for its future.

Steering Committee Meetings

The BOA Steering Committee meetings will be held bi-monthly and will focus on providing leadership and local guidance to the Laberge Team. Specific topics and focus of the meetings will evolve along with the Study, ensuring that the research and results are responsive to the community's needs. It is anticipated that there will be a total of 10 Steering Committee meetings. A two- week minimum notice will be provided prior to all Steering Committee members and the NYS Department of State in advance of each meeting. A summary of each Steering Committee meeting will be made available on the Town's website for public review.

Stakeholder Interviews & Focus Groups

Key community stakeholders identified by the Steering Committee will be selected for individual interviews to further discuss the BOA Study Area. Stakeholder interviews will allow for consensus building on important topics and issues related to brownfields and redevelopment in the BOA Study Area. In addition, they will provide supplemental information to existing data sources and build support for the implementation of the plan's recommendations.

With assistance from Town officials, Town staff, and the Steering Committee, a community contacts database will be developed consisting of all potential project partners. Those identified may include





property owners, local developers, major employers, business owners, realtors, residents, community groups, and governmental agencies. The comprehensive contact database will include names, addresses, telephone numbers, and email addresses of each identified community partner. The database will be used to advance the recommendations of the Rotterdam BOA program. All contacts will be regularly informed of the planning process and any future meetings via email or best-determined method.

Focus Groups

Stakeholders with common interests, such as Rotterdam Junction business owners and community groups (Friends of the Aquifer) may alternatively be invited to a focus group roundtable. Roundtables allow an interactive group discussion on specific or focused topics. Potential topics to be discussed with stakeholders include waterfront redevelopment, potential housing, and mixed-use development, conversion of current sites to open space and recreational uses, aquifer protection, and inhibitions related to redevelopment in the Town of Rotterdam. These discussions will focus on identifying all positive and negative perceptions surrounding each topic and identifying ways to eliminate the negative perceptions.

Interviews with Major Employers

The involvement of major employers in the outreach process is an important part of the plan's success. These critical employers will be engaged to gather information on current economic conditions within the Town of Rotterdam and Rotterdam Junction. This process will provide insight on current market conditions, workforce conditions, and the perception of Rotterdam within the business community.

These meetings, in conjunction with the Business Survey, will aid in understanding the local economy. Understanding the market conditions from the local perspective will be important in the creation of a redevelopment plan that appropriately fits the community needs of Rotterdam Junction.

Interviews with Economic Development and Real Estate Professionals

To better understand the current regional and local conditions in the real estate market, interviews with local and regional economic development agencies, real estate professionals, and developers will be conducted. Topics of discussion will include types of development occurring in the region, vacancy rates, cost per square foot, and levels of inquiry from potential investors. All information gathered from the interviews, as well as, any related market reports or studies will be analyzed thoroughly and used to determine realistic alternative development recommendations for specific sites.

Project Partner Seminars

Utilization of New York State and federal brownfield redevelopment tools and the tasks associated with the development of the Nomination Study will require that the project stakeholders develop an intimate knowledge of the Study Area. Key community stakeholders and potential partners will be solicited for participation in two interactive and educational stakeholder seminars.





These seminars will be used to educate and inform potential project partners of the BOA Program and other available grants, redevelopment programs and resources. The Seminars will serve to educate the project partners the purpose and intent of the BOA program, the benefits afforded by the BOA designation, and their roles and responsibilities as a key partner in the success and implementation of the plan's recommendations.

The sessions and topics to be addressed will correspond chronologically with the components of the Study where such information will be critical to completion of the various tasks. From project initiation to completion there will need to be many public/private partnerships fostered to facilitate funding, permitting, and remediation. All community stakeholders should be knowledgeable of the entire process and have the ability to coordinate resources when and where appropriate based upon project needs and timeline. These seminars will be used to inform and update all potential partners of the Study and its findings.

Surveys

All residents and stakeholders will have an opportunity to have their voice heard as part of the process. Both a Resident and a Business Survey will be developed to specifically advance the BOA Nomination Study. The surveys will build upon information gathered during previous planning efforts from the public to obtain new project specific information. The surveys will consist of several different types of questions intended to gain a broad understanding of community goals and recommendations.

Both the Resident and Business Survey will be available online as well as in written form. The online version will be available on the Town of Rotterdam's website. Notification of both surveys will be distributed through the best method determined by the Town of Rotterdam.

Resident Survey

A Resident survey will be prepared by the Laberge Team for the Town to disseminate to the residents of Rotterdam Junction. The Laberge Team will tabulate and summarize the survey; findings will be presented in a stand-alone document. The findings will be provided both in a format suitable for website publishing, as well as in written format for those without online access. A summary of the survey will be developed for the BOA Steering Committee's review and later incorporated into the Study.

Business Survey

The Laberge Team will prepare a Business Survey for the businesses of Rotterdam Junction to provide insight into current conditions and develop solutions to problems. The Laberge Team will work with the Town and the BOA Steering Committee on developing questions strategically designed to provide answers to existing questions on the state of local economic development, e.g., existing goods and services offered, current and projected employment levels, sales and customer trends, expansion plans, financial needs, and perceived business needs. The Laberge Team will distribute, tally, and analyze the survey.



Public Workshops

The BOA Nomination Study will include a series of public workshops designed to inform residents and business owners about the planning effort and solicit their opinions on redevelopment of scenarios Three community workshops will be facilitated; each workshop will have a different purpose, but all will focus on the BOA Study Area.

All community members, residents, stakeholders, and government agencies will be invited and asked to participate in the workshops. The Laberge Team will advertise and promote the workshops to the community through a wide array of marketing tools including: advertisement for local newsletters; invitations to major employers, neighbors, schools and/or stakeholders; announcement flyers; comment mailers; press releases; and project website updates. The specific format of each workshop is subject to input provided by the Town and the BOA Steering Committee. The formats outlined below are intended to serve as a general framework from which to build upon. All information gathered will be incorporated into the Nomination Study.

Workshop #1 – SWOT Visioning

This workshop will be an opportunity to educate the public about the definition of a brownfield, and the purpose and benefit of the BOA Nomination Study, as well as gain an understanding of the public's opinion on the BOA Study Area. Following a presentation the participants will use maps of the Study Area and properties to identify topics of concern and in what manner the sites can be best redeveloped to increase the quality of life for Town residents and businesses.

Workshop #2 – BOA "Walk & Talk" Design Charrette & Visioning

During the second workshop, participants will tour the BOA Study Area by foot, conducting a field survey of the structures, land, and urban design. Following the Walk & Talk will be a presentation on proposed redevelopment scenarios developed according to good urban design principles, as well as incorporating the findings from previous public participation outreach. After the presentation participants will be broken into small groups and be tasked with identifying potential design elements that can enhance the BOA Study Area. This will be the source for the Study's "community vision."

Workshop #3 – Redevelopment of Priority Sites & BOA Study Area

The third workshop will build upon the previous workshops to create a unified vision for the BOA Study Area based on a list of preferred future scenarios outlined by the public. Participants will be able to choose alternative redevelopment scenarios based upon the Laberge Team's presentation of alternative redevelopment scenarios of the Study Area and its strategic site areas. The result of the workshop will be a clear vision for the BOA Study Area.




Public Hearing

After the Draft BOA Nomination Study is complete, the Town will conduct a public hearing to present the Study to the public. The public will have the opportunity to comment on draft renderings and concept plans for the target area and specific sites. Redevelopment scenarios will be discussed and the selected prioritized sites will be presented. Community feedback from the public hearing will be used to further refine the Draft BOA Nomination Study and explore any alternative approaches to revitalization.





COMMUNITY PARTICIPATION SUMMARY

Public Participation Summary

Public participation has been an important part of the Rotterdam BOA Nomination Study. To gain a better understanding of community needs and to gain an understanding of what type of redevelopment Rotterdam Junction residents and business owners would like to see, multiple tools were used to gather input. The public participation tools used to complete the BOA Study include: an interactive design and visioning workshop, an informational public meeting, individual stakeholder interviews, a Resident Survey and a Business Survey completed online and in person.

Response of the Business Community

The input of the business community was gathered through the use of the Business Survey and individual stakeholder interviews. The Business Survey was designed to better understand the needs and the wishes of the business community. The survey asked twenty multiple choice and open-ended questions pertaining to the businesses owned by the survey participant and the business climate in Rotterdam Junction. The survey was available electronically on the Town of Rotterdam and the Rotterdam BOA Study websites and in hard copy at the Town of Rotterdam Town Hall. The survey was available during the months of October through December, 2010 and January through March, 2011.

The Business Survey and stakeholder interviews resulted in the identification of some common themes:

- Many of the businesses have plans to renovate or expand their facility, if they have not recently done so.
- The clientele for all businesses come from the Town of Rotterdam as well as from the surrounding municipalities within the County.
- When asked what improvements they would like to see along Main Street, nearly all participating businesses indicated they would be in favor façade improvements, including the passage of design guidelines for the Junction.
- Most business owners were in favor of sidewalk and street tree improvements along Main Street. Some residents were concerned about the maintenance burden such improvements would place on their property.
- When asked if the business climate has been steady over the past five years, some business owners indicated that business increased, while some indicated that it decreased and some indicated that it remained stable.

A copy of the business Survey can be found in Appendix B.





Response of the Residents

The input of the residents of Rotterdam Junction was gathered through the use of the Resident Survey and participation at public meetings. The Resident Survey was designed to better understand the concerns and redevelopment desires of the residents. The survey asked nineteen multiple choice and open-ended questions pertaining to the life in Rotterdam Junction. The survey was available electronically on the Town of Rotterdam and the Rotterdam BOA Study websites and in hard copy at the Town of Rotterdam Town Hall. The survey was available during the months of October through December, 2010 and January through March, 2011. A total of twenty-six residents completed the survey. The following pages highlight the key findings of the Recreation Needs Community Survey based upon the responses of participants. A copy of the Resident Survey can be found in **Appendix B**.

Demographics of Survey Residents

Survey respondents were asked to answer a series of demographic questions to determine how closely the sample replicates the Junction's known population and, if necessary, to allow analysis of sub-groups. Respondents were asked to indicate their gender and age. These questions were instrumental in determining what types of residents responded to the survey.

The majority of survey respondents were female (54.2%) and live in Rotterdam Junction (92.0%). Of that 92.0% who lives within the Junction, 96.0% are homeowners and have lived within Rotterdam Junction for at least 21 years (48.0%). As seen in **Figure A-1**, 24.0% have lived within the Junction for 0 to 5 years, 8.0% have lived within the Junction between 6 and 10 years, and 20.0% have lived within the Junction between 11 and 20 years.

As seen in **Figure A-2**, an overwhelming majority of survey respondents (50.0%) were between the ages of 55 and 64. Of the other survey participants, 20.8% were between the ages of 65 and 74, 12.5% were over between the ages of 45 and 54, 4.2% were between the ages of 35 and 44, and an additional 4.2% were between the ages of 26 and 34. No one between the ages of 1 and 25 participated in the survey.

Figure A-1: Years Respondents Have Resided in Rotterdam Junction



Figure A-2: Age of Respondents







Respondents were asked to indicate how important particular local issues were to them, indicating if they were least important or most important. As shown in **Figure A-3**, respondents indicated that the issues they feel are most important issues are drinking water quality (72.0%), open space preservation (40.0%), housing rehabilitation & improvement (33.3%), and the Mohawk-Hudson Bike Path (32.0%). The respondents felt the least important issues were creating a parking area for the Mohawk-Hudson Bike Path (41.7%), public waterfront access including boating, swimming, etc. (36.0%), public transportation access (32.0%), and economic development and job creation (28.0%).





As seen in Figure A-4, the respondents preferred the construction of sidewalks along Route 5S/Main Street more than any other streetscape improvement with a response rate of 91.3%. Some of the

qualitative data received from the stakeholder interviews suggest some concern about the maintenance of future sidewalks, as well as the elimination of parking space at businesses located along Route 5S. In addition to the construction of sdiewalks, respondents indicated a preference for planting street trees along Route 5S (52.2%), the placement of street lights along Route 5S (43.5%), and the construction of bicycle lanes along Route 5S (39.1%).











Figure A-5: Preferred Redevelopment by Respondents

When asked what types of development the respondents would like to see along State Route 5S/Main Street (Figure A-5), the respondents favored the creation of a grocery store (70.8%), the start of a farmer's market and/or farm stand (54.2%), single-family residential development (50.0%), and small business/retail (41.7%). The respondents did not favor childcare/daycare facilities (0.0%) or the construction of rental units (0.0%).

A majority of respondents (56.3%) indicated that they have experienced problems with the stormwater/drainage within the Junction. Respondents also indicated that water quality (43.8%) and sewer/septic (31.3%) have been an issue. Water quantity was identified by only 6.3% of respondents as a problem.

As seen in Figure A-6, respondents Figure A-6: Preferred Community Facilities indicated that they equally favor the construction of a Library (52.9%) and a Youth Center (52.9%) in Rotterdam Junction. Respondents were least interested in the construction of a Meeting Hall (5.9%), but were fairly interested in a Senior Center (47.1%) and an Indoor Recreation Center (35.3%).







Town & BOA Steering Committee Meetings

One special meeting was held with the Town Board at the beginning of the planning process to educate the public of the Brownfield Opportunity Area Program. A second meeting was held with the Town of Rotterdam Senior Planner to review and finalize the project outline. In addition, six meetings were held with the Rotterdam Junction BOA Steering Committee during the planning process.

These meeting dates and the associated minutes were as follows:

- Town Meeting: May 12, 2010
- Town Meeting June 30, 2011
- Steering Committee Meeting #1: July 21, 2010
- Steering Committee Meeting #2: September 22, 2010
- Steering Committee Meeting #3: November 3, 2010
- Steering Committee Meeting #4: February 7, 2011
- Steering Committee Meeting #5: March 24, 2011
- Steering Committee Meeting #6: June 14, 2011





TOWN MEETING MINUTES: MAY 12, 2010

Time: 7:00 P.M.

Location: Rotterdam Junction Fire Department

Attendees:Peter Comenzo, Town of Rotterdam
Francis Del Gallo, Town Supervisor
Robert Godlewski, Deputy Supervisor
Nicola DiLeva, Council Member
Matthew Martin, Council Member
Gerard Parisi, Council Member
Ben Syden, Laberge Group
Michael Hiller, Laberge Group

The Rotterdam Town Board meets annually at the Rotterdam Junction Fire Department to encourage local participation and involvement in projects taking place within the Hamlet. The Town Board decided utilized this opportunity to introduce the Brownfield Opportunity Area (BOA) Program and the Rotterdam BOA Nomination Study to local residents.

Following a presentation by the Rotterdam Parks Commission, which introduced the Vision 2010 Parks Plan, the Laberge Group presented an overview of the BOA Program and how it will be applied to Rotterdam Junction.

What is a BOA?

The BOA Program provides municipalities with financial assistance to complete area-wide planning approaches to brownfield redevelopment and site assessments to determine if a brownfield site is contaminated. Completion of the BOA Program will lead to the Study Area receiving a New York State designation as a BOA. Designation of a specified area as a BOA allows sites included within the boundaries to be eligible for state and federal funding opportunities related to brownfield remediation, making them more attractive for future development.

The BOA Program

The BOA Program consists of three steps, the Pre-Nomination Study, Nomination Study, and the Implementation Strategy. The Pre-Nomination Study provides a preliminary description and analysis of the proposed BOA. The Nomination Study provides an in-depth and thorough description and analysis, including an economic and market trends analysis, of existing conditions, opportunities, and re-use potential for properties located in the proposed BOA with an emphasis on the identification and re-use





potential of strategic brownfield sites that are catalysts for revitalization. The Implementation Strategy provides funding to undertake and complete techniques and actions to implement the area-wide plan and describes how the requirements of the State Environmental Quality Review Act (SEQRA) have been met, as well as site assessments for strategic brownfield sites identified in the Nomination Study. The Town of Rotterdam is currently in the process of completing Step 2 of the BOA Program, the Nomination Study.

Purpose of the BOA Program

The goal of the BOA Program is to create the necessary public and private partnerships to help communities. The following are the goals of the BOA Program, and should be consistent with visions and plans previously developed for the Town of Rotterdam and Schenectady County:

- Assess the full range of community problems posed by multiple brownfield sites;
- Build a shared vision and consensus on the future uses of strategic brownfield sites;
- Coordinate and collaborate with local, state, and federal agencies, community groups and private-sector partners; and
- Develop public-private partnerships necessary to leverage investment in development projects that can revitalize diverse local communities and neighborhoods.

See Appendix B for a copy of the presentation.





TOWN MEETING MINUTES: JUNE 30, 2010

Time: 11:00 A.M. – 12:30 P.M.

Location: Rotterdam Town Hall

Attendees: Peter Comenzo, Town of Rotterdam Ben Syden, Laberge Group Michael Hiller, Laberge Group

BOA Nomination Study

The Laberge Team discussed the purpose, goals, and objectives of the Brownfield Opportunity Area (BOA) Program and the Nomination Study, explaining how the Study will be structured. The Laberge Team reviewed the work completed to date, which included a portion of the Inventory and Analysis, as well as a draft Community Participation Plan (CPP). Several items were identified that would assist in the development of the plan, including: researching best practices for aquifer zone development; creation of a vacant land map; contacting the Mabee Farm for schematics of future expansion/development; and contacting the Schenectady County Planning Department for infrastructure, historic, and natural resource related information.

Scope of Work

The Laberge Team reviewed the existing scope of work with the Town and discussed adding an Interagency Workshop and Briefing Package. The Town agreed this would be a good addition to the scope and stated that the NYS Canal Corporation would be an important stakeholder in the process. The Laberge Team also discussed the State Environmental Quality Review (SEQR) process and how the Nomination Study will need to be structured in a manor that is compliant with the BOA Programs Draft Generic Environmental Impact Statement (DGEIS). It was decided that the first Public Workshop would also serve as a DGEIS Scoping Session to satisfy SEQR requirements.

Community Participation Plan

The Laberge Team and the Town finalized a date for the first BOA Steering Committee Meeting, which will be July 21st at the Rotterdam Town Hall. The Town will notify the Committee. At this Committee Meeting, stakeholders for the Study will be discussed and finalized through a Committee Questionnaire. The Town stated that Surveys can be delivered in hard copy to houses and businesses within the Study Area by the Town's Department of Public Works. The Schalmont Central School District will be solicited for creation of the BOA's website.





STEERING COMMITTEE MEETING MINUTES: JULY 21, 2010

Time: 3:00 P.M. – 4:30 P.M.

Location: Rotterdam Town Hall

Attendees:Peter Comenzo, Town of Rotterdam
Philip Eats, Steering Committee Member
Ronald Severson, Steering Committee Member
John Mallozzii, Steering Committee Member
Tom Yuille, Steering Committee Member
Mary Barrie, Steering Committee Member
Andrea Coppola, Steering Committee Member
Nicole Allen, Laberge Group
Michael Hiller, Laberge Group

Introductions

The Laberge Team presented the Steering Committee with a presentation that outlined the Brownfield Opportunity Area (BOA) Program and Rotterdam BOA Nomination Study, brownfield issues, local challenges and opportunities, and project goals. Please see the attached presentation for details.

Community Participation Plan

The Laberge Team explained the purpose and intent of the Community Participation Plan (CPP) and how the documents are used during the BOA process as a tool for community input and decision making. The CPP will detail the following outreach efforts:

- Bi-Monthly Steering Committee Meetings
- Public Outreach Methods
- Public Workshop Dates, Formats and Content
- Stakeholders/Interested Groups Interviews
- Resident and Business Surveys





The Steering Committee members were asked to fill out a questionnaire that was distributed and would subsequently be emailed electronically. The purpose of the questionnaire is to gather information from each Committee member and allow for them to list major concerns, expected outcomes from the process, and key stakeholders to be interviewed as part of the Nomination Study.

The Laberge Team will prepare a Draft CPP for the Committee and DOS to review. The CPP would be distributed for review prior to the next Steering Committee Meeting.

Discussion & Finalization of Priority BOA Sites

The Steering Committee reviewed the Draft Underutilized Sites Map, and several sites were selected to initially be studied. All Committee members were asked to review the map and decide if there are any additional sites that should be added or removed.

Next Steps

The Steering Committee discussed having the 1st Public Workshop in late September, with the date to be determined by availability of the Rotterdam Junction Fire Hall. The Committee discussed distributing the Business and Resident Surveys prior to and at this meeting. In addition, it was discussed to have the Town's Public Works Department deliver outreach materials to individual residences. It was determined the next BOA Steering Committee meeting would be September 22nd, at 3:00 P.M. at the Rotterdam Town Hall.

The BOA Steering Committee meeting closed on July 21st, 2010 at 4:30 P.M.





STEERING COMMITTEE MEETING MINUTES: SEPTEMBER 23, 2010

Time: 3:00 P.M. – 4:30 P.M.

Location: Rotterdam Town Hall

Attendees:Peter Comenzo, Town of Rotterdam
Philip Eats, Steering Committee Member
Ronald Severson, Steering Committee Member
John Mallozzii, Steering Committee Member
Tom Yuille, Steering Committee Member
Mary Barrie, Steering Committee Member
Andrea Coppola, Steering Committee Member
Nicole Allen, Laberge Group
Jaclyn Walker, Laberge Group

Project Status Update & Review

The Laberge Team reviewed updated and reviewed project progress with the Steering Committee:

- **Project Website:** The Laberge Team informed the Steering Committee that the Project Website is up and running. A link to the project site is posted on the Town of Rotterdam website.
- **Resident Survey & Business Survey:** The Resident and Business Surveys were created by the Laberge Team and mailed out by the Town of Rotterdam under the direction of Peter Comenzo, the Town's Senior Planner. The Committee is optimistic about a large participation rate by residents and business owners as a number of completed surveys have already been mailed back to Town Hall and a number of surveys have already been completed online through Survey Monkey. In addition, Committee members who live within the Study Area noted that they received a copy in the mail.
- **Committee Workbooks:** The Laberge Team led the Steering Committee through a summary of the Steering Committee Workbooks that were completed by the members of the Steering Committee. The purpose was to gain an understanding of the Study Area's strengths and weaknesses through the eyes of the Committee members, while also identifying hopes for the Study. These answers will serve as a benchmark for the Committee as the Study moves forward and gathers public input.
- **Draft Community Participation Plan (CPP):** The Steering Committee was provided the draft CPP via email. No concerns about the CPP were voiced.
- Stakeholder List: The Laberge Group provided the first draft of a Stakeholder List for Committee review. The list includes: the BOA Steering Committee Members, BOA Consultants, the BOA Agency Advisor, Rotterdam Town Council, important County contacts, important New York State contacts, Not-for-Profits,





local School contacts, community organizations and businesses. The Steering Committee was asked to review the list for accuracy and completeness. The Committee was asked to submit any changes to the list to Nicole Allen by Friday, October 1, 2010. It is important to note that the Stakeholder List is intended to be a living document, changing as the Study progresses to ensure maximum involvement with the community.

• **Preliminary Findings from Inventory & Analysis (Maps):** The Laberge Group provided copies of fourteen maps created by the Laberge Group for review by the Committee for accuracy and completeness.

Finalize Potential Underutilized/Brownfield Map

The Committee examined the Underutilized Sites map for accuracy and completeness. Edits will include the addition of new parcels and the potential creation of a "Strategic Sites" map. The Strategic Sites would include sites that are not necessarily underutilized, but that might have additional potential in the future due to development spurred by the Study.

Public Workshop #1

The PowerPoint that is to be presented at the Public Meeting on Thursday, September 23, 2010 from 7-9pm at the Rotterdam Fire Hall was reviewed by the Committee members. It was determined that using a significant amount of time to gather public input regarding future development and design would be most effective. Minor changes to the PowerPoint were made by the Laberge Team in response. The Committee anticipates strong turn out due to an article that ran in the local paper about the Study.

Schedule Meetings & Interviews

- Stakeholder Seminar: Anticipated to occur in October. Date and time to be determined after the completion of the Stakeholder List to ensure maximum attendance.
- Public Workshop #2: The Workshop is to address potential design solutions for the community. The designs will be created by Synthesis. The Workshop is to occur in November, likely on either November 15th or 18th from 7-9pm. It was suggested that the Workshop be held in either St. Margaret's Church or in the gym at Woestina School.
- Steering Committee #3: The next Committee meeting will be held on November 3, 2010 from 3-4:30pm at Rotterdam Town Hall.

Next Steps

At the next Steering Committee Meeting, the Laberge Group will have a summary of the results from the first Public Workshop, a complete Economic & Market Analysis and the results of the Stakeholder Seminar.

The BOA Steering Committee meeting closed on September 22, 2010 at 4:45 P.M.





STEERING COMMITTEE MEETING MINUTES: NOVEMBER 3, 2010

Time: 3:00 P.M. – 4:30 P.M.

Location: Rotterdam Town Hall

Attendees:Peter Comenzo, Town of Rotterdam
Philip Eats, Steering Committee Member
Ronald Severson, Steering Committee Member
Tom Yuille, Steering Committee Member
Mary Barrie, Steering Committee Member
Andrea Coppola, Steering Committee Member
Nicole Allen, Laberge Group
Jaclyn Walker, Laberge Group

Project Status Update & Review

The Laberge Team reviewed the overall project progress with the Steering Committee:

- **Discuss Resident Survey & Business Survey:** Responses to surveys have been very low. Therefore, we will keep them open and continue to push people to respond.
- Meeting: Sign in front of firehouse will advertise the meeting.
- **Review/Finalize Updated Underutilized/Strategic Sites Map:** Reviewed each site with the Steering Committee. Discussed opportunities and constraints of each site; evaluated weather to keep sites on the map.
- **Review Draft Vision Statement:** Reviewed draft Vision Statement that resulted from Public Workshop #1. Minor revisions were recommended by the Steering Committee.
- Schenectady County EPA Grant: Jason Pelton is the contact person for the Schenectady County EPA grant. It is our understanding that the County has not exhausted all of their grant funds and may be able to fund a Phase 1 or Phase 2 in the Rotterdam Junction Study Area. The Laberge Team will coordiante with him and determine what is available to be done.
- Floodplains: Floodplains are being remapped by FEMA and have not yet been adopted.
- **Discuss Draft Economic Market Analysis:** The Comprehensive Plan recommends rezoning the hamlet for primarily residetial; however, the Town would like the Nomination Study to consider land uses that will be low impact on the wellhead.
- Discuss Potential New Land Uses for Study Area:



Public Workshop

The next public workshop is Monday, November 22, 20011 at the Rotterdam Fire Hall. The meeting format was discussed with the Steering Committee. Synthesis will be at the workshop to present a draft Land Use Plan and physical recommendations for Rotterdam Junction.

Stakeholder Meetings & Interviews

Stakeholders have been difficult to contact. Stakeholder Seminar format was discussed and determined to wait until after the holidays. It is anticipated that the next Steering Committee meeting will be in January. A date was not selected at this time.

Next Steps

Stakeholder interviews will continue. The Parks Commission will have their draft plan completed by the 3rd week of November. Recommendations will be incorporated into the Nomination Study. The next public workshop is November 22, 2011 in Rotterdam Junction.

The BOA Steering Committee meeting closed on November 11, 2011 at 4:30 P.M.





STEERING COMMITTEE MEETING MINUTES: FEBRUARY 7, 2011

Time: 3:00 P.M. – 4:30 P.M.

Location: Rotterdam Town Hall

Attendees: Peter Comenzo, Town of Rotterdam Philip Eats, Steering Committee Member Ronald Severson, Steering Committee Member Andrea Coppola, Steering Committee Member Nicole Allen, Laberge Group Laura Oswald, Laberge Group

Project Status Update & Review

The Laberge Team reviewed the overall project progress with the Steering Committee:

- **Economic Market Analysis:** The Laberge Team reviewed the draft Economic Market Analysis findings with the Steering Committee.
- **Draft Land Use Plan:** It was determined that the bike path on the plan should be moved towards Route 5S to avoid property ownership/right-of-way confusion. In addition, sites with potential reuse should be shaded or highlighted on the map for clarity.
- Woestina Elementary School: Discussed consolidation study being prepared by the School District. Potential reuse of the school should be included in the BOA Nomination Study.

Schedule Stakeholder Meeting

- **Stakeholder Seminar:** Scheduled for March 29th at 7pm. Invitation letters will be mailed to all strategic site owners. Call Code Enforcement about Bobby's Auto for contact information.
- Steering Committee Meeting: Scheduled for March 24th at 3pm.

Next Steps

The Laberge Team will finalize the Economic Market Analysis, prepare a cost estimate for sewer in Rotterdam Junction, and complete the Strategic Site Profiles for the Steering Committee's review.

The BOA Steering Committee meeting closed on February 7, 2011 at 4:20 P.M.





STEERING COMMITTEE MEETING MINUTES: MARCH 24, 2011

Time: 3:00 P.M. – 4:30 P.M.

Location: Rotterdam Town Hall

Attendees: Peter Comenzo, Town of Rotterdam Philip Eats, Steering Committee Member Ronald Severson, Steering Committee Member Andrea Coppola, Steering Committee Member Nicole Allen, Laberge Group Jaclyn Walker, Laberge Group

Project Status Update & Review

The Laberge Team reviewed the overall project progress with the Steering Committee:

- **Stakeholder Conversations:** The Laberge Team informed the Steering Committee of additional stakeholder interviews completed. Letters were sent to all identified strategic and priority site owners. Many stakeholders have indicated that they will be at the upcoming public meeting.
- **Bike Trail Connection:** Information was presented to the BOA Steering Committee about the Erie Canal Trail/Mohawk-Hudson Bike Hike Trail's existing conditions and trail usage. Committee members were informed of a *Closing the Gaps in the Canalway Trail–Amsterdam to Rotterdam Junction Sub-committee* that was created. It was also noted that the Rotterdam Junction Bike Trail Gap was identified as a significant priority not only for the BOA but for the entire Trail system.
- **Revised Master Plan:** The Laberge Team presented the updated Master Plan.

Recommendations

The Laberge Team reviewed preliminary recommendations with the Steering Committee:

- Sewer Infrastructure: The Laberge Team prepared a cost estimate for a small package sewer treatment plant and 8" lines to service the Main Street businesses. Due to anticipated cost, it was determined to be a low priority for the project area unless funding were to be made available. Residential areas could be included in a future feasibility study.
- **Housing Conditions:** The Laberge Team prepared a Housing Windshield Survey of all the one and two family homes in the Study Area. The mapped results were reviewed. As a result of the survey, Rotterdam Junction is more prepared to apply for housing grant opportunities.





- Zoning & Land Use Recommendations: The Laberge Team discussed potential Zoning changes for Rotterdam Junction. A map detailing the discussion will be preapard.
- **Strategic & Priority Sites:** Updates regarding the strategic and priority sites were provided to the Steering Committee. The Committee examined the Underutilized Sites map for any final changes.

Public Workshop

The next public meeting is Tuesday, March 29, 20011 at the Rotterdam Fire Hall. A draft PowerPoint was provided with the Steering Committee members for review. The meeting format was discussed and it was noted that the Laberge Team would give the public the opportunity to discuss a variety of issues and concerns.

<u>Next Steps</u>

The Laberge Team will prepare a Draft Nomination Study for the Steering Committee's review. The next meeting will be held on May 11, 2011 in Rotterdam Junction with the Town Board and the Public for a final presentation.

The BOA Steering Committee meeting closed on March 24, 2011 at 4:35 P.M.





STEERING COMMITTEE MEETING MINUTES: JUNE 14, 2011

Time: 3:00 P.M. – 4:30 P.M.

Location: Rotterdam Town Hall

Attendees:Peter Comenzo, Town of Rotterdam
Philip Eats, Steering Committee Member
Ronald Severson, Steering Committee Member
Tom Yuille, Steering Committee Member
Andrea Coppola, Steering Committee Member
Nicole Allen, Laberge Group

Project Status Update & Review

The Laberge Team provided an update regarding the Brownfield Opportunity Area Grant Program related to capital and non-capital projects resulting from the plan.

Recommendations

The Laberge Team reviewed the completed recommendations for each subarea with the Steering Committee.

Next Steps

The Laberge Team will revise the recommendations and submit the Draft Nomination Study to the Town Board for review.

The BOA Steering Committee meeting closed on June 14, 2011 at 4:20 P.M.



Public Workshops

Two Rotterdam Junction BOA Public Workshops were conducted during the planning process; Meeting #1 was conducted September 23, 2010 and Meeting #2 was conducted November 22, 2010. Copies of the presentation and meeting materials can be found in **Appendix B**.

Summary of Public Workshop: September 23, 2010

The SWOT Workshop was held at the Rotterdam Junction Fire Hall on September 23, 2010. A group of approximately 33 citizens attended the session and were broken into six groups, providing insights and perspectives on existing conditions and the potential for any future improvements. Each group contained a diverse range of residents including property owners, members of civic groups, and members of the Rotterdam BOA Nomination Study Steering Committee. The groups were asked to comment on the strengths and weaknesses of the community while creating a vision for the future.

The results of the workshop showed that the residents are committed to the preservation and enhancement of the small Village-like atmosphere that characterizes Rotterdam Junction. The safe, family-oriented, and friendly community is what the residents repeatedly noted as strengths. The traffic along Route 5S, the lack of access to the bike path along Scrafford Street and the lack of sidewalks were repeatedly noted as weaknesses. The potential to introduce new businesses, such as a craft store and grocery store, and the potential to create a user-friendly park were repeatedly noted as opportunities. The truck traffic along Route 5S, mining and the potential closing of Woestina School were noted as threats.

The participants repeatedly noted the following design ideas they would like to see within Rotterdam Junction: sidewalks with curbs, bicycle lanes, boat access, and increased waterfront access. When asked to create a vision statement for Rotterdam Junction, the participants again reiterated many of the same design ideas, reiterating the sentiment that the creation of new businesses and recreation opportunities would increase tourism within Rotterdam Junction, making it a destination for those within the region. The construction of the park over the gravel pit was enthusiastically supported by a majority of the residents, along with the expansion of, and increased access to, a well-lighted bike path. Many participants expressed support for the creation of additional recreational opportunities along the Mohawk River, including the construction of a campground and park. Similarly, many participants expressed an interest in continuing the new housing developments along the River, while the majority expressed interest in increased economic activity and the presence of additional businesses along Main Street.

The following is a list of the questions asked at the workshop, and a list of the answers provided by the participants for reference:



1) Identification of Strengths, Weaknesses, Opportunities, and Threats in addition to those identified in the chart provided by the consultant. Strengths

- Woestina Reformed Church
- Kiwanas Park
- Anthony's Restaurant
- Mini Market and Gas Station

Weaknesses

- Presence of large trucks on Route 5S
- Bike traffic along Route 5S
- EMS
- Knotty Pine Restaurant
- No recreation geared toward teenage population.
- Lack of sidewalks.
- Feel neglected by Town politicians
- Poor condition of railroad track
- Lack of access to bike path via Scrafford Lane

Opportunities

- Creation of a future park like The Crossing
- Creation of a fishing area

Threats

- Traffic
- Mining

2. Support for the following BOA Design Ideas was expressed as follows: Streetscape Enhancements

- Sidewalks
- Curbs
- Street lights or landscaping

Traffic Calming

- Speed Controls
- Street Curbs
- Inclusion of "Do not pass" signs

Waterfront Improvements & Access

- Boat Ramps/ Access
- Fishing Piers/Docks
- Marina Slips/Stalls

- Senior Citizen's Meal Site
- No traffic lights
- Safe, non-violent community
- Family oriented community
- Bad Pig
- No public transportation
- Junkyard on Mabee Lane
- Garbage issue next to Knotty Pine Restaurant
- Tree replacement needed along Route 5S/Main Street
- Need traffic calming devices such as traffic lights and speed bumps
- Business restrictions
- Barge ride on canal
- Introduction of small businesses
- Large truck traffic
- Closing of Woestina School
- Low wattage street lights, old fashioned
- Bicycle Lanes (on the street)
- Street Light at #710
- Waterfront Picnicking Areas
- Waterfront Restrooms



Drainage



3. The following vision statements were created by the workshop participants: Table 1

- Historic Mabee Farm
- Canal/Mohawk River
- Recreation/bike path
- New park/fishing access
- Restaurants
- Churches/schools

Table 2

- Nice neighbors
- Long term friendships
- Welcoming community
- Natural beauty with river, trees and open space
- Home mail delivery
- No mining

Table 3

- Historical
- Safe, well lit
- Small supermarket
- Walkway
- Quiet Residential Areas
- The best bike trail in the area
- Pretty: nice lampposts, nice benches and sidewalks, nice historical street signs
- Park in the lake (like The Crossings)
- Water turbines/hydro plant at the Bridge Street crossing, windmill farm to the west of I-90
- Need to handle the traffic better
- Camping Area between lakes
- Library
- Traffic light for fire department

- Safe
- Construction of park at gravel pit sit
- A great place to spend a day enjoying the park, going fishing and enjoying the beautiful views. Once you come and enjoy this place, you will want to live and raise a family here.
- Extension of the bike path
- Sense of community
- Location on the river
- Park like feel
- Good churches
- Brewery located along Main Street to the north of the Mabee House
- Create a sustained community
- Traffic light to be installed on Main Street just south of Putnam Street
- Craft store to be constructed at the corner of Bradt and Main Streets
- Youth Center to be constructed at the corner of Main and Spruce Streets
- Enhancement of bike trail with placement of lights along trail and the construction of a bathroom
- Construction of park on gravel pit site
- Construction of boat launch along Mohawk River
- Construction of camping area and park along Mohawk River





Table 4

- Safe, peaceful community
- Drainage
- Sidewalks
- Safe traffic: "Slow Down" signs; speed bumps
- Proper landscaping
- Extended bike path
- Less pollution and noise from trains
- Sewers
- Expansion of Woestina Park

Table 5

- Rotterdam Junction is historic (Erie Canal, Railroad, Mabee Farm, Indians (Iroquois/Mohawk)
- Accessible to river, surrounding towns, thruway, highway
- Bike path access at Scrafford Lane
- Housing, marina and trails along the river
- Sidewalks built to connect Mabee House to Mabee House Road
- Construct park in gravel pit

Table 6

- Want water tower to work
- Want real sidewalks and curbs
- Lower taxes
- More access to river; restrict building rights along the river in the flood zone
- More police patrol
- No park in gravel pit
- Curb parking spots to allow some on street parking on Main Street

- Construction of traffic light at the intersection of Bridge Street and Main Street
- Removal of traffic light at the intersection of Woestina Street and Main Street
- Presence of new businesses, such as a Food and Drug Store located along Main Street between Putnam and Parkis Streets.
- Construction of a Casino and a Boardwalk Park along the Mohawk River
- Move families with children
- Continue housing (and/or other development) along the river, extending the new housing development
- Develop land located to the south of the SI complex
- Develop land that is directly to the west of the proposed park in the previous gravel pit
- Small Town
- Friendly town
- Family oriented town
- Streetscape
- New bike path along 5S from Scrafford Lane to Lower Junction around new crossing
- Bike path access at Scrafford Lane
- Pay same taxes as Rotterdam but we don't realize same police response support
- Schalmont pay taxes
- Park past black railroad bridge
- Public transportation



Summary of Public Workshop: November 22, 2010

A public workshop was conducted to present the findings from the first workshop held in September and to solicit feedback from the public related to design recommendations for Rotterdam Junction. During the meeting the draft Land Use Master Plan was presented to the public for comment. Following the meeting the Land Use Master Plan was revised to reflect comments received. A copy of the presentation and materials are included in **Appendix B**.

Summary of Public Workshop: May 11, 2011

A public presentation was made to the Town Board and general public on May 11, 2011 to present the Nomination Study findings. During the meeting the final Land Use Master Plan was presented as well as general recommendations for each of the Study Subareas. A copy of the presentation and materials are included in **Appendix B**.

Stakeholders

Stakeholders identified by the BOA Steering Committee were interviewed to obtain their views and opinions related to the Study Area. The purpose behind these interviews will be to gather information to supplement existing data sources and to build support for the implementation of the plan's recommendations. These stakeholders included, among others, property owners, local developers, business owners, residents, community groups, and governmental agencies.

Stakeholder interviews were conducted via phone in November and December, 2010 and January, February and March, 2011. The stakeholders included the list of business owners located within Rotterdam Junction. Stakeholders answered questions regarding the businesses owned by each stakeholder, the needs of the business, and the vision they have for the future of Rotterdam Junction.

Summary of Stakeholder Seminar/Public Workshop: March 29, 2011

Utilization of New York State and federal brownfield redevelopment tools and the tasks associated with the development of the Nomination Study will require that the project stakeholders develop an intimate knowledge of the study area, an ability to identify and locate necessary information and a keen awareness of the regulatory and legislative environment. As a result, a Stakeholder Seminar with the stakeholders was conducted to educate the Stakeholders regarding the purpose and intent of the BOA program, the benefits afforded by the BOA designation, and the roles and responsibilities of the stakeholders in the success and implementation of the BOA. Owners of the underutilized and strategic sites in the Study Area were invited to the Stakeholder Seminar; the seminar was also open to the public. The Stakeholder Seminar was held on March 29, 2011; a copy of the presentation can be found in **Appendix B**.





The purpose of this seminar was to:

- Improve communication and understanding about project objectives and needs;
- Gain information about the status of on-going remedial activities and the environmental condition of brownfield sites in the study area;
- Gain information about funding opportunities available from government programs and private sector or notfor-profit organizations to facilitate clean-ups, foster appropriate redevelopment, rehabilitate existing infrastructure or provide new infrastructure;
- Gain support from government agencies for permitting and financing; and
- Coordinate government agency and private sector actions.



Appendix B: Public Workshops & Outreach





Town of Rotterdam BOA Nomination Study







Please Sign In



May 12, 2010

















BOA Program Process

The BOA Program consists of 3 steps:

- <u>Step 1:</u> Pre-Nomination Study: Preliminary analysis of issues and opportunities to gain a basic understanding about existing conditions, brownfields and the area's potential for revitalization.
- <u>Step 2:</u> Nomination Study: Provides an in-depth and thorough description and analysis, including an economic and market trends analysis, of existing conditions, opportunities, and reuse potential for properties located in the proposed BOA with an emphasis on the identification and reuse potential of brownfield sites that are catalysts for revitalization.
- <u>Step 3:</u> Implementation Strategy: Provides a description of the techniques and actions to implement the area-wide plan and describes how the requirements of the SEQR have been met.

May 12, 2010

















Rotterdam Junction BOA Nomination Study

RESIDENT SURVEY



The Town of Rotterdam is preparing a Brownfield Opportunity Area (BOA) Nomination Study and your input is needed! Take the Resident Survey and let us know what is important to you and your family. Survey responses will be taken until October 21, 2010. Paper copies are available at the Planning/Zoning Department at Rotterdam Town Hall.

The survey is also available on the Town of Rotterdam website: http://www.rotterdamny.org.

1. What is your gender? □Male □Female									
2. Please indicate your age. □ 1-15 □ 26-34 □ 16-20 □ 35-44 □ 21-25 □ 45-54			-64 -74 +						
3. Please indicate the number of persons in your household by age group. 0-5 6-10 11-15 16-20 21-25 26-34 35-44 45-54 55-64 65-74 75+									
1 Person 2 Persons	_								
3 Persons 4 Persons									
5 Persons 6 Persons		ase specify)							
 4. Do you live in Rotterdam Junction? Yes No 5. How many years have you lived in Rotterdam Junction? 0-5 0-10 011-20 021+ 6. Please indicate which of the following applies to you. Homeowner Renter 7. Please rate how important the following issues are to you in Rotterdam Junction. 									
-	1 (least im		re to you in r	3	Junction	4		5 (most impo	ortant)
 Drinking Water Quality 									
 Public Waterfront Access (Boating, Swimming, etc.) 									
 Historic Preservation Mohawk-Hudson Bik 									
Path									
5. Public Transportation Access									
 Economic Development/Job Creation 									

Please return via mail or in person to:

John F. Kirvin Government Center, 1100 Sunrise Boulevard, Planning/Zoning Department, Rotterdam, New York 12306
	1 (least important)	2	3	4	5 (most important)	
7. Housing	, <u> </u>		-	_	· · · ·	
Rehabilitation & Improvement						
8. Code Enforcement						
 Creation of Sewer District 						
10. Open Space Preservation						
11. New Parks & Sports						
Fields 12. Parking Area for Mohawk-Hudson Bike Path						
13. Increased Marketing of Mabee Farm/Historic Tourism						
	Other (please specify)				
 8. Are there areas that yo Yes No 9. Do you believe that the 		-				
-	-	t Restrictive	-			
10. Has development or in Image: Description of the second sec	nprovement of your p		n complicated by a on-Conforming Land	-		
 11. What type of redevelo Single-Family Residential Senior Housing Multi-Family Residential Rental Units Mixed Use 		are	 Small Bu Grocery Commer No Deve 	siness/Retail Store cial	ll that apply	
 12. What type of streetsca Benches Bicycle Lanes Crosswalks 	ape improvements wo ☐ Sidewalks ☐ Signage ☐ Street Curb	uld you sup	port on State Rout Street Lights Street Trees	e 5S/Main Street?	Mark all that apply	
13. Do you or have you ever experienced problems with the following in Rotterdam Junction? Mark all that apply □ Sewer/Septic □ Stormwater/Drainage □ Water Quality □ Water Quantity						
14. How often do you use Daily Weekly		Bikeway? JYearly	□Never			
 15. Which of the following Library Indoor Recreation Center Other (Please Specify):	Senior Center	would you	like to have in Rott D Youth Center Performance Ve		Mark all that apply	

Please return via mail or in person to: John F. Kirvin Government Center, 1100 Sunrise Boulevard, Planning/Zoning Department, Rotterdam, New York 12306

•	Please list the top 3 strengths of Rotterdam Junction:
	Please list the top 3 weaknesses of Rotterdam Junction:
	Please list 3 Rotterdam Junction revitalization projects that you would support through a tax increase:
	Please provide any additional comments you feel would be helpful in the development of the BOA Nomination Study
	Thank you for participating!

PLEASE PLACE STAMP HERE



John F. Kirvin Government Center 1100 Sunrise Boulevard Planning/Zoning Department Rotterdam, NY 12306



Thank you for participating in this survey. Your input is an important part of the BOA Program process.

Have other comments or questions?

For more information, please contact: Peter Comenzo, Senior Planner 518.355.7575

Rotterdam Junction BOA Nomination Study

BUSINESS SURVEY



The Town of Rotterdam is preparing a Brownfield Opportunity Area (BOA) Nomination Study for Rotterdam Junction and your input is needed! Take the Business Survey and let us know what is important to the success of your business in Rotterdam Junction. Survey responses will be taken until October 21, 2010. Paper copies are available at the Planning/Zoning Department at Rotterdam Town Hall.

The survey is also available on the Town of Rotterdam website: http://www.rotterdamny.org.

1. Please indicate which of the following bes	at describes vour business.	
Agriculture, Forestry & Fishing	□ Mining	Retail
	Professional	Services
Finance, Insurance or Real Estate	Public Administration	Wholesale Trade
Manufacturing	Restaurant/Bar	Other (please specify):
Transportation, Communications, Electric Gas	& Sanitary Services	
2. Which of the following characterizes your		
Only Location	Branch Office/Facility	Headquarters
3. Why is your business located in Rotterdar	m Junction? Mark all that appl	v.
Economic Incentives	Real Estate Affordability	
□ Infrastructure	Transportation Accessibility	
Location of Consumers	□ Workforce	
Proximity to Personal Residence		
	_ • · · · · · (p. • • • • • • • • • • · · · · · · ·	
4. How many people do you employ not inclu		
Full-Time	Part-Time	Seasonal
5. What are your hours of operation?		
Monday	Thursday	Saturday
Tuesday	Friday	Sunday
Wednesday	1 hday	
6. Are you planning any of the following cha		
Relocation outside of Rotterdam Junction	Expanding Services or Pro	
Hiring Additional Employees	Expanding or Renovating F	
Selling or Closing Business	Other (please specify):	
7. What is the percentage of average annual	total sales for this husiness/fa	acility that are from the following:
Rotterdam%		tonity that are nom the following.
NYS%	County% Outside NYS%	
///////////////////////////////////////		
		to improve your business? Mark all that apply.
Benches	Enhanced Marketing	Special Events in Rotterdam Junction
Bicycle Lanes	Expanded Business Hour	s 🗖 Street Curbs
Building/Façade Improvements	Improved Landscaping	Street Lights
Crosswalks & Sidewalk Improvements	Improved Signage	Street Trees
New Businesses – Please list:		
Other (please specify):		
	Please return via mail or in person	to:

John F. Kirvin Government Center, 1100 Sunrise Boulevard, Planning/Zoning Department, Rotterdam, New York 12306

 Over the past 5 y Increased 	rears, how would you characteriz ☐ Decreased	ze your business reve Remained Even	nues:	
). Is the Town of R e Yes	otterdam responsive to the needs □No – If No, What could be do		-	
. Do any of the fol Sewer/Septic Syste	Iowing negatively affect your bus m	siness in Rotterdam J □ Water Quality	unction? Mark all	
	hat the current regulations in Rot		reserving drinkir	ng water quality are:
Too Restrictive	Satisfactory INot Res	trictive Enough		
3. Has developmen	t or improvement of your propert	ty been complicated b	y any of the follo	wing? Mark all that apply.
Zoning	Aquifer Protection Regulations	Non-Conforming	_and Use □Ir	frastructure
Microenterprise Loa Small Business Gra		mprovement Program vement Program	Historic Pres	provement District
5. How would you o	characterize the local business cl	limate when compare	d over the past 10) years?
Improving	Deteriorating	🗖 Uns	ure, have not beer	n in area for 10 years.
7. Please list the to	p 3 strengths of Rotterdam Junc	tion:		
	p 3 weaknesses of Rotterdam Ju			
9. Please provide a	ny additional comments you feel	would be helpful in t	ne development o	of the BOA Nomination Stud
			witho Town of D	
-	ailable for follow-up questions or No	TIKE TO DE CONTACTED I	by the Town of Ro	onerdam ?
yes, please provide Name:	contact information:	Phone:		
<u>-</u>	Thar	nk you for participatin	g!	
John F.		return via mail or in perso	n to:	erdam, New York 12306

PLEASE PLACE STAMP HERE



John F. Kirvin Government Center 1100 Sunrise Boulevard Planning/Zoning Department Rotterdam, NY 12306

You May Also Complete the Survey Online at: www.rotterdamny.org

Thank you for participating in this survey. Your input is an important part of the BOA Program process.

Have other comments or questions?

For more information, please contact: Peter Comenzo, Senior Planner 518.355.7575

Please return via mail or in person to:

John F. Kirvin Government Center, 1100 Sunrise Boulevard, Planning/Zoning Department, Rotterdam, New York 12306

Public Visioning Workshop

Rotterdam Junction Brownfield Opportunity Area Nomination



Meeting Information:

- Date: Thursday, September 23rd, 2010
- Time: 7:00 9:00 PM
- Place: Rotterdam Junction Fire Hall 1215 Main Street Rotterdam Junction 12150

What is Your Vision?

The community is developing a Plan to guide Rotterdam Junction into the future and we want to know what you think. This is your opportunity to make a difference in your community.

> Your chance to shape your community's Future!

The Town of Rotterdam is developing a Brownfield Opportunity Area (BOA) Nomination Study for Rotterdam Junction. This Workshop will focus on: 1) What is a brownfield? 2) The brownfield challenges of Rotterdam Junction; and 3) The Hamlet's "Vision" for revitalizing Rotterdam Junction. The Study will result in a redevelopment master plan for the hamlet that:

- Creates new investment and job opportunities;
- Improves housing conditions;
- Protects the water quality and public wellheads;
- Creates new recreation and waterfront access opportunities; and
- Revitalizes any brownfield, abandoned, vacant, and underutilized properties.

Residents, business owners, and community stakeholders are all invited to this Workshop to learn about the BOA program and share their ideas and vision for Rotterdam Junction's future. This is your chance to help shape the future of your community and your attendance is very important! Bring your middle and high school-aged children too... it's about

their future!







For More Information:

Peter Comenzo, Senior Planner Town of Rotterdam (518) 355-7575



Public Workshop #1 Rotterdam BOA Design Ideas

Land Uses

- Single-Family Residential Housing
- Multi-Family Residential Housing
- Senior Housing
- Mixed-Use Development
- **Commercial Development**
- **Industrial Development**
- Farm Stand/Farmers Market
- **Open Space Preservation**

Streetscape Enhancements

- Benches
- Gateway Signage
- Informational Kiosks
- Historic Landmark Signage
- Sidewalks
- Street Lights or Landscaping
- **Street Trees**
- Wayfinding Signage

Recreational Amenities

- **Ball Fields**
- **Bicycle Racks**
- Mohawk Bikeway extensions/connections
 - Parking Lot for Bikepath Users
- Parks

- Public Outdoor Amphitheater
- Walking Trails

Traffic Calming

- Bicycle Lanes (on street)
- Crosswalks
- **Speed Controls**
- Street Curbs

Waterfront Improvements & Access

- Boat Ramps/Access
- Fishing Piers/Docks
- Marina Slips/Stalls
- Waterfront Picnicking Areas
- Waterfront Restrooms



















































Brownfield Opportunity Area – Public Workshop #1 SWOT Results

STRENGTHS

- Anthony's Restaurant
- **Beautiful Setting** •
- Easy Access from Major Highway •
- Family Oriented Community •
- Historic Significance of Area •
- Kiawanas Park nearby •
- **Knotty Pine Restaurant** •
- Mabee Farm •
- Minim Market & Gas Station •
- Mohawk-Hudson Bikeway •
- Native Americal Cultural Center •
- No Traffic Lights •
- Presence of Aquifer •
- Presence of Many Committed Citizens •
- Presence of old canal

- Proximity to Plotter Kill and Moccasin Kill Preserves
- Proximity/Access to Mohawk River
- Rotterdam Junction Volunteer Fire Department
- Safe, Non-violent Community
- Senior Citizen's Meal Site
- Small Village Feel, Quaint
- St. Margaret's Church
- Woestina School
- Wostina Reformed Church

WEAKNESSES

- Abandoned and Vacant Properties •
- Abuse/Misuse of Trails •
- Bike Traffic on Route 5S
- **Business Restrictions** •
- CSX Impact •
- Dilapidated Houses and Building Stock
- Feel Neglected
- Health & Safety Concerns related to Presence of Industrial Sites
- Interruption of Bike Trail on Scrafford Lane and Detour
- Lack of Access to Mohawk River
- Lack of Acess to Bike Path from Scrafford Lane
- Lack of adequate Police Patrol
- Lack of Bike and Pedestrian Safety, Lack of Sidewalks
- Lack of local EMS
- Lack of Public Transportation

THREATS

- Decreasing Property Values
- Inability to Attract Funding
- Inability to Attract New Businesses •
- Inability to Protect Open Space
- Inability to Provide Bike and Pedestrian Safety
- Large Truck Traffic

OPPORTUNITIES

- Barge Ride on Canal
- Completion of Mabee Farm Educational • Center
- Creation of a Fishing Area
- Creation of bicycle and pedestrian trails • and networks
- Introduction of Small Businesses
- Potential Construction of Town Park at • former Bonded Concrete Site
- Potential Creation of Dock or Marina along • Mohawk

- Potential to Conserve Open Space Potential to encourage tourism destinations •
- Potential to Increase Recreational
- Opportunities • Potential to revitalize Main Street with the
 - Presence of Shops and Restaurants
- Workforce Development/Employment Base





- Lack of Sewer Infrastructure
- Lack of Understanding Community Needs
- Large Trucks on Route 5S
- Location of Wellheads
- Need to Travel Far to Shop for Basic Necessities/Lack of Shops
- No Recreation for Teenagers
- Noise and Pollution along Travel Corridor
- Poor Condition of Railroad
- Presence of Junkvards/Garbage
- Presence of Vacant Structures
- Shabby Appearance of Main Street (Route 5S)
- Traffic Calming Needed
- Tree Replacement Neede along Route 5S
- Very Little Economic Base
- Mining
- Potential Closing of Woestina School
- Potential Environmental Contamination
- Quality of Drinking Water
- Taxes

October 27, 2010

Rotterdam Junction Design Charrette Brownfield Opportunity Area: Workshop #2



The Town of Rotterdam is developing a Brownfield Opportunity Area (BOA) Nomination Study for Rotterdam Junction. Building on the vision from Workshop #1, this meeting will focus on the redevelopment of the Hamlet including: future building scale, land use densities, access management, integration with neighboring uses, and economic development needs.

The evening workshop will initiate with a brief overview of the elements needed to successfully develop the Hamlet and will conclude with a presentation of illustrative visions for Rotterdam Junction.





The Study will result in a redevelopment master plan for the hamlet that:

- Creates new investment and job opportunities;
- Improves housing conditions;
- Protects the water quality and public wellheads;
- Creates new recreation and waterfront access opportunities; and
- Revitalizes any brownfield, abandoned, vacant, and underutilized properties.

This is Your chance to shape your community's Future!

How Can I Participate?

Presentation & Community Workshop

Date:	Monday, November 22nd, 2010
Time:	7:00 PM — 9:00 PM
Place:	Rotterdam Junction Fire Hall



215 Main Street Rotterdam Junction, 12150

Come to Public Workshop #2 and express yourself! Your ideas and opinions are a valuable part of the process. The success of the Rotterdam Junction BOA depends on your participation....so please join in!

Questions? Please contact Peter Comenzo, Town Planner Town of Rotterdam (518) 355-7575









THE PROJECT TEAM



AGENDA

- Review of Public Workshop #1
 Existing Conditions,
 Opportunities & Constraints
- Review of Recent Findings
 and Study Maps
- Draft Plan Recommendations
- · Review of Key Area Concepts
- Public Comments
- Questions and Answers



Completed Tasks

What has been done:

- Kick-Off Meeting
- Community Plans Summary
- Key Issues Summary
- Draft Demographic & Growth Trends Analysis
- Draft Economic Development Analysis
- Draft Inventory & Summary of Existing Conditions
- Preliminary Summary of Redevelopment Opportunities & Improvements
- Stakeholder Interviews
- Workshop 1: Strengths, Weaknesses, Opportunities & Threats (SWOT) Analysis

What needs to be completed:

- Workshop 2: Preliminary Design Concepts Presentation and Discussion
- Finalize Design Concepts based on Public Comment



Project Goals

Highlights of SWOT Analysis Workshop Relevant to Multi – Use Trail Design

Strengths

- Mabee Farm
- Mohawk-Hudson Bike Hike Trail
- Native American Cultural Center
- Historic Erie Canal Features
- Proximity to Mohawk River
- Village Setting

Weaknesses

BOA Nomination Study Town of Rotterdam, New York

- Vacant Properties
- Trail Deficiencies and Abuse
- Bike Conflicts on NYS Route 5S
- Dilapidated Buildings
- Bike Trail Disconnect
- Access to Mohawk River
- Lack of Sidewalks

- Opportunities
 - Fishing Areas
 - Mabee Farm Educational Center
 - Small Businesses
 - Town Park at Bonded Concrete Site
 - Dock or Marina along Mohawk River
 - Tourism Destinations
 - Recreational Opportunities
 - Revitalize Main Street

Threats/Challenges

- Decreasing Property Values
- Inability to Attract Funding
- Inability to Attract New Business
- Inability to Protect Open Space
- Inability to Provide Bike and Pedestrian Safety
- Large Truck Traffic
- Potential Environmental Contamination











Site Strengths and Opportunities

Historic Sites and Cultural Resources

•Historic Lock 25 of the Enlarged Erie Canal





Site Streng	ths and Opportunities
Recreational Opportunities	
 Mohawk Hudson Bike Hike Trail 	
	AND TANK AND
	11/12/28008
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	and 1/12/2010
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Town of Rotterdam, New York	

Site Strengths and Opportunities

Recreational Opportunities

Kiwanis Park





Site Streng	ths and Opportunities
Recreational Opportunities	
Lock 9 Park	A BASY PICT
LAT.	
BOA Nomination Study Town of Rotterdam, New York	

Site Strengths and Opportunities

Recreational Opportunities

Mohawk River













BOA Nomination Study	68	2	17 5	13.	1-24	Laberge	quois
Town of Rotterdam, New York	CROPCI			POPOJ	~~	SYNTHESIS	Pollay Redevelopment & Planning















BOA Nomination Study	834	w 17 5	13.1.14	Laberge	roup
Town of Rotterdam, New York	CROPC A		DPOPO-FAM	SYNTHESIS	Pollay Redevelopment & Planning















Mapping & Ana Map 6: Underutilized & S		a d B B T T			
LEGEND		Ste A Ste 84 Ste 87 Ste 87		See	
Town of Rotterdam BOA Study Area	Underutilized Sites Strategic Sites	018 #7 Ste #9 Ste #10	111		
Interstate US Highway US Highway County Highway Local Roads Tax Parcels					- Contraction of the second se
BOA Nomination Study Town of Rotterdam, New York		·····································		VITHESIS	Pollay Redevelopment & Planning




Key Design Areas and Conceptual Designs

Zone 1 - Village

Existing Street View









17	<u> </u>	•		
Ke∖	/ Desigr	Areas and	Conceptu	ial Designs

Zone 2 – Commercial Existing Street View



















Key Design Areas and Conceptual Designs

Zone 3 – Rural

Existing Street View





Key Design Areas and Conceptual Designs		
Zone 3 – Industrial		
Existing Street View		







Key Design Are	as and Conceptual Designs
Zone 3 – Lower Rotterdam Junction	
Existing Street View	











THANK YOU







Rotterdam Junction Brownfield Opportunity Area (BOA) Redevelopment of Priority Sites & Stakeholder Seminar

Join us for the Economic and Market Trends findings. Explore alternative approaches & ideas to redevelop Rotterdam Junction. In addition, specific BOA program details will be provided, including:

- Improve communication and understanding about project objectives and needs;
- Gain information about the status of ongoing remedial activities and the environmental condition of brownfield sites in the study area;
- Gain information about funding opportunities available from government programs and private sector or not-for-profit organizations to facilitate clean-ups, foster appropriate redevelopment, rehabilitate existing infrastructure or provide new infrastructure;
- Gain support from government agencies for permitting and financing; and
- Coordinate government agency and private sector actions.

All property owners, developers, business owners and residents are invited to attend.

This is Your chance to shape your community's Future!

Workshop Information: Tuesday, March 29, 2011 7:00 - 9:00 PM Rotterdam Junction Fire House











THE PROJECT TEAM



Agenda

- Review Completed Tasks
- BOA Property Redevelopment
- Local Business Climate
- Public Comments

SYNTHESIS

Questions and Answers

Completed Tasks

• What has been done:

- Community Plans & Key Issues Summary
- Draft Demographic & Growth Trends Analysis
- Draft Economic Development Analysis
- Draft Inventory & Summary of Existing Conditions
- Preliminary Summary of Redevelopment Opportunities & Improvements
- Stakeholder Interviews
- Workshop 1: Strengths, Weaknesses, Opportunities & Threats (SWOT) Analysis
- Workshop 2: Preliminary Design Concepts Presentation and Discussion
- What needs to be completed:
 - Draft Nomination Study
 - Town Board & Public Workshop Presentation





Reasons for Redevelopment

- Long-Term Investment
- Liquid Cash
- Growth
- Liability



Long-term Objective

- Lease (Gross, Net, Ground)Own
- Sell





Gathering Information

- Previous Owners
- Previous Uses
- Zoning
- Infrastructure
- Credit

Laberge Group SYNTHESIS



Use of Property

- Commercial
- Residential
- Industrial
- Mixed

- Recreational
- Institutional



Suitability of Property

- Existing Structures
- Size
- Access to Infrastructure
- Remediation
- Access to Market

Loberge Group SYNTHESIS

State of Market

- Socio-economic Profile
- Location
- Comparable Properties





Sources of Funding

- Equity Investment (angel, VC, tax credit)
- Conventional Financing
- Economic Development Financing
- Grants



Site Preparation

- Demolition
- Infrastructure
- Remediation





Public Subsidies and Programs

- Linked Deposit
- Tax-exempt Financing
- Excelsior
- Brownfield Tax Credits
- Historic Preservation Tax Credits
- Investment Tax Credit
- Qualified Emerging Technology Company (QETC)
- SBA 504



Technical Assistance

- Real Estate Agent
- Engineer
- Architect
- Planner

Laberge Group

- Industrial Development Agency
- Local Development Corporation

Tax Implications

- Deductions
- Property Value
- Income
- Capital Gains
- Depreciation





Soft Costs		
Architect		
Engineering		
Environment	al studies	
Fees		
Appraisal		
Legal		
Accounting		
Interest		
Insurance		
Marketing		
Contingency		
Hard Costs		
Demolition a	nd Site Preparation	
Carpentry		
Plumbing		
Electrical		
HVAC		
Insulation		
Structural w	ork	
Elevator		
Signs		
Site Preparat	tion	
Sources of F	undina	
Debt		
Grants		
Equity		



Local Business Climate

Demographic Profile Highlights:

- In 2000, the population of the Study Area is 517 and is expected to grow 15.4% by 2014 (597 people).
- 2014 projections show the largest population segment to be 55 to 64 years old (15.8%). Demand for goods and services catering to this aging population will increase.
- The number of households increased 10.5% compared to the Town (3.1%) and County (2.7%).
- The Study Area median income (\$40,864) is lower than that of the Town, County, and State.
- 39.8% of residents are low and moderate income (LMI) households (80% or below the area median or below \$32,691).
- Less than 50% of the population achieved a high school diploma in each of the three locations.





Local Business Climate

Economic Profile Highlights:

- 92.2% of resident civilians are employed.
- Rotterdam's unemployment rate was 6.6%, less than County (7.1%) and NYS (8.0%).
- 4.3% work from home in the Study Area compared to 2.3% for NYS.
- White Collar jobs are predominate in the Study Area (61.5%), Rotterdam (62.7%), and County (65.6%).
- Service Sector provides the majority of job opportunities Study Area (50.0%), Town (45.9%), and County (53.8%) and drives regional economic development (Education Services; Insurance; Research/Testing; and Computers/Data Processing).
- SI Group is the largest employer in the Study Area.
- Regionally, one of the largest sectors is Health Services need health care professionals.
- Consumer spending new retail in the Study Area should consider apparel products & services (ex. dry cleaning or a fabric shop), pet related businesses, and pharmaceutical.
- No large parcels suitable for industrial development.

MHESIS

 Largest underutilized parcels are either within a flood zone or impacted by the presence of water.





Local Business Climate

Market Conditions Highlights:

- No large parcels suitable for industrial development.
- Largest underutilized parcels are within a flood zone or impacted by the presence of water.
- Lack of public water and sewer, and the presence of the Great Flats Aquifer.
- Most feasible development will be small-scale, low impact development.
- Industrial development is limited due to the size of available property and lack of public sewer.
- Educational development opportunities exist to reuse the Woestina Elementary School and to develop workforce training opportunities in conjunction with SCCC.
- Retail and commercial development should focus on services for the aging population, as well as adaptive reuse of existing housing stock for small businesses.
- Residential development should consider the needs of the Study Area's aging population.
- Tourism and recreation development a significant opportunity in the Study Area.
- Maybee Farm Historic Site expansion expected to attract 24,000 visitors a year.





Local Business Climate

Summary of Opportunities

- Opportunities exist to develop several underutilized parcels for recreational use.
- Proximity to the Mohawk River affords the opportunity to capitalize on a natural resource.
- Build off of the Maybee Farm expansion. Given the opportunity. visitors will shop and eat nearby. Opportunities to extend the stay of these visitors should be encouraged.
- A significant portion (59%) of the Study Area housing stock was built prior to 1969 and is anticipated to necessitate rehabilitation, creating an opportunity to develop green, energy efficient housing.
- Overall; the opportunities for redevelopment within the Rotterdam Junction BOA will be limited to housing, recreation, small scale retail or commercial, or service businesses, and businesses focusing on tourism.











Comments & Questions







THE PROJECT TEAM



Presentation Outline

- Project & Study Area Overview
- Draft Land Use Plan
- · Subareas and Redevelopment Proposals





Rotterdam BOA Study Area

- Approximately 624 acres
- 16 Underutilized Sites; 8 Strategic Sites
- Existing or Potential Brownfield Sites:
 - Bonded Concrete Site (78 acres)
 - Sunshine Automotive Recycling Yard
 (19.90 acres)
 - Bobby's Auto Service (0.52 acres)
- Land uses must be compatible with protecting the Great Flats Aquifer







Rotterdam BOA Study Area Subareas

Study Area Subareas:

BOA Nomination Study

Town of Rotterdam, New York

- Mohawk Hudson Bike-Hike Trail (MHBHT) Subarea
- Upper Rotterdam Subarea
- · Lower Rotterdam Subarea
- Waterfront/Cultural Subarea



SYNTHESIS



Mohawk Hudson Bike-Hike Trail (MHBHT) Subareas

Mohawk Hudson Bike-Hike Trail (MHBHT) Subarea

Reconnect MHBHT by removing jersey barriers & creating at-grade or tunnel crossing



Mohawk Hudson Bike-Hike Trail (MHBHT) Subarea



Create Interpretive Overlook at Erie Canal Lock 25

Mohawk Hudson Bike-Hike Trail (MHBHT) Subarea



Mohawk Hudson Bike-Hike Trail (MHBHT) Subarea

Construct recreational park on former Bonded Concrete Site





Upper Rotterdam Subarea

General Characteristics

- 206 parcels; 97.7 acres
- 47.1% Residential
- 23.7% Vacant
- 17.1% Community Services
- · Woestina Elementary
- 6.2% Public Services
- 5.9% Commercial
- · Bobby's Auto Service





Upper Rotterdam Junction Subarea

General Characteristics

- 17.1% Community Services
- Woestina ElementaryBobby's Auto Service

- 206 parcels; 97.7 acres
- 47.1% Residential
- 6.2% Public Services
- 23.7% Vacant
- 5.9% Commercial



		Street Type 1 – Hamlet
Proposed Improvements		Cross-Section of Existing Conditions
 Façade Improvements 		
Landscaping		
 Uniform and regulated 	1	
signage		
Consolidated curb-cuts	- Second	
 Shared parking 	LP ROM	22 P 22
Street tree planting		Street Type 1 – Hamlet
Setback requirement for	and the second	Cross-Section of Conceptual Design
new development		ALC SHAP
 Parking located to side 		
and rear	1	
	- Constant	
BOA Nomination Study	***	Laberge Group



Waterfront / Cultural Subarea





Lower Rotterdam Subarea





Thank You



Appendix C: Economic & Market Analysis

Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – *Rotterdam* Junction's Revitalization Plan



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Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – Rotterdam Junction's Revitalization Plan



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ECONOMIC & MARKET ANALYSIS

The purpose of the Economic & Market Trends provide market-based Analysis is to recommendations on key economic drivers and future land uses within the Rotterdam Junction BOA. The analysis, in conjunction with the Inventory and Analysis, helps to determine the the opportunities for development, or redevelopment, of the strategic and underutilized sites in the Rotterdam Junction BOA.

The demographic and socioeconomic profile presents a range of quantitative data on the Town of Rotterdam, the proposed Rotterdam Junction BOA, and Schenectady County. This data provides a brief analysis of trends that impact the area under study and will allow the Town to better understand the socioeconomic issues that it is currently combating.

Demographic Profile Highlights:

- In 2000, the population of the Study Area is 517 and is expected to grow 15.4% by 2014 (597 people).
- The 2014 projections show the largest population segment to be those 55 to 64 years old (15.8%), reflecting an aging population. Demand for goods and services catering to this segment will increase.
- Since 2000 Census, the number of households in the Study Area has increased 10.5% compared to the Town (3.1%) and County (2.7%).
- The Study Area median income (\$40,864) is lower than that of the Town, County, and State.
- In 2000, 39.8% of Town of Rotterdam residents are low and moderate income (LMI) households (80% or below the area median).
- Less than 50% of the population achieved a high school diploma in each of the three locations.

The data used in this report was compiled from multiple sources, including the U.S. Census Bureau and the NYS Department of Labor. In addition, demographic, socioeconomic, and retail sales data was purchased from ESRI, a leading national provider of market information. ESRI prepares demographic updates and projections based on federal data sources, and offers retail market data derived from public and proprietary sources at varying levels of geography.

Demographic Profile

This section provides information about the demographic trends in the Rotterdam Junction BOA, the Town of Rotterdam as a whole, Schenectady County, and New York State where appropriate. By examining the characteristics of the population, there is a better understanding of the issues and trends that impact the community and the potential opportunities for revitalization.

The Rotterdam Junction BOA is relatively small, comprising just less than one square mile. Within this parameter lie a number of block groups. Block Groups are the smallest geographical units for which the census bureau publishes sample data. The block groups identified within the Study Area includes 9038, 9039, 9040, 9041, 9042, 9043, 9044, 9045, 9046, 9009, 9010, 9995, and 9996. The configuration of these





groups is represented throughout this document as the "Study Area" and is identified by Map 2, Study Area Context Map. It should be noted that the boundaries of the Census Block Groups do not perfectly coincide with the Study Area boundary. Therefore, the Census Block Groups included in the analysis do include some population areas outside the Study Area; similarly some Census Block Groups were excluded from the analysis if it was determined to have a significant population area outside of the Study Area.

2010 Census Summary

Although data collection for the 2010 Census is complete, only general data has been released by the Census Bureau to date. Data specific to the Census Blocks of Rotterdam Junction has not yet been released. Population counts have been released, indicating that the population of the Town of Rotterdam has experienced a 2.75 percent change, growing from a count of 28,316 in 2000 to 29,094 in 2010. Due to the limited release of data to date, the following demographic summary relies on 2000 Census data.

Population Trends

Both the Census and ESRI projections provide estimates of the population numbers in year 2009 and projections for what those numbers will be in 2014⁵. Between the years 1990 and 2000, the Study Area, Town of Rotterdam, and Schenectady County each underwent a decline in population. Current estimates of population from ESRI show the Study Area experiencing a significant increase in numbers (10.6%) between the years 2000 through 2009, while Rotterdam and Schenectady County have each experienced only a moderate increase. Projections for all three locations show a continued population growth for the area.



Figure C-1: Population Change

As shown on **Table C-1: Market Area Population** and based on estimates of 2009 Study Area population provided by ESRI, the overall population of the Study Area, the Town of Rotterdam, and

⁵ Note that the 2010 Census data is currently unavailable.




Schenectady County are expected to increase by 2014. Significantly, the Study Area is expected to increase in population at approximately triple the rate of either the Town of County.

Market Area Population								
Market Area 1990 2000 2010 2014 (proj.) 1990-2000 2000-10 2000-14								
Study Area	533	517	572*	597	- 0.3%	10.6%	15.4%	
Town of Rotterdam	28,435	28,316	29,597	29,758	-0.4%	4.5%	5.0 %	
Schenectady County	149,285	146,555	154,727	153,607	-1.8%	5.5%	4.8%	

Source US Census Bureau; ESRI.

* Census data at the block group level was not currently available and numbers are based upon 2009 projections.

Age Trends

The median age for the Study Area is projected to increase from a current average of 44.3 years to 45.3 years as shown on **Table C-2: Market Area Median Age.** Similarly, both the Town of Rotterdam and Schenectady County will see a slight overall increase in the average age of residents.

Table C-2: Market Area Median Age

				% C i	hange
Market Area	2000	2010	2014(proj.)	2000-09	2009-14
Study Area	40.6	44.3*	45.3	9.1%	2.2%
Town of Rotterdam	40.9	44.3	45.0	7.3%	2.5%
Schenectady County	38.6	41.6	42.1	7.2%	1.6%

Source US Census Bureau; ESRI.

* Census data at the block group level was not currently available and numbers are based upon 2009 projections.

According to Census estimates, the cohort comprising the largest segment of the total population within the Study Area are the between the ages of 45 and 54 year old at 16.8%. The 2014 projections show the largest population segment to be 55 to 64 years old cohorts at 15.8%. This reflects an aging population, and implies that the demand for goods and services catering to a population segment approaching retirement age will increase.

The Town of Rotterdam reports similar age percentages for 2009, with the 45 to 54 year cohorts at 16.4%. As shown in **Table C-3** below, the 2014 projections report ages 45 to 54 remain the largest segment of the population at 15.4%. ESRI reports the County's largest numbers of population in 2009 estimates and 2014 projections to be the 45 to 54 year old cohorts at 15.6% and 14.4% respectively



		2000	20)09(est.)	2014(proj.)	
Population by Age	Town	Study Area	Town	Study Area	Town	Study Area
0 – 4	5.4%	4.5%	5.3%	4.7%	5.2%	4.5%
5 – 9	6.7%	4.8%	5.5%	4.5%	5.5%	4.5%
10 – 14	7.1%	7.6%	6.1%	4.5%	5.9%	4.7%
15 – 19	5.6%	6.4%	6.5%	5.2%	5.8%	4.5%
20 – 24	4.0%	6.2%	5.1%	6.8%	5.3%	5.2%
25 – 34	11.6%	11.6%	9.8%	12.9%	10.7%	13.8%
35 – 44	16.4%	17.1%	13.2%	12.1%	11.5%	12.4%
45 – 54	14.2%	15.3%	16.4%	16.8%	15.4%	14.3%
55 – 64	9.9%	9.5%	13.3%	14.5%	14.9%	15.8%
65 – 74	9.8%	8.9%	8.5%	8.4%	10.6%	11.9%
75 – 84	7.3%	7.0%	7.2%	6.6%	6.2%	5.5%
85+	2.0%	1.2%	3.0%	2.8%	3.0%	2.9%

Table C-3: Population Projections by Age Group

Source US Census Bureau; ESRI.

Households

The type, age, value, and number of occupied homes in a neighborhood can often provide a picture of the community and impact the overall demand for housing. **Table C-4: Market Area Households** compares the numbers of households in the Study Area, Town of Rotterdam, and Schenectady County. A household as defined by the Census includes all individuals occupying a single housing unit. As shown on the table, although moderate, there has been a steady increase in the number of households for each location. Since the 2000 Census, the greatest increase in the number of households is shown to be in the Study Area at 10.5%. Projections indicate that while the Study Area will continue to see an increase in population through 2014, the growth rate will not be as high as in previous years.

Table C-4: Market Area Households

Market Area	1990	2000	2009 (est.)	2014 (proj.)	1990-2000	2000-09	2009-14
Study Area	199	208	230	240	4.5%	10.5%	4.3%
Town of Rotterdam	11,061	11,544	11,910	12,127	4.3%	3.1%	1.8%
Schenectady County	59,181	59,684	61,317	62,366	0.8%	2.7%	1.7%

Source US Census Bureau; ESRI

Town of Rotterdam information taken from the 2000 Census shows there were 11,544 households in total comprising 9,401 owner-occupied and 2,143 renter-occupied. The rental vacancy rate was reported at 5.7%. Sixty-three percent (63%) of the housing units were constructed prior to 1960, with the greatest number of new starts between 1940 and 1959.





As shown in **Table C-5: Market Area Average Household Size**, household size dropped significantly between 1990 and 2000. The average number of persons per household in the Study Area was 2.49 in 2000 and is estimated to remain the same through 2014. Both the Town of Rotterdam and Schenectady County, as well, show less than a moderate increase in household size through 2014.

Market Area	1990	2000	2009 (est.)	2014 (proj.)	1990-2000	2000-09	2009-14
Study Area	2.68	2.49	2.49	2.49	-7.0%	0%	0%
Town of Rotterdam	2.56	2.44	2.45	2.45	-4.6%	.4%	0%
Schenectady County	2.45	2.38	2.39	2.39	-2.8%	.4%	0%

Table C-5: Market Area Average Household Size

Source US Census Bureau; ESRI.

Income Levels

Household income is the total income of all members of a household regardless of their relationship to each other. The amount of income is an indicator of the local economy. Understanding the income characteristics of the community is also important in determining a community's health as well as the ability of residents to maintain their housing, contribute to the local tax base, and participate in the economy.

Significant levels of socioeconomic distress characterize the Study Area, relative to the Town of Rotterdam and Schenectady County. **Table C-6** shows that at the time of the 2000 census, the median household income of the Study Area to be significantly less than the Town of Rotterdam. As shown in **Figure C-3**, Median Household Income, the Town of Rotterdam's 2000 household income is shown at \$46,267, and is the greatest with the Study Area having the lowest income at \$40,864. ESRI 2014 projections report the Town of Rotterdam climbing to \$63,703, the Study Area to \$62,865 and Schenectady County at \$59,795.



Source US Census Bureau; ESRI.



Market Area	Median Household Income	Per Capita Income	Poverty Rate	Unemployment Rate
Study Area	\$ 40,864	\$ 20,922	6.0%	2.9%
Town of Rotterdam	\$ 46,267	\$ 21,457	4.5%	2.3%
Schenectady County	\$ 41,739	\$ 21,992	10.9%	3.2%
New York State	\$ 43,393	\$ 23,389	14.6%	4.3%

Table C-6: Levels of Economic Distress

Source: U.S. 2000 Census Bureau 2000 Population Trends; ESRI.

While having the lowest median household income, the Study Area's poverty levels are below those of Schenectady County and New York State, and slightly higher than that of the Town. Figure C-4: Poverty Percentages, shows the Study Area, reported at 6%, has fewer persons living at the poverty level. Poverty levels are calculated by the Census and are based on a set of formulas identifying the number of persons, rather than households considered to be living in poverty. New York State has the largest percentage of persons living at poverty levels at 14.6% followed by Schenectady County at 10.9%. The Town of Rotterdam has the lowest percentage at 4.5%. This means that while median income for residents in the Study Area is low, few are living in poverty. More current unemployment reports will reflect much higher unemployment percentages than those reported in 2000 census.

Tabulations provided by the U.S. Department of Housing and Urban Development (HUD) indicate that in 2000, 39.8% of Town of Rotterdam residents were in low and moderateincome households, with incomes at or below





Figure C-4: Poverty Percentages – 2000



80% of the area median. The rate for Schenectady County overall was less, at 29.5%. Poverty rates (the percent of market area population) are calculated by the US Census Bureau using a set of money income thresholds that vary by family size and composition.





Per capita income, the mean income computed for every person in the Study Area, is reported at \$20,922 in Figure C-5 and is projected by ESRI to increase to \$29,138 by 2014. The per capita income for the Town of Rotterdam is nearly identical to that of Schenectady County, \$21,457 and respectively. \$21,992 The Town of Rotterdam's per capita income is expected to increase \$28,576 2014 to by and Schenectady County to \$29,201.

Figure C-5: Per Capita Income



Educational Attainment

The chart below (**Figure C-6**) depicts the variations in the level of educational attainment reached among persons age 25 and older in the Study Area, Town of Rotterdam, and Schenectady County. In reviewing the chart it is of interest to note that in each locale less than 50% of persons achieved a high school diploma. While the Study Area has the least number of residents with less than a high school diploma, Schenectady County has the greatest number of persons who have achieved a Bachelor's Degree or Higher.







Economic Profile

Resident Labor Force

The Local Area Unemployment Statistics (LAUS) program of the NYS Department of Labor provides up-to-date Labor force data, including estimates of the civilian labor force, the number employed, the number unemployed and the unemployment rate, by place of residence. The Civilian labor force is comprised of individuals aged 16 and older, excluding those in the military, who are employed or actively looking for work. Estimates for 2009 depict the Study Area has 92.2% resident civilians employed and 7.8% unemployed; the Town has 93.0% employed and 7% unemployed; and lastly, the County of Schenectady has 91.9% employed and 8.1% unemployed.

Unemployment Trends

Unemployment rates reported through LAUS throughout year 2009 show that Schenectady County and the Town of Figure C-7: Unemployment Trends Rotterdam have been consistently lower than New York State unemployment numbers. At the time of this writing, September 2010 is the most recent month reported upon by the NYS Department of Labor. LAUS reports New York State unemployment at 8.0%; the Town of Rotterdam at 6.6% and Schenectady County at 7.1%.

Economic Profile Highlights:

- In the Study Area, approximately 92.2% of resident civilians are employed.
- The Town of Rotterdam's unemployment rate was reported at 6.6%, which is less than Schenectady County (7.1%) and New York State (8.0%).
- A high percentage of people work from home in the Study Area (4.3%) compared to 2.3% for New York State.
- "White Collar" jobs are the predominate occupation in the Study Area (61.5%), Town of Rotterdam (62.7%), and Schenectady County (65.6%).
- The Service Sector provides the majority of job opportunities in the Study Area (50.0%), Town (45.9%), and County (53.8%) and will drive future regional economic development (includes: Education Services; Insurance; Research/Testing; and Computers/Data Processing).
- SI Group is the largest employer in the Study Area.
- Within the region, one of the largest industry sectors is the Health Services; demand for health care professions is expected to continue to rise.
- Based on consumer spending, new retail businesses in the Study Area should consider apparel products and services (for example a dry cleaning or a fabric shop), pet related businesses, and pharmaceutical products.









Commutation Patterns

Table C-7: Market Area Commute provides a comparison of travel time from residence to place of employment. The data shows that in general there are modest variations in commute times with the Study Area showing an average of 22.2 when compared to the County at 21.8 minutes and the Town at 21.1 minutes. Interestingly, the data shows that the percentage of people working at home in the Study Area is 4.3% compared to 2.3% for the state.

Table C-7: Market Area Commute

2000 Average Commute Time	Study Area	Town	County
Less than 5 minutes	3.20%	3.70%	3.30%
5 to 9 minutes	6.50%	11.00%	11.90%
10 to 19 minutes	33.30%	33.10%	32.30%
20 to 24 minutes	18.30%	16.90%	15.10%
25 to 34 minutes	18.60%	21.60%	20.80%
35 to 44 minutes	10.80%	5.10%	5.70%
45 to 59 minutes	1.80%	3.60%	4.40%
60 to 89 minutes	2.50%	1.40%	1.90%
90 or more minutes	0.70%	1.30%	1.50%
Worked at Home	4.30%	2.30%	2.90%
Average Travel Time to Work (in min)	22.2	21.1	21.8

Employment by Occupation

"White Collar" jobs (shown in **Table C-8**) are the predominate occupations in the Study Area, Town of Rotterdam, and Schenectady County with percentages ranging from 61.5% in the Study Area to 65.6% County-wide. "Blue Collar" occupations, conversely, range from 16.2% in Schenectady County up to 20.2% in the Study Area.

Table C-8: Employment by Occupation

2009 Employed by Occupation	Study Area	Town	County
White Collar	61.5%	62.7%	65.6%
Management/Business/Financial	8.8%	12.7%	12.8%
Professional	23.0%	19.2%	26.9%
Sales	5.7%	11.0%	10.6%
Administrative Support	24.0%	19.7%	15.3%
Services	18.3%	16.8%	18.2%
Blue Collar	20.2%	20.6%	16.2%
Farming/Forestry/Fishing	0.0%	0.0%	0.1%
Construction/Extraction	4.4%	5.6%	4.3%
Installation/Maintenance/Repair	2.2%	4.0%	2.8%
Production	4.7%	4.00%	3.7%
Transportation/Material Moving	8.8%	7.00%	5.3%





Employment by Industry

The single largest industry supporting both regional and local employment is the Services Sector at 50% in the Study Area, 45.9% in the Town, and 53.8% in the County. Retail Trade also supports many jobs, representing 11.6% of employment in the Study Area.

Table C-9: Employment by Industry

2009 Employed by Industry	Study Area	Town	County
Agriculture/Mining	0.0%	0.3%	0.3%
Construction	7.2%	6.7%	5.3%
Manufacturing	5.9%	5.9%	5.4%
Wholesale Trade	5.6%	3.5%	2.7%
Retail Trade	11.6%	13.4%	12.0%
Transportation/Utilities	1.9%	3.9%	3.9%
Information	1.3%	2.6%	2.0%
Finance/Insurance/Real Estate	7.8%	7.0%	6.1%
Services	50.0%	45.9%	53.8%
Public Administration	8.8%	10.8%	8.4%

According to the Comprehensive Economic Development Strategy (CEDS) developed by the Capital District Regional Planning Commission in 2009, in addition to the Health Services sector other top employment sectors in the region include Education Services, Insurance, Research and Testing, and Computers and Data Processing. These core sectors (all part of the more general "Services" sector) are likeliest to drive future regional economic development and job creation strategies.

Major Employers

As shown in **Table C-10**, the three largest employers ranked by number of employees in Schenectady County are GE Power Systems, Golub Corporation, and KAPL Inc. Although not shown on the table some additional large employers located in the Town of Rotterdam include The Galesi Group, Bellevue Builders Supply, and Schenectady International (SI Group). Of these, only one large employer is located in the Study Area, SI Group. The Rotterdam facility of SI Group manufactures chemicals used to make automotive components, adhesives, plastics, photo-imaging products, paints and other specialty coatings. SI Group currently employs approximately 175 people in Rotterdam Junction (over 2,200 worldwide) and upgraded the facility in 2004 to add a 40,000 square foot distribution center at a total investment of \$2.7 million.



Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – Rotterdam Junction's Revitalization Plan

Table C 10. To	a 20 Majar	Sabanastad	Country	Major	Drivete Employere
	J ZU IVIAJUI	Scheneclau	/ County	iviajoi	Private Employers

Major Employers						
Company	Employees	Industry				
GE Power Systems	3,400	Manufacturing				
Golub Corporation	2,364	Distribution				
KAPL Inc.	2,200	Services				
GE Global Research	1,900	Manufacturing				
Ellis Hospital	1,669	Health Services				
Adirondack Beverages	1000	Manufacturing				
MVP Health Care	850	Health Services				
Union College	718	Educ. Services				
Sunnyview Hospital	603	Health Services				
Trustco Bank	477	Finance				
Bellvue Woman's Hospital	445	Health Services				
Schenectady Community College	350	Educ. Services				
Baptist Health Corp.	330	Health Services				
Daily Gazzette	325	Information				
Schenectady Museum/Shop	300	Arts/Entertainment				
Dytech Systems	300	Manufacturing				
Kingsway Arms	225	Health Services				
Contech Corporation	222	Services				
SI Group*	175	Manufacturing				
Environment One	169	Services				
Von Roll Isola Usa	160	Manufacturing				

Source: National Grid; Shovel Ready

*According to the SI Group's website.

Within the region, one of the largest industry sectors is Health Services with a number of Health Services providers located in the region as indicated on the table above. Demand for health care professionals is expected to continue to rise, and Schenectady County Community College was recently awarded an \$11.2 million grant to develop training programs for this emerging workforce, as well as to develop training programs for low income participants.





Market Conditions Analysis

The Economic and Market Trend Analysis is intended to identify both short term and long term strategies regarding the redevelopment and reuse of strategic sites located within the BOA given the identified constraints and opportunities.

"Economic Development" widely is acknowledged to be focused on the creation of jobs. However, many benefits accrue under aegis "Economic the of Development" that ultimately led to a sustainable increase in the living standards of an area's population. Redevelopment of an underutilized site or area can incorporate a variety of strategies ranging from new business development, growing existing businesses, revitalization of commercial or residential buildings, the creation or expansion of green space, utilization of natural assets, and new housing development amongst others.

Opportunities cannot be evaluated in isolation, but rather must be evaluated given the context of the region. From an

Market Conditions Highlights:

- Economic Development in the Study Area is constrained by lack of public water and sewer, as well as the presence of the Great Flats Aquifer.
- Development constraints indicate that the most feasible development in the Study Area will be small-scale, low impact development.
- Industrial development is limited due to the size of available property and lack of public sewer.
- Educational development opportunities exist to reuse the Woestina Elementary School and to develop workforce training opportunities in conjunction with Schenectady County Community College.
- Retail and commercial development should focus on services for the Study Area's aging population, as well as adaptive reuse of existing housing stock for small businesses.
- Residential development should consider the needs of the Study Area's aging population.
- Tourism and recreation development presents a significant opportunity in the Study Area. Developing new assets and connections to existing assets will be an important economic development task.
- The expansion of the Mabee Farm Historic Site will potentially attract 24,000 visitors a year. Opportunities to extend the stay of these visitors in the Study Area should be encouraged.

economic development standpoint Rotterdam is considered to be within the Capital District Region, and as such is included in many regional economic development initiatives. Moreover, given the proximity to the City of Schenectady mutual synergies can be presumed to exist.

Within the region, many resources are available to assist with economic development issues including but not limited to:

- Rotterdam Industrial Development Agency
- Schenectady County Industrial Development Agency
- Schenectady Local Development Corporation
- Capital District Regional Planning Commission
- Center for Economic Growth (CEG)
- Tech Valley Global Business Network





Additionally, while the purview of the Schenectady Metroplex Development Authority is limited to the downtown area, the organization is a model for "outside the box" redevelopment. Other entities such as CSX Transportation Industrial Development, National Grid Economic Development, and Verizon Community Relations/Economic Development can assist with specific projects.

Traditional redevelopment strategies typically encompass the development of "shovel ready" sites intended to lure businesses to the area with the objective of expanding the tax roles and creating jobs. However, the objective must account for existing conditions and feasibility factors and the overall best use of the land. The most efficacious strategies will result from factoring in the economic drivers and constraints with the long-term sustainability issues.

Economic Constraints

One of the more significant impediments to redevelopment in the Rotterdam Junction BOA is the lack of public sewer. Sanitary septic systems are currently the only alternative and are complicated by the presence of the Great Flats Aquifer and wellheads for the public water supply. Both are protected from development due to their vulnerability to contamination. Aquifer Protection Zones 1 and 2, which occupy the majority of the northern portion of the Study Area, are the most restrictive while other portions of the Study Area are somewhat less curtailed from development restrictions.



Large scale industrial development is eliminated as a practical solution anywhere in the Study Area both because there are no suitable development sites and because there is currently inadequate infrastructure to support future development of large industry. A key component of industrial development is adequate access to water, sewer, and power. Light industrial uses could be considered in some locations although environmental concerns will impact these potential uses. Additionally, there are limited suitable parcels for this type of development in the Study Area. These restrictions limit practical redevelopment to small scale, low impact development.

Additionally, since the Study Area is bounded by the Mohawk River much of the area is within a flood zone which further limits development.

The construction of public sewer capable of serving either all or some portions of the study area would significantly alleviate the development limitations. However, while this would be an environmentally beneficial solution, it may be cost prohibitive. A sewer feasibility analysis should be considered.



Industrial Market

Market Demand & Supply: Industrial space can be divided into three categories: manufacturing; warehouse and distribution; and research and development. Facilities may be further distinguished by the amount of space available for office functions. Some industrial space may be described as "flex" space as it can be configured to accommodate a flexible amount of office and showroom space in combination with manufacturing and warehouse uses.

While the existing local economy is dominated by Health Services and Manufacturing (see **Table C-10**) the Capital Region in general is experiencing growth in the Nanotechnology and other high technology industries such as computer chip manufacturing. Global Foundries, a computer chip manufacturer currently constructing a plant in Saratoga County, is slated to open its doors in late 2011. It is expected to have a significant impact on the region as an industry cluster and anticipated to bring businesses delivering related products and services to the



area. The University at Albany College of Nanoscale Science and Engineering (UAlbany) NanoTech Complex has experienced considerable expansion in the past few years and economic development efforts to continue this trend include the attraction of the International SEMATECH, a global consortium of nanoelectronics companies. Additionally, a recent announcement of the creation of a State University of New York Institute of Technology at Utica/Rome (SUNYIT) state of the art facility focusing on computer chip commercialization indicates that further expansion of these industries within the Albany, Saratoga, and Syracuse triangle is likely.

Cluster based economics tell us that the co-location of companies, their suppliers, partners and institutions creates the potential for creating economic value. Clusters, by definition include not only business entities such as companies, but also universities, trade associations, financial institutions, vocational training providers, economic development agencies, and more. However, for this strategy to be effective parcels of industrial or commercially zoned land must be available for development. There are currently only three (3) parcels designated as industrial in the Study Area based upon New York State Real Property Type Classification Codes; all of these sites are currently owned and used by the SI Group.

Conclusions: Despite some positive developments in the Capital District region, the industrial market for Rotterdam Junction is likely to remain somewhat stagnant due to the limited amount of available property and lack of public sewer. Only one parcel exists within the Study Area that could potentially be developed for light industrial use, a 21 acre parcel adjacent to SI Group on River Road. However, this site is further complicated due to its location within the flood zone.



Educational Market

Market Demand & Supply: Education as a sector can be a major driver of a region's economic health. Colleges and Universities contribute to the local economy both directly and indirectly. Students and their parents will reside and visit nearby, and purchase local goods and services. Additionally, many Educational Institutions either collaborate directly to provide resources to business and industry, to assist with research and development, and the commercialization of technology; or, they may collaborate with other organizations wherever possible to ensure that workforce needs are being met.

As noted earlier, Schenectady County Community College was recently awarded an \$11.2 million grant to develop health care training programs. The development of programs in collaboration with regional Colleges and Universities could help to sustain the development of some sites within the Rotterdam Junction BOA. Union College and Ellis Hospital School of Nursing, also both very near the Study Area, offer training programs as well.

Schalmont School District is currently conducting an Efficiency Study to evaluate several options to increase efficiency for the District and any potential cost savings. This study may have significant affects on the future use of the Woestina Elementary School located in the Rotterdam Junction BOA. One scenario includes closing the Woestina Elementary School by busing the Woestina students to Mariaville and Jefferson Elementary Schools. While this option appears to provide the School District with significant cost savings it would be detrimental to the quality of life, character, and local economy in the Rotterdam Junction BOA. The loss of this school would potentially leave an enormous vacant building on the Main Street and require significant efforts to further revitalize the area.

Conclusions: Should the Woestina Elementary School close, it will be imperative to identify an adaptive reuse to prevent an economic setback to the area. A possible alternative use could be as a BOCES facility. The site could also be used to host collaborative programs with other educational institutions.





Retail and Commercial Market

Market Demand & Supply: This section examines retail market conditions and trends in and around Rotterdam Junction BOA. The analysis begins by reviewing current retail sales in the area, and comparing those sales to the demand for retail goods by residents, using the information to identify potential market opportunities within the Rotterdam Junction BOA.



An analysis of retail potential in the area indicates that while certain types of retail establishments bear investigation for location within the Rotterdam Junction BOA, the demand for these goods and services must first be established. For example while we can conclude that while locating a pharmacy within the Rotterdam Junction BOA has the potential for success due to the spending habits of Study Area residents, the business locating there must be able to conclude that the potential for sufficient revenue to support the business will exist prior to committing to development. Various studies evaluating the survival rate of new



businesses over the first five years of business exist, and most indicate that the average failure rate of new businesses within the first year or two is 30% to 50%. It would therefore be advisable to undertake a project specific feasibility analysis of any proposed development or redevelopment. Successful retail typically is located near densely populated areas or in business districts able to attract the lunch-time or after-work shopper.

Retail Sales & Consumer Spending

Many communities across the country have researched consumer-spending behavior to understand local trends. In general, consumers prefer to shop for everyday items close to home. These items include goods and services such as groceries, home cleaning supplies, personal care items, alcohol, cigarettes, automobile repair, beauty salon services, and restaurants. In contrast, consumers are willing to travel farther from home for larger ticket items such as furniture, furnishings, appliances, electronics, clothing, entertainment, automobiles, recreational vehicles, and medical services. Finally, consumers are willing to take longer day trips from home in search of specialty shopping experiences that may include dining, entertainment, and recreation. In order to learn about the spending patterns of the Rotterdam Junction BOA, a Retail Goods and Services Expenditure report was obtained from ESRI BIS.





ESRI BIS uses data from the U.S. Bureau of Labor Statistics' (BLS) Consumer Expenditure Surveys to identify a baseline-spending pattern. Data from additional surveys, including a Daily Survey for daily purchases and an Interview Survey for general purchases, are used to refine the spending estimates. ESRI BIS integrates data from both surveys to provide a comprehensive database on all consumer expenditures.

The Spending Potential Index (SPI) is household-based, and represents the amount of money spent for a product or service relative to a National average of 100. These expenditures represent products and services purchased anywhere, not necessarily within the Study Area. While local spending habits are compared to a National average, the expenditure outlays are not corrected for regional inflation. Therefore, that residents of the Study Area spend less on specific goods or services may reflect one of several things: (1) local residents are able to obtain the desired goods or services at lesser cost; (2) local residents' interests in such goods and services falls short of the National average or the goods and services are not easily available, or (3) local residents have less disposable income to spend on such items.

Study Area Spending Habits

An analysis of spending habit data provides a sound indication of the types of businesses that could be successful in a redevelopment area given that it identifies where residents of a defined area are currently spending their dollars. According to the SPI, for every \$1.00 (100 SPI) spent nationally on retail goods and services, residents of the Study Area spend between \$0.45 and \$1.37, depending on the category of goods purchased.

The top spending subcategory is apparel products and services at 137 SPI. This means that for every dollar the average American spends on apparel products and services, residents of the Study Area spend an average of \$1.37. This category includes materials to make, repair, rent, alter, and clean clothing and shoes. Study Area residents spend the second highest amounts on their pets (111) and the third highest amount is tied between satellite (107) dishes and prescription drugs (107).

Other categories in which Study Area residents spend more than the national averages include non prescription drugs (103), health insurance (101) and smoking products (105).

Conversely the lowest spending averages were found in the subcategories for footwear (45), telephones and accessories (56), women's apparel (57), and men's apparel (60). Overall, area residents spend far less than the national averages on these items. **Table C-11** below indicates the spending habits of the Rotterdam Junction BOA residents, as compared to a nationwide standard.



Table C-11: Retail Sales Profile

Retail Goods & Services Expenditure	SPI (Study Area)	SPI (Rotterdam)	SPI (Schenectady)	Average Amount Spent (Study Area)	Total (Study Area)	Sales Distribution (Study Area)	Sales Distribution (Rotterdam)	Sales Distribution (Schenectady)
Apparel and Services				\$1,576	\$362,407	2.8%	2.8%	3.2%
Men's	60	62	64	\$288.60	\$66,379	0.5%	0.5%	0.6%
Women's	57	61	61	\$490.57	\$112,832	0.9%	0.9%	1.0%
Children's	67	68	70	\$274.57	\$63,150	0.5%	0.5%	0.5%
Footwear	45	44	46	\$191.44	\$44,032	0.3%	0.3%	0.4%
Watches & Jewelry	90	94	94	\$191.83	\$44,121	0.3%	0.3%	0.4%
Apparel Products and Services	137	140	154	\$138.67	\$31,893	0.2%	0.2%	0.3%
Computer				\$207.10	\$47,632	0.4%	0.3%	0.4%
Computers and Hardware for Home Use	91	91	94	\$181.57	\$41,761	0.3%	0.3%	0.4%
Software and Accessories for Home Use	90	89	92	\$25.53	\$5,871	0.0%	0.0%	0.0%
Entertainment & Recreation				\$4,666.94	\$1,073,395.00	8.1%	8.2%	9.2%
Fees and Admissions	84	98	97	\$521.87	\$120,031	0.9%	1.0%	1.2%
Membership Fees for Clubs	87	101	99	\$148.03	\$34,046	0.3%	0.3%	0.3%
Fees for Participant Sports, excl. Trips	87	101	98	\$96.59	\$22,215	0.2%	0.2%	0.2%
Admission to Movie/Theatre/Opera/Ballet	85	93	96	\$128.72	\$29,606	0.2%	0.2%	0.3%
Admission to Sporting Events, excl. Trips	85	96	95	\$49.51	\$11,388	0.1%	0.1%	0.1%
Fees for Recreational Lessons	75	100	97	\$98.45	\$22,643	0.2%	0.2%	0.2%
Dating Services	73	89	94	\$0.58	\$133	0.0%	0.0%	0.0%
TV/Video/Sound Equipment	93	94	96	\$1,135.98	\$261,275	2.0%	1.9%	2.2%
Community Antenna or Cable Television	97	98	98	\$705.50	\$162,264	1.2%	1.2%	1.4%
Televisions	88	92	94	\$142.45	\$32,763	0.2%	0.3%	0.3%
VCRs, Video Cameras, and DVD Players	91	93	95	\$22.90	\$5,266	0.0%	0.0%	0.0%
Video Cassettes and DVDs	93	88	93	\$55.54	\$12,775	0.1%	0.1%	0.1%
Video Game Hardware and Software	90	91	95	\$39.63	\$9,116	0.1%	0.1%	0.1%



Retail Goods & Services Expenditure	SPI (Study Area)	SPI (Rotterdam)	SPI (Schenectady)	Average Amount Spent (Study Area)	Total (Study Area)	Sales Distribution (Study Area)	Sales Distribution (Rotterdam)	Sales Distribution (Schenectady)
Satellite Dishes	107	80	78	\$1.22	\$280	0.0%	0.0%	0.0%
Rental of Video Cassettes and DVDs	92	87	92	\$40.34	\$9,279	0.1%	0.1%	0.1%
Streaming/Downloaded Video	84	100	104	\$0.90	\$207	0.0%	0.0%	0.0%
Sound Equipment	83	86	89	\$121.47	\$27,939	0.2%	0.2%	0.2%
Rental and Repair of TV/Sound Equipment	89	93	96	\$6.03	\$1,387	0.0%	0.0%	0.0%
Pets	111	112	109	\$485.64	\$111,697	0.8%	0.8%	0.9%
Toys and Games	93	94	94	\$120.77	\$27,777	0.2%	0.2%	0.2%
Recreational Vehicles and Fees	98	91	84	\$348.64	\$80,188	0.6%	0.5%	0.6%
Sports/Recreation/Exercise Equipment	70	71	70	\$138.99	\$31,967	0.2%	0.2%	0.3%
Photo Equipment and Supplies	90	93	93	\$105.25	\$24,207	0.2%	0.2%	0.2%
Reading	93	102	100	\$151.94	\$34,946	0.3%	0.3%	0.3%
Food				\$12,507.92	\$2,876,824.00	21.8%	21.5%	24.6%
Food at Home	93	95	96	\$4,260.43	\$979,898	7.4%	7.3%	8.3%
Bakery and Cereal Products	94	97	97	\$574.53	\$132,143	1.0%	1.0%	1.1%
Meat, Poultry, Fish, and Eggs	93	95	96	\$998.72	\$229,706	1.7%	1.7%	2.0%
Dairy Products	94	96	96	\$481.79	\$110,811	0.8%	0.8%	0.9%
Fruit and Vegetables	91	95	96	\$714.73	\$164,388	1.2%	1.2%	1.4%
Snacks and Other Food at Home	94	95	96	\$1,490.65	\$342,850	2.6%	2.5%	2.9%
Food Away from Home	92	95	96	\$3,046.01	\$700,583	5.3%	5.3%	6.1%
Alcoholic Beverages	90	95	98	\$517.38	\$118,998	0.9%	0.9%	1.1%
Nonalcoholic Beverages at Home	94	94	95	\$423.68	\$97,447	0.7%	0.7%	0.8%
Financial				\$6,402.96	\$1,472,680.00	11.2%	10.3%	11.6%
Investments	88	94	90	\$1,268.55	\$291,766	2.2%	2.3%	2.5%
Vehicle Loans	96	90	90	\$5,134.41	\$1,180,914	9.0%	8.1%	9.1%
Health				\$770.34	\$177,178.00	1.3%	1.3%	1.4%



	Retail Goods & Services Expenditure	SPI (Study Area)	SPI (Rotterdam)	SPI (Schenectady)	Average Amount Spent (Study Area)	Total (Study Area)	Sales Distribution (Study Area)	Sales Distribution (Rotterdam)	Sales Distribution (Schenectady)
	Nonprescription Drugs	103	93	92	\$107.62	\$24,753	0.2%	0.2%	0.2%
	Prescription Drugs	107	108	101	\$590.76	\$135,874	1.0%	1.0%	1.1%
	Eyeglasses and Contact Lenses	95	101	98	\$71.96	\$16,551	0.1%	0.1%	0.1%
ŀ	lome				\$14,340.23	\$3,298,253.00	25.0%	27.2%	29.3%
	Mortgage Payment and Basics	85	100	94	\$7,761.55	\$1,785,156	13.5%	15.4%	16.4%
	Maintenance and Remodeling Services	86	101	95	\$1,829.41	\$420,765	3.2%	3.6%	3.8%
	Maintenance and Remodeling Materials	93	96	89	\$386.10	\$88,804	0.7%	0.7%	0.7%
	Utilities, Fuel, and Public Services	97	99	97	\$4,363.17	\$1,003,528	7.6%	7.5%	8.4%
ŀ	lousehold Furnishings and Equipment				\$1,186.89	\$272,984.00	2.1%	2.1%	2.3%
	Household Textiles	91	94	94	\$125.70	\$28,912	0.2%	0.2%	0.2%
	Furniture	87	91	92	\$557.35	\$128,190	1.0%	1.0%	1.1%
	Floor Coverings	91	108	101	\$79.78	\$18,350	0.1%	0.2%	0.2%
	Major Appliances	95	97	93	\$287.07	\$66,025	0.5%	0.5%	0.5%
	House wares	76	76	77	\$70.99	\$16,328	0.1%	0.1%	0.1%
	Small Appliances	94	97	96	\$32.20	\$7,405	0.1%	0.1%	0.1%
	Luggage	85	96	95	\$8.60	\$1,977	0.0%	0.0%	0.0%
	Telephones and Accessories	56	53	55	\$25.20	\$5,797	0.0%	0.0%	0.0%
ŀ	lousehold Operations				\$1,504.70	\$346,080.00	2.6%	2.7%	2.9%
	Child Care	83	91	92	\$367.95	\$84,628	0.6%	0.7%	0.8%
	Lawn and Garden	97	105	97	\$400.34	\$92,078	0.7%	0.7%	0.8%
	Moving/Storage/Freight Express	93	79	87	\$49.96	\$11,491	0.1%	0.1%	0.1%
	Housekeeping Supplies	95	97	96	\$686.45	\$157,883	1.2%	1.2%	1.3%
l	isurance				\$4,038.52	\$928,860.00	7.0%	7.1%	7.7%
	Owners and Renters Insurance	98	105	96	\$462.74	\$106,431	0.8%	0.8%	0.9%
	Vehicle Insurance	94	96	95	\$1,157.72	\$266,275	2.0%	2.0%	2.2%



Retail Goods & Services Expenditure	SPI (Study Area)	SPI (Rotterdam)	SPI (Schenectady)	Average Amount Spent (Study Area)	Total (Study Area)	Sales Distribution (Study Area)	Sales Distribution (Rotterdam)	Sales Distribution (Schenectady)
Life/Other Insurance	97	104	98	\$470.63	\$108,245	0.8%	0.8%	0.9%
Health Insurance	101	105	100	\$1,947.43	\$447,909	3.4%	3.4%	3.7%
Miscellaneous				\$941.32	\$216,505	1.6%	1.5%	1.7%
Personal Care Products	93	93	94	\$366.60	\$84,319	0.6%	0.6%	0.7%
School Books and Supplies	99	89	98	\$111.02	\$25,534	0.2%	0.2%	0.2%
Smoking Products	105	94	98	\$463.70	\$106,652	0.8%	0.7%	0.8%
Transportation				\$7,998.86	\$1,839,739	14.0%	13.0%	14.8%
Vehicle Purchases (Net Outlay)	94	90	91	\$4,471.05	\$1,028,342	7.8%	7.2%	8.2%
Gasoline and Motor Oil	97	93	93	\$2,648.56	\$609,169	4.6%	4.3%	4.8%
Vehicle Maintenance and Repairs	94	95	94	\$879.25	\$202,228	1.5%	1.5%	1.7%
Travel				\$1,147.07	\$263,826	2.0%	2.2%	2.4%
Airline Fares	83	94	95	\$351.14	\$80,763	0.6%	0.7%	0.8%
Lodging on Trips	88	101	97	\$370.45	\$85,203	0.6%	0.7%	0.8%
Auto/Truck/Van Rental on Trips	81	97	96	\$30.21	\$6,948	0.1%	0.1%	0.1%
Food and Drink on Trips	89	97	95	\$395.27	\$90,912	0.7%	0.7%	0.8%
Total Amount Spent Study Area: Total Amount Spent Rotterdam: Total Amount Spent Schenectady County:					\$13,176,363 \$709,374,061 \$3,222,546,777			

Total Amount Spent Schenectady County: Source: ESRI.





Conclusions: When analyzing the types of businesses most likely to succeed as part of a targeted approach to redevelopment it is important to look at where local residents are currently spending the most dollars; and to compare that with the availability of those goods and services in the target area. In this case, the Rotterdam Junction BOA is an extremely small target area at less than one square mile, indicating that the vast majority of the expenditure is outside the target area. The data does indicate that when considering the establishment of a new retail business in the target area, businesses that should be considered are those businesses where residents are currently spending high dollar amounts. These should include apparel products and services (for example a dry cleaning or a fabric shop), pet related businesses, and pharmaceutical products. However, these markets may already be well served by existing businesses in nearby areas and therefore a feasibility analysis evaluating demand potential would be required.

Additionally, the changing demographics of a population must be considered. According to the 2014 Census projections, approximately 36% of the Study Area population will be above 55 years of age. This indicates that the demand for goods and services catering to an older population will rise, including, among other things, housing and health care services and products. Individuals at retirement age are generally no longer earning wages and typically have less discretionary income to spend. Discretionary income is defined as money left available to spend after taxes and regular bills such as a mortgage are paid.

Public input has shown that a convenience type retail store would be welcomed in the area. The Food Marketing Institute (FMI) defines five types of food stores; Grocery Store, Supermarket, Convenience Store, Independent and Chain. As defined by FMI, convenience stores are typically 800-1300 square feet, offer between 600 to 1,500 different items, and most sell gasoline and fast food. Average annual taxable sales per square foot for a convenience store range on average from \$325-\$650 per square foot. ⁶

For a convenience store or any other type of retail to be successful in the Study Area the business owner will need to undertake a feasibility analysis to determine the likelihood of success. The following table is an illustration of some of the many variables that would need to be fully evaluated in a feasibility analysis. An initial rank of prohibitive to difficult in any one category indicates that the proposed business has a significantly reduced chance of long term success.

⁶ HdL Companies: 2007 Retail Store Taxable Sales Estimates, December, 2007



Table C-12: Feasibility/Risk Factor Evaluation Form

Feasibility Factor	Rank: Prohibitive /Difficult	Rank: Average	Rank: Good /Excellent
Business acumen/experience of owner	Limited business experience or knowledge of target industry	Some business experience and industry knowledge	Experienced in business and knowledgeable about both industry and market
Market potential; current and projected demand for product	Limited current or future demand for product	Some demand for product, but long term market potential exists	Product currently in demand within market area and demand or market area expected to increase
Competition	Market needs already being well served by existing businesses	Some competition serving market, but room for additional businesses as market demand grows	Limited to no competition within or nearby market area
Access to sufficient financing	Limited or no access to financing	Some access to financing or sufficient assets to fund start- up costs and some operating costs	Access to investors, have bank commitments and cash on hand to fund start-up and operating costs for first year and reserves for years 2-5
Location of site	Insufficient population or wrong demographics	Adequate population and demographics within reasonable distance of location	Site within short distance of large/dense population base and target demographics
Accessibility of site	Difficult access, insufficient parking and not visible from road	Site within target market, accessible from road, some parking	Site easily accessed from and visible to major road, within target market and sufficient parking available
Site acquisition/develop ment costs; OR, investment return	Costs are significantly above market average, OR: Project capitalization rate (<i>annual net</i> <i>operating income divided by</i> <i>investment costs</i>) in 5 years is low; typically below 7-8%	Costs are within 10-20% of market average, OR: Project capitalization rate is average for business or industry; typically 9-13%	Costs are significantly below market average, OR; Project capitalization rate in five years is good by industry standards; typically above 14-15%
Permitting impediments	Lengthy and restrictive permitting process or permits not available	Necessary permitting available within reasonable timeframe	Town supportive of business and permitting process expedited

Source: Laberge Group.

As noted above, one of the critical factors in locating a retail business is its physical location and accessibility to the target market. Consumers seeking specialty items will normally be willing to travel farther, and those seeking convenience items will tend to limit their travel time. While advertising can help to attract remote customers, "location, location, location," is the retail mantra.

As shown in **Figure C-8: Population Radius**, below, the population near Rotterdam Junction is as follows: within a one mile radius the population is 730, within a three mile radius it is 3,836, and within a five mile radius the population is 24,784. Note too, that due to the Mohawk River, access from the east is made more difficult, and Interstate 90 limits access from the west. As can be seen from these figures, there is a limited population for a business to draw from within a short drive of the study area.



Rotterdam Junction BOA Nomination Study "Canal to Railroad to Bikeway" – Rotterdam Junction's Revitalization Plan المرتبع المراجع المراجع

Figure C-8: Population Radius



Source: ESRI

According to RS Means Construction Data, the average cost per square foot in the Schenectady area to construct a small retail building currently ranges from \$90 to \$135 per square foot. This figure does not include site work, or any remediation to a site such as removing extant buildings.

Cost considerations would vary for a developer looking to develop and then lease out space, versus an owner developing and then occupying single purpose retail space. In order for a developer to consider a project viable, an analysis of expected rents would determine the minimum per square foot rental rate necessary to recapture development costs. A large development will typically cost less per square foot to develop as economies of scale are realized in the construction costs. However, as previously determined, a large development in the Study Area is not feasible; therefore development costs per square foot and subsequent lease rates for a small stand alone building are likely to be high. However, in a mixed use development or building comprising some housing and some retail the development costs are likely to be more feasible.

Adaptive reuse of existing housing stock could also be considered for small, in-home businesses. Some examples might be service type businesses such as legal, accounting, insurance, hair salons pet sitters, etc. Seasonal businesses such as farmers markets would also be attractive to visitors. These types of businesses have the advantage of helping the economic base of a community through business taxes. Local businesses also frequently buy the goods and services of other local businesses and supplementing





regular main-street business with in-home businesses creates more opportunity. Clearly in-home businesses must be appropriate to residential a location, which typically implies low-impact, low-traffic businesses.

Mixed Use Economic Opportunities

In addition to small retail, many of the underutilized sites could accommodate small mixed used development (encompassing some housing and small retail or service establishments). Smart Growth principles, among other things, espouse the need to create a balanced community in which to live, shop, and work. Housing needs should therefore be considered in any redevelopment strategies. Mixed use developments consist of planned development incorporating the integration of more than one land use, and typically appeal to both young adults and empty nesters. Benefits of mixed use developments include the creation of a sense of place within a community, reduction of automobile traffic and the diversification of population. The Study Area currently has a high percentage of the 45 to 50 year old age cohort, ideal candidates for this type of development.

Additionally, although not currently identified as a Underutilized Site, should its current use be discontinued the Woestina School could evaluated for redevelopment as a stand-alone mixed use building, or converted to housing.

Residential Market

Market Demand & Supply: While housing is not in and of itself a driver of economic growth, it can be seen as an indicator of economic activity as it is generally driven by the availability of jobs. Or, demand for the type of housing stock can change with demographic changes. For example, as a population ages the

"empty nester" may prefer to downsize from a large house to a condominium. It is interesting to note that while new housing activities (as indicated by the number of new housing permits) have declined in recent years as the economy in general has faltered; Schenectady County did not suffer to the same degree as New York State in 2009. According to the National Association of Realtors, new housing permits declined 67% in New York State, but only 20.5% in Schenectady County. However, as shown in **Figure C-9** below, that trend reversed in 2010 and new housing permits have declined at a faster rate in Schenectady County than in the State. The feasibility of new housing can be evaluated as either a stand-alone housing only development or as a component of a mixed used development.











According to US Census statistics, approximately 64% of all existing housing units in the Study Area are owner occupied, and approximately 28% are occupied by renters and 8% are vacant. The majority (59%) of the homes in the Study Area were constructed prior to 1969 indicating that a significant portion of the area housing stock is likely to require some rehabilitation.

Current real estate trends reflect the desire of



many homeowners for energy efficient, smaller homes with "green" technological innovation. Demand for this type of housing is likely to continue growing and represents a development opportunity within the Study Area.

Conclusions: As noted earlier, projections indicate that in 2014 the largest population segment will be 55 to 64 years old. This implies that the demand for senior housing is likely to rise as homeowners seek to downsize, and many will prefer to remain in the community they currently reside in. Additionally, since a significant percentage of area residents are low to moderate income, (39.8% of Town of Rotterdam residents were in low and moderate-income households in 2000, with incomes at or below 80% of the area median) consideration should be given to the need for low income senior housing.

With projections for the 2014 population indicating that the largest population segment will be 55 to 64 years old, the opportunity to provide senior housing should be evaluated. In addition, the Woestina Elementary School could be adapted for senior housing should the school be closed.



Figure C-9: Housing Permit Growth



Tourism & Recreation Market

Market Demand & Supply: Tourism is a strong economic driver because tourists purchase local goods, create tax revenues, and subsidize cultural amenities. In 2008 in New York State, the tourism industry generated \$53 billion in sales, sustained 684,000 jobs, and generated \$7 billion in state and local taxes. Expenditure in the Capital Region, including the Rotterdam area, accounted for approximately 3% of these figures.⁷ The ability to attract tourists to an area is decidedly enhanced by the ability to combine regional and local attractions so that tourists are able to visit multiple sites in one trip.

The Blueway Trail is one example of this. The eighteen mile trail meanders its way along the Mohawk River and Erie Canal through Schenectady County. Marketing efforts showcase various sites and attractions along the trail, such as Mabee Farm in Rotterdam.

The Vision 20/20 Plan created for the Town of Rotterdam Parks Commission identifies the development of a multi-modal trail system to connect trail systems together as a goal along with the development of more parks and recreation. Additional trails linking the Study Area to other locations could successfully link destinations and activities.

The Mabee Farm Historic Site/Museum currently attracts more than 17,000 visitors to the area annually as a tourist attraction and through sponsored events. A project is underway to construct the George E. Franchere Education Center on the site, which will expand the program delivery capability of the museum. Currently, the museum is open on a seasonal basis, but with the addition of the new Education Center the building and grounds will be open year round and projections are that the number of visitors will increase within the first few years to approximately 20,000 to 24,000. Sponsored events currently include War Reenactments, CanalFest, History Fairs, and Foliage Day amongst others. A community room able to seat over 100 people will also be available, as well as limited catering facilities. These amenities, if marketed as conference facilities to regional businesses could also serve to market the area.

Effectively, Mabee Farm acts as a destination site by drawing visitors to the area. This is a significant opportunity to market other area attractions. If given the opportunity, visitors will spend money on hotels, shopping, restaurants, and other activities. Creating an attractive, entertaining place to shop and visit will

⁷ Tourism Economics: The Impact of Tourism in New York State, April 2009







generate a positive economic impact for the Study Area. Streetscape improvements, the promotion of local goods and services and similar enhancements will encourage visitors to remain longer and contribute to the local economy.

Conclusions: The proximity of the Rotterdam Junction BOA to a tremendous natural resource such as the Mohawk River, combined with development constraints due to wellhead protection indicates that the most viable redevelopment solution should be focused on the creation of parks and recreation sites, as well as developing new cultural amenities all supported by small retail and service establishments that could serve both the local population and tourism while not



overburdening the local infrastructure. The Study Area is within easy driving distance of New York's Capital District and accessible for both business and tourism.

Several existing sites within the Rotterdam Junction BOA represent what could be a cornerstone of development focusing on recreation, culture, and tourism. These sites include the Mabee Farm, Keepers of the Circle, the historic Erie Canal remnants site, and the Bonded Concrete site.

The 78-acre former Bonded Concrete mining site (**Site number 7, Map 6**) located within the Study Area represents a significant opportunity for the development of both passive and active recreation that could be linked to waterfront redevelopment given the proximity of the site to the Mohawk River. Businesses able to serve both the local population needs, as well as tourist needs should be considered. Potential development sites within the Study Area that could be linked to the conversion of this site for use as recreational parkland include several sites located.

There is the potential for redevelopment in the area to accommodate a Recreational Vehicle (RV) Park or other active recreation uses, such as disk golf, rock climbing, etc. A small rental center or seasonal kiosk able to offer equipment for hire and or sporting goods for sale should be encouraged. The extension of the Blueway Trail to the abandoned Canal should be a priority and this site should be developed as a scenic site. In order to achieve this connection, the existing bike trail needs to have access past the existing railroad.

Keepers of the Circle and Mabee Farm should be linked to the surrounding area via trails and offer the opportunity for both recreational and educational activities. The inclusion of a dock along the Mohawk could also allow for the establishment of a small boat tour and or seasonal kayak business. Other sites within the Study Area developed as retail and food establishments would have the ability to serve the needs of tourists, as well as the local populace.





Adaptive re-use of existing housing stock could also be considered for small, in-home businesses. One example would be as a bed and breakfast to support visitors to the area. There are currently no facilities able to cater to visitors within the Study Area, but a larger hotel or inn is unlikely to be feasible given development constraints and economic opportunity. However, accommodation such as a bed and breakfast could be considered.



Summary of Findings

- The Study Area is small in size, at less than one square mile.
- While few area residents are living in poverty, the area is characterized as distressed with approximately 40% of residents considered to be low income.
- By 2014 projections are that over 36% of the Study Area population will be above 55 years of age indicating that the needs of an older population must be considered.
- The entire Study Area is impacted by the presence of an existing Wellhead which limits development opportunities.
- The Study Area is bounded to the East by the Mohawk River and the West by Interstate 90 with limited access points.
- However, access to Interstate 90 is within four miles and to Route 890 within two miles.
- The Study Area is within close proximity Capital Region population.
- While Town Water is available throughout most of the Study Area there is no Public Sewer System which will significantly limit industrial and business development.
- There are no large parcels suitable for industrial development.
- The largest underutilized parcels are either within a flood zone or as in the case of the Bonded Concrete site impacted by the presence of water.
- Opportunities exist to develop several underutilized parcels for recreational use.
- Proximity to the Mohawk River affords the opportunity to capitalize on a natural resource.









- The expansion of the Mabee Farm Historic Site will potentially attract 24,000 visitors a year. Given the opportunity these visitors will shop and eat nearby. Opportunities to extend the stay of these visitors in the Study Area should be encouraged.
- A significant portion (59%) of the Study Area housing stock was built prior to 1969 and is anticipated to necessitate rehabilitation, creating an opportunity to develop green, energy efficient housing.

Overall; the opportunities for redevelopment within the Rotterdam Junction BOA will be limited to housing, recreation, small scale retail or commercial, or service businesses, and businesses focusing on tourism.



Appendix D: BOA Descriptive Site Profiles

Site 1: New York State Canal Corp

Location:	River Rd
Owner:	New York State Canal Corporation
SBL #:	203-1
Acres:	63.90
Zoning:	A-1 Rural R-1 One Family Residential

Current Use/ Status:

The property is currently classified as Rural Vacant. No buildings have been recorded.

Existing Infrastructure and Utilities:

Municipal water, gas and electric utilities, and private sewer do not exist on-site.

Building Profile:

Assessed Value: \$52,300 Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

The property is situated along the western bank of the Mohawk River. It is accessible via Bridge Street, located at the northern most point of the property. Bridge Street continues north past the property entrance to become the Bridge Street Bridge, crossing the Mohawk River. Bridge Street is a part of New York State Bike Route 5.

Key Features:

Anthony's Restaurant and the Riverside Apartments are located along the northwestern tip of the property line. Access to the restaurant and the apartments is gained via Bridge Street. The Market Street Baseball Fields are located in the middle of the parcel, along the southern border. The majority



of the property is located within a flood zone except for the interior portion of the northern half of the parcel. The majority of the parcel is designated as Aquifer Zone 3, except for the west central portion of the parcel which is designed as Aquifer Zone 1 (Wellfield). NYSHPO has designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

- N: Mohawk River
- S: Vacant & Community Services
- E: Mohawk River

W: Vacant, Community Services, Multi-Family Residential, Single Family Residential & Public Services

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

The NYS Canal Corporation property is recommended to be rezoned Planned Residential Development (PRD), but zoning should also be revised to match property boundaries and therefore eliminating the small portion that is currently One-Family Residential (R-1).



Rotterdam Brownfield Opportunity Area Nomination Study Last Revised: May 3, 2012

Site 2: Former Woestina Elementary School

Location:	1292 Main Street
Owner:	Schalmont Central School District
SBL #:	20.5-2-11
Acres:	6.64
Zoning:	B-1 Retail Business & R-1 One-Family Residential

Current Use/ Status: The former Woestina Elementary School building is classified as a School. Schalmont Central School District closed the school at the end of the 2010-2011 school year.

Existing Infrastructure and Utilities:

Municipal water, gas and electric utilities, and private sewer exist on-site.

Building Profile:

Assessed Value: \$695,000 Gross Floor Area (sq. ft): 10,650 Year Built: 1958 Stories: 1 Original Use: School Current Use: Vacant Condition: Normal

Proximity to Existing Transportation Networks:

The property is located on State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The property is located within a residential neighborhood. The property is not located within a flood zone. The parcel is designated as Aquifer Zone 3. NYSHPO has designated the parcel within an Archeologically Significant Area.



Adjacent Land Uses:

- N: Vacant & Single Family Residential
- S: Commercial & Single Family Residential
- E: Community Services & Single Family Residential
- W: Single Family Residential

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

In the immediate future, the Woestina Elementary School will be operating as the BOCES school site, hosting special education classes during the day, and will be available for use by community groups from 4 p.m. to 9 p.m. Schalmont School District and Town of Rotterdam officials have been discussing potential plans for the future use of school grounds by exploring ways for the playground located on school grounds to be better utilized by the community. In addition, Town and School District officials are exploring the potential of constructing new athletic fields on school property for use by community groups.



Rotterdam Brownfield Opportunity Area Nomination Study Last Revised: May 3, 2012

Site 3: Pirro

Location:	1285 Main Street
Owner:	Mary Beth Pirro
SBL #:	20.5-7-2.1
Acres:	0.93
Zoning:	B-1 Retail Business



Existing Infrastructure and Utilities:

Municipal water, gas and electric utilities, and sewer exist on-site.

Building Profile:

Assessed Value: \$225,000 Gross Floor Area (sq. ft): 8,940 Year Built: 1980 Stories: 1 Original Use: N/A Current Use: None. Building is for sale. Condition: Normal

Proximity to Existing Transportation Networks:

The property is located on State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.



Key Features:

The northeast corner of the property is 198 feet southeast from the entrance to Woestina School. Remnants from the Erie Canal are located 277 feet south of the property western property line. The parcel is also located within a designated floodplain. The northeast portion of the parcel is located within the Aquifer Zone 2 (Wellfield). NYSHPO has designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

N: Single Family Residential, Commercial & Community Services

S: Multi-Family Residential & Single Family Residential

- E: Single Family Residential & Vacant
- W: Single Family Residential

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

The Grand Prix Model Raceway shop recently opened in the previously vacant space. This site was damaged by Tropical Storm Irene.



Rotterdam Brownfield Opportunity Area Nomination Study Last Revised: May 3, 2012

Site 4: County of Schenectady

Location:	Iroquois Street
Owner:	County of Schenectady
SBL #:	202-1.2
Acres:	8.33
Zoning:	R-1 One Family Residential, I-1 Light Industrial

Current Use/ Status: The property is currently classified as Residential Vacant Land. The property is vacant.

Existing Infrastructure and Utilities:

Municipal water, gas and electric utilities, and private sewer exist on-site.

Building Profile:

Assessed Value: \$2,900 Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

The property has access to Iroquois Street, off of State Route 5S (Main Street). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

Only a portion of the parcel south of Bridge Street is located within the Study Area. The parcel borders privately owned property and is approximately 837 feet from the New York State Thruway. The portion of the parcel located within the Study Area is not located within a designated floodplain, however it is located within the Aquifer Zone 1 (Wellfield). NYSHPO has designated the parcel within an Archeologically Significant Area.



Adjacent Land Uses:

- N: Public Services
- S: Single Family Residential
- E: Single Family Residential & Vacant
- W: Commercial

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities: Permitted uses should be reviewed to implement the future vision for the MHBHT Subarea to accommodate complimentary uses such as an RV Park and/or other recreational amenities.
Site 5: Norfolk Southern Corporation

Location:	Town-wide
Owner:	Norfolk Southern Corporation
SBL #:	2070-1./1
Acres:	58.11
Zoning:	A-1 Rural; I-1 Light Industrial; R-1 One- Family Residential

Current Use/ Status: The active Norfolk Southern Corporation owned rail lines traverse the Site. The current land use classification is Public Services.

Existing Infrastructure and Utilities: Utility access does not exist on-site.

Building Profile:

Assessed Value: \$381,896 Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

The southeastern boundary of the parcel intersects with State Route 5S (Main Street). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road. The parcel also traverses Scrafford Road which also intersects with State Route 5S. The Mohawk-Hudson Bike Hike Trail travels through the site. Trail users are prevented from traveling the entire length of the trail due to the presence of jersey barriers (placed on-site in 2001 by a previous owner Guilford Rail company).

Key Features:

The parcel runs parallel to the Former Bonded Concrete Site (Map Site #7) and continues north to intersect Map Site A. The northern most portion of



the parcel is not included in the Study Area. A small portion of the property to the north and south of Scrafford Lane is designated as a floodplain. The majority of the site is located within Aquifer Zone 3. Portions of the property are located within Aquifer Zone 1 (Wellhead) and Aquifer Zone 2 (Wellhead). NYSHPO has designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

N: Commercial; Single Family Residential; Vacant; Multi-Family Residential

- S: Vacant; Single Family Residential
- E: Vacant; Commercial; Community Services
- W: Single Family Residential and Vacant

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction. It is known, however, that the land was sold to Pan Am Southern LLC from the Hudson River Estates, Inc. and the Boston and Maine Corporation in May of 2009. The site was formerly part of the Boston Maine Railroad.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

Creating an at-grade railroad crossing is a priority as it will allow users to enjoy the entire MHBHT, ultimately increasing the usage of the trail elevating its significance in the area as well as drawing economic resources to the Junction.







Site 6: Bobby's Auto Service

Location:	1220 Main Street
Owner:	Robert A. Young & Marcia Young
SBL #:	20.5-5-7
Acres:	0.52
Zoning:	B-2 General Business

Current Use/ Status: The property is currently classified as Auto body. Currently, Bobby's Auto Service operates out of the 1,380 square foot structure located on the site. The original owner's son is looking to sell the property.

Existing Infrastructure and Utilities:

Municipal water, gas and electric utilities exist onsite. The site offers connection to private sewer.

Building Profile:

Assessed Value: \$65,000 Gross Floor Area (sq. ft): 1,380 square feet Year Built: 1960 Stories: 1 Original Use: N/A Current Use: Auto Body Shop Condition: Normal

Proximity to Existing Transportation Networks:

The property is located on State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The site is located two lots south of the St. Margaret of Cortona Church and the Knotty Pine Restaurant is located on the adjacent lot to the south. The property is not located within a designated floodplain. The parcel is designated as an Aquifer Zone 1 (Wellfield). NYSHPO has



designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

- N: Public Services & Vacant
- S: Commercial & Community Services
- E: Public Services & Commercial
- W: Vacant & Commercial

Environmental and Land Use History:

The Sanborn Maps dated 1913 & 1933 indicate that a structure existed on the site. The 1913 Map indicates the structure was used as a General Store/Post Office and a Tailor. The 1933 Map indicates the structure used as a store and to house a Cobbler.

Known or Suspected Contaminants:

A search of the Aboveground Storage Tank (AST) database identified the presence of two Petroleum Bulk Storage (PBS) tanks located at Bobby's Auto Service. The first tank has the capacity to holder 275 gallons. The second tank has the capacity to hold 300 gallons. The tanks were installed in 2006 and are both confirmed to be in service by the AST database report and the New York State Department of Environmental Conservation (NYSDEC) Bulk Storage Database. It is possible that the site has some contamination. Further study is recommended.

Use Potential and Redevelopment Opportunities:

Bobby's Auto Service is currently for sale. Future uses may include retail and eliminate the auto related services.









Site 7: Schenectady County

Location:	1225 Main Street
Owner:	Robert A. Young & Marcia Young
SBL #:	20.5-8-1.12
Acres:	0.70
Zoning:	B-1 Retail Business

Current Use/ Status: The property is currently classified as Residential Vacant Land. The land is currently vacant.

Existing Infrastructure and Utilities:

Municipal water, gas and electric utilities exist onsite. The site offers connection to private sewer.

Building Profile:

Assessed Value: \$18,100 Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

The property is located on State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The site is adjacent to Capital Land Truck Parts, Bobby's Auto Shop and the Knotty Pine Restaurant. The western half of the property is located within a designated floodplain. The parcel is designated as an Aquifer Zone 1 (Wellfield). NYSHPO has designated the parcel within an Archeologically Significant Area.



Adjacent Land Uses:

- N: Vacant
- S: Commercial
- E: Vacant & Commercial
- W: Public Services

Environmental and Land Use History:

The Sanborn Map dated 1913 indicates that structures existed on the site used as a Paints and Oils General Store and a hotel. Other uses are indicated but undecipherable.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

The site is vacant and underutilized. The location of the property along NYS Route 5S/Main Street and directly adjacent to Strategic Site B, creates an opportunity for development that compliments the other uses along Main Street and within the Junction, potentially spurring economic development.

Site 8: Former Bonded Concrete

Location:	Mabie Lane
Owner:	Town of Rotterdam
SBL #:	202-14.1
Acres:	78.01
Zoning:	A-1 Rural, I-1 Light Industrial, B-1 Retail Business, R-1 One Family Residential

Current Use/ Status: The property is currently classified as Rural Vacant. The land is currently vacant and is considered open space.

Existing Infrastructure and Utilities:

Municipal water and electric utilities exist on-site. The site offers connection to private sewer.

Building Profile:

Assessed Value: \$147,500 Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

Vehicular access to the site is available via Mabie Lane which travels along the southeastern boundary of the property. Mabie Lane intersects with State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road. Access to the site via bicycle exists at the northwestern and southeastern boundaries due to the presence of the Mohawk Hudson Bikeway which travels along the southern border of the site.



Key Features:

The rail line runs parallel to the northern border of the site. The Mohawk Hudson Bikeway runs along the southern border of the site. The Bikeway continues to travel north of the site onto Scrafford Lane, with an interruption created by jersey barriers placed on either side of the rail line. The parcel contains three ponds, two of which are larger in size. The site also surrounds a landlocked parcel owned by National Grid (Study Area Site #13) and another small parcel owned by SI Group, Inc (Study Area Strategic Site G). The western half of the property is located within a designated floodplain. The parcel is located in land designated as an Aquifer Zone 1 (Wellfield). NYSHPO has designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

N: Public Services

S: Vacant, Single Family Residential & Multi-Family Residential

- E: Public Services
- W: Vacant

Environmental and Land Use History:

Sanborn Maps for the site were not available. The property has been the site of mining by Bonded Concrete and is one of the most strategic parcels of land located within Rotterdam Junction. The property has been the site of sand and gravel mining operations in the past. The land is not currently being mined because the Town of Rotterdam will not issue an approved mining permit due to concern over the protection of the aquifer by the Town and the New York State Department of Environmental Conservation (NYSDEC).

History of the Former Bonded Concrete Site

Mining for sand and gravel began by DeLuke Sand & Gravel Co., Inc. ("DeLuke") in 1966. Bonded Concrete, Inc. ("Bonded") began mining the site in 1974 based on an agreement with DeLuke, and eventually took title to the property in the fall of 1983.

Since the beginning of the mining operations in 1966, multiple Permit to Mine applications have been filed by either DeLuke or Bonded, but have been challenged due to concern about the affect of mining on the condition of the aquifer. The most outspoken and persistent opponent to the mining operation has been Schenectady Chemicals Co., Inc. ("SCC"), currently known as SI Group, Inc. the owner of well supplied by the aquifer located in the property adjacent to the mining pit. SCC was the first organization to challenge the mining operation in 1969, claiming that water levels and water quality in the well began to change due to the start of the mining operation. Although there is not any conclusive evidence that the mining led to the water changes, the NYSDEC provided a list of issues that are addressed in future applications in order for the application to be approved. The issues include:

- 1. The feasibility of reclamation of site for future use.
- 2. The feasibility of applicant's reclamation objective.
- 3. Consistency of applicant's proposed project with the proposed future local land use and zoning.
- 4. Problems posed by a lack of information on the topography of the proposed lake.
- 5. Great fluctuation of water levels in the subject ponds as much as 15 feet.

- Long term effect of proposed lake on quality of water supplies in and wells in area.
- 7. Estimate of location and quantity of mineral reserves present.
- 8. Whether there was any demonstrated need for the proposed project.
- Whether the record was adequately developed to permit the required balancing of environmental, social and economic factors in a comprehensive manner in accordance with SEQRA.

As of 1992, Bonded was still unable to receive a mining permit approval based on two concerns, outlined by the Albany County Supreme Court:

- Concern over whether below water table mining may cause contamination of SCC's well.
- 2. Concern over the lack of a long-term reclamation plan provided by Bonded.

Known or Suspected Contaminants:

No known or suspected contaminants on-site. Future mining of the site will need to mitigate any potential contamination to the aquifer and/or any adverse environmental affects associated with the mining.

Use Potential and Redevelopment Opportunities:

Potential plans for the site include the construction of a large park, complete with [park features], to be funded by the former owner of the site, Bonded Concrete, Inc. The park has the potential to increase the quality of life for residents and the region, while also enticing visitors to spend more time and money in the Junction, effectively acting as an economic development agent. The MHBHT travels along the western boarder of the property line, allowing the park and the MHBHT to work as complimentary uses for path users.

The future of the site, and the creation of the park, is uncertain. Bonded approached the Town with a reclamation plan in the summer of 2011, however a final plan has not been accepted or finalized.

Site 9: Tauzel

Location:	Scrafford Lane
Owner:	Richard J. Tauzel
SBL #:	202-2
Acres:	1.40
Zoning:	A-1 Rural

Current Use/ Status: The property is currently classified as Rural Vacant. The land is currently vacant.

Existing Infrastructure and Utilities:

Municipal water, gas and electric utilities exist onsite. The site offers connection to private sewer.

Building Profile:

Assessed Value: N/A Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

Access to the property is available from Scrafford Lane. Scrafford Lane begins at the property and continues to travel northeast until it intersects State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The rail line runs parallel to the southwestern boundary of the property, although access to the line is not available. The property is not located within a designated floodplain. The parcel is designated as an Aquifer Zone 3. NYSHPO has



designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

- N: Public Services
- S: Vacant
- E: Vacant
- W: Vacant

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities: The property is adjacent to the former Bonded Concrete site and the MHBHT, creating an opportunity to expand the park and compliment the MHBHT.

Site 10: Town of Rotterdam

Location:	River Road
Owner:	Town of Rotterdam
SBL #:	202-7
Acres:	23.94
Zoning:	A-1 Rural I-1 Light Industrial-

Current Use/ Status: The property is currently classified as Rural Vacant. The land is currently vacant and is considered open space.

Existing Infrastructure and Utilities:

Municipal water, gas and electric utilities exist onsite. The site offers connection to private sewer.

Building Profile:

Assessed Value: \$8,400 Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

Vehicular access to the site is available via Mabie Lane which travels along the southeastern boundary of the property. Mabie Lane intersects with State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road. Although Scrafford Lane runs along the northwestern boundary, access to the site is not provided. Access to the site via bicycle exists at the northwestern and southeastern boundaries due to the presence of the Mohawk Hudson Bikeway which travels along the northern border of the site.



Key Features:

A pond begins at the southeastern boundary of the parcel and continues to travel north all the way to the northwestern boundary of the parcel. The width of the pond fluctuates as the pond travels. The Mohawk Hudson Bikeway travels along the northern boundary of the parcel and the pond. The property is not located within a designated floodplain. NYSDEC wetlands exist on the majority of the site. NYSHPO has designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

- N: Public Services
- S: Public Services & Vacant
- E: Vacant
- W: Vacant, Public Services & Commercial

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

The vacant 23-acres site is owned by the Town of Rotterdam and runs parallel to both the Bonded Concrete site and the MHBHT. The location of the property creates an opportunity to expand the park and recreational amenities in the area.

Site 11: Ta	Auzel, R. Scrafford Lane
Owner:	Richard Tauzel
SBL #:	202-3
Acres:	6.53
Zoning:	A-1 Rural I-1 Light Industrial

Current Use/ Status: The land is currently classified as Rural Vacant. The land is currently vacant.

Existing Infrastructure and Utilities:

Municipal water, gas and electric utilities exist onsite. The site offers connection to private sewer.

Building Profile:

Assessed Value: \$17,600 Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

Access to the site is available via Mabie Lane. Mabie Lane begins in the parcel, travels through the adjacent parcel to the south (Study Area Site #11), turns east and intersects with State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The line runs parallel to, and in between, the southern border of the property and the New York State Thruway. Despite the close proximity, there is no access to the line. The property is not located within a designated floodplain. The majority of the



parcel is designated as Aquifer Zone 3. The southwest corner of the parcel is designated as Aquifer Zone 4. NYSHPO has designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

- N: Vacant
- S: Public Services
- E: Commercial & Single Family Residential
- W: Public Services

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

The vacant site is privately owned and is adjacent to other vacant property within the Study Area. The location of the property creates an opportunity to expand the park and recreational amenities in the area.

Site 12: Sunshine Auto

Location:	500 Mabie Lane
Owner:	Richard Tauzel
SBL #:	202-4.3
Acres:	19.90
Zoning:	I-1 Light Industrial-

Current Use/ Status: The land is currently classified as a Junkyard and currently houses approximately 450 junk vehicles and 2 concrete secondary containment areas that contain gasoline, oil and antifreeze within 55-gallon drums. The drum contents are disposed of by Albany Tank Services, Inc. and Safety-Kleen when necessary. In addition, several mobile homes exist on the site. The majority of the mobile homes are used to house automobile parts while one is used as a sales office for the auto parts sold. A maximum of 999 tires are stockpiled in the center of the site. The owner has recently engaged in clean-up efforts and a potential buyer.

Existing Infrastructure and Utilities:

Access to municipal electricity and private water exists. Sewer connections do not exist.

Building Profile:

Assessed Value: \$95,000 Gross Floor Area (sq. ft): N/A Year Built: 1960's Stories: Mobile Home Office (1 story) Original Use: Junkyard Current Use: Junkyard Condition: N/A

Proximity to Existing Transportation Networks: Access to the site is available via Mabie Lane, which intersects with State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.



Key Features:

The rail line runs parallel to the southern boundary of the parcel, although access is not available. The site is located to the west of a pond with the southern most boundary of the site intersecting with the bank of the pond. The Mohawk Hudson Bikeway travels along the bank of the pond opposite of the parcel. The property is not located within a designated floodplain. The western portion of the parcel is designated as Aquifer Zone 4. The eastern portion of the parcel is designated as Aquifer Zone 3. NYSHPO has designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

- N: Vacant
- S: Single Family Residential & Commercial
- E: Vacant & Public Services
- W: Commercial & Vacant

Environmental and Land Use History:

It has been suggested that the site was used as a junkyard beginning in the 1950s when industrial development was initiated along the Mohawk River. Mr. Tauzel bought the site from Mr. Frederick Charles Hesler, Jr. in 1979 at which time approximately 60 burned cars were stored on the southern portion of the site. In 1986 or 1987 a flood washed railroad ties onto the site. In 1993 and 1994 Mr. Tauzel began engaging in car crushing activities that stained the soil. In response, Mr. Tauzel worked to aerate the soil eight feet below ground surface. In addition, a reclamation system has been created to catch and store the oil and fluids that are created as a result of car crushing. More specifically, the fluids are drained and stored in 55-gallon drums held in the concrete

secondary containment areas located on-site. Prior to the construction of the concrete secondary containment areas in 2008, gasoline was stored in 55gallon drums held on a wooden flat bed truck with poly sheeting underneath. Similarly, antifreeze and oil was stored in 55-gallon drums on a concrete pad located in the southern portion of the property. Car crushing activities currently happen on an as-need basis. At one point, 10,000 tires were stored on the site, although the tires were disposed of by BCD Tire Chip Manufacturing, Inc. and Bob's Tire Company between 2007 and 2009. At present, 999 tires are stored on-site. Additional environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants: The New York State Department of Environmental Conservation (NYSDEC) Spill Incidents Database was searched to identify hazardous material spills that occurred on the site between January 12, 1990 and January 12, 2011. The search results indicate that an unknown amount of waste oil/used oil was spilled on the site on March 28, 1993. The cause of the spill is reported as Housekeeping and the source is reported as Commercial/Industrial. The spill was reported to NYSDEC on March 31, 1993 and the record was closed on June 15, 1993. Records are closed because remediation occurred or to correct a reporting error.

The mobile home that is used as an office was constructed in the 1960s and has been reported to potentially contain the presence of asbestos and leadbased paint and is heated by a propane space heater.

Use Potential and Redevelopment Opportunities:

The owner has recently engaged in clean-up efforts and is currently evaluating potential sale opportunities. Further research would be required before redevelopment of the property began. The location of the property creates an opportunity to expand the park and recreational amenities in the area, the creation of an RV park, or the continuation of light industrial uses.









Site 13: National Grid

Location:	River Road
Owner:	National Grid
SBL #:	Incorporated into 381-2.31/1 2 & 3
Acres:	0.26
Zoning:	A-1 Rural

Current Use/ Status: The land is classified as Electric Adjacent Land Uses: and Gas meaning the land is currently being used to house electric and gas facilities and/or substations.

Existing Infrastructure and Utilities:

Access to municipal gas and electric exist. Connections to sewers and/ or water are not available.

Building Profile:

Assessed Value: \$1,677,800 Town-wide Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

Property is located within the Former Bonded Concrete Site. Vehicular access to the site is available via Mabie Lane which travels along the southeastern boundary of the Former Bonded Concrete property. Mabie Lane intersects with State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The property is located within Underutilized Site #7, the Former Bonded Concrete Site. not located within a designated floodplain. The parcel is designated as Aquifer Zone 3. NYSHPO has designated the parcel within an Archeologically Significant Area.



- N: Vacant
- S: Vacant
- E: Vacant
- W: Vacant

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

National Grid has expressed interest in potentially moving all National Grid sites within the Town. The removal of the electric/gas facility within the Former Bonded Concrete Site may aid in the redevelopment of the Former Bonded Concrete Site into a public park.

Site 14: National Grid

Location:	Mabie Lane
Owner:	National Grid
SBL #:	Incorporated into National Grid Townwide properties 381-2.31/1,2 &3
Acres:	2.97
Zoning:	A-1 Rural I-1 Light Industrial



Current Use/ Status: The land is classified as Electric and Gas meaning the land is currently being used to house electric and gas facilities and/or substations.

Existing Infrastructure and Utilities:

Access to municipal gas and electric exist. Connections to sewers and/ or water are not available.

Building Profile:

Assessed Value: \$1,918,600 Town-wide Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

Vehicular access to the site is available via Mabie Lane which travels along the southern boundary of the property. Mabie Lane intersects with State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The property is located in between Strategic Site I: The Crandall Site and Underutilized Site #9: The Town of Rotterdam Site. The northeastern boundary is adjacent to the ponds located within

Site #9. The property is not located within a designated floodplain. The western portion of the parcel is designated as Aquifer Zone 3. NYSHPO has designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

- N: Vacant
- S: Public Services & Single Family Residential
- E: Vacant
- W: Commercial

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

National Grid has expressed interest in potentially moving all National Grid infrastructure in the Rotterdam Junction BOA out of the old canal bed for improved access. The removal of the infrastructure may aid in the redevelopment of the former Bonded Concrete Site into a public park.

Site 15: SI Group, Inc.

Location:	1000 Main Street
Owner:	SI Group, Inc.
SBL #:	203-5.12
Acres:	20.53
Zoning:	I-2 Heavy Industrial

Current Use/ Status: The land is currently classified as Light Industrial Manufacturing. The property is currently being used to house electric and gas facilities and/or substations. The parcel includes two paved areas: one 240 square foot area and one 12 square foot area. Chain-linked fences can also be found at different areas along the property.

Existing Infrastructure and Utilities:

Access to municipal gas and electric exist. Connections to private sewer and water are available.

Building Profile:

Assessed Value: 1,560,000 Gross Floor Area (sq. ft): 35,000 Year Built: 2005 Stories: 1 Original Use: Distribution Warehouse Current Use: Distribution Warehouse Condition: Normal

Proximity to Existing Transportation Networks:

The property is located on State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The rail line crosses Route 5S (Main Street) just south of the entrance to the site. Upon the crossing,



State Route 5S, known as Main Street, becomes River Road. The Bad Pig Saloon is located on River Road just past the crossing across the street from the site. The property is not located within a designated floodplain. The parcel is located within Aquifer Zone 3. NYSHPO has designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

- N: Mohawk River
- S: Vacant & Public Services
- E: Industrial
- W: Vacant & Community Services

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities: The property is currently being used to house electric and gas facilities and/or substations. The

property is owned by SI Group, Inc. and has potential to become part of the greater pedestrian trail.

Site 16: Canal Corp Surplus Land

Location:	River Road
Owner:	New York State Canal Corporation
SBL #:	203-13
Acres:	21.09
Zoning:	A-1 Rural, I-1 Light Industrial B-1 Retail Business

Current Use/ Status: The property is currently classified as Vacant Commercial. The land is currently vacant.

Existing Infrastructure and Utilities:

Utility connection does not exist.

Building Profile:

Assessed Value: \$18,100 Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

The property is located on State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail freight line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The eastern property line for the parcel is the Study Area boundary. It is the southern most site within the Study Area. The site is located just south of the



SI Group, Inc. complex. The majority of the property is located within a flood zone. The parcel is located within Aquifer Zone 3. NYSHPO has designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

N: Vacant, Single Family Residential & Public Services

- S: Vacant
- E: Mohawk River
- W: Single Family Residential & Community Services

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

The land is currently vacant and is owned by New York State Canal Corporation. The Canal Corporation currently uses this property for dredging spoils but has determined approximately 15 acres are surplus and could be sold or leased. The property has the potential to support light industry, recreation, or waterfront residential uses.





Adjacent to the northwest corner of the property:



Site A: Historic Erie Canal Lock 25

Location:	Iroquois Road
Owner:	Lawrence M. Ross
SBL #:	20.5-7-41.1
Acres:	2.70
Zoning:	I-1 Light Industrial

Current Use/ Status: The property is currently classified as Rural Vacant. The land is currently vacant.

Existing Infrastructure and Utilities: Municipal water, gas and electric utilities exist on-site. The site offers connection to private sewer.

Building Profile:

Assessed Value: \$900 Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

The property is accessed from Iroquois Street which intersects State Route 5S (Main Street). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The Mohawk-Hudson Bike- Hike Trail runs along the northern parcel boundary. The rail line runs parallel to the southern border of the parcel. The old Erie Canal crosses into the property from its southern border. The parcel is not located within a flood zone but does include a designated wetland. NYSHPO has designated the parcel within an Archeologically Significant Area.



Adjacent Land Uses:

- N: Single Family Residential
- S: Public Services
- E: Single Family Residential & Vacant
- W: Single Family Residential & Vacant

Environmental and Land Use History:

Lock 25, an 8 foot lift lock that was part of the historic Erie Canal, was built on this Site in 1848 and was partially expanded in 1890. Remnants of the Lock remain on the Site. These structures are shown on Sanborn Maps dated 1913 and 1933.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

The lock's historic significance and its location adjacent to the MHBHT create an opportunity for a historic and recreation attraction. Redesigning the area to include an overlook will attract tourists and additional MHBHT users, complimenting the overall effort to create recreational opportunities throughout the Study Area.



Site B: Reutter

Location:	Main Street
Owner:	Nancy A Reutter
SBL #:	20.5-8-1.11
Acres:	1.72
Zoning:	B-1 Retail Business, R-1 One Family Residential A-1 Rural

Current Use/ Status: The property is currently Adjacent Land Uses: classified as Residential Vacant. The land is currently vacant.

Existing Infrastructure and Utilities: Municipal water, W: Community Services gas and electric utilities exist on-site. The site offers connection to private sewer.

Building Profile:

Assessed Value: \$28,200 Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

The property is located along State Route 5S (Main Street and directly adjacent to Underutilized Site #7, Street, which becomes River Road as it travels south creates an opportunity for development that and crosses the rail line). State Route 5S runs parallel compliments the other uses along Main Street and to the New York State Thruway. Access from State within the Junction, potentially spurring economic Route 5S to the New York State Thruway exists just development. south of the Study Area via Lower Gregg Road.

Key Features:

The northern boundary of the parcel fronts Scrafford Lane. The majority of the parcel, except the portion that fronts Route 5S, is located within a flood zone. The parcel is located in Aquifer Zone 1 (wellfield). NYSHPO has designated the parcel within an Archeologically Significant Area.



- N: Single Family Residential & Vacant
- S: Vacant & Public Services
- E: Vacant & Community Services

Environmental and Land Use History:

The Sanborn Map dated 1913 indicates that a portion of the property was used as a grain storage and a "cohl shed." The remaining and northern portion of the property seems to have been vacant. No other information about prior uses is available.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

The location of the property along NYS Route 5S/Main

Site C: Schenectady County Historical Society

Location:	Main Street
Owner:	Schenectady County Historical Society
SBL #:	203-2.1
Acres:	26.50
Zoning:	A-1 Rural, R-1 One Family Residential, B-2 General Business



Current Use/ Status: The property is currently classified as Abandoned Agriculture. The land is currently vacant.

Existing Infrastructure and Utilities: Municipal water, gas and electric utilities exist on-site. The site offers connection to private sewer.

Building Profile:

Assessed Value: \$174,700 Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

The property is located along State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The northern and eastern boundaries of the parcel meet Underutilized Site #1 which is owned by New York State. Portions of the property along the northern and eastern boundaries are located within a floodplain. The northern portion of the parcel is located in Aquifer Zone 1 (Wellfield). The southern portion of the property is located within Aquifer Zone 3. NYSHPO has designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

- N: Vacant
- S: Vacant & Community Services
- E: Vacant

W: Single Family Residential, Vacant & Public Services

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

The site is owned by the Schenectady County Historical Society and identified in the Study as a strategic site. All redevelopment has the opportunity to support Rotterdam Junction's cultural assets and create additional opportunities to attract tourists to the Junction.

Site D: Keepers of the Circle

Location:	1180 Main Street
Owner:	Keepers of the Circle
SBL #:	203-2.2
Acres:	2.60
Zoning:	A-1 Rural, B-2 General Business



Current Use/ Status: The property is currently Adjacent Land Uses: classified as Family Residential. Currently, the Keepers N: Vacant of the Circle Native American Education and Cultural S: Vacant Center is located on the property.

Existing Infrastructure and Utilities: Municipal water, gas and electric utilities exist on-site. The site offers Environmental and Land Use History: connection to private sewer.

Building Profile:

Assessed Value: \$313,500 Gross Floor Area (sq. ft): 2,984 Year Built: 1910 Stories: 2 Original Use: N/A Current Use: Keepers of the Circle Native American **Education and Cultural Center** Condition: Normal

Proximity to Existing Transportation Networks:

The property is located along State Route 5S (Main tourists to the Junction. Street), which becomes River Road as it travels south and crosses the rail line. Main Street runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The property is not located within a flood zone. The parcel is located in Aquifer Zone 3. NYSHPO has designated the parcel within an Archeologically Significant Area.

- E: Vacant
- W: Vacant

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

The Keepers of the Circle Native American Education and Cultural Center, is a strategic site. All redevelopment has the opportunity to support the cultural asset of the Keepers of the Circle and create new recreational opportunities to draw additional



Site E: Schenectady County Historical Society

Location:	1080 Main Street
Owner:	Schenectady County Historical Society
SBL #:	203-4
Acres:	9.33
Zoning:	B-2 General Business A-1 Rural

<image>

Current Use/ Status: The property is currently classified as a Cultural Facility. This is the site of the Historic Mabee Farm. The site includes the Jan Mabee Farm House including the attached Inn, a Dutch barn, an English barn, blacksmith and carpenter shops and slave quarters. In addition, the George E. Franchere Education Center is currently being constructed on the site. The Education Center will include a community room, gift shop, artifact restoration shop, meeting room, classrooms and restroom facilities for guests. Mabee Farm is currently open to the public six months per year. Upon the completion of the Education Center, the Farm will be open year round.

Existing Infrastructure and Utilities: Municipal water, gas and electric utilities exist on-site. The site offers connection to private sewer.

Building Profile:

Assessed Value: \$155,000 Gross Floor Area (sq. ft): 3,240 Year Built: 1705 Stories: 2 Original Use: Farm House for Mabee Family Current Use: Historic and Cultural Attraction Condition: Normal

Proximity to Existing Transportation Networks:

The property is located along State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs

parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The eastern boundary of the parcel runs along the Mohawk River. The parcel is not located within a flood zone. The parcel is located in Aquifer Zone 3. NYSHPO has designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

- N: Mohawk River & Vacant
- S: Vacant
- E: Mohawk River & Industrial
- W: Vacant

Environmental and Land Use History:

The farm and farm house, built in 1705, remained with the Mabee family until 1993 when the last direct descendent of Jan Mabee gifted it to the Schenectady County Historical Society. The Mabee Farm opened as a local attraction in 2002. The addition of the Education Center will allow the farm to expand it's programming from 6 months a year to year round.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

The Historic Mabee Farm and is identified as a **strategic site.** All redevelopment has the opportunity to support the cultural asset of the Historic Mabee Farm and create additional recreational opportunities to draw additional tourists to the Junction.











The new George E. Franchere Education Center





Floor Plan







Site F: SI Group, Inc.

Location:	1000 Main Street
Owner:	SI Group, Inc.
SBL #:	203-5.11
Acres:	36.40
Zoning:	I-2 Heavy Industrial

Current Use/ Status: The property is currently classified as Light Industrial Manufacturing and Processing. The site engages in plastics material and resin manufacturing and is part of the company's Performance Resins Division. More specifically, the company produces phenolic resins used in the manufacture of tires, adhesives and inks. A warehouse is located on the northwest corner of the property and has a 5-bay loading dock with 4 levels of racking with approximately 3,800 pallet spaces. The site has been classified as a TSDF, or a site that treats, stores or disposes of waste, according to the Resource Conservation & Recover Act- Treatment, Storage and Disposal Facilities environmental database.

Existing Infrastructure and Utilities: Private utility connections exist on-site.

Building Profile:

Assessed Value: \$30,9000,000 Gross Floor Area (sq. ft): 35,000 Year Built: 2004 Stories: 1 Original Use: N/A Current Use: Warehouse Operations Condition: Normal

Proximity to Existing Transportation Networks:

The property is located along State Route 5S (Main Street, which becomes River Road as it travels south and crosses the rail line). State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway



exists just south of the Study Area via Lower Gregg Road.

Key Features:

The north and eastern boundaries of the parcel runs along the Mohawk River. The southern boundary of the parcel borders the BOA Study Area boundary. Eastern portions of the parcel are located within a flood zone. The parcel is located in Aquifer Zone 3. NYSHPO has designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

- N: Mohawk River
- S: Public Services
- E: Mohawk River
- W: Vacant, Public Services & Community Services

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

The New York State Department of Environmental Conservation (NYSDEC) Spill Incidents Database was searched to identify hazardous material spills that occurred on the site between January 12, 1990 and January 10, 2011. The search results indicate that a number of spills occurred on the site during these years. **Table 1** below provides a summary of these spill incidents.

Table 1: Reported Spills, January 12, 1990 thru January 12, 2011

Spill Number	Spill Date	Date Spill Reported	Spill Cause	Spill Source	Spill Material	Quantity	Source Affected	Date Spill Report Closed
			Equipment					
8910001	1/18/1990	1/18/1990	Failure	Commercial/Industrial	Unknown	Unknown	Unknown	1/29/1990
	- 1- 1	- /- /	Equipment					
8911617	3/9/1990	3/9/1990	Failure	Commercial/Industrial	2-Propanone	10.00 Gallons	Soil	3/14/1990
0004067	0/4/4000	0/4/4000	Equipment		Dharad Oat Jaharad	15.00 Callana	G - 11	0/4/4000
9004867	8/1/1990	8/1/1990	Failure	Commercial/Industrial	Phenol Octylphenol	15.00 Gallons	Soil	8/1/1990
9008127	10/25/1990	10/25/1990	Equipment Failure	Commercial/Industrial	Carbolic Acid	30.00 Pounds	Groundwater	3/16/1995
9009379	11/27/1990	11/28/1990	Human Error	Commercial/Industrial	Ammonium Hydroxide	234.00 Gallons	Surface Water	12/2/2005
5005575	11/27/1550	11/20/1550	Equipment	commercialy industrial	Aninonium nyuroxide	234.00 Galiolis	Surface Water	12/2/2003
9009829	12/11/1990	12/11/1990	Failure	Commercial/Industrial	Unknown	Unknown	Unknown	12/12/1990
5005025	12, 11, 1000	12, 11, 1000	Equipment					12, 12, 1000
9010173	12/19/1990	12/19/1990	Failure	Commercial/Industrial	Unknown	40.00 pounds	Surface Water	10/29/1993
			Equipment		Xylene (Mixed) &	· · · ·		
9110937	1/21/1991	1/22/1991	Failure	Commercial/Industrial	Carbolic Acid	Unknown	Soil	1/27/1991
			Equipment					
9011849	2/12/1991	2/12/1991	Failure	Commercial/Industrial	Unknown	Unknown	Unknown	12/13/1991
9011949	2/15/1991	2/15/1991	Human Error	Commercial/Industrial	Unknown	15.00 Gallons	Soil	3/4/1991
9100279	4/5/1991	4/5/1991	Human Error	Commercial/Industrial	Compressor Oil	Unknown	Surface Water	1/13/1992
9101745	5/13/1991	5/13/1991	Unknown	Unknown	Unknown	Unknown	Air	5/15/1991
9102436	5/31/1991	5/31/1991	Other	Commercial/Industrial	Dye	Unknown	Sewer	6/3/1991
9102584	5/31/1991	6/4/1991	Unknown	Commercial/Industrial	Unknown	Unknown	Unknown	6/11/1991
			Equipment					
9107826	10/22/1991	10/22/1991	Failure	Commercial/Industrial	2-Propanone	16.00 Gallons	Soil	10/29/1991
			Equipment					
9108729	11/15/1991	11/15/1991	Failure	Commercial Vehicle	Diesel	35.00 Gallons	Soil	1/14/1992
9110227	12/27/1991	12/27/1991	Unknown	Commercial/Industrial	Xylene (Mixed)	1,000.00 Gallons	Sewer	10/7/1992
			Equipment					
9110754	1/14/1992	1/15/1992	Failure	Commercial/Industrial	Xylene (Mixed)	10.00 Gallons	Sewer	10/7/1992
			Equipment					
9200636	4/16/1992	4/16/1992	Failure	Commercial/Industrial	Unknown	Unknown	Soil	4/30/1992
9201203	4/30/1992	4/30/1992	Human Error	Tank Truck	Nonene	15.00 Gallons	Soil	6/16/1992
			Equipment					
9211122	12/27/1992	12/27/1992	Failure	Commercial/Industrial	Unknown	Unknown	Unknown	12/31/1992
9304202	6/25/1993	7/2/1993	Unknown	Commercial/Industrial	Unknown	Unknown	Surface Water	6/20/1995
9305904	8/13/1993	8/13/1993	Other	Unknown	Unknown	Unknown	Surface Water	8/18/1993
9308238	10/7/1993	10/7/1993	Unknown	Commercial/Industrial	C-8 Olean	100.00 Gallons	Soil	10/12/1994
9311380	12/21/1993	12/21/1993	Unknown	Commercial/Industrial	Unknown	Unknown	Unknown	6/30/1994
	- 1- 1	- 1- 1	Equipment					
9406293	8/9/1994	8/9/1994	Failure	Commercial/Industrial	Xylene (Mixed)	1.00 Gallon	Soil	9/9/1994
0400407	0/22/400	0/24/4000	Equipment	Commonsiel/Instantiel	Liebe euro	the large starts	Lin han a sure	10/4/2022
9408407	9/23/1994	9/24/1994	Failure	Commercial/Industrial	Unknown	Unknown	Unknown	10/4/2002
0500480	4/12/1005	4/12/1005	Equipment	Commercial/Industrial	Carbolic Acid	E 00 Gallons	Soil	4/24/1005
9500489	4/12/1995	4/12/1995	Failure	Commercial/Industrial	Carbolic Acid	5.00 Gallons	Soil	4/24/1995

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9507691	9/23/1995	9/23/1995	Other	Major Facility	Carbolic Acid	Unknown	Surface Water	10/11/01995
9513121	1/19/1996	1/20/1996	Human Error	Commercial/Industrial	Cresol(s)	20.00 Gallons	Soil	1/20/1996
9600569	4/12/1996	4/12/1996	Equipment Failure	Commercial/Industrial	Carbolic Acid	500.00 Gallons	Soil	4/12/1996
9604647	7/9/1996	7/9/1996	Equipment Failure	Commercial/Industrial	Carbolic Acid	8.00 Pounds	Soil	1/28/1997
9612014	1/6/1997	1/6/1997	Equipment Failure	Tank Truck	Other	100.00 Gallons	Soil	1/6/1997
9612737	1/27/1997	1/27/1997	Equipment Failure	Commercial/Industrial	Xylene (Mixed)	1.00 Gallon	Soil	1/27/1997
9614378	3/12/1997	3/12/1997	Equipment Failure	Commercial/Industrial	Unknown	50.00 Gallons	Soil	3/12/1997
9700001	4/1/1997	4/1/1997	Equipment Failure	Commercial/Industrial	Carbolic Acid	Unknown	Surface Water	4/1/1997
9705194	7/30/1997	7/30/1997	Other Equipment	Commercial/Industrial	Nonene	2.00 Pounds	Soil	7/30/1997
9707368 9707766	9/22/1997 10/1/1997	9/23/1997 10/1/1997	Failure Other	Commercial/Industrial Commercial/Industrial	Carbolic Acid Wastewater	100.00 Gallons 100.00 Gallons	Soil Soil	10/1/1997 10/2/1997
9711565	1/15/1998	1/15/1998	Equipment Failure	Railroad Car	Carbolic Acid	3.00 Gallons	Soil	1/20/1998
9807233	9/14/1998	9/14/1998	Equipment Failure	Commercial/Industrial	Cresol(s)	2.00 Gallons	Soil	9/14/1998
9812751	1/15/1999	1/16/1999	Equipment Failure	Commercial/Industrial	Xylene (Mixed)	6,000.00 Gallons	Soil	1/19/1999
9814357	2/28/1999	3/1/1999	Human Error	Commercial/Industrial	#6 Fuel Oil	4.00 Gallons	Soil	3/15/1999
9901105	4/18/1999	4/29/1999	Equipment Failure	Commercial/Industrial	Diesel	5.00 Gallons	Soil	4/29/1999
9901735	5/14/1999	5/14/1999	Equipment Failure	Commercial/Industrial	Carbolic Acid	10.00 Gallons	Soil	5/14/1999
9902018	5/21/1999	5/21/1999	Human Error	Commercial/Industrial	Diisobutylene	Unknown	Sewer	6/8/1999
9903632	6/29/1999	6/29/1999	Unknown Equipment	Commercial/Industrial	Hydraulic Oil	1.00 Gallon	Sewer	8/27/1999
9904370	7/13/1999	7/13/1999	Failure	Commercial Vehicle	Hydraulic Oil	2.00 Gallon	Soil	8/27/1999
9906243	8/25/1999	8/25/1999	Equipment Failure	Commercial/Industrial	Unknown	5.00 Gallons	Soil	5/25/1999
9908385	10/11/1999	10/11/1999	Equipment Failure	Commercial/Industrial	Diesel	Unknown	Soil	10/20/1999
9909326	11/1/1999	11/1/1999	Other	Commercial/Industrial	Carbolic Acid	Unknown	Soil	11/2/1999
9911271 (a)	12/26/1999	12/26/1999	Unknown	Commercial/Industrial	Dow Therm Heat Transfer	50.00 Gallons	Soil	1/3/2000
9911271 (b)	12/26/1999	12/26/1999	Unknown	Commercial/Industrial	Other	50.00 Gallons	Soil	1/3/2000
9912580	2/3/2000	2/3/2000	Other	Commercial/Industrial	Xylene (Mixed)	25.00 Pounds	Soil	2/3/2000
9913049	2/16/2000	2/16/2000	Equipment Failure	Commercial/Industrial	Hydraulic Oil	4.00 Gallons	Soil	2/16/2000
0001107	4/27/2000	4/27/2000	Other	Commercial/Industrial	Lube Oil	1.00 Gallon	Soil	4/27/2000
0001622	5/9/2000	5/9/2000	Equipment Failure	Commercial/Industrial	Wastewater	20.00 Gallons	Sewer	5/16/2000

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				-				
			Equipment					
0003145	6/13/2000	6/13/2000	Failure	Commercial Vehicle	Hydraulic Oil	Unknown	Soil	6/13/2000
			Equipment					
0006762	9/7/2000	9/7/2000	Failure	Commercial Vehicle	Hydraulic Oil	1.00 Gallon	Soil	9/7/2000
			Equipment					
0101601	5/11/2001	5/11/2001	Failure	Commercial Vehicle	Diesel	Unknown	Soil	5/11/2001
			Equipment					
0109333	12/21/2001	12/21/2001	Failure	Commercial Vehicle	Formaldehyde	Unknown	Soil	2/14/2002
0205232	8/19/2002	8/19/2002	Unknown	Commercial/Industrial	Diisobutylene	Unknown	Soil	8/20/2002
			Equipment					
0410415	12/19/2004	12/19/2004	Failure	Commercial/Industrial	Phenol	10.00 Pounds	Air	1/10/2005
			Equipment					
0410668	12/28/2004	12/28/2004	Failure	Commercial/Industrial	Phenol	50.00 Gallons	Soil	1/10/2005
			Equipment					
0504989	7/26/2005	7/26/2005	Failure	Commercial/Industrial	Phenol	Unknown	Soil	8/8/2005
			Equipment					
0607819	10/10/2006	10/10/2006	Failure	Commercial Vehicle	Hydraulic Oil	Unknown	Soil	10/10/2006
1004360	7/19/2010	7/19/2010	Other	Commercial/Industrial	Wastewater	500.00 Gallons	Soil	9/15/2010

Source: NYSDEC Spills Incident Database Search, compiled by Laberge Group

Use Potential and Redevelopment Opportunities:

The site is anticipated to remain active as a storage and distributionsite. Due to the location of the site along the Mohawk River, the site is also classified as a **strategic site** that has the potential to connect recreational amenities throughout the Rotterdam Junction BOA.







Site G: SI Group, Inc.

Location:	Mabie Lane
Owner:	SI Group, Inc.
SBL #:	202-13.1
Acres:	0.11
Zoning:	I-1 Light Industrial A-1 Rural

Current Use/ Status: The property is currently classified as a Water Well used for Oil Production.

Existing Infrastructure and Utilities: Utilities do not exist on-site.

Building Profile:

Assessed Value: \$2,900 Gross Floor Area (sq. ft): N/A Year Built: N/A Stories: N/A Original Use: N/A Current Use: N/A Condition: N/A

Proximity to Existing Transportation Networks:

Access to the parcel is granted from Mabie Lane. Mabie Lane intersects State Route 5S. State Route 5S is also known as Main Street and becomes River Road as it travels south and crosses the rail line. State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The parcel is located entirely within Underutilized Site #7 which is owned by the Town of Rotterdam. A pond exists directly to the east of the site. The parcel is not located within a flood zone. The parcel is located in Aquifer Zone 3. NYSHPO has designated the parcel within an Archeologically Significant Area.



Adjacent Land Uses:

- N: Vacant
- S: Vacant
- E: Vacant
- W: Vacant

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

This is a strategic site owned by SI Group, Inc. and classified as a Water Well used for Oil Production. The property is small parcel of land surrounded by the former Bonded Concrete site. The protection of this well for SI Group will be important, particularly if a public park is to be constructed on adjacent lands.

Site H: Crandall

Location:	400 Mabie Lane
Owner:	Everett & Edith Crandall
SBL #:	202-5
Acres:	0.41
Zoning:	A-1 Rural

Current Use/ Status: The property is currently classified as a Family Residential. The land is currently used as residence, holding a 1.7 story house and a shed.

Existing Infrastructure and Utilities: Municipal water, gas and electric utilities exist on-site. The site offers connection to private sewer.

Building Profile:

Assessed Value: \$100,000 Gross Floor Area (sq. ft): 1,131 Year Built: 1920 Stories: 1.7 Original Use: N/A Current Use: Residence Condition: Normal

Proximity to Existing Transportation Networks:

Access to the parcel is granted from Mabie Lane. Mabie Lane intersects State Route 5S. State Route 5S is also known as Main Street and becomes River Road as it travels south and crosses the rail line. State Route 5S runs parallel to the New York State Thruway. Access from State Route 5S to the New York State Thruway exists just south of the Study Area via Lower Gregg Road.

Key Features:

The parcel's northwestern boundary line meets the Sunshine Auto junkyard and is the only residential lot within the southwestern portion o the BOA Study Area. The rail line is approximately 165 feet from the western property line. The parcel is not



located within a flood zone. The parcel is located in Aquifer Zone 3. NYSHPO has designated the parcel within an Archeologically Significant Area.

Adjacent Land Uses:

- N: Commercial
- S: Vacant & Public Services
- E: Public Services
- W: Commercial

Environmental and Land Use History:

Previous environmental and land use history for this site is unable to be determined due to the limited availability of Sanborn Maps for Rotterdam Junction.

Known or Suspected Contaminants:

No known or suspected contaminants on-site.

Use Potential and Redevelopment Opportunities:

This is a strategic site adjacent to two underutilized properties. It is privately owned and is currently used as a single family residence. The current use of the property will require attention as redevelopment of the adjacent property occurs, particularly if a park is to be created.

Appendix E: Mohawk-Hudson Bike Hike Trail

	SYNTHESIS
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ated: 01-25-2011		_			
ough Construction Cost Projections (Not Including P	otential L	and Acquis	sitions Profession	nal Fees)	
Iternative Trail Along Rt. 5S to Scrafford Lane (2252 L.	F)				
iternative frail Along Rt. 55 to Scrahord Lane (2252 L.	F.)				
		Unit	Unit Price	Item Total	
Traffic and Pedestrian Control	1	LumpSum	\$5,000.00	\$5,000.00	
Survey Layout		LumpSum	\$5,000.00	\$5,000.00	
Storm Water Pollution Prevention Plan (over 1 acre)		LumpSum	\$6,500.00	\$6,500.00	
Sediment and Erosion Control		LumpSum	\$10,000.00	\$10,000.00	
Unclassified Excavation		CY	\$16.50	\$13,761.00	
Clearing and Grubbing (20' x 1385')	1.1	ACRE	\$6,100.00	\$6,710.00	
Asphalt Concrete Trail Surface	556	Tons	\$150.00	¢92.400.00	
6" Type 2 Subbase (incl. 20% Comp.)		CY	\$150.00 \$50.00	\$83,400.00 \$24,300.00	
	400		\$50.00	φ24,500.00	
Split Rail Fence Between Tail and Property Owners	2252	LF	\$20.00	\$45,040.00	
Topsoil		CY	\$45.00	\$3,735.00	
Finish Grading and Seeding	1000	SY	\$3.50	\$3,500.00	
Traffic Control Signs (Typical Canalway Trail Signs)	1	LumpSum	\$2,500.00	\$2,500.00	
Traine Control Signs (Typical Canalway Train Signs)	1	LumpSum	\$2,500.00	φ2,500.00	
			Sub-Total :		\$209,446.0
			20% Design Cont	t.	\$41,889.2
otal For Alternative Trail Along Rt. 5S to Scrafford Lan	e:				\$251,335.2
•					· · · · · ·
rail Extention Between Scrafford Lane and Iroquois Av	venue (12	65 L.F.)			
		Linit	Lipit Prico	Itom Total	
Traffic and Pedestrian Control	1	Unit LumpSum	Unit Price	Item Total \$5,000,00	
Traffic and Pedestrian Control Survey Layout	1	LumpSum	\$5,000.00	\$5,000.00	
Survey Layout	1 1 1	LumpSum LumpSum	\$5,000.00 \$5,000.00	\$5,000.00 \$5,000.00	
		LumpSum	\$5,000.00	\$5,000.00	
Survey Layout Sediment and Erosion Control	469	LumpSum LumpSum LumpSum	\$5,000.00 \$5,000.00 \$10,000.00	\$5,000.00 \$5,000.00 \$10,000.00	
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385')	469 0.6	LumpSum LumpSum LumpSum CY ACRE	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00	
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385') Asphalt Concrete Trail Surface	469 0.6 312	LumpSum LumpSum LumpSum CY ACRE Tons	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00 \$150.00	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00 \$46,800.00	
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385')	469 0.6 312	LumpSum LumpSum LumpSum CY ACRE	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00	
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385') Asphalt Concrete Trail Surface 6" Type 2 Subbase (incl. 20% Comp.)	469 0.6 312 337	LumpSum LumpSum CY ACRE Tons CY	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00 \$150.00 \$50.00	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00 \$46,800.00 \$16,850.00	
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385') Asphalt Concrete Trail Surface 6" Type 2 Subbase (incl. 20% Comp.) Split Rail Fence Between Tail and Property Owners	469 0.6 312 337 1265	LumpSum LumpSum CY ACRE Tons CY LF	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00 \$150.00 \$50.00 \$20.00	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00 \$46,800.00 \$16,850.00 \$25,300.00	
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385') Asphalt Concrete Trail Surface 6" Type 2 Subbase (incl. 20% Comp.) Split Rail Fence Between Tail and Property Owners 4' Decorative Fence Along Abandoned Lock 25	469 0.6 312 337 1265 285	LumpSum LumpSum CY ACRE Tons CY LF LF	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00 \$150.00 \$50.00 \$20.00 \$60.00	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00 \$46,800.00 \$16,850.00 \$25,300.00 \$17,100.00	
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385') Asphalt Concrete Trail Surface 6" Type 2 Subbase (incl. 20% Comp.) Split Rail Fence Between Tail and Property Owners	469 0.6 312 337 1265 285	LumpSum LumpSum CY ACRE Tons CY LF	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00 \$150.00 \$50.00 \$20.00	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00 \$46,800.00 \$16,850.00 \$25,300.00	
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385') Asphalt Concrete Trail Surface 6" Type 2 Subbase (incl. 20% Comp.) Split Rail Fence Between Tail and Property Owners 4' Decorative Fence Along Abandoned Lock 25	469 0.6 312 337 1265 285 2	LumpSum LumpSum CY ACRE Tons CY LF LF	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00 \$150.00 \$50.00 \$20.00 \$60.00	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00 \$46,800.00 \$16,850.00 \$25,300.00 \$17,100.00	
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385') Asphalt Concrete Trail Surface 6" Type 2 Subbase (incl. 20% Comp.) Split Rail Fence Between Tail and Property Owners 4' Decorative Fence Along Abandoned Lock 25 Park Benches at Lock 25 Interpretive Overlook	469 0.6 312 337 1265 285 2	LumpSum LumpSum CY ACRE Tons CY LF LF EACH CY	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00 \$150.00 \$50.00 \$20.00 \$60.00 \$1,200.00	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00 \$46,800.00 \$16,850.00 \$25,300.00 \$17,100.00 \$2,400.00	
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385') Asphalt Concrete Trail Surface 6" Type 2 Subbase (incl. 20% Comp.) Split Rail Fence Between Tail and Property Owners 4' Decorative Fence Along Abandoned Lock 25 Park Benches at Lock 25 Interpretive Overlook Topsoil Finish Grading and Seeding	469 0.6 312 337 1265 285 2 2 2 48 562	LumpSum LumpSum CY ACRE Tons CY LF LF EACH CY SY	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00 \$150.00 \$50.00 \$50.00 \$20.00 \$60.00 \$1,200.00 \$45.00 \$3.50	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00 \$46,800.00 \$16,850.00 \$16,850.00 \$17,100.00 \$2,400.00 \$2,400.00 \$2,160.00 \$1,967.00	
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385') Asphalt Concrete Trail Surface 6" Type 2 Subbase (incl. 20% Comp.) Split Rail Fence Between Tail and Property Owners 4' Decorative Fence Along Abandoned Lock 25 Park Benches at Lock 25 Interpretive Overlook Topsoil	469 0.6 312 337 1265 285 2 2 2 48 562	LumpSum LumpSum CY ACRE Tons CY LF LF EACH CY	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00 \$150.00 \$50.00 \$50.00 \$20.00 \$60.00 \$1,200.00 \$45.00	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00 \$46,800.00 \$16,850.00 \$16,850.00 \$16,850.00 \$17,100.00 \$2,400.00 \$2,400.00	
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385') Asphalt Concrete Trail Surface 6" Type 2 Subbase (incl. 20% Comp.) Split Rail Fence Between Tail and Property Owners 4' Decorative Fence Along Abandoned Lock 25 Park Benches at Lock 25 Interpretive Overlook Topsoil Finish Grading and Seeding	469 0.6 312 337 1265 285 285 285 285 285 285 285 285 285 28	LumpSum LumpSum CY ACRE Tons CY LF LF EACH CY SY	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00 \$150.00 \$50.00 \$50.00 \$20.00 \$60.00 \$1,200.00 \$45.00 \$3.50	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00 \$46,800.00 \$16,850.00 \$16,850.00 \$17,100.00 \$2,400.00 \$2,400.00 \$2,160.00 \$1,967.00	
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385') Asphalt Concrete Trail Surface 6" Type 2 Subbase (incl. 20% Comp.) Split Rail Fence Between Tail and Property Owners 4' Decorative Fence Along Abandoned Lock 25 Park Benches at Lock 25 Interpretive Overlook Topsoil Finish Grading and Seeding Interpretive Signs at Abandoned Lock 25 Overlook	469 0.6 312 337 1265 285 285 285 285 285 285 285 285 285 28	LumpSum LumpSum CY ACRE Tons CY LF EACH CY SY LumpSum	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00 \$150.00 \$50.00 \$50.00 \$20.00 \$60.00 \$1,200.00 \$45.00 \$3.50 \$3.50	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00 \$46,800.00 \$16,850.00 \$17,100.00 \$17,100.00 \$2,400.00 \$2,400.00 \$1,967.00 \$3,000.00	
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385') Asphalt Concrete Trail Surface 6" Type 2 Subbase (incl. 20% Comp.) Split Rail Fence Between Tail and Property Owners 4' Decorative Fence Along Abandoned Lock 25 Park Benches at Lock 25 Interpretive Overlook Topsoil Finish Grading and Seeding Interpretive Signs at Abandoned Lock 25 Overlook	469 0.6 312 337 1265 285 285 285 285 285 285 285 285 285 28	LumpSum LumpSum CY ACRE Tons CY LF EACH CY SY LumpSum	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00 \$150.00 \$50.00 \$50.00 \$20.00 \$60.00 \$1,200.00 \$45.00 \$3.50 \$3.50	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00 \$46,800.00 \$16,850.00 \$17,100.00 \$17,100.00 \$2,400.00 \$2,400.00 \$1,967.00 \$3,000.00	\$149,475.
Survey Layout Sediment and Erosion Control Unclassified Excavation Clearing and Grubbing (20' x 1385') Asphalt Concrete Trail Surface 6" Type 2 Subbase (incl. 20% Comp.) Split Rail Fence Between Tail and Property Owners 4' Decorative Fence Along Abandoned Lock 25 Park Benches at Lock 25 Interpretive Overlook Topsoil Finish Grading and Seeding Interpretive Signs at Abandoned Lock 25 Overlook	469 0.6 312 337 1265 285 285 285 285 285 285 285 285 285 28	LumpSum LumpSum CY ACRE Tons CY LF EACH CY SY LumpSum	\$5,000.00 \$5,000.00 \$10,000.00 \$16.50 \$6,100.00 \$150.00 \$50.00 \$50.00 \$20.00 \$60.00 \$1,200.00 \$3.50 \$1,500.00 \$2,500.00	\$5,000.00 \$5,000.00 \$10,000.00 \$7,738.50 \$3,660.00 \$46,800.00 \$16,850.00 \$16,850.00 \$17,100.00 \$2,400.00 \$2,400.00 \$1,967.00 \$3,000.00 \$2,500.00	
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SYNTHESIS								
Opinion of probable cost for								
Guilford at Grade Railroad Crossing and Trail Ext	<u>ension</u>							
Dated: 01-25-2011								
Rough Cost Projections (Not Including Potential I	Land Acquisitio	ns or Profe	ssional Fees)					
			, í					
Railroad Crossing and Trail Extension								
		Unit	Unit Price	Item Total				
Traffic and Pedestrian Control	1	LumpSum	\$1,500.00	\$1,500.00				
Survey Layout	1	LumpSum	\$5,000.00	\$5,000.00				
Sediment and Erosion Control	1	LumpSum	\$10,000.00	\$10,000.00				
Unclassified Excavation	513	CY	\$16.50	\$8,464.50				
Clearing and Grubbing (20' x 1385')	0.6	ACRE	\$6,100.00	\$3,660.00				
Jersey Barrier Removal	6	EACH	\$1,000.00	\$6,000.00				
Asphalt Concrete Trail Surface		Tons	\$150.00	\$51,300.00				
6" Type 2 Subbase (incl. 20% Comp.)	370	CY	\$50.00	\$18,500.00				

			20% Design Cont.		\$64,203.10
			Sub-Total :		\$321,015.50
Interpretive Signs at Abandoned Lock 25	2	EACH	\$1,500.00	\$3,000.00	
Traffic Control Signs (Typical Canalway Trail Signs)	1	LumpSum	\$10,000.00	\$10,000.00	
Finish Grading and Seeding	616	SY	\$3.50	\$2,156.00	
Topsoil		CY	\$45.00	\$2,295.00	
Park Benches at Abandoned Lock 25 Overlook	2	EACH	\$1,200.00	\$2,400.00	
4' Black Decorative Fence along Abandoned Lock 25	285		\$60.00	\$17,100.00	
	1402		φ20.00	φ20,040.00	
Mechanical Crossing Arm System Split Rail Fence Between Tail and Property Owners	1482	LumpSum	\$150,000.00 \$20.00	\$150,000.00 \$29,640.00	

Congress of the United States Mashington, DC 20510

March 15, 2011

Charles W. Moorman Chairman, President and CEO Norfolk Southern Corporation 3 Commercial Place Norfolk, VA 23510-2108

Dear Chairman Moorman,

We are writing to bring your attention to an important railroad/recreational trail opportunity in upstate New York-with the hopes that your office can extend guidance and support in resolving this issue.

New York State is fortunate to have in place portions of what could be a 365-mile long statewide trail known as the Erie Canalway Trail beginning near Buffalo and extending to the State Capital in Albany. The trail follows the pathway of the old Erie Canal across upstate New York utilizing former rail tracks and the Canal towpath for much of the route. This trail is one of the top recreational assets in New York and is widely used by residents and visitors alike.

Our offices are leading an effort that includes the New York State Congressional Delegation, State officials, many local officials and other interested community organizations to close existing gaps and finish the Erie Canalway Trail, resulting in a continuous pathway stretching the length of upstate New York. Only when the trail is complete will the full potential of it as an economic driver be realized

To accomplish this goal, we have been working with interested parties from throughout the Mohawk Valley region to address the gaps that exist in the current trail infrastructure, particularly the gap located in Rotterdam Junction, NY. We would like to engage Norfolk Southern and Pan Am Railway to help us develop a solution to close this gap in the trail.

Up until 2004, the Erie Canalway Trail in Rotterdam Junction utilized an at-grade rail crossing that has been closed to bike and hiking traffic, thus diverting trail users to State Route 5S. This detour results in trail users having to travel along a busy State road where average vehicle speeds are in excess of 55 mph, as well as deterring riders from taking advantage of a bucolic stretch of trail and previous public investment. Improving and reopening the trail crossing in Rotterdam Junction is critical to the safety of the thousands of people who use the trail as well as the continued development of this extremely important economic and recreational asset in upstate New York. We have formed a committee of federal, state and local representatives as well as engaged members of the community that have been seeking solutions to the completion of the Canalway Trail, particularly in identifying opportunities to develop a long-term solution to this grade crossing issue in Rotterdam Junction, as it remains a hindrance to a unified and completed Erie Canalway Trail. We recognize that the Norfolk Southern Corporation has partnered with state and federal agencies and local organizations in the past to develop hundreds of miles of "rails to trails" projects and applaud the priority your company has given to these projects while keeping intact the safety and operational efficiency of your railroad. We hope that your experience can assist in moving along this important economic development project in upstate New York.

If your office could identify a contact person to work with us on this issue, we would very much appreciate this cooperation. Please contact David Connors in Senator Gillibrand's office at (518) 431-0120 (david connors@gillibrand.senate.gov) or Dylan Carey in Congressman Tonko's office at (518) 465-0700 (dylan.carey@mail.house.gov) to move forward with this request.

Sincerely,

Kirston E. Dillibrand

Kirsten E. Gillibrand U.S. Senator

Paul Tonko U.S. Congressman
Trail Gap – Rotterdam Junction, Schenectady County

New York Erie Canalway Trail

- The Erie Canalway Trail is a partially completed 365-mile long recreational trail that connects the Cities of Buffalo and Albany, New York.
- The trail follows the waterways of the New York State Canal System utilizing former railroad grades and the remnants of the historic original canals of the early 1800s that preceded today's working Canal System.
- One of New York's top recreational assets and widely used by residents and tourists. Today, the Erie Canalway Trail
 is more than 75 percent complete and on its way to becoming a premiere tourist destination for cyclists and other
 outdoor enthusiasts.
- Gaps in the trail system affect user safety, enjoyment, and access and prevent the communities along the trail from fully capitalizing on the trail's potential as a world-class tourism destination.
- There are six uncompleted gaps in the Erie Canalway Trail, totaling approximately 80 miles.
- One of the most significant trail gaps is located in the Rotterdam Junction area of Schenectady County.

Rotterdam Junction Trail Section

- A 20-mile portion of the Canalway trail (locally known as the Mohawk Hudson Bike Hike Trail (MHBT) traverses Schenectady County and is completely continuous except for a gap in Rotterdam Junction created by the Guilford Rail's blocking of the former at-grade crossing at Scrafford Lane.
- Trail users are detoured a half mile, primarily along a busy State road where average vehicle speeds are in excess of 55 mph.
- The segment of the Canalway trail in Rotterdam Junction was originally built during the late 1970s and early 1980s. The at-grade rail crossing was used by trail users for approximately 20 years.

Background – Trail Crossing Closure

- The at-grade railroad crossing has been blocked by Guilford Rail (now known as Pan Am Railways) since 2001 with jersey barriers and rail cars permanently stopped at the crossing.
- Schenectady County met at the blocked crossing site in July 2001 with representatives from Guilford Rail (Roger Bergeron & David Fink), NYS DOT, and the Town of Rotterdam. Notes from the meeting prepared by Don Robertson from NYS DOT are attached as Exhibit A.
- Guilford Rail blocked the crossing after a house on the south side of the tracks burned down. It was Guilford Rail's contention that the crossing was private and no longer had to be maintained since the residence was no longer there. Guilford had previously maintained an open crossing by "breaking" trains and creating a gap.
- Schenectady County received a property title report in September 2001 (Monroe Title Insurance Corporation). The reports conclusion was that "...the traveling public has the right to use the portion of Scrafford Lane in question." A copy of letter from Monroe Title Insurance Corporation is attached as Exhibit B.
- Based on the title report, the Schenectady County and Town of Rotterdam Attorneys' Office wrote a letter to Guilford Rail indicating that the crossing should be reopened or they would be forced to commence litigation to remove it. A copy of the letter is attached as Exhibit C.





Trail User Information

- There are over 100,000 annual users of the MHBT at the Schenectady Community College approximately 9 miles east of Scrafford Lane. User traffic drops to around 50,000 at the Kiwanis Park access (2009), less than 2 miles east of Scrafford Lane. Based on trail user surveys, usage drops due to the trail gap/dead end and access.
- The MHBT is the most heavily used trail in the Capital District, with approximately 250,000 individual user sessions per year (does not include special events).
- Despite blockage of the crossing, people still attempt to cross the tracks through parked rail cars creating an unsafe condition.

Trail Recommendations & Benefits

- Provide an "at grade" or tunnel crossing at Scrafford Lane. Railroad Company to relocate rail cars to allow user crossings.
- Complete the trail extension to Iroquois Street; property owners have agreed to allow connection.
- The trail crossing is critical to the safety of the thousands of people who use the trail; currently many trail users are crossing between rail box cars and jersey barriers.
- Completed trail will provide access and enjoyment to the Mohawk River, the Erie Canal, and other points of interest along the trail.
- Trail crossing will stimulate recreational and tourism-based economic activities in Rotterdam.
- Trail connection will create a tourism vehicle that will increase access to local attractions, support local hospitality, waterfront, and recreation businesses, and stimulate economic development throughout the project area.
- Missouri's 225-mile Katy Trail, one of the oldest multi-use trails, draws 350,000 bicyclists annually. The Erie Canalway Trail has the name recognition and drawing power to exceed that figure. If 100,000 visitors take multi-day trips, the potential economic benefit is \$30 million.







M E M O R A N D U M DEPARTMENT OF TRANSPORTATION

To: E. L. Ophardt, Bicycle & Pedestrian Program Manager

FROM: D. E. Robertson, Planning & Program Management, Region 1 Son Robertson

SUBJECT: FACT FINDING FIELD TRIP SCRAFFORD LANE / GUILFORD RAILROAD CROSSING ROTTERDAM JUNCTION, SCHENECTADY COUNTY

DATE: July 18, 2001

The meeting took place on the site of the former RR crossing of Scrafford Lane over the Guilford tracks. This crossing also carried the Mohawk-Hudson Bike-Hike Trail which has been adopted by the Canalway as part of its statewide trail along the canal system.

Attending were:

David Fink, Jr.	Guilford Central Administration (MA)
Roger Bergeron	Guilford Engineering
Bob	Guilford Rotterdam Operations Supervisor
Walt	Guilford Rotterdam Operations
3-4 people	Town of Rotterdam
Joe Ryan and 1 or 2 others	Schenectady County Public Works
David Atkins	Schenectady County Planning
Steve Feeney	Schenectady County Planning
Ted Thompson	NYSDOT Region 1 (Rail Coord.)
Don Robertson	NYSDOT Region 1 (Bike / Ped Coord.)

I gave a very brief opening statement that Guilford had seen it necessary to close the crossing, this created an issue because the crossing was used as part of the trail and we were there to take a look at the situation and hopefully start the process of finding a solution.

David Fink then discussed what had transpired that necessitated the closing. From Guilford's perspective this is a private crossing that was maintained to provide access to a landowner on the south side of the tracks (which was required because previous access was cut when the Thruway was constructed). When Conrail was broken up one of the stipulations was that the railroads acquiring Conrail open up their routes to competition. Guilford has taken advantage of this and increased operations on this line. This crossing is part of a rail yard so trains are often parked across the crossing and operating through it. The house on the property for whom they were providing access burned and there has been no indication that the homeowner is planning to rebuild. Guilford therefore felt it was prudent from a liability perspective to close the crossing, particularly when it was apparent that trail users were going under and between rail cars parked at the crossing. Its perception is that the activity on the

trail was not something that they were required to maintain because it was not associated with access to the private property.

There was a great deal of discussion following that on ownership of the crossing with Joe Ryan in particular wanting clarification. The Rotterdam representatives said that their inventory indicates that Scrafford Lane is a Town Road 1100 feet long, the distance from Rt. 5S to the crossing is roughly 750 feet. Roger Bergeron said that Guilford owned to a certain point down Scrafford Lane from the crossing. We said that it does show on the NYSDOT inventory as a private crossing. It also shows on the tax maps as part of a Town road. This will have to be sorted out.

The status of the property that was being provided access was also discussed. Both the Town and the County indicated that they had heard from the landowner (Richard Tauzel) that he was upset with the closing. Guilford said that they had not heard from him.

In the end, everyone was in agreement that the best long term solution was to provide a grade-separated crossing (tunnel/culvert under). The seat of the pants type estimate for this is \$300,000. The railroad said it would work with the involved parties (engineering, operations etc.) on a solution but could not provide funding. There was some discussion of the Transportation Enhancements Program and people were aware of it. A major problem with Enhancements is time; the applications are due November 1, 2001 with decisions on what projects will be funded expected about July 1, 2002. With the time required for grant administration and other items we are probably talking about 3years before anything could be built. Steve Feeney was also concerned about the competition in the Enhancements program (last time around, there were 30 applications in the Capital District of which only 2 received funding). I tried to reassure him that this would probably rank very highly because of the fact it completed a trail, safety etc. This didn't seem to sway him.

One other alternative discussed was a bridge approximately 1000 feet west that carries a stream under the railroad. Currently there is only a couple feet between the top of the streambed and the structure. But the RR says that the concrete support structure goes down 12 feet and could be cleared to accommodate both the stream and a trail. Schenectady County was not all that interested because they said the cost of constructing the trail would be more than tunneling under the RR at Scrafford. Guilford was not interested because that would require a trail along the tracks which would have to be fenced and in their experience fences get broken creating additional problems.

It was agreed that there would be a working group to meet in about 2 weeks time to address the situation. In addition to the organizations represented at today's meeting the working group will invite the Thruway / Canalway Trail and the private property owner.

Following the meeting, the Guilford representatives, Ted and I walked to the bridge that the RR feels could accommodate the trail. It appears that there is room under the bridge that it could be cleared to allow for the trail and stream to coexist. Additionally, there appears to be room at the top of an embankment on the south side of the tracks to put a trail. In places it is currently used by ATVers and snowmobilers already. It would require a lot of tree removal but it certainly appears feasible. I don't think this should be dismissed without further investigation.

Stay tuned.

cc: T. C. Werner, Regional Director, Region 1

R. W. Carlson, Regional Planning & Program Manager, Region 1

J. R. Marko, Regional Planning & Program Management, Region 1

T. A. Thompson, Planning & Program Management, Region 1

M. Silo, Regional Design Engineer, Region 1

F. L. Iaconetti, Regional Landscape Architect, Region 1



18 Front Street ~ Ballston Spa, NY ~ 12020 p 518.885.4305 ~ f 518.885.1749

September 10, 2001

11 1

Thomas E. DeLorenzo, Esq 201 Nott Terrace Schenectady, NY 12305

RE: Town of Rotterdam Bike Path Scrafford Lane Right of Way

Dear Mr. DeLorenzo,

Monroe Title Insurance Corporation has searched the Grantee Index in the Schenectady County Clerk's Office from 1809 to 1979 for Deeds into the Town of Rotterdam looking for any right of way as it pertains to Scrafford Lane. We find two deeds from the General Electric Company, one in Book 965 page 344 (Item No. 1 attached) which does not include Parcel 184, a portion of the abandoned Erie Canal, which we are a part of; and the other in Book 1005 Page 290 (ItemNo. 2 attached). There is a note in the body of Deed Book 1005 page 20 that "Exhibit A" is on permanent file in the Planning Department of Schenectady County. There is also a marginal note: "Exhibit A permanently placed on file in County Manager's Vault".

We have been informed that the records in the County Manager's Office prior to 1992 have been shredded. Therefore it is impossible for us to tell what that deed conveyed or what rights it may have conveyed.

We have read the deeds that pertain to the Tauzel title (Section 20 Block 2 Lot 2), back to the heirs of Emily Van Derhyden to see if a right of way was granted to the owner of that parcel to cross over the Boston & Maine Railroad property to get to Scrafford Lane. The deeds into the various owners do not show any right of way. (Items No. 3 to 8 attached) We do find a deed from Emily Jane Van Derheyden to the Boston Hoosac Tunnel & Western Railway Company recorded May 29, 1883 in Book 75 of Deeds Page 437 (Item No. 9 attached) which reads:

"Nothing herein contained shall be construed as affecting the right of way of said party of the first part, her heirs or assigns to pass and repass over the lane above mentioned from her house on the South side of the Erie Canal to the highway leading to Hoffman's Ferry or to cross over the railroad built or to be built by said party of the second part across or upon said lane according to its map and profile thereof now on file." Thomas E. Delorenzo, Esq. September 10, 2001 Page 2

We find a Deed from Francis and John Bradt to the Boston Hoosac Tunnel & Western Railway Company, recorded March 24, 1883 in Book 75 Page 167 (Item No. 10 attached), for a parcel of land on the west side of Scrafford Lane, also an agreement between the Boston, Hoosac Tunnel & Western Railway Company and John and Francis Bradt recorded July 6, 1883 in Book 75 Page 540 (Item No. 11 attached) whereby Bradt conveys a parcel of land on the west side of Scrafford Lane, subject to an easement of the lane or road over same as heretofore enjoyed by said John and Francis Bradt.

Upon searching the Grantor Index from 1910 to 1922 for Deeds and/or Letters Patent out of the State of New York we find Letters Patent to the Boston & Maine Railroad for Parcel 184 of Abandoned Erie Canal Lands (which is our parcel) recorded February 16, 1922 in Book 295 page 304 (Item No. 12 attached). Said Letters contain the following exception:

"Excepting from the foregoing and reserving to the traveling public; the right to use for Highway Purposes, the following described tract or parcel of land, and the whole and every part thereof, so long, as it remains a Public Highway, to wit: All that tract or parcel of land, shown as a Public Highway on the maps showing subdivision of abandoned Erie Canal lands in the Town of Rotterdam, County of Schenectady; Being maps Numbered 34, to 38 inclusive; approved by the commissioners of the land office, on May 5, 1920; and on file in the Office of the commissioners of the land office; to which maps reference is hereby made for a more particular description of said lands."

Copy of Canal Map attached at Item No. 13 for reference. Also attached is a copy of Railroad Map showing old farm parcels (See Item No. 14).

We do not find a dedication of Scrafford Lane and therefore cannot determine the length of the lane.

It appears based on the exception in the Letters Patent in Book 295 at Page 304 for Parcel 184 that the traveling public has the right to use the portion of Scrafford Lane in question.

If you have any questions please feel free to contact me.

Also enclosed is bill for our services.

ery Truly Yours,

Jacquelyn I. Smith Vice-President

JIS/tag



J. DOUGLAS MCMANUS, JR. COUNTY ATTORNEY

WILLIAM G. OSTA JANE K. FININ DEPUTY COUNTY ATTORNEYS

> Corporate Counsel Guilford Rail System Iron Horse Park High Street N. Billerica, MA 01862

COUNTY OF SCHENECTADY OFFICE OF THE COUNTY ATTORNEY

xhibit C

COUNTY OFFICE BUILDING 620 STATE STREET SCHENECTADY, NEW YORK 12305-2114 (518) 388-4276 FAX No. 388-4493

November 26, 2001

PAUL H. TOCKER STEPHEN M. SIGNORE ASSISTANT COUNTY ATTORNEYS

> JAMES E. WALSH DEPUTIZED ASSISTANT COUNTY ATTORNEY

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Re: Mohawk-Hudson Bike Way, Rotterdam Junction

Dear Sir or Madam:

We the undersigned, acting on behalf of our respective municipalities are writing with regards to the blockade of the Mohawk-Hudson Bikeway at Scrafford Lane in Rotterdam Junction by Guilford Rail which continues to be a major issue for both the Town of Rotterdam and the County of Schenectady, to the extent that a deed search was conducted by Monroe Abstract, a Schenectady based abstract company to corroborate our position that the Town of Rotterdam continues to possess a right of way over the rail crossing at Scrafford lane. Contrary to Guilford Rail's belief that with the burning down of Richard Tauzel's house the crossing rights no longer exist, Letters Patent dated February 16, 1922 indicate the traveling public has a right to use that portion of Scrafford Lane as a right of way. Attached is a copy of the aforementioned Letters Patent.

Therefore, because this right of way currently exists in favor of the Town of Rotterdam, and the County of Schenectady, Guilford Railroad's blockade of Scrafford Rd. is interfering with the public's quiet enjoyment of the bike trail which is supported by this right of way.

If the obstruction of Scrafford Rd is not removed within thirty (30) days of the date of this letter the County of Schenectady, and the Town of Rotterdam will be forced to commence litigation to remove the obstruction caused by Guilford Rail, as well as seeking the costs and fees associated with this litigation. Failure to respond within thirty days will be construed as Guilford' Rail's intention not to comply with this demand, forcing the parties to take the herein described action. Thank you in advance for all your attention in this matter.

Sincerely,

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Stephen M. Signore Deputy County Attorney 620 State Street Schenectady, NY 12305

RECEIVED NOV 2 7 2001

Thomas E. De/LorenZo Rotterdam Town Attorney 201 Nott Terrace Schenectady, NY 12307

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518-374-5906 DELORENZO ET AL.

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dsei No. 5149.

The people of the state of New York, by the Grace of God Free and Independent; to all to Whom these presents, shall come; G r e e t 1 n s;

know Ye, that we have granted released, and quit claimed, and, by these presents, to grant, release, and quit utin, Unto Boston & Maine Railroad, a domestic corporation having its principal Office In the city of Troy, county of Rennselaer, and stat. o' yes york, all that certain Fiece or parcel of ahandoned Frie Canal Land. Situate, Lying, and being. In the town of Rotterdam, county of Schenectady, and state of New York, declared abandoned by resolution of the Ganal Board, alopted Avenue, 6, 1919; and bounded and described as follows; Parcel No. 124; Beginning at a POint In the Mortherly blue Line of the old Frie Canal, said Point heing north thirty-Mine Learnes forty seven Minutes "ifty seconds east thirty mine and thirty seven one-Hundreaths feet from base Line station 595 plus 49.42; all as shown On map No.52, accompanying sheet "A" of the Frie Callal blue Line Maps, and mining themse across the bod of one canal, south, forty eight degrees, forty six Minutes, thirty seconds west One Hunired forty five and Minety two One Huniredths feet to a Point In the 30wherly blue line, thence North twenty saven unquees forty five Minutes west one hundred seventy seven feet to blue line point, Mo. 524; thence across the Moston & Maine Pa ilroad tracks, North, twenty morse degrees, thirty Nine minutes, thirty seconds west, One Humired thirty five and trenty One Humiredthe feet to blue Line Point, No...'6; themae North, twenty Mine degrees, thirty seven Minutes, west, One Murired forty four And forty seven one Hunaredths feet to blue Line Foint, No. 528; thence crossing the bed or the canal south seventy three degrees, ten linutes, twenty sconin east, to Humared five and eighty One one-Huminsiths fest to a Point In the Jortharly blue Line; thence south, twenty three degrase, thirty Nine Vinutes, thirty seconds east, One Hundred thiry five and fourteen One Hundreiths feet to blue Line Point, No. 939; taance crossing the Boston & Maine Railroad, south, twenty seven degrees, forty five Minutes, east, One Hundred forty three feet to the Place of beginning; containing one and trenty one-Puny redths acres, More or less.

A L L bearings are referred to the true meridian; Excepting from the foregoing and reserving to the traveling public; the right to use for Rightay Purposes, the following described tract or parcel of lond, and the whole and every part thereof, so Long, as it remains a Public Righway, to wit; A L L that bract or parcel of land, shown as a Public Righway On the most showing Subdivision of abandoned Brie Caual lands in thetown of Fulteriam, county of Schemestudy; Meing maps Numbered 34, to 38 Inclusive; approved by the commissioners of the land offics, On May, 5, 1920; and On file In the office of the commissioners of the land offics; to which maps reference is hereby made for a Hore particular description of mains.

This grant is given Upon condition, that the People of the State are pleased from all Obligations for maintenance of any and all structures located in the section hardin Conveyed, and all liability On the part of the state, for or on account of the maintenance of such structures hereby ceases;

This grant, is given Then consistent; that the grantee herein shall drain the lands berein granted when requested to so so by the state engineer and surveyor. In a manner and according to Fians and opecifications to be drawn up or approved by the state engineer and surveyor It is horeby covenanted on the part of the patentee Herein, that the patentee, its successors of assigns, will forever release the state of and from any and all claims for damages occasioned by percolation or over-flow from the canal or by flooding by the waters of the state omail and unter-ways, and by any surface water or other waters which was accustomed to glow, to, Open, or over sail abandined canel lands:

These Letters-Fatent are issued pursuant to a recolution of the commissioners of the land office, adopted May 5, 1320:

Together with all and singular, the rights, hereditements, and appurtemences to the same belonging, or in anywise appartaining, excepting, and reserving, to ourselves, all sold and silver miner. to have and to Held; the above described and quit claimed presses,. Unto the sain

Boston & Maine Pailroad, its successors

and assigns, forever; and, these presents, shall in No wise operate as a warranty of title.

IN Testimony whereof; we have caused these our Letters to be made patent, and the Great Seal of our said state to be bereunto, affixed; witness Francis M. Hugo, seorstary of state, of our said state, as our city of Albany, the twelfth day of JULY In the year of our Lord, One thousand Nime Rundred twenty.

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County Of SCHERECARY . County

Appendix F: Sample Housing Windshield Survey

HOUSING SURVEY - (Windshield Survey) CONFIDENTIAL

Name of community: Town of Rotterdam	Estimated age of building yrs.
Building Address:	Type of construction:
Number of units in building:	Map Code Mobile/Modular Wood frame
(if visible from exterior)	Stone/Masonry
STRUCTURAL COMPONENTS	DEGREE OF DEFICIENCY (check all that apply)
	Critical Defect Major Defect Minor Defect Sound
Primary Components	
Foundation	
Exterior wall structure	
Roof structure	
Floor structures	cannot be assessed from exterior street survey
Columns	cannot be assessed from exterior street survey
Joists	cannot be assessed from exterior street survey
Partitions	cannot be assessed from exterior street survey
Mechanical Components	
Windows and doors	
Plumbing	cannot be assessed from exterior street survey
Heating	cannot be assessed from exterior street survey
Electrical	cannot be assessed from exterior street survey
Wells and septic systems	cannot be assessed from exterior street survey
Secondary Components	
Siding material	
Roofing material	
Porches and exterior stairs and railings	
Chimneys	connet be accessed from exterior street europy
Flooring material Ceilings	cannot be assessed from exterior street survey cannot be assessed from exterior street survey
Lighting	cannot be assessed from exterior street survey
Ventilation	cannot be assessed from exterior street survey
Interior stairs and railings	cannot be assessed from exterior street survey
TOTAL NUMBER OF CRITICAL DEFECTS	
Scoring Weight = 3	
Total Critical Defects Score (No. of defects x 3)	
TOTAL NUMBER OF MA	JOR DEFECTS
Sco	oring Weight = 1
Total Major Defects Score (No.	
TOTAL SCORE FOR BUILDING	
(Critical Score + Major Defects Score)	
DETERMINATION OF STRUCTURAL CONDITION	
Standard (S)	No Critical or Major structural defects
Moderately substandard (MS)	Less than three (3) Major defects
Severely Substandard (SS)	Three (3) or more Major defects or at least one (1) Critical defect
Form Revised 1/24/06 Dilapidated (D)	Three (3) or more Critical defects

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Appendix G: Potential Sewer Cost Estimate



WASTEWATER CONCEPT PLAN DESCRIPTION

The wastewater collection concept plan includes parallel gravity trunk sewers, a wastewater pumping station and forcemain, and a prepackaged secondary treatment facility as shown on the Potential Future Sewer Map.

The gravity trunk sewers include 6,000 lineal feet of 8-inch pipe running parallel on NYS Rt 5S between Bridge St and Parkis St. The parallel pipe design is to avoid excessive open-cut construction on NYS Rt 5S. The gravity sewers would run both east and west to a centrally located wastewater pumping station at the intersection of NYS Rt 5S and Scrafford Lane.

The 4-inch pump station forcemain would traverse northeast possibly on Putnam St, approximately 1,700feet to a pre-packaged secondary treatment facility on New York State Canal property, with an outfall into the Mohawk River.

The project area includes 60-65 mixed residential and commercial properties. Based on an average daily water usage of 400 gallons per day per property, approximately 26,000 gallons of wastewater production can be expected per day, and the pump station and pre-packaged treatment facility would be designed accordingly.

DESCRIPTION	UNITS	QUANTITY ESTIMATE	UNIT COST	TOTAL
	UNITS		UNII COSI	IUIAL
GRAVITY SEWER AND MANHOLES	LF	6,000	\$100	\$600,000
SERVICE LATERALS.	EA	60	\$1,000	\$60,000
FORCEMAIN - LIFT STATION TO TREATMENT FACILITY	LF	2,000	\$50	\$100,000
PACKAGE SEWAGE LIFT STATION WITH GENERATOR COMPLETE	LS	1	\$200,000	\$200,000
PACKAGE SECONDARY WASTEWATER TREATMENT FACILITY	LS	1	\$1,000,000	\$1,000,000
SUBTOTAL				\$1,960,000
CONTINGENCY (20%)				\$390,000
TOTAL CONSTRUCTION COST				\$2,350,000
NON-CONSTRUCTION COSTS (20% OF CONSTRUCTION COST)				\$470,000
TOTAL CONCEPT COST				\$2,820,000
SAY				\$2,800,000

Appendix H: U.S. Census 2010 Summary Sheets



Rotterdam town

Rotterdam town, NY (3609363935) Geography: County Subdivision

2010 Population Total Population Male Population Female Population Median Age	29,597 48.2% 51.8% 44.3
2010 Income	
Median HH Income Per Capita Income	\$61,451 \$27,627
Average HH Income	\$68,343
2010 Households	
Total Households	11,941
Average Household Size	2.47
2010 Housing	
Owner Occupied Housing Units	74.6%
Renter Occupied Housing Units	19.4%
Vacant Housing Units	6.0%

Population

Population	
1990 Population	28,435
2000 Population	28,316
2010 Population	29,597
2015 Population	30,298
1990-2000 Annual Rate	-0.04%
2000-2010 Annual Rate	0.43%
2010-2015 Annual Rate	0.47%

In the identified market area, the current year population is 29,597. In 2000, the Census count in the market area was 28,316. The rate of change since 2000 was 0.43 percent annually. The five-year projection for the population in the market area is 30,298, representing a change of 0.47 percent annually from 2010 to 2015. Currently, the population is 48.2 percent male and 51.8 percent female.

Households
1000 Households

lousenoids	
1990 Households	11,061
2000 Households	11,544
2010 Households	11,941
2015 Households	12,212
1990-2000 Annual Rate	0.43%
2000-2010 Annual Rate	0.33%
2010-2015 Annual Rate	0.45%

The household count in this market area has changed from 11,544 in 2000 to 11,941 in the current year, a change of 0.33 percent annually. The five-year projection of households is 12,212, a change of 0.45 percent annually from the current year total. Average household size is currently 2.47, compared to 2.44 in the year 2000. The number of families in the current year is 8,250 in the market area.

Housing

Currently, 74.6 percent of the 12,698 housing units in the market area are owner occupied; 19.4 percent, renter occupied; and 6.0 percent are vacant. In 2000, there were 11,990 housing units - 78.4 percent owner occupied, 17.9 percent renter occupied and 3.7 percent vacant. The rate of change in housing units since 2000 is 0.56 percent. Median home value in the market area is \$179,539, compared to a median home value of \$157,913 for the U.S. In five years, median home value is projected to change by 5.12 percent annually to \$230,465. From 2000 to the current year, median home value changed by 6.37 percent annually.



Schenectady County, NY Schenectady County, NY (36093)

Geography: County

2010 Population Total Population Male Population Female Population Median Age	151,809 48.5% 51.5% 41.6
2010 Income Median HH Income Per Capita Income Average HH Income	\$54,510 \$27,167 \$66,242
2010 Households Total Households Average Household Size	61,125 2.41
2010 Housing Owner Occupied Housing Units Renter Occupied Housing Units Vacant Housing Units	57.6% 30.9% 11.5%
Population 1990 Population 2000 Population 2010 Population 2015 Population 1990-2000 Annual Rate 2000-2010 Annual Rate 2010-2015 Annual Rate	149,285 146,555 151,809 154,857 -0.18% 0.34% 0.4%

In the identified market area, the current year population is 151,809. In 2000, the Census count in the market area was 146,555. The rate of change since 2000 was 0.34 percent annually. The five-year projection for the population in the market area is 154,857, representing a change of 0.4 percent annually from 2010 to 2015. Currently, the population is 48.5 percent male and 51.5 percent female.

Households
1990 Households

1990 Households	59,181
2000 Households	59,684
2010 Households	61,125
2015 Households	62,320
1990-2000 Annual Rate	0.08%
2000-2010 Annual Rate	0.23%
2010-2015 Annual Rate	0.39%

The household count in this market area has changed from 59,684 in 2000 to 61,125 in the current year, a change of 0.23 percent annually. The five-year projection of households is 62,320, a change of 0.39 percent annually from the current year total. Average household size is currently 2.41, compared to 2.38 in the year 2000. The number of families in the current year is 38,508 in the market area.

Housing

Currently, 57.6 percent of the 69,063 housing units in the market area are owner occupied; 30.9 percent, renter occupied; and 11.5 percent are vacant. In 2000, there were 65,032 housing units - 60.0 percent owner occupied, 31.8 percent renter occupied and 8.2 percent vacant. The rate of change in housing units since 2000 is 0.59 percent. Median home value in the market area is \$173,466, compared to a median home value of \$157,913 for the U.S. In five years, median home value is projected to change by 5.24 percent annually to \$223,885. From 2000 to the current year, median home value changed by 6.35 percent annually.



Schenectady County, NY Schenectady County, NY (36093) Geography: County

Median Household Income

1990 Median HH Income	\$31,569
2000 Median HH Income	\$41,750
2010 Median HH Income	\$54,510
2015 Median HH Income	\$62,929
1990-2000 Annual Rate	2.83%
2000-2010 Annual Rate	2.64%
2010-2015 Annual Rate	2.91%
Per Capita Income	
1990 Per Capita Income	\$15,378
2000 Per Capita Income	\$21,992
2010 Per Capita Income	\$27,167
2015 Per Capita Income	\$31,302
1990-2000 Annual Rate	3.64%
2000-2010 Annual Rate	2.08%
2010-2015 Annual Rate	2.87%
Average Household Income	
1990 Average Household Income	\$38,262
2000 Average Household Income	\$53,145
2010 Average HH Income	\$66,242
2015 Average HH Income	\$76,408
1990-2000 Annual Rate	3.34%
2000-2010 Annual Rate	2.17%
2010-2015 Annual Rate	2.9%

Households by Income

Current median household income is \$54,510 in the market area, compared to \$54,442 for all U.S. households. Median household income is projected to be \$62,929 in five years. In 2000, median household income was \$41,750, compared to \$31,569 in 1990.

Current average household income is \$66,242 in this market area, compared to \$70,173 for all U.S. households. Average household income is projected to be \$76,408 in five years. In 2000, average household income was \$53,145, compared to \$38,262 in 1990.

Current per capita income is \$27,167 in the market area, compared to the U.S. per capita income of \$26,739. The per capita income is projected to be \$31,302 in five years. In 2000, the per capita income was \$21,992, compared to \$15,378 in 1990.

Population by Employment

Currently, 92.5 percent of the civilian labor force in the identified market area is employed and 7.5 percent are unemployed. In comparison, 89.2 percent of the U.S. civilian labor force is employed, and 10.8 percent are unemployed. In five years the rate of employment in the market area will be 93.9 percent of the civilian labor force, and unemployment will be 6.1 percent. The percentage of the U.S. civilian labor force that will be employed in five years is 91.2 percent, and 8.8 percent will be unemployed. In 2000, 62.3 percent of the population aged 16 years or older in the market area participated in the labor force, and 0.1 percent were in the Armed Forces.

In the current year, the occupational distribution of the employed population is:

- 65.4 percent in white collar jobs (compared to 61.6 percent of U.S. employment)
- 18.5 percent in service jobs (compared to 17.3 percent of U.S. employment)
- 16.1 percent in blue collar jobs (compared to 21.1 percent of U.S. employment)

In 2000, 80.7 percent of the market area population drove alone to work, and 2.9 percent worked at home. The average travel time to work in 2000 was 21.8 minutes in the market area, compared to the U.S. average of 25.5 minutes.

Population by Education

In 2010, the educational attainment of the population aged 25 years or older in the market area was distributed as follows:

- 9.8 percent had not earned a high school diploma (14.8 percent in the U.S.)
- 31.4 percent were high school graduates only (29.6 percent in the U.S.)
- 11.5 percent had completed an Associate degree (7.7 percent in the U.S.)
- 17.5 percent had a Bachelor's degree (17.7 percent in the U.S.)
- 14.3 percent had earned a Master's/Professional/Doctorate Degree (10.4 percent in the U.S.)



Rotterdam town Rotterdam town, NY (3609363935)

Geography: County Subdivision

Median Household Income	
1990 Median HH Income	\$34,202
2000 Median HH Income	\$46,125
2010 Median HH Income	\$61,451
2015 Median HH Income	\$68,250
1990-2000 Annual Rate	3.04%
2000-2010 Annual Rate	2.84%
2010-2015 Annual Rate	2.12%
Per Capita Income	
1990 Per Capita Income	\$14,651
2000 Per Capita Income	\$21,457
2010 Per Capita Income	\$27,627
2015 Per Capita Income	\$31,114
1990-2000 Annual Rate	3.89%
2000-2010 Annual Rate	2.5%
2010-2015 Annual Rate	2.41%
Average Household Income	
1990 Average Household Income	\$37,680
2000 Average Household Income	\$52,708
2010 Average HH Income	\$68,343
2015 Average HH Income	\$77,046
1990-2000 Annual Rate	3.41%
2000-2010 Annual Rate	2.57%
2010-2015 Annual Rate	2.43%

Households by Income

Current median household income is \$61,451 in the market area, compared to \$54,442 for all U.S. households. Median household income is projected to be \$68,250 in five years. In 2000, median household income was \$46,125, compared to \$34,202 in 1990.

Current average household income is \$68,343 in this market area, compared to \$70,173 for all U.S. households. Average household income is projected to be \$77,046 in five years. In 2000, average household income was \$52,708, compared to \$37,680 in 1990.

Current per capita income is \$27,627 in the market area, compared to the U.S. per capita income of \$26,739. The per capita income is projected to be \$31,114 in five years. In 2000, the per capita income was \$21,457, compared to \$14,651 in 1990.

Population by Employment

Currently, 93.5 percent of the civilian labor force in the identified market area is employed and 6.5 percent are unemployed. In comparison, 89.2 percent of the U.S. civilian labor force is employed, and 10.8 percent are unemployed. In five years the rate of employment in the market area will be 94.7 percent of the civilian labor force, and unemployment will be 5.3 percent. The percentage of the U.S. civilian labor force that will be employed in five years is 91.2 percent, and 8.8 percent will be unemployed. In 2000, 62.6 percent of the population aged 16 years or older in the market area participated in the labor force, and 0.1 percent were in the Armed Forces.

In the current year, the occupational distribution of the employed population is:

- 62.7 percent in white collar jobs (compared to 61.6 percent of U.S. employment)
- 17.0 percent in service jobs (compared to 17.3 percent of U.S. employment)
- 20.3 percent in blue collar jobs (compared to 21.1 percent of U.S. employment)

In 2000, 87.9 percent of the market area population drove alone to work, and 2.3 percent worked at home. The average travel time to work in 2000 was 21.1 minutes in the market area, compared to the U.S. average of 25.5 minutes.

Population by Education

In 2010, the educational attainment of the population aged 25 years or older in the market area was distributed as follows:

- 8.4 percent had not earned a high school diploma (14.8 percent in the U.S.)
- 42.2 percent were high school graduates only (29.6 percent in the U.S.)
- 12.4 percent had completed an Associate degree (7.7 percent in the U.S.)
- 13.4 percent had a Bachelor's degree (17.7 percent in the U.S.)
- 7.0 percent had earned a Master's/Professional/Doctorate Degree (10.4 percent in the U.S.)

Appendix I: Sunshine Auto Phase 1 ESA

Phase I Environmental Site Assessment Sunshine Auto Site

500 Mabie Lane Rotterdam, New York

CHA Project Number: 14600.1004.31000

Prepared for:

County of Schenectady Schenectady County Economic Development & Planning Department Schaffer Heights, Suite 303 107 Nott Terrace Schenectady, New York 12308



III Winners Circle Albany, New York 12205 (518) 453-4500

February 2011

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FIGURES

Figure 1	Site Location Map
Figure 2	Site Plan

APPENDICES

- Appendix A: Site Photographs
- Appendix B: Regulatory Database Report
- Appendix C: Historical Resources
- Appendix D Environmental Questionnaire

EXECUTIVE SUMMARY

The purpose of this Phase I Environmental Site Assessment (ESA) was to identify recognized environmental conditions, as defined by the American Society for Testing and Materials (ASTM) Standard Practice E 1527-05, associated with the subject site. CHA has performed this Phase I ESA in general conformance with the scope and limitations of ASTM Standard Practice E 1527-05. The Phase I ESA Report has been prepared by CHA to: provide a general description of the site, any structures occurring thereon, and the site vicinity; discuss the current and historical usage of the site; and identify the presence or absence of recognized environmental conditions in connection with the site, based upon the results of historical and regulatory records reviews, interviews, and a site reconnaissance.

The subject site is located at 500 Mabie Lane in the Town of Rotterdam, Schenectady County, New York. The subject site is located on one tax parcel identified as parcel 20-2-4.3 totaling approximately 19.9 acres.

Sunshine Auto utilizes the subject site as a salvage yard. Approximately four hundred and fifty (450) vehicles are parked on the subject site. Several mobile homes are located on the subject site and are used for storage of automobile parts. Also, Sunshine Auto utilizes one building for office space and sales. The subject site is located in a mixed use residential and industrial area. Public utilities provided to the subject site consist of electricity.

The subject site is located in the northern portion of the Town of Rotterdam and is located in an area zoned as a light industrial.

Review of State and Federal regulatory databases indicated that the subject site was identified in the regulatory databases searched for this investigation. Sunshine Auto has been identified in the Environmental Interest/Information System. This system tracks environmental facilities located in New York State. Also, the subject site has been identified in the New York State Department of Environmental Conservation's Spill Incident Database. On March 28, 1993, spill # 9214463 was reported when waste oil/used oil was observed on the surficial soil due to poor housekeeping. On June 15, 1993, the spill file was closed by the NYSDEC requiring no further action.

SI Group Inc.'s Rotterdam Junction Facility located at 1000 Main Street, and is between 0.25 to 0.5 miles east of the subject is site and is identified as a RCRA Treatment, Storage, and Disposal Facility site, CERCLIS NFRAP site, a large quantity generator site, a LUST site, and spill site. Based on the fact that this chemical facility is located down-gradient of the subject site, it is not expected that this facility has impacted the subject site.

Bobby's Auto Repair and Body Works located at 1220 Main Street and is between 0.5 to 0.75 miles northeast of the subject site. This facility is identified in the Environmental Interest/Information System. Similar to the subject site, this system tracks environmental facilities located in New York State. Based on the fact that this auto repair/body shop is located down-gradient of the subject site, it is not expected that this facility has impacted the subject site.

Historical resources indicated the site may have been utilized as a salvage yard starting in the late

1950s. The area surrounding the subject site has been developed by residential homes and the railroad since the late 1890s or earlier. Also, industrial development near the Mohawk River was initiated during the 1950s.

Two concrete secondary containment areas that contain gasoline, oil, and antifreeze within 55-gallon drums were observed in the central portion of the subject site. Reportedly, a reclamation system captures the oil/fluids at the time of the car crushing activities and the oil/fluids are drained into 55-gallon drums within the concrete secondary containment areas. In addition, the gasoline tanks are removed from the automobiles and the gasoline is drained into 55-gallon drums.

The owner of the property, Mr. Richard Tauzel, indicated that he bought the property in 1979 with approximately 60 cars that were burned in the southern portion of the subject site. Mr. Tauzel observed stained soils after car crushing activities in 1993 or 1994, as a result, he utilized an excavator to overturn and aerate the soils to eight feet below the ground surface. Also, Mr. Tauzel indicated that approximately 10,000 tires were stored on the subject at one time, however, a maximum of 999 tires are currently stored on the subject site.

Based on the fact that the trailer/field office located in the southern portion of the site was built in the 1960, the potential for asbestos-containing materials and lead-based paint to be associated with this structure exists. Also, CHA identified suspect asbestos containing 9" x 9" floor tiles and 12" x 12" acoustical ceiling tiles in the mobile homes in the southern portion of the subject site.

Limiting conditions encountered at the time of the site inspection included one foot of snow cover which hindered evaluation of ground surfaces and exterior site conditions.

This Phase I Environmental Site Assessment pertaining to the subject site located at 500 Mabie Lane in the Town of Rotterdam, Schenectady County, NY has revealed no evidence of recognized environmental conditions (RECs) to be associated with the subject site except for the following:

- Salvage yard use of subject site since the late 1950s.
- Car crushing activities in the central portion of the subject site.
- Historic release and aeration of soils.

As a result, CHA recommends the following actions be taken:

- To evaluate the impact to the site from the car crushing activities and storage of vehicles, CHA recommends that a sub-surface investigation be performed. The sub-surface investigation would consist of eight to ten soil borings, five of which would be converted to groundwater monitoring wells.
- Though not considered to be RECs, suspect asbestos-containing materials and lead-based paint may be associated with the trailer/field office and mobile homes on the subject site. An Asbestos-Containing Building Material and Lead Paint Survey should be conducted prior to any disturbance of building materials during renovation or demolition activities.
- Though not considered to be RECs, a site inspection should be completed when the subject site is clear of snow to verify that no additional RECs are present on the subject site. This inspection could be coordinated with the recommended Phase II sub-surface investigation.

1.0 INTRODUCTION

1.1 PURPOSE

The purpose of this assessment was to identify, to the extent feasible, recognized environmental conditions associated with the subject site, as defined by the American Society for Testing and Materials (ASTM) Standard Practice E 1527-05. The term *recognized environmental conditions* is defined by ASTM as the presence or likely presence of any hazardous substance or petroleum products on a property under conditions that indicate an existing release, past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term *recognized environmental condition* is not intended to include *de minimis* conditions that generally do not present a material risk of harm to public health or the environment.

The intent of the Environmental Site Assessment (ESA) program is to generate documentation that identifies potential environmental concerns associated with a property and, if necessary, that will fulfill one of the requirements to qualify for landowner liability protection under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). That is, the practice that constitutes "all appropriate inquiry" into the previous ownership and uses of a property (40 CFR Part 312).

This Phase I ESA investigation was completed to provide an evaluation of potential environmental liabilities associated with the subject site prior to transfer of ownership.

1.2 SCOPE OF SERVICES

The Phase I ESA Report has been prepared by CHA in accordance with the scope of services and limitations outlined in our contract with the County of Schenectady dated October 14, 2005. The report was prepared to: provide a general description of the site, any structures occurring thereon, and the site vicinity; discuss the current and historical usage of the site; and to identify the presence or absence of recognized environmental conditions in connection with the site, based upon the results of historical and regulatory records reviews, interviews, and a site reconnaissance completed relative to the subject site.

1.3 USER RELIANCE

This report has been prepared expressly for the use of County of Schenectady. No other parties are entitled to rely upon this report unless our express written consent is first obtained. All conclusions drawn were based on CHA's review of available historical, regulatory, and site specific information pertaining to the subject site. Recommendations were submitted based on CHA's knowledge, experience, and professional judgment concerning Phase I ESAs.

2.0 SITE DESCRIPTION & PHYSICAL SETTING

2.1 LOCATION

The subject site is located at 500 Mabie Lane in the Town of Rotterdam, Schenectady County, New York. The subject site is located on one tax parcel identified as parcel 20-2-4.3 totaling approximately 19.9 acres. The site location has been depicted by Figure 1.

2.2 SITE AND VICINITY GENERAL CHARACTERISTICS

The subject site is occupied by Sunshine Auto and is utilized as a salvage yard (Photo 1 and 12). The subject site is located in the northern portion of the Town of Rotterdam and is located in an area zoned as a light industrial.

Public utilities provided to the site consist of electricity.

2.3 CURRENT USE OF SITE

Sunshine Auto utilizes the subject site as a salvage yard (Photos 1 and 12). Approximately four and hundred fifty (450) vehicles are parked on the subject site (Photo 6). Several mobile homes are located on the subject site and are used for storage of automobile parts (Photos 4 and 5). In addition, automobile parts are removed from the vehicles and sold to customers upon request.

Also, Sunshine Auto utilizes one building for office space and sales (Photo 2 and 3). This building is located in southern portion of the subject site.

Sunshine Auto stockpiles tires in the central portion of the subject site (Photo 7). Also, Sunshine Auto sub-contracts a mobile car crushing service and these operations take place in the central portion of the site (Photo 8). Reportedly, a reclamation system captures the oil/fluids and the oil/fluids are drained into 55-gallon drums. In addition, the gasoline tanks are removed from the automobiles and the gasoline is drained into 55-gallon drums. These drums are stored in two concrete secondary containments (Photos 9 and 10) within the central portion of the subject site.

2.4 EXISTING SITE FEATURES

As stated, Sunshine Auto occupies one building on the subject site (Photos 2 and 3). This building was built in 1960 and its finishes consist of linoleum floors, acoustical ceiling tiles, wood paneled walls, and a metal roof. This building is heated by a propane space heater.

Approximately four hundred and fifty (450) vehicles are parked on the subject site (Photo 6). Several mobile homes are located on the subject site and are used for storage of automobile parts.

An access road runs from the southern portion of the subject site and extends to the northern portion of the subject site (Photo 1).

An aerial view of the site has been included as Figure 2.

2.5 CURRENT USES OF ADJACENT PROPERTIES

The subject site is located in a mixed use industrial and residential area in the northern portion of the Town of Rotterdam. The site is bounded by the features and uses indicated below.

- North Woodlands
- South A residential home followed by Mabie Lane and woodlands.
- East Erie Canal Basin and a paved access pathway followed by woodlands and residential homes.
- West Railroad tracks and woodlands and the adjacent New York State Thruway.

3.0 USER PROVIDED INFORMATION

For the purposes of this investigation, the County of Schenectady is considered to be the User of this report.

3.1 TITLE RECORDS

There were no title records provided to CHA by the User during the course of this investigation.

3.2 ENVIRONMENTAL LIENS/ACTIVITY AND USE LIMITATIONS

Environmental liens include a charge, security, or encumbrance upon title to a property to secure the payment of a cost, damage, debt, obligation, or duty arising out of response actions, cleanup, or other remediation of hazardous substances or petroleum products upon a property.

Activity and use limitations (AULs) consist of legal (institutional) or physical (engineering) restrictions or limitations on the use of, or access to, a site or facility. These legal or physical restrictions are intended to prevent adverse impacts to individuals or populations that may be exposed to hazardous substances or petroleum products in the soil or groundwater on the property.

The User did not provide CHA with or have any knowledge of any references to AULs or environmental liens associated with the subject site.

3.3 SPECIALIZED KNOWLEDGE OR EXPERIENCE

If the User is aware of any specialized knowledge or experience that is material to recognized environmental conditions in connection with the property, it is the User's responsibility to communicate any such information to the environmental professional conducting the Phase I ESA.

The User indicated that they do not have any specialized knowledge of the site that is material to recognized environmental conditions that may be associated with the site.

3.4 COMMONLY KNOWN OR REASONABLY ASCERTAINABLE INFORMATION

If the User is aware of any commonly known or reasonably ascertainable information within the local community about the property that is material to recognized environmental conditions in connection with the property, it is the User's responsibility to communicate such information to the environmental professional.

The User did not provide CHA with any information concerning the subject site beyond the site address and contact information.

3.5 REASON FOR SIGNIFICANTLY LOWER PURCHASE PRICE

The User shall consider the relationship of the purchase price of the property to fair market value of the property if the property was not affected by the presence or perceived presence of hazardous substances or petroleum products. The User should try to identify an explanation for a lower price which does not reasonably reflect fair market value if the property were not contaminated.

The User is not aware of any information as to any valuation reductions based on environmental liens, AULs, or known contamination associated with the subject site.

3.6 DEGREE OF OBVIOUSNESS OF THE PRESENCE OR LIKELY PRESENCE OF CONTAMINATION

The User had no knowledge as to the obviousness of the presence or likely presence of contamination at the site.

4.0 **RECORDS REVIEW**

4.1 STANDARD ENVIRONMENTAL RECORD SOURCES

Regulatory Database Search Report

Environmental regulatory agency records were searched through the use of State, Federal, and Tribal databases accessed and summarized through the services of Environmental Data Resources, Inc. (EDR). A listing of the databases searched and their respective search distances are provided in the following table. A copy of the EDR regulatory database report is included in Appendix B.

Database Searched	Property Listed	Approximate Minimum Search Distance	Listed Sites Within Search Distance
1. National Priorities List (NPL or Federal Superfund Listing)	No	1.0 mile	0
2. NPL De-Listed Site List	No	1.0 mile	0
3. Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS)	No	0.5 mile	0
4. CERCLIS-No Further Remedial Action Planned (CERCLIS- NFRAP)	No	0.5 mile	1
5. Resource Conservation and Recovery Act (RCRA) CORRACTS facilities	No	1.0 mile	1
6. RCRA Treatment, Storage, and Disposal facilities	No	0.5 mile	1
7. RCRA registered small or large quantity generators of hazardous waste (CESQG/SQG/LQG)	No	0.25 mile	0
8. Federal IC/EC Registry	No	0.5 mile	2
9. Emergency Response Notification System (ERNS)	No	Target Property Only	NA
10. State & Tribal Leaking Underground Storage Tanks (LUST)	No	0.5 mile	3
11. State & Tribal Registered Storage Tanks (UST/AST)	No	0.25 mile	0
12. State & Tribal Voluntary Cleanup Program (VCP)	No	0.5 mile	0
13. State & Tribal Hazardous Waste Sites	No	1.0 mile	0
14. State & Tribal CERCLIS Sites	No	0.5 mile	0
15. State & Tribal Solid Waste Facilities	No	0.5 mile	0
16. State & Tribal IC/EC Sites	No	0.5 mile	0
17. State & Tribal Brownfields/ERP	No	0.5 mile	0
18. State Spills/Releases	No	0.5 mile	5

EDR Summary of Federal and State Regulatory Agency Records Review

Subject Site

Review of the EDR regulatory database report indicated that the subject site was identified in the regulatory databases searched for this investigation. Sunshine Auto has been identified in the Environmental Interest/Information System. This system tracks environmental facilities located in New York State.

Adjacent Properties

SI Group Inc.'s Rotterdam Junction Facility located at 1000 Main Street and is between 0.25 to 0.5 miles east of the subject and is site is identified as a RCRA Treatment, Storage, and Disposal Facility site, CERCLIS NFRAP site, a large quantity generator site, a LUST site, and spill site. Based on the fact that this chemical facility is located down-gradient of the subject site, it is not expected that this facility has impacted the subject site.

Bobby's Auto Repair and Body Works located at 1220 Main Street and is between 0.5 to 0.75 miles northeast of the subject site. This facility is identified in the Environmental Interest/Information System. Similar to the subject site, this system tracks environmental facilities located in New York

State. Based on the fact that this auto repair/body shop is located down-gradient of the subject site, it is not expected that this facility has impacted the subject site.

NYSDEC Public On-line Databases

In addition to the EDR report, the following NYSDEC regulatory databases were searched via the Internet for reference to the subject site.

- Spill Incidents Database there were no spill incidents identified for the subject site.
- Bulk Storage Database Chemical bulk storage (CBS) and petroleum bulk storage (PBS): the subject site was not identified as a registered CBS or PBS facility.
- Remedial Site Database the subject site was not identified as a remedial action site.

The subject site has been identified in the New York State Department of Environmental Conservation's Spill Incident Database. On March 28, 1993, spill # 9214463 was reported when waste oil/used oil was observed on the surficial soil due to poor housekeeping. On June 15, 1993, the spill file was closed by the NYSDEC requiring no further action.

4.2 ADDITIONAL ENVIRONMENTAL RECORD SOURCES

Town of Rotterdam Assessor

Assessment records maintained by the Town of Rotterdam Assessor's office for the subject site provided the following information:

- Parcel #: 20-2-4.3
- Address: 500 Mabie Lane
- Owner of Record: Richard Tauzel
- Size: 19.9 acres
- Property class: 475, Junkyard
- Zoning: Light Industrial
- Utilities: electricity, private water

The following improvements were provided:

• 1,440 square foot mobile home was installed in 1960.

Town of Rotterdam Public Works Department

CHA submitted a Freedom of Information Law (FOIL) request to the Town of Rotterdam Public Works Department for the subject site on January 7, 2011. On January 13, 2011, the Town of Rotterdam Clerk's Office indicated that no records were found in association with the subject site.

<u>NYSDEC</u>

CHA submitted a FOIL request to the NYSDEC for the subject site on January 21, 2010. On January 26, 2010, a response to the FOIL request was received and the NYSDEC files can be reviewed starting on February 25, 2011. CHA will inform Schenectady County of any significant findings in the form of a letter or report addendum.

4.3 PHYSICAL SETTING SOURCES

The USGS 7.5 minute topographic map, Rotterdam Junction, NY Quadrangle, indicates that the elevation of the subject site is approximately 260 feet above mean sea level (AMSL) rising sharply on the western boundary line to approximately 300 feet AMSL. There were no unusual topographical features noted at the time of the site reconnaissance.

According to the USDA Soil Survey for Montgomery and Schenectady County, the soils of the subject site are classified as Burdett-Scriba channery silt loams and Nunda channery silt loams. Review of the *Surficial Geologic Map of New York, Hudson Mohawk Sheet* indicates that the site is located in an area in which the overburden consists of recent deposits of fine sand to gravel that maybe overlain by silt. According to the *Geologic Map of New York, Hudson Mohawk Sheet*, the subject site is located in an area in which bedrock consists of Schenectady Formation of graywacke, sandstone, siltstone, and shale.

The actual direction of groundwater flow beneath the site has not been physically confirmed, however, regional groundwater flow is inferred to flow to the east towards the Mohawk River.

4.4 HISTORICAL USE INFORMATION ON THE SITE

Historical usage of the subject site was evaluated through the review of standard historical references such as aerial photographs, city directories, historic topographic maps, local governmental records, and/or previous environmental investigation reports. Information obtained from the review of such references is summarized below. Where possible, copies of such resources have been included in Appendix C.

Title Deeds

Title deeds were reviewed at the Schenectady County Clerk's office. The chronology of ownership established for the subject site is provided below.

- Richard Tauzel, May 28, 1979.
- Frederick Charles Hesler, Jr., October 21, 1958.

There were no environmental liens or activity and use limitations referenced for the subject site encountered during the review of the title deeds.

Sanborn Fire Insurance Maps EDR provided a Certified Sanborn Map Report and no coverage was available for the subject site.

Aerial Photographs

EDR provided an Aerial Photo Decade Package containing aerial photographs dated 1952, 1973, 1978, 1986, 1995, and 2006.

In the 1952 aerial photograph, the subject site appeared to be covered by woodlands with one structure located in central portion of the subject site. The Erie Canal Basin and a mine are located to the east of the subject site and railroad tracks are located to the west of the subject site.

In the 1959 aerial photograph, the subject site appeared to be covered by woodlands with small number of vehicles scattered about on the subject site.

In the 1978 aerial photographs, the photograph was difficult to view, as a result, no objects could be observed. However, a small area of central portion of the subject site appears to be cleared.

In the 1986 and 1995 aerial photographs, these photographs were also difficult to view; however, a large area was noted to be cleared down the center of the subject site.

In the 2006 aerial photograph, the subject site was covered by woodlands with a large number of vehicles scattered on the subject site. An access road appears to run from the south end to the north end of the subject site. A large area is cleared in the central portion of the subject site. Also, a residential home appears to be immediately southeast of the subject site.

City Directory Review

EDR provided a City Directory Abstract which indicated that city directories were not available for the subject site.

Historic Topographic Maps

EDR provided the Historical Topographic Map Report containing topographic maps dated 1895, 1931, 1949, 1954, and 1980. In each of the topographic maps, the subject site appears to be undeveloped land between the railroad and the Erie Canal. Mabie Lane was located to the south of the subject site.

4.5 HISTORICAL USE INFORMATION ON ADJACENT PROPERTIES

Using the historical resources noted above, the area surrounding the subject site has been developed by residential homes and the railroad since the late 1890s or earlier. Also, industrial development near the Mohawk River occurred in 1950s.

5.0 SITE RECONNAISSANCE

5.1 METHODOLOGY & LIMITING CONDITIONS

On January 14, 2010, CHA conducted an inspection at the subject site. Mr. Richard Tauzel, property owner, met CHA at the time of the site inspection.

The site was examined, photographs were taken (Appendix A), and neighboring land uses were noted. The inspection of the site was performed on foot, with a vehicular reconnaissance of the area surrounding the subject site. Limiting conditions encountered at the time of the site inspection included one foot of snow cover which hindered evaluation of ground surfaces and exterior site

conditions.

5.2 GENERAL SITE SETTING

Sunshine Auto utilizes the subject site as a salvage yard (Photos 1 and 12). Approximately four and hundred fifty (450) vehicles are parked on the subject site. Several mobile homes are located on the subject site and are used for storage of automobile parts (Photos 4 and 5). In addition, automobile parts are removed from the vehicles and sold to customers upon request.

Also, Sunshine Auto utilizes one building for office space and sales (Photos 2 and 3). This building is located in southern portion of the subject site.

Sunshine Auto stockpiles tires in the central portion of the subject site (Photo 7). Also, Sunshine Auto sub-contracts a mobile car crushing service and these operations take place in the central portion of the site (Photo 8).

5.3 EXTERIOR & INTERIOR OBSERVATIONS

Tanks: There was no evidence of aboveground storage tanks or underground storage tanks observed on the subject site at the time of the site inspection.

Chemicals/Hazardous Materials Containers/Drums: There was no bulk storage of chemicals observed on the subject site at the time of the site inspection. However, two concrete secondary containment areas that contain gasoline, oil, and antifreeze within 55-gallon drums were observed in the central portion of the subject site (Photos 9 and 10). Reportedly, a reclamation system captures the oil/fluids at the time of the car crushing activities and the oil/fluids are drained into 55-gallon drums. In addition, the gasoline tanks are removed from the automobiles and the gasoline is drained into 55-gallon drums. Mr. Tauzel indicated the concrete secondary containment areas were constructed in 2008. Prior to 2008, gasoline was stored in 55 –gallon drums on a wooden flat bed truck with poly sheeting underneath the 55-gallon drums. Also prior to 2008, antifreeze and oil was stored in 55-gallon drums on a concrete pad in the southern portion of the property.

In the first concrete secondary containment area, eight 55-gallon drums containing gasoline (Photo 10) were observed and used engine oil and antifreeze were noted to be stored in 55-gallons drums in the second secondary containment. No stained surfaces were noted adjacent to the concrete secondary containments.

Mr. Tauzel indicated that the gasoline and oil stored in the 55-gallon drums is disposed of by Albany Tank Services, Inc. when necessary. In addition, Safety-Kleen disposes of the antifreeze that is stored in the 55-gallon drums.

Electrical Equipment and Potential PCB Sources: There was no electrical equipment or potential PCB sources observed on the subject site at the time of the site inspection. One pole mounted transformer was located on Mabie Lane. The transformer appeared in good condition with no signs of leakage.

Pits, Ponds, & Lagoons: There were no pits, ponds, or lagoons observed on the subject site at the time of the site inspection. However, the Erie Canal Basin is located immediately to the east of the subject site.

Stressed Vegetation: There was no stressed vegetation at the time of the site inspection. However, as stated above, vegetation was obscured by snow cover.

Stained Surfaces: There were no stained surfaces at the time of the site inspection. However, as stated above, vegetation was obscured by snow cover.

Chemical Odors: There were no chemical odors observed on the subject site at the time of the site inspection. However, gasoline was evident when the cover was removed from the concrete secondary containment area that contained eight 55-gallon drums of gasoline.

Heating and Cooling Systems: The trailer/field office is heated by a propane space heater.

Solid Waste Disposal: No solid waste is generated on the subject site. However, Mr. Tauzel indicated that vehicle batteries are recycled at Predel TA & Co Inc.

In addition, Mr. Tauzel indicated that approximately 999 tires are stockpiled on the subject site. BCD Tire Chip Manufacturing Inc. and Bob's Tire Company has disposed of tires between 2007 and 2009.

As indicated above, a mobile crushing service is sub-contracted by Sunshine Auto on an as needed basis. The vehicles are crushed and the metal is recycled off-site.

Waste Water and Disposal Systems: The subject site is not connected to the public water or public sewer. In addition, there are reportedly no septic tank is located on the subject site.

Wells & Water Supply: The Town of Rotterdam Assessor's Office indicates the subject site utilizes a private water well. However, there was no evidence of water supply or groundwater monitoring wells observed on the subject site at the time of the site inspection.

6.0 INTERVIEWS

Mr. Richard Tauzel, the property owner, completed an Environmental Questionnaire relative to present and historical uses and operations of the site. A copy of the completed questionnaire is included in Appendix D.

Mr. Tauzel indicated that he bought the property in 1979 with approximately 60 burnt cars that were burned in the southern portion of the subject site. See Figure 2 for approximate location of burn pit area.

Mr. Tauzel is not aware of any disposal of drums or chemicals on the subject site. Also, no aboveground storage tanks or underground storage tanks have been utilized on the subject site.

Mr. Tauzel revealed that NYSDEC recommended that Sunshine Auto build the concrete secondary containment structures for storage of the 55-gallon drums containing gasoline, oil, and antifreeze. As a result, no fluids will impact the surficial or sub-surface soils from the mobile car crushing activities. The concrete secondary containment areas were constructed in 2008. Prior to 2008, gasoline was stored in 55 –gallon drums on a wooden flat bed truck with poly sheeting underneath the 55-gallon drums. Also prior to 2008, antifreeze and oil was stored in 55-gallon drums on a concrete pad in the southern portion of the property. Mr. Tauzel indicated that the gasoline and oil stored in the 55-gallon drums is disposed of by Albany Tank Services, Inc and Safety-Kleen disposes of the antifreeze that is stored in the 55-gallon drums.

Mr. Tauzel indicated that he observed stained soils after car crushing activities in 1993 or 1994. As a result, Mr. Tauzel utilized an excavator to overturn and aerate the soils to eight feet below the ground surface in the central portion of the site.

In addition, Mr. Tauzel noted that a flood impacted the railroad and railroad ties were washed on to the subject site in 1986 or 1987. As a result, Mr. Tauzel indicated the subject site may have been impacted by creosote associated with the railroad ties.

In 2001, Mr. Tauzel indicated that the on-site gravelly soils were excavated and the subject site was leveled in the southern portion of the subject site. See Figure 2 for approximate location of gravel excavation area.

Mr. Tauzel revealed that approximately 10,000 tires were stockpiled on the subject site in the past; however, the tires were disposed of by BCD Tire Chip Manufacturing Inc. and Bob's Tire Company between 2007 and 2009. Currently, Mr. Tauzel has 999 tires stockpiled on the subject site. Mr. Tauzel provided a August 29, 2010 vehicle dismantling facility inspection report from Mr. Theodore Robak of the NYSDEC. Based on the storage of more than 1,000 tires, Mr. Robak indicated that the facility was in violation unless fewer than 1,000 tires are stored on-site.

Finally, Mr. Tauzel indicated that a State Pollutant Discharge Elimination System (SPDES) permit associated with run-off into the Former Erie Canal was active from 2000 to 2007. Recently, NYSDEC has not contact Mr. Tauzel in regards to the SPDES permit.

7.0 ADDITIONAL AND NON-ASTM ISSUES

7.1 SUSPECT ASBESTOS-CONTAINING MATERIALS

Based on the fact that the trailer/field office located in the southern portion of the subject site was built in the 1960, the potential for asbestos-containing materials to be associated with this structure exists. In fact, suspect asbestos-containing linoleum flooring was present in this structure (Photo 3).

In addition, CHA identified suspect asbestos containing 9" x 9" floor tiles and 12" x 12" acoustical ceiling tiles in the mobile homes in the southern portion of the subject site.

7.2 LEAD-BASED PAINT

Based on the date of construction of the trailer/field office (1960), the potential for lead-based paint to be associated with this structure exists. The limited number of painted surfaces observed was generally in good condition at the time of the site inspection.

7.3 WETLANDS

Review of national and state wetland inventory maps indicated that there are no delineated wetlands located on the subject site. However, state wetland maps indicate that Former Erie Canal Basin located immediately east of the subject site has been identified as a wetland.

8.0 FINDINGS/OPINIONS & CONCLUSIONS

8.1 FINDINGS/OPINIONS

The subject site is located at 500 Mabie Lane in the Town of Rotterdam, Schenectady County, New York. The subject site is located on one tax parcel identified as parcel 20-2-4.3 totaling approximately 19.9 acres.

Sunshine Auto utilizes the subject site as a salvage yard. Approximately four hundred and fifty (450) vehicles are parked on the subject site. Several mobile homes are located on the subject site and are used for storage of automobile parts. Also, Sunshine Auto utilizes one building for office space and sales. The subject site is located in a mixed use residential and industrial area. Public utilities provided to the subject site consist of electricity.

The subject site is located in the northern portion of the Town of Rotterdam and is located in an area zoned as a light industrial.

Review of State and Federal regulatory databases indicated that the subject site was identified in the regulatory databases searched for this investigation. Sunshine Auto has been identified in the Environmental Interest/Information System. This system tracks environmental facilities located in New York State. Also, the subject site has been identified in the New York State Department of Environmental Conservation's Spill Incident Database. On March 28, 1993, spill # 9214463 was reported when waste oil/used oil was observed on the surficial soil due to poor housekeeping. On June 15, 1993, the spill file was closed by the NYSDEC requiring no further action.

SI Group Inc.'s Rotterdam Junction Facility located at 1000 Main Street, and is between 0.25 to 0.5 miles east of the subject and is site is identified as a RCRA Treatment, Storage, and Disposal Facility site, CERCLIS NFRAP site, a large quantity generator site, a LUST site, and spill site. Based on the fact that this chemical facility is located down-gradient of the subject site, it is not expected that this facility has impacted the subject site.

Bobby's Auto Repair and Body Works located at 1220 Main Street and is between 0.5 to 0.75 miles northeast of the subject site. This facility is identified in the Environmental Interest/Information
System. Similar to the subject site, this system tracks environmental facilities located in New York State. Based on the fact that this auto repair/body shop is located down-gradient of the subject site, it is not expected that this facility has impacted the subject site.

Historical resources indicated the site may have been utilized as a salvage yard starting in the late 1950s. The area surrounding the subject site has been developed by residential homes and the railroad since the late 1890s or earlier. Also, industrial development near the Mohawk River was initiated during the 1950s.

Two concrete secondary containment areas that contain gasoline, oil, and antifreeze in 55-gallon drums were observed in the central portion of the subject site. Reportedly, a reclamation system captures the oil/fluids at the time of the car crushing activities and the oil/fluids are drained into 55-gallon drums within the concrete secondary containment areas. In addition, the gasoline tanks are removed from the automobiles and the gasoline is drained into 55-gallon drums.

The owner of the property, Mr. Richard Tauzel, indicated that he bought the property in 1979 with approximately 60 cars that were burned in the southern portion of the subject site. Mr. Tauzel observed stained soils after car crushing activities in 1993 or 1994, as a result, he utilized an excavator to overturn and aerate the soils to eight feet below the ground surface. Also, Mr. Tauzel indicated that approximately 10,000 tires were stored on the subject at one time, however, a maximum of 999 tires are currently stored on the subject site.

Based on the fact that the trailer/field office located in the southern portion of the site was built in the 1960, the potential for asbestos-containing materials and lead-based paint to be associated with this structure exists. Also, CHA identified suspect asbestos containing 9" x 9" floor tiles and 12" x 12" acoustical ceiling tiles in the mobile homes in the southern portion of the subject site.

Limiting conditions encountered at the time of the site inspection included one foot of snow cover which hindered evaluation of ground surfaces and exterior site conditions.

8.2 CONCLUSIONS/RECOMMENDATIONS

This Phase I Environmental Site Assessment pertaining to the subject site located at 500 Mabie Lane in the Town of Rotterdam, Schenectady County, NY has revealed no evidence of recognized environmental conditions (RECs) to be associated with the subject site except for the following:

- Salvage yard use of subject site since the late 1950s.
- Car crushing activities in the central portion of the subject site.
- Historical release and aeration of soils.

As a result, CHA recommends the following actions be taken:

• To evaluate the impact to the site from the car crushing activities and storage of vehicles, CHA recommends that a sub-surface investigation be performed. The sub-surface investigation would consist of eight to ten soil borings, five of which would be converted to

groundwater monitoring wells.

- Though not considered to be RECs, suspect asbestos-containing materials and lead-based paint may be associated with the trailer/field office and mobile homes on the subject site. An Asbestos-Containing Building Material and Lead Paint Survey should be conducted prior to any disturbance of building materials during renovation or demolition activities.
- Though not considered to be RECs, a site inspection should be completed when the subject site is clear of snow to verify that no additional RECs are present on the subject site. This inspection could be coordinated with the recommended Phase II sub-surface investigation.

9.0 DEVIATIONS & LIMITATIONS

CHA has performed this Phase I ESA in general conformance with the scope and limitations of ASTM Standard Practice E 1527-05. No deviations from the standard have been noted. Limiting conditions encountered during this investigation included significant snow cover hindering inspection of exterior surfaces/areas of the site.

This investigation was not intended to represent an exhaustive research of all potential hazards which may exist. No environmental site assessment can wholly eliminate uncertainty regarding the potential for recognized environmental conditions in connection with a property. ASTM Practice 1527-05 is intended to reduce, but not eliminate, uncertainty regarding the potential for recognized environmental conditions with the subject site, and the practice recognizes reasonable limits of time and cost. The conclusions presented in this report are based on information gathered in accordance with the Scope of Services defined in this report.

This report is not intended to assess the condition of the subsurface environment at the site or purport to be representative of future site conditions or events. All conclusions reflect observable conditions existing at the time of the site reconnaissance. Information provided by the resources referenced in Section 10.0 was utilized in assessing the site. The accuracy of the conclusions drawn from this investigation is, therefore, dependent upon the accuracy of information provided.

This report is based upon the application of scientific principles and professional judgment to certain facts with resultant subjective interpretations. Professional judgments expressed herein are based upon the facts currently available within the limits of the existing data, scope of services, budget, and schedule. Furthermore, the information provided in this report is not to be construed as legal advice. This Phase I ESA has been conducted, and related report prepared, for the exclusive use of our Client.

10.0 RESOURCE SUMMARY

In compiling the report summarizing this investigation, the following persons/agencies were interviewed and/or contacted and resources checked.

Environmental Date Resources, Inc: Regulatory Database Report, 1/4/2011 Certified Sanborn Map Report, 1/4/2011 Aerial Photo Decade Package, 1/4/2011 Topographic Map Report, 1/4/2011 City Directory Abstract, 1/5/2011

New York State Department of Environmental Conservation On-Line Regulatory Databases: Spill Incidents database, Bulk Storage Tank database, and Remedial Site database, accessed 1/13/2011.

New York 7.5 Minute Series Topographic Map: Rotterdam Junction, 1980.

Surficial Geologic Map of New York: Hudson Mohawk Sheet, 1987.

Geologic Map of New York: Hudson Mohawk Sheet, 1970.

Soil Survey for Montgomery and Schenectady Counties: USDA, issued 1978.

Municipal Offices:

Town of Rotterdam Assessor: Property cards reviewed in person 1/7/2011. Town of Rotterdam Clerk: FOIL submitted in person 1/7/2011. Schenectady County Clerk, Record Room: property deeds reviewed in person 1/7/2011.

Mr. Richard Tauzel: Property owner interviewed on 1/14/2011, environmental questionnaire completed 1/28/2011.

11.0 QUALIFICATIONS & ENVIRONMENTAL PROFESSIONAL STATEMENT

This Phase I ESA was performed and reviewed by qualified environmental professionals employed by CHA.

The site reconnaissance, historical and regulatory file reviews, and report writing were performed by Mr. Scott Rosecrans. Mr. Rosecrans has over 8 years of professional experience and 8 years experience conducting due diligence assessments, subsurface investigations, regulatory compliance audits, landfill groundwater monitoring, and project management.

The report was reviewed by Mr. Keith Ziobron, P.E., L.E.P. Mr. Ziobron has 23 years of experience in the environmental field conducting environmental site assessments, subsurface investigations, remedial design and oversight, regulatory compliance audits, as well as providing project management and serving as Operations Manager for CHA's Albany, NY and Southeastern, US environmental groups.

CHA, a full service engineering consulting firm with offices throughout the eastern United States, has the resources and the capabilities to perform Phase I ESAs. CHA declares, that to the best of our professional knowledge and belief, the individuals responsible for the preparation of this report meet the definition of an *Environmental Professional* as defined by 40 CFR Part 312.10 and Appendix X2 of the American Society for Testing and Materials (ASTM) Standard Practice E 1527-05.

We have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. We have developed and performed all appropriate inquiries in general conformance with the standards and practices set forth in 40 CFR Part 312.

ESA Completed By:

alt

Scott Rosecrans Environmental Scientist III

ESA Report Reviewed By:

Keith J. Ziobron, P.E. Associate

FIGURES





SITE LOCATION MAP **Sunshine Auto** 500 Mabie Lane Schenectady, NY 12306

PREPARED FOR: Schenectady County Brownfields Program PROJ. MGR: Scott Rosecrans DATE: 01/04/2011 **DRAWN BY: SR** PROJ. #: 14600

Legend

2008 Tax Parcel Boundary

Source: Tax Parcel Boundaries obtained from Schenectady County Department of Planning and Economic Development

Typical Vehicles -

Storage of Gasoline in 55-Gallon Drums within a Concrete Secondary Containment

> Storage of Antifreeze and Oil in 55-Gallon Drums within a Concrete Secondary Containment

> > Empty Drums

Vehicle Crushing Area

Tire Stockpile

Gravel Excavation Area



III Winners Circle, P.O. Box 5269 • Albany, NY 12205-0269 Main: (518)453-4500 • www.cloughharbour.com Sunshine Auto 500 Mabie Lane, Rotterdam, NY



Date : 14600

Trailer//Field Office

Date : 01/25/2011

APPENDIX A

SITE PHOTOGRAPHS



Photo 1 – View of subject site



Photo 2 – View of trailer/field office





Photo 3 – View of the interior of the trailer/field office



Photo 4 – View of trailer, tires, and miscellaneous vehicle parts





Photo 5 – View of vehicle parts located in trailer



Photo 6 – View of typical vehicle located on subject site





Photo 7 – View of tire stockpile located in the central portion of the subject site



Photo 8 – View of vehicle crushing area adjacent to the tire stockpile





Photo 9 – View of two concrete containments that contain gasoline, oil, and antifreeze in 55gallon drums from vehicle crushing activities.



Photo 10 – View of 55-gallon drums within the concrete containment





Photo 11 – View of empty 55-gallon drums located adjacent to concrete containments



Photo 12 - View of vehicles located in the northern portion of the subject site



Sunshine Auto 500 Mabie Lane Schenectady, NY 12306

Inquiry Number: 2958642.5 January 04, 2011

The EDR Aerial Photo Decade Package



440 Wheelers Farms Road Milford, CT 06461 800.352.0050 www.edrnet.com

EDR Aerial Photo Decade Package

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

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Date EDR Searched Historical Sources:

Aerial Photography January 04, 2011

Target Property:

500 Mabie Lane Schenectady, NY 12306

<u>Year</u>	<u>Scale</u>	<u>Details</u>	<u>Source</u>
1952	Aerial Photograph. Scale: 1"=500'	Panel #: 42074-G1, Rotterdam Junction, NY;/Flight Date: April 16 1952	, EDR
1959	Aerial Photograph. Scale: 1"=1000'	Panel #: 42074-G1, Rotterdam Junction, NY;/Flight Date: October 21, 1959	EDR
1978	Aerial Photograph. Scale: 1"=1000'	Panel #: 42074-G1, Rotterdam Junction, NY;/Flight Date: April 23 1978	, EDR
1986	Aerial Photograph. Scale: 1"=1000'	Panel #: 42074-G1, Rotterdam Junction, NY;/Flight Date: May 12, 1986	EDR
1995	Aerial Photograph. Scale: 1"=750'	Panel #: 42074-G1, Rotterdam Junction, NY;/Flight Date: May 07, 1995	EDR
2006	Aerial Photograph. Scale: 1"=604'	Panel #: 42074-G1, Rotterdam Junction, NY;/Flight Date: January 01, 2006	EDR













APPENDIX B

REGULATORY DATABASE REPORT

APPENDIX C

HISTORICAL RESOURCES

APPENDIX D

ENVIRONMENTAL QUESTIONNAIRE