

City of Little Falls Local Waterfront Revitalization Program

Adoption:

Little Falls City Council, December 6, 2005

Approval:

Acting Secretary of State Ruth Noemí Colón, December 22, 2010

This Local Waterfront Revitalization Program (LWRP) has been prepared and approved in accordance with provisions of the Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42) and its implementing Regulations (19 NYCRR 601). The LWRP was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund Act. The preparation of Local Waterfront Revitalization Programs is administered by the New York State Department of State, Office of Coastal, Local Government and Community Sustainability, One Commerce Plaza, 99 Washington Avenue, Suite 1010, Albany, New York 12231-0001.

JUN 01 2010

Common Council 12/6/05

page 3

RESOLUTION # 51 of 2005

ADOPTION OF THE CITY OF LITTLE FALLS LOCAL WATERFRONT REVITALIZATION PROGRAM

Offered by Alderman Ritz

WHEREAS, the City of Little Falls initiated preparation of a Local Waterfront Revitalization Program in cooperation with the New York State Department of State, pursuant to Article 42 of the Executive Law; and

WHEREAS, a draft Local Waterfront Revitalization Program (DLWRP) and related local laws were prepared under the guidance of the City's Urban Renewal Agency; and

WHEREAS, a full Environmental Assessment Form was prepared and considered for the Draft Local Waterfront Revitalization Program in accordance with the requirements of Part 617 of the implementing regulations for Article 8 of the Environmental Conservation Law; and

WHEREAS, a Negative Declaration was subsequently issued by the Common Council as Lead Agency in accordance with the requirements of Part 617 of the impending regulations for Article 8 of the Environmental Conservation Law; and

WHEREAS, a DLWRP, including all proposed local laws, were circulated by the Department of State to appropriate local, county, state and federal agencies in accordance with the requirements of Executive Law, Article 42 and Part 617 of the implementing regulations for Article 8 of the Environmental Conservation Law; and

WHEREAS, all meetings held in conjunction with the DLWRP were advertised and open to the public, including meetings to consider comments and all proposed local laws; and

WHEREAS, modifications were made to the Draft Local Waterfront Revitalization Program in response to comments received;

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Little Falls, New York, that the City of Little Falls Local Waterfront Revitalization Program for the City of Little Falls is hereby approved and adopted.

BE, IT FURTHER RESOLVED that the Common Council of the City of Little Falls hereby directs the Mayor of the City to formally transmit the adopted LWRP and all related local implementing laws to the New York State Secretary of State for approval pursuant to Article 42 of the NYS Executive Law – the Waterfront Revitalization of Coastal Areas and Inland Waterways Act.

Resolution passed at a regular meeting of the Common Council on December 6, 2005

Seconded By Alderwoman Kelley

Roll Call: Ayes Alderwoman Deming, Aldermen Marchese, Long, Blask, Ruffing, Scarano, Ritz & Alderwoman

APPROVED BY _____
Theodore S. Wind, Mayor

ATTESTED BY _____
Margaret Vickery, City Clerk

CITY CLERK'S OFFICE

City of Little Falls, NY

I, Kira M. Andrilla Clerk of the City of Little Falls, do hereby certify that I have compared the annexed copy of Resolution No:51-Adoption of LWRP with the original thereof, duly entered in the records of said city, and that the same is a true copy thereof and of the whole of said original.

In Witness Whereof, I have hereunto set my hand and caused the seal of said city to be affixed this

6th day of December, 2005.

Kira M. Andrilla, City Clerk
City Clerk



STATE OF NEW YORK
DEPARTMENT OF STATE
ONE COMMERCE PLAZA
99 WASHINGTON AVENUE
ALBANY, NY 12231-0001

DAVID A. PATERSON
GOVERNOR

RUTH NOEMÍ COLÓN
ACTING SECRETARY OF STATE

December 22, 2010

Honorable Robert J. Peters, Sr.
Mayor
City of Little Falls
659 East Main Street
Little Falls, NY 13365

Dear Mayor Peters:

I am pleased to inform you that I have approved the City of Little Falls Local Waterfront Revitalization Program, pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. Everyone who participated in the preparation of this program is to be commended for developing a comprehensive management program that promotes the balanced preservation, enhancement, and utilization of the valuable local waterfront resources.

I am notifying State agencies that I have approved your Local Waterfront Revitalization Program and advising them that their activities must be undertaken in a manner consistent, to the maximum extent practicable, with the program.

The approved Local Waterfront Revitalization Program will be available on the website of the Department of State, at <http://nyswaterfronts.com/LWRP.asp>. If you have any questions, please contact Kevin Millington of the Office of Coastal, Local Government and Community Sustainability at 518-473-2479.

Sincerely,

Ruth Noemí Colón
Acting Secretary of State

Table of Contents

Introduction	1
Section I - Waterfront Revitalization Area Boundary	1
Section II - Inventory and Analysis	1
A. Historical Context	1
1. Location	1
2. Early Settlement and Notoriety.....	1
3. First Lock and Canal	1
4. Construction of Erie Canal and Industrial Development	1
5. Construction of the Barge Canal	2
6. Industrial Decline in the City	2
7. Recent History	2
B. Regional Setting.....	3
C. Erie Canal and Mohawk River	3
D. Natural Features	4
E. Existing Land Use	5
1. General Overview	5
2. Canal Place	5
3. South Side	7
4. Loomis and Moss Islands	7
5. Central Business District.....	7
7. River Road Area.....	8
F. Land Ownership Patterns	9
G. Public Access and Recreational Resources.....	9
1. Canal Terminal Building and Rotary Club Park	9
2. Benton’s Landing.....	9
3. Lock 17 Lock Park	10
4. Mohawk River Park.....	10
6. Moss Island	10
7. Canalway Trail	10
8. Loomis Island	10
9. Other Public Access Points.....	11

10. Eastern Park	11
H. Historic Resources.....	11
1. Early American Lock Canal	11
2. Erie Canal Lock.....	11
3. Lock 17.....	12
4. Mohawk River Aqueduct Site	12
5. Herkimer Home.....	12
6. Mill Buildings.....	12
7. South Ann Street Row Buildings.....	13
8. Little Falls Historical Society Museum	13
9. Other Significant Buildings	13
I. Water Quality	13
J. Environmentally Sensitive Features	14
1. Flood Hazard Areas	14
2. Wetlands	14
3. Landfill and Hazardous Waste Sites	14
4. Moss Island	14
5. Steep Slopes.....	14
6. Upland Disposal Sites.....	15
K. Fish and Wildlife	15
L. Zoning	15
M. Summary of Key Waterfront Issues	15
1. Land Use Regulation	16
2. Linkage of the Waterfront with the Central Business District and North Side	16
3. Canal Harbor Development	17
4. Canal Place Development and Loomis Island	17
5. Central Business District Improvement.....	18
6. Future Industrial Development and Expansion	18
7. Capitalizing on Heritage Tourism	19
8. Regional Synergy.....	19
9. Achieving Revitalization on the Local Level.....	19
Section III - Waterfront Revitalization Policies.....	1
A. Introduction	1
B. Development Policies.....	1

Policy 1	1
Policy 2	2
Policy 3	3
Policy 4	3
Policy 5	3
Policy 6	4
C. Fish and Wildlife Policies	4
Policy 7	4
Policy 8	5
Policy 9	5
Policy 10	6
D. Flooding and Erosion Hazards Policies	6
Policy 11	6
Policy 12	7
Policy 13	7
Policy 14	7
Policy 15	7
Policy 16	8
Policy 17	8
E. General Policy.....	8
Policy 18	8
F. Public Access Policies	9
Policy 19	9
Policy 20	9
G. Recreation Policies.....	10
Policy 21	10
Policy 22	11
H. Historic and Scenic Resources.....	11
Policy 23	11
Policy 24	12
Policy 25	12
I. Agricultural Lands Policy	13
Policy 26	13
J. Energy and Ice Management Policies.....	13
Policy 27	13

Policy 28	13
Policy 29	14
K. Water and Air Resources Policies.....	14
Policy 30	14
Policy 31	14
Policy 32	14
Policy 33	15
Policy 34	15
Policy 35	15
Policy 36	16
Policy 37	16
Policy 38	16
Policy 39	17
Policy 40	17
Policy 41	17
Policy 42	17
Policy 43	18
Policy 44	18

Section IV - Proposed Land and Water Uses and Proposed Projects 1

A. Proposed Land Uses	1
1. Canal Place	1
2. South Side	2
3. Loomis and Moss Islands	2
4. Central Business District.....	3
5. Riverside Industrial Park.....	3
6. River Road.....	4
B. Proposed Water Uses/Harbor Management Plan.....	4
Harbor Management Plan	4
C. Proposed Projects	6
1. Introduction and Background.....	6
2. Canal Place	6
3. South Side	8
4. Loomis and Moss Islands	11
5. Central Business District.....	13

6. Riverside Industrial Park.....	15
7. River Road Area.....	16
8. Major New York State Transportation Projects	16
9. General Planning Activities	17
10. Summary of LWRP Projects	17
Section V -Techniques for Local Implementation of the Program	1
A. Local Laws Necessary to Implement the LWRP.....	1
1. Zoning Regulations.....	1
2. LWRP Consistency Law.....	1
B. Other Public and Private Actions Necessary to Implement the LWRP.....	1
1. City of Little Falls/Little Falls Urban Renewal Agency	1
2. New York State.....	3
3. Private Actions.....	4
C. Management Structure Necessary to Implement the LWRP.....	5
D. Financial Resources Necessary to Implement the LWRP	5
1. Federal Funds	5
2. State Funds	6
3. Local Funds	6
Section VI - State Actions and Programs Likely to Affect Implementation of the LWRP.....	1
Section VII - Local Commitment and Consultation	1
Local Commitment and Involvement in LWRP Development.....	1
Consultation and Review.....	2
Appendix A - Waterfront Consistency Review Law	1
Appendix B - Guidelines for Notification and Review of State Agency Actions Where Local Waterfront Revitalization Programs Are in Effect.....	1
Appendix C - Amendment to the City of Little Falls Zoning Law to Create the Waterfront District.....	1
Appendix D - Standards for Docks on the Canal System.....	1

Introduction

The Local Waterfront Revitalization Program (LWRP) is administered by the New York State Department of State pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act. The program was created to promote development and provide protection for critical resources in accordance with statewide approaches as adapted to fit local needs and objectives.

An LWRP is a voluntary effort that brings together a variety of local and State governments, as well as the private sector, to create a strategy for achieving desired waterfront development.

The City of Little Falls, by preparing an LWRP, has evaluated its waterfront resources and has developed and implemented a management program for the best use of these resources. With the LWRP, the City will be able to respond to future events and opportunities with increased knowledge and purpose.

With a long term plan, the City is in a position to attract development and implement projects that will best take advantage of the City's unique resources and waterfront characteristics.

With approval by the New York State Secretary of State, Little Falls has in place the local controls to guide waterfront development and - a distinct benefit of an LWRP - the legal ability to ensure that all State actions proposed for their waterfront only occur in the fashion prescribed in the LWRP. This "consistency" provision is a strong tool that assures that State and City government will work in unison, and not at cross purposes, to build a stronger economy and a healthier waterfront environment.

Section I - Waterfront Revitalization Area Boundary

The City of Little Falls Waterfront Revitalization Area (WRA) includes the Erie Canal and Mohawk River channels as they extend through the City, as well as lands north, south and between these watercourses. The specific boundaries of the WRA are as follows:

Beginning at the intersection of the Little Falls City boundary and the CSX railroad tracks in the west; then east along the CSX railroad tracks to the intersection with Lock Street; then north along Lock Street to New York State Route 5; then east along Route 5 to West Main Street; then north and east along the rear property lines of West Main Street properties to School Street; then north along School Street to the intersection with Church Street; then following rear property lines northeast to the intersection with North Ann Street; then north along North Ann Street to the intersection with Garden Street; then east along Garden Street to the intersection with Waverly Place; then north along Waverly Place to the intersection with Burwell Street; then east along Burwell Street to Alexander Street; then south along Alexander Street to Petrie Street; then east along Petrie Street to its eastern terminus and continuing east to Route 5; then continuing along Route 5 to the City boundary; then south to the steep escarpment along Route 169; then west and south along the 500 foot contour level of the escarpment to the intersection with the City boundary; then west and north along the City boundary to the point of origin.

[Map 1](#) graphically displays the boundaries of the WRA.

The Little Falls Waterfront Revitalization Area includes several distinctive sub-areas. These areas include:

1. Canal Place.
2. South Side.
3. Loomis and Moss Islands.
4. Central Business District.
5. Riverside Industrial Park.
6. River Road.

[Map 2](#) locates the above sub-areas.

Section II - Inventory and Analysis

A. Historical Context

1. Location

The City of Little Falls is located in the heart of the Mohawk Valley region of New York State on the banks of the Mohawk River/Erie Canal. The City is approximately 60 miles from Syracuse to the west and Albany to the east, and is the City of Utica is ten miles to the west.

2. Early Settlement and Notoriety

The City's history is closely related to the Mohawk River and Canal development. In colonial and Revolutionary War days, Little Falls became important because of its river location and topography. Westward traveling settlers and their goods (and later armies) traveling by river or along the river valley had to travel through the Little Falls Gorge and portage at the "little falls" - which dropped more than 40 feet. The City gained early notoriety as "The Gateway to the West" because of its unique and strategic location. Rapid and abundant water power also resulted in the development of grist and saw mills in the area in the late 1700's.

3. First Lock and Canal

In 1797, the Inland and Lock Navigation Company completed the first canal and lock along the north shore of the Mohawk River to circumnavigate the "little falls". This canal was one of the first canals built in America, and consisted of five wooden locks which were later rebuilt in stone. Remnants of one of the original stone locks exist at the corner of Lock and Elizabeth Streets at the entrance to the Riverside Industrial Park.

4. Construction of Erie Canal and Industrial Development

In 1811, the Village of Little Falls was incorporated and, in 1823, construction of the original Erie Canal was completed along the south shore of the Mohawk River. To connect the Village with the Canal, an aqueduct over the Mohawk River and basin was constructed. The deteriorated remains of this original aqueduct remained until just a few years ago when the final section collapsed into the Mohawk River channel and is now identified by an historical/interpretive marker.

The original and reconstructed Erie Canal in Little Falls included four stone locks. The remains of one of these locks exist within State lands adjacent to current Lock 17. The availability of water power and the canal brought significant development to Little Falls in the middle and late 1800's. Terminal facilities along the river and canal made Little Falls a marketing place for dairy products, and the City became a farming, as well as a manufacturing, center. Cherry-Burrell Corporation, a manufacturer of dairy equipment, was

established in the Village and became one of the area's largest industries. Additional textile, paper, and grist mills, factories, and warehousing, were constructed along the Mohawk River and Erie Canal on Loomis, Seeley, and Moss Islands, which separated the Erie Canal and free-flowing Mohawk River channels.

Significant 19th century industries included the Asteronga Mill of the Gilbert Knitting Company on Seeley Island and the Adirondack Woolen Company on Moss Island. With the exception of the Phoenix Mill building, however, all industrial and related structures on Moss and Seeley Island have been demolished. Today, in the City's older industrial area, the Burrows Paper Corporation remains the City's largest industry.

5. Construction of the Barge Canal

Little Falls became a city in 1885 as the population and economic activity continued to increase. The new Barge Canal, completed in 1916, included the construction of Lock 17, which replaced the four locks of the old canal. At the time, "The Big Lock" was the highest lift lock in the world, and one of the great engineering works of the many created during the new Barge Canal construction. Over one mile of solid rock had to be removed from the route of the old canal bed to facilitate construction of the Barge Canal in Little Falls. Today, Lock 17 remains the highest lock in the New York State Canal System and one of the highest in the world.

6. Industrial Decline in the City

After World War I and after the City reached a population high of 13,029 in 1920, the textile industry declined and many mills left the City and moved south. Related industries such as machine shops also closed. The population dropped steadily from 1920 to 6,159 in 1980 as a result of the industrial and business stagnation and decline.

7. Recent History

Since the early 1970's, the City has effectively utilized a variety of Federal and State assistance programs in its efforts to counter the effects of age, economic disinvestment and distress. Of major significance has been the phased development of the Riverside Industrial Park, located between the rail lines and northern shore of the Mohawk River/Erie Canal. Other significant projects have included the construction of a Thruway connector bridge, two urban renewal projects, a series of HUD Small Cities programs, development projects in the Industrial Park, the construction of a hydroelectric power plant between the Canal and Mohawk River, and efforts to revitalize "Canal Place" in the City's waterfront area.

Although the population of the City dropped further to 5,829 by 1990, the above revitalization efforts have helped to stem disinvestment in the City and along the waterfront. In 1995, the State of New York prepared the *Canal Recreationway Plan* in an ambitious attempt to plan the revitalization of the State Canal System. In this plan, Little Falls was designated one of seven "Canal Harbors" by the State. This planning effort has contributed significantly to the renewed interest in the Erie Canal and in the continued

improvement of the Little Falls waterfront. The preparation of this LWRP is a product of this renewed interest and the City's desire to properly guide redevelopment efforts and protect its valuable canal and water resources.

Soon after the preparation of this LWRP commenced, the U. S. Department of Housing and Urban Development announced a "Canal Corridor Initiative" designed to help revitalize distressed communities along the Erie Canal and other canals of the New York State Canal System. The LWRP incorporated the elements of the City's Canal Corridor Initiative, and provides the framework for continuing revitalization efforts in the years ahead.

B. Regional Setting

As noted above, the City of Little Falls is located in the Mohawk Valley Region approximately 10 miles east of the City of Utica. Little Falls is a highly strategic canal location because of its historical significance, and its location as the boating midpoint between the Hudson River to the east and the Canal System centerpoint at Syracuse. The Regional Setting Map ([Map 3](#)) locates the City in the Mohawk Valley Region in the context of the *NYS Canal Recreationway Plan*.

The City of Little Falls has been suffering from economic disinvestment and a shrinking population base for several decades. Similarly, the Mohawk Valley Region has also struggled economically. The closure of Griffiss Air Force Base in nearby Rome and abandonment by several major industries has left the Mohawk Valley Region in a critical economic condition, with an eroding employment base, a negative self-image, and a desperate need to take better advantage of tourism resources and non-manufacturing development opportunities. Although the preparation of a *Herkimer-Oneida Counties Economic Adjustment Strategy* has mobilized the business, education, governmental and not-for-profit sectors, all parties have agreed that there is no silver bullet - no magic answer to solving the region's severe economic problems.

Despite weak regional and local economic conditions, the City of Little Falls, because of its unique location and waterfront resources, can become an important regional economic and tourism resource in the years ahead.

Of significant importance is designation of the Mohawk Valley Corridor as part of New York State's Heritage Area System (HAS), formerly the Urban Cultural Park Program. As a Heritage Area, the Mohawk Valley is utilizing the concept of heritage-based tourism as a means to help achieve economic revitalization on a regional basis. With its unique historical resources, Little Falls can be an important participant and beneficiary of this initiative.

C. Erie Canal and Mohawk River

The Erie Canal and Mohawk River divide Little Falls into northern and southern sections as the two waterways flow completely through the City. In the western section, the Erie and the Mohawk are coterminous. In the eastern section, the Erie Canal follows a land-cut route to the south while the free-flowing Mohawk River closely parallels the Canal to the north. The two watercourses are separated by Moss and Loomis Islands, which are described in detail in the following section.

The Erie Canal is the backbone of the New York State Canal System, which also includes the Champlain, Oswego and Cayuga-Seneca Canals. The entire Canal System, illustrated on the [Regional Setting Map](#), totals 524 miles, and the Erie Canal encompasses 340 miles of that total. From its tidewater level at Troy, the Erie Canal rises through a series of locks to an elevation of 565 feet above sea level at the Niagara River. As noted previously, with a height of 40 feet, Lock 17 in Little Falls is the highest lift lock on the NYS Canal System.

The Erie Canal was constructed largely for commercial boating and shipping via cargo barges, but this use has declined substantially over the years. The Canal System is now used almost entirely by recreational boaters.

The Mohawk River is the largest tributary of the Hudson River and drains an area of 3,400 square miles. The Mohawk River flows over 148 miles from its headwaters near the Delta Reservoir in northern Oneida County to its confluence with the Hudson River at Cohoes. The River contains numerous rapids, and was not navigable in certain stretches (including Little Falls) until the Erie Canal was constructed.

D. Natural Features

The City of Little Falls' most dominant natural features are the Mohawk River/ Erie Canal and the high cliffs which rise above the river channel. These cliffs, known as the Fall Hill Ridge, create a beautiful landscape and urban setting for the City. As noted previously, the Mohawk River and Erie Canal divide the City into northern and southern sections. The larger, northern section rises from the river at a 10 percent slope for approximately one-half mile. This area includes the City's commercial center and a large portion of the population. Development stops where the slope becomes a steep escarpment which rises to over 1,000 feet above sea level and almost 700 feet above the river. The ridge is the highest elevation along the Mohawk River/Erie Canal.

The area south of the Canal/River includes a very narrow strip of development, barely 500 feet in width, known as the "South Side". A steep cliff known as the Rollaway (so called because lumbermen cutting timber once rolled their logs off the cliff to the river below) rises 400 feet above the river along the south side of the river. Flat lands above the Rollaway are now farmed. Thus, the City is situated in a "bowl" with steep cliffs overlooking and confining its development.

The City's third major natural feature, in addition to the Mohawk River and steep cliffs, is Moss Island, listed on the National Register of Historic Places and owned by New York State. It has been designated a National Natural Landmark due to its unique geological characteristics and natural resources. Moss Island contains one of the best and the largest collections of "potholes" in the United States. Potholes are unique geological abrasions formed by an ancient waterfall that flowed when the ancestral Mohawk River drained the Great Lakes. The island also contains important numbers of moss and fern species and plants not common to this region of New York State, a hydroelectric power plant, and Lock 17.

Moss Island is actually the eastern portion of a single, man-made island between the Mohawk River and Erie Canal created when the Erie Canal was reconstructed and enlarged in 1916. Fill from the canal construction served to connect Moss, Seeley, and Loomis Islands and created, in effect, one island. The total island is approximately 30 acres. Moss Island comprises the eastern portion and is approximately

18 acres, while Loomis Island comprises the western portion and is approximately 10 acres. The “islands” are connection by a narrow strip of land (formerly Seeley Island) of approximately two acres. The dividing line between Moss and Loomis Island is the South Ann Street Bridge and Benton’s Landing transient dock area.

E. Existing Land Use

1. General Overview

The Mohawk River, and the City’s topography and overall rugged character, have significantly influenced its development. Virtually the entire City has a hillside location, and all major transportation routes run east-west through the narrow river valley corridor. The Mohawk River, Erie Canal, CSX rail lines, and NYS Route 5 are all crowded into a corridor only several hundred yards wide. Industrial areas, including the Mill and Elizabeth Street areas and the Riverside Industrial Park, share the narrow corridor of relatively flat land along the Mohawk River/Erie Canal.

To the immediate north of the river corridor is the Central Business District, which includes a major portion of the City’s commercial uses, multi-family houses, most public buildings, and many churches.

Extending from the Central Business District are the East End, West End, West Monroe, and Monroe Street residential areas. These areas house most of the City’s population in one and two-family homes situated on small lots. The North Side area includes the “upland” portion of the City, which is sparsely populated and separated from the City by the Fall Hill Ridge described in the previous section.

To the south of the Mohawk River and Erie Canal is the South Side neighborhood, which includes approximately 200 residential structures intermixed with commercial and industrial uses.

Wedged between the north and south side areas of the City are the City’s older industrial areas, Canal Place and the Riverside Industrial Park.

The Waterfront Revitalization Area includes the area between the CSX rail lines and the Erie Canal known as “Canal Place”; the South Side; Loomis and Moss Islands; the Central Business District; the Riverside Industrial Park; and the River Road area, which includes the area between Route 5 and the Mohawk River that is east of the intersection of Route 5 and East Main Street. These sub-areas may be described in detail as follows.

[Map 4](#) illustrates the existing land use in the City of Little Falls.

2. Canal Place

Canal Place includes the area bounded by the CSX rail line and the Erie Canal to the north and south, respectively, and by the limits of the City’s older industrial area to the east and Hansen Island and Lock Street to the west.

South Ann Street

At the heart of Canal Place is South Ann Street, which includes Canal-era row-buildings that house first-floor commercial and upper-floor residential uses. These row-buildings have been rehabilitated using a combination of public and private funds, and include one of the area's premier restaurants and an art gallery, among other commercial uses. Since 1987, over \$1 million in public and private funds have been invested along South Ann Street in the Canal Place area.

South Ann Street also includes two multi-story mill buildings, a renovated restaurant and a former train station that is now a restaurant. The Mohawk Mill is a five-story, 37,000 square foot structure that is in very poor condition. The City, through the Urban Renewal Agency, has recently acquired this building and is completing improvements to the building that will prevent further deterioration, and, hopefully, establish partnership with the private sector to adaptively reuse the entire building using public and private funds.

The second former mill building at Canal Place, located immediately adjacent to the Mohawk Mill and known as "25 West at Canal Place", has been privately renovated as an Antique Center with residential use on the third floor.

On the corner of South Ann Street and West Mill Street is Sterziner Park, a passive park and public gathering space that has been constructed using State and local funds on the site of the former Allegro Shoe Company, which was demolished in 1987.

East and West Mill streets and Elizabeth Street

East Mill Street (east of South Ann Street) provides access to the City's older industrial area. This area includes a Burrows Paper Mill; the Feldmeier Equipment Co. (formerly Cherry-Burrell); the Vincent Manufacturing and Sun Belt Industries operations; and several vacant industrial buildings. George's Lumber Supply is also located on East Mill Street.

West Mill Street (west of South Ann Street) also includes several older industrial and commercial buildings - many with redevelopment potential. These buildings include a second Vincent Manufacturing building known as 20 West at Canal Place; the Donovan Welding and Andrew Little Buildings; a former lumber supply building; and a current chimney construction/repair and service operation.

Also, located on West Mill Street is the Powerhouse Arts Center, a converted power station is now used as a private residence and for a variety of arts-related events.

Elizabeth Street continues to West Mill Street at the intersection with the western Route 167 bridge access ramp. This street is the location of the former Gilbert Knitting Building which, in recent years, has housed several small industries and business ventures. Elizabeth Street terminates at the Lock Street intersection and provides access to Hansen Island, which is the location of Redco Foods - a major City industry and manufacturer of tea, and Riverside Drive - the access road serving the Riverside Industrial Park.

3. South Side

The “South Side” is an isolated neighborhood of residential and non-residential uses tucked between the Erie Canal and Mohawk River channel and a steep cliff. This neighborhood area provides housing for approximately 350 persons, and is home to several heavy commercial/ industrial-type operations. The most dominant entity on the South Side is the Little Falls Lumber Company. This operation occupies 2.2 acres of land between State Route 167 and the Canal. Wood storage sheds and other Lumber Company operations buildings are intermixed with generally well-maintained residential uses along Southern Avenue.

The South Side is the location of the Canal Terminal Building and associated pedestrian and boater access improvements, which now establish the City as one of eight major canal harbor centers serving recreational boaters.

The NYS Canalway Trail extends into the South Side from Finks Basin to the east, and terminates just east of State Route 167 near Flint Avenue in the “West Shore” residential neighborhood. This area includes densely developed one and two family residential structures; a few commercial uses including an auto repair shop operation; and a church. Residential uses also extend along Flint Avenue, which parallels NYS Route 167 and the steep cliffs noted above. Columbus Park, a small neighborhood recreation facility, is located adjacent to Route 167 and the Erie Canal.

Other South Side land uses include a tool and machine manufacturing operation and lands used by a local fuel oil company that are largely vacant. The fuel company property includes three large abandoned oil tanks and several small buildings. These uses also border the Canal harbor center.

4. Loomis and Moss Islands

These islands were described in detail in the Natural Features section above. The islands are important local resources. Moss Island is extensively used by rock climbers, studied by geologists and geology students, enjoyed by naturalists and others. Loomis Island has enormous development potential because of its strategic location at the heart of the Little Falls waterfront area.

As noted above, Moss and Loomis islands are connected at the area now known as Benton’s Landing, which includes several deteriorated residential properties with excellent redevelopment potential, as well as a short-term boat dock facility along the canal bulkhead. The recently completed improvement and expansion of Benton’s Landing was a key component of the City’s Canal Corridor Initiative.

5. Central Business District

The Little Falls Central Business District includes approximately 50 acres of commercial, mixed-use and public buildings and resources that border the waterfront. The CBD is linked to the

waterfront via NYS Route 167 and a deteriorated underpass that extends over and under the main line of the CSX railroad tracks.

The spine of the Central Business District is Main Street, which extends in an east-west direction. From Albany Street to the connection with the Route 5 arterial west of the CBD, Main Street is a one way street with traffic flow from east to west. Albany Street, which generally parallels Main Street, carries traffic through the CBD west to east. The Route 5 arterial functions as a CBD by-pass.

The north side of Main Street within the CBD is comprised of mainly two and three story structures that generally include commercial uses on the first floor and housing units on the upper floors. Most of these structures are in a deteriorated state. Much of this deterioration, however, is camouflaged by a sidewalk canopy structure constructed in the early 1980's using Local Public Works funds from the Economic Development Administration. The canopy was renovated, but will need ongoing maintenance in the future.

The areas between Main Street and Albany Street in the CBD are previous Urban Renewal Areas. The dominant land use in this area is Shopper's Square, the City's first Urban Renewal project. This mall-type structure houses retail commercial uses, including the City's only food super-market. This project was constructed in 1965 and is now in need of major renovation, revitalization, or redevelopment. The property has recently been sold, and first phase improvement actions have been initiated.

To the west of Shopper's Square is a six-block area that was redeveloped as Downtown Renewal Project II, which was completed in 1974. This project resulted in the construction of the Herkimer County Trust Company headquarters building, the Little Falls Best Western Motor Inn, and several commercial and smaller office buildings that have remained in excellent condition.

The Little Falls Central Business District also includes the Rockton Plaza senior citizen high rise; the Snyder Apartment building and several other large multi-family residential buildings; City Hall; the Post Office; and a number of churches.

6. Riverside Industrial Park

The Riverside Industrial Park extends along the north shore of the Erie Canal/Mohawk River channel just west of the tip of Loomis Island, where the two channels merge, and includes modern, one-story industrial buildings that are set back from the shoreline. Buildings are screened from the water by heavy vegetation in most locations. Manufacturers in the Riverside Industrial Park include the Empire Fiberglass Products, Inc., Hale Manufacturing, Inc., Burrows Machine Works, LaSalle Industries, and the Burrows Recycled Pulp Operation. At the extreme western end of the Industrial Park is the Mohawk River Park, which includes the City's boat launch, floating docks, and a small picnic area.

7. River Road Area

The River Road portion of the Waterfront Revitalization Area includes the extreme eastern portion of the area along the north shore of the Erie Canal/Mohawk River south of Route 5.

Development along this area is limited to the Little Falls Sewage Treatment Plant and CSX rail lines. River Road closely parallels the Erie Canal/Mohawk River, and virtually no land in this area is feasible for development.

F. Land Ownership Patterns

The Waterfront Revitalization Area includes State, City, and privately-owned properties. Major State-owned properties include the Canal Terminal on Southern Avenue, Moss Island, and land surrounding Lock 17. City-owned properties (including property owned by the Little Falls Urban Renewal Agency) include: the Canalway Trail and West Shore railroad right-of-way; a strategically-situated parcel at Benton's Landing; Sterziner, Eastern, and Columbus Parks; a former gas station on East Main Street; and an undeveloped commercial parcel on Route 5. The Urban Renewal Agency also owns the Mohawk Mill building in the heart of Canal Place. Key privately-owned properties include Loomis Island buildings in the Canal Place area, and lands adjacent to the Canal Terminal site.

Land ownership patterns are shown on the Ownership of Lands and Key Properties Map ([Map 5](#)).

G. Public Access and Recreational Resources

The Waterfront Revitalization Area includes several significant recreational resources and public access facilities. These may be described as follows:

1. Canal Terminal Building and Rotary Club Park

The Little Falls Canal Terminal Building is located on Southern Avenue on a 1.6 acre site along the southern shore of the Erie Canal/Mohawk River. Originally used exclusively for canal maintenance operations and storage, the eastern portion of the building has been recently renovated as a service center for canal travelers. The building has been renovated using State funds and matching volunteer labor provided by the Little Falls Rotary Club. The building includes restrooms and shower facilities, among other amenities. The area to the east of the terminal building has been improved with picnic tables, fireplaces, and a canal information station, and is known as Rotary Club Park. The entire area includes a concrete bulkhead and boat mooring posts.

The *NYS Canal Recreationway Plan* recommended that the Canal Terminal Building be adaptively reused as a charter-boat office, operations center with interpretive exhibits, and a visitor information-distribution component, which have been implemented. The *Plan* also called for the installation of floating docks, a waterfront promenade, street furniture, and additional parking and lighting. Many of these improvements have been implemented and it is anticipated that additional public access enhancements will be developed which will continue to strengthen the ability of the City to take advantage of canal-related tourism opportunities.

2. Benton's Landing

Benton's Landing includes a bulkhead cut-out and transient docking area that provides boater access to Canal Place and the northern side of the City, and is located at the foot of South Ann

Street. This very important facility needs to be expanded and improved with additional dock space, installation of interpretive signage, pedestrian facilities, and landscaping. Bulkhead and dock improvements remain critical needs at Benton's Landing.

3. Lock 17 Lock Park

Adjacent to Lock 17 along the southern shore of the Erie Canal/Mohawk River is a small park area that includes fishing access facilities, a small environmental education building, parking, and the remains of an original Erie Canal Lock. This park provides access to Lock 17 and Moss Island from the South Side and Thruway Access Road (NYS Route 169).

4. Mohawk River Park

At the western end of the Riverside Industrial Park is a small park area that includes a boat launch, picnic pavilion, picnic tables, fireplaces, floating docks and parking.

5. Columbus Park

Located on the southern shore of the Erie Canal/Mohawk River adjacent to Route 167, Columbus Park provides play equipment for small children and grassed area for general recreation. This park is City-owned and maintained.

6. Moss Island

As described in previous sections, Moss Island is a geologically significant island enjoyed by rock climbers and naturalists which is a National Natural Landmark because of its unique "pothole" formations. The island is approximately 18 acres in size, and can be accessed via the Lock 17 Lock Park and the hydro-electric facilities access road off South Ann Street.

7. Canalway Trail

One of the first segments of the Canalway Trail was developed on the former West Shore Railroad right-of-way between Route 167 and Finks Basin. This is a paved, multi-purpose trail approximately one mile in length.

8. Loomis Island

Although Loomis Island is owned privately, it retains potential as a recreation and possibly mixed-use resource. Strategically located at the point where the Erie Canal and Mohawk River channels separate, Loomis Island would be a prime location for waterfront promenade, trail and water access improvements.

The City has recently proposed the concept of developing a Whitewater Park along the Mohawk River, and Loomis Island would be an integral part of that development, primarily as an access route to the river.

The eastern portion of the island is the site of a gas utility operation that is no longer in use. This site encompasses just over 4 acres and has economic redevelopment potential.

9. Other Public Access Points

Three actively-used bridges extend over the Erie Canal and/or Mohawk River. The Theodore S. Wind Bridge provides access to the City from the New York State Thruway and offers views of Moss Island and Lock 17. The Route 167 Bridge is the primary means of access between the City's north and south sides. This bridge has been the subject of considerable planning in recent years by the NYS Department of Transportation because of its deteriorating condition. The bridge extends high over the CSX rail line, Canal Place area, and the Erie Canal/Mohawk River, and must be improved to provide safe vehicular and pedestrian passage to and from the City's north and south sides.

The South Ann Street Bridge links Canal Place with Benton's Landing, Loomis Island and Moss Island. This bridge extends over the Mohawk River channel. A fourth bridge is the Danube Street Bridge, which extends above the Canalway Trail gorge and connects approximately 20 households to the South Side.

A fifth bridge in the Waterfront Revitalization Area is the South William Street Bridge, which has been closed for many years. This bridge extends over the Mohawk River from East Mill to Moss Island and could play an important part in the development of a comprehensive waterfront trail system in the City.

10. Eastern Park

Although this park is not related to the waterfront, it is a prominent recreation facility in the Waterfront Revitalization Area and includes a bandstand, several paths, benches, and stately trees. A portion of the park functions as a play area for Benton Hall, a major elementary/ middle school in the WRA.

H. Historic Resources

The history of Little Falls is closely tied to the Mohawk River and Erie Canal. Within the Waterfront Revitalization Area, significant historical resources can be found that reflect and relate to the extraordinary history of the City and its waterfront. These resources include the following: ([Map 6](#))

1. Early American Lock Canal

The first American commercial lock canals were constructed by the Inland Lock and Navigation Co. in Little Falls and Rome in 1797 which set the stage for the development of the Erie Canal and the New York State Canal System. The remnants of one of these early canal locks exist at the corner of Lock Street and Elizabeth Street near the entrance to the Riverside Industrial Park.

2. Erie Canal Lock

A well-preserved stone lock from the Erie Canal as first enlarged in the mid-1800 is located near Lock 17 on State-owned lands.

3. Lock 17

Constructed in 1916 as part of the Barge Canal enlargement phase, Lock 17 gives Little Falls an example of three lock systems utilized along the Mohawk River. With its extraordinary height and views, Lock 17 is perhaps the most visually spectacular, and engineering-wise, the most significant, lock in the New York State Canal System.

4. Mohawk River Aqueduct Site

The original Erie Canal was linked to the north shore of the City by a stone aqueduct which extended over the Mohawk River to a basin near the present-day South Ann Street. This feeder to the Canal was 214 feet long, 16 feet wide, with walls 14 feet high. It once had three arches, one of 70 feet and two others of 50 feet each. The last remnants of this aqueduct collapsed several years ago.

5. Herkimer Home

Johan Jost Herchheimer was one of the early settlers (1725) of the Mohawk Valley. He was a farmer who also engaged in trade and transport on the Mohawk River. Herchheimer owned over 5,000 acres in the Mohawk Valley, including the portage lands around Little Falls. The Herkimer farmstead, including its elegant brick Georgian-style mansion, is now a State Historic Site known as the Herkimer Home. This site is located just beyond the limits of the Waterfront Revitalization Area, but its presence impacts the area and future tourism in the City. Johan Herchheimer's son, Nicholas, was a wealthy and prominent Mohawk Valley citizen who gained fame as a militia commander during the Revolution. His actions at the Battle of Oriskany established him as a major martyr to the cause of American freedom.

Nicholas Herkimer's house was purchased by the State in 1913, and has been completely restored. The 19th century barn is now a Visitor's Center which houses exhibits and audio-visual programs. The homestead is the site of many colonial, military and handicraft demonstrations throughout the year, including the famous "Sugaring Off" in March, which attracts thousands of visitors to the site.

The original and enlarged Erie Canal of the 1800's extended through the Herkimer homestead. Although the original "Clinton's Ditch" is now overgrown and the Canal aspects of the homestead are not prominent, their existence represents an excellent educational opportunity. Combined with the Canal resources in the City described above, these resources provide Little Falls with examples of virtually every Canal development phase. Only the Schoharie Crossing State Historic Site in Fort Hunter has comparable examples of canal development at a single location.

6. Mill Buildings

The Waterfront Revitalization Area includes several mill buildings which reflect the City's industrial history. The two stone mills in the Canal Place area and the former Gilbert Knitting Mill dominate the northern shore of the Canal/River corridor. The two stone mills are no longer used

for manufacturing, and the Gilbert Knitting Mill has been subdivided for use by various small industries and storage. The Asteroga Mill building stands vacant adjacent to the South William Street Bridge on the former Seeley Island.

7. South Ann Street Row Buildings

The South Ann Street row-style residential/commercial buildings were built around 1875 and are among the last examples of buildings of that type along the Canal.

8. Little Falls Historical Society Museum

This museum occupies a restored 1833 bank building on South Ann Street between Main and Albany Streets. The building is listed on the National Register of Historic Places, and the museum contains exhibits of Little Falls memorabilia, genealogical files, gift shop, authentic bank vault, and other antique items.

9. Other Significant Buildings

Although not listed on the National or State Register of Historic Places, the Little Falls City Hall, the Burrell Building and the Little Falls Public Library on Main Street are significant structures because of their architectural qualities. A fourth significant structure in the downtown area is Benton Hall, a combined elementary and middle school that underwent a major renovation. This building anchors the eastern end of the Central Business District.

Other significant buildings in the Waterfront Revitalization Area include the many churches in the Central Business District - the Academy Apartments building on East John Street, the Masonic Temple on Prospect Street, the Little Falls Lumber Company Warehouse (56 West Mill Street), the McKinnon Warehouse and attached Donovan Carriage Shop (24 West Mill Street) and attached Donovan Building on West Mill Street, and the aforementioned Gilbert Knitting Mill at 151 Elizabeth Street.

I. Water Quality

Surface waters in New York State are classified according to “intended best use” from Class AA (for drinking or food processing without treatment) to Class D (waters not suitable for the propagation of fish). Between these extremes are Class A (for drinking or food processing with approved treatment), Class B (for contact recreation and other uses except drinking or food processing) and Class C (for fishing and other uses except drinking, food processing and contact recreation).

In Little Falls, water quality is designated as Class C east of Route 167 and Class B west of Route 167. The City of Little Falls Sewage Treatment Plant is located on the north shore of the Canal east of Route 167 in the River Road section and discharges treated effluent into the River/Canal as permitted by the Environmental Protection Agency.

Overall, water quality in the Erie Canal/Mohawk River within the City is good and should pose no constraints on future waterfront development.

J. Environmentally Sensitive Features

The Little Falls Waterfront Revitalization Area includes several environmentally sensitive features, including the following:

1. Flood Hazard Areas

The combined Canal and Mohawk River floodplain extends along the entire waterfront. The 100 year flood boundary is illustrated on the Environmental Features Map ([Map 7](#)) and includes a large portion of the Riverside Industrial Park; the area along Southern Avenue; and portions of the Canal Place area, including a very small portion of the industrial area east of South Ann Street.

Areas within the Waterfront Revitalization Area **not** within the 100 year flood zone include Route 167; Flint Avenue and the South Side residential area; Loomis and Moss Islands; Benton's Landing; the Canal Place commercial area, including South Ann Street and Sterziner Park; the Central Business District; and the River Road area.

2. Wetlands

Although several large wetland areas extend along the Mohawk River/ Erie Canal to the east of Little Falls, there are no wetland areas within the City's Waterfront Revitalization Area.

3. Landfill and Hazardous Waste Sites

The Little Falls landfill is a designated Class 2a inactive hazardous waste site north of the Waterfront Revitalization Area. This area does not impact the WRA and will not impact waterfront development.

4. Moss Island

As noted in previous sections, Moss Island is a National Natural Landmark and contains one of the best and largest collections of geologic "potholes" in the United States. Moss Island also contains unique vegetation not typically found in the central New York region.

5. Steep Slopes

As previously described, City topography is dominated by high cliffs known as the Fall Hill Ridge, which rise above the Canal and river system and encircle the City. To the south, the topography includes an especially steep escarpment known as the Rollaway, which is almost 700 feet above the Canal. Development along, or impacting, these steep slope areas should be avoided, and their natural beauty protected.

Steep slopes will limit future development along the canal and river in Little Falls, but also serve as an asset because of the spectacular scenery provided. Development along the River Road area and the north shoreline along the Thruway access road (Route 169) is virtually prohibited due to the steep slopes and rock conditions.

6. Upland Disposal Sites

There are seven upland disposal sites utilized as part of Canal System maintenance in the Little Falls area, but they are not located within the Waterfront Revitalization Area.

K. Fish and Wildlife

No classified wildlife habitat areas have been identified in the Waterfront Revitalization Area. The Mohawk River is, however, an excellent fishery and the area around Lock 17 is known as a fishing “hot spot”. Bass fishing is particularly popular in the Little Falls area.

Other fish common to the area include blueback herring, carp, yellow perch and bullheads, among others. Fishing along the Canal and River is popular, and a handicapped fishing site exists at the Lock 17 Park.

L. Zoning

The City adopted a Master Plan in 1970 and related zoning regulations, which has been significantly updated since. Although some provisions of the zoning regulations have been updated, there have been no major changes to the zoning districts since the regulations were adopted except as noted below.

The Master Plan and zoning regulations classify many areas along the Mohawk River/Erie Canal as suitable for industrial development. Heavy manufacturing (M-2) districts encompass the entire Canal Place area and the Riverside Industrial Park. Loomis Island is currently zoned for light manufacturing (M-1) use. Although the South Side was, until 1991, zoned for commercial (C-2) and light manufacturing (M-1) use, a change has zoned the eastern portion of the South Side for residential (R-1) use. The M-1 zone north of Route 167 should have remained unchanged by this action. The portion of the Waterfront Revitalization Area that is north of the CSX train line is zoned for commercial (C-1 and C-2) use in the Central Business District, and residential use in the adjacent residential neighborhoods.

Lands that are adjacent to the Canal and the Mohawk River, and anticipated to be the continued focus of revitalization efforts, are located in primarily manufacturing and commercial zones. M-2 zones permit such heavy industrial uses as metal and steel fabricating shops, foundries, and processing plants. M-1 zones permit truck terminals, fuel storage, commercial kennels, and concrete plants, among others. The C-2 commercial districts permit retail stores, motels, gas stations, restaurants and heating, plumbing and air conditioning shops, among others. As noted above, however, the southern shore of the Canal has been rezoned R-1, which does not reflect existing or the desired future land use of the area.

The present zoning of the Waterfront Revitalization Area is illustrated on Existing Zoning Map ([Map 8](#)). As highlighted in the following section, updating the zoning and land use regulations, particularly those that impact the WRA, are a high priority action by the City.

M. Summary of Key Waterfront Issues

Waterfront development in the City of Little Falls is expected to contribute significantly to an overall City revitalization over the next 10 to 15 years. The City’s strategic location, unique and beautiful setting, and

waterfront features, combined with the renewed local, State and Federal interest in Erie Canal revitalization, present the City with a timely opportunity to appropriately plan for this revitalization.

Many significant steps have been taken to date by the City and the private sector to advance waterfront revitalization, but several key waterfront issues must continue to be addressed. These issues are summarized as follows.

1. Land Use Regulation

Canal Place revitalization was initiated twelve (12) years ago with the demolition of the mammoth six-story Allegro Shoe Company manufacturing building at the corner of South Ann and West Mill Streets. This demolition served to open the entire Canal Place area to the rest of the City, and changed the entire perception of Canal Place as a heavy manufacturing area to an area very appropriate for commercial and residential use and development.

Over \$1 million in public and private funds have been utilized over the past 10 years to rehabilitate buildings, create housing units and park areas, eliminate blight, and provide direct access to the area from the Erie Canal itself.

During the preparation of this LWRP, one of two largely vacant former mill buildings was innovatively converted to an antique center and riverfront housing complex. Plans to rehabilitate the Mohawk Mill have been advanced, and low interest loan funds have been made available to assist in the financing of critically needed improvements.

On the South Side, public access and boating infrastructure at the Canal Terminal Building and Rotary Park property have been undertaken which establish the City as a major canal harbor center.

Clearly, the vision for the Little Falls waterfront has changed since 1970. The waterfront is no longer exclusively perceived as the City's industrial area. A new vision as a vibrant residential, commercial, mixed-use and public recreation center has emerged.

A special "Waterfront District" was enacted with appropriate design controls instituted to insure this new vision can be realized. Historic features must be preserved and enhanced, and older buildings adaptively reused and redeveloped. Land use and design regulations are waterfront issues of central importance to the City.

2. Linkage of the Waterfront with the Central Business District and North Side

With the watercourses of the Erie Canal and the Mohawk River and the CSX train lines separating the northern and southern portions of the City, access and transportation issues are central to waterfront revitalization in Little Falls in several key areas.

Safe vehicular and pedestrian access via the Route 167 Bridge is critical to waterfront revitalization in the City and to South Side residents, as well. The NYS Department of Transportation prepared plans for the reconstruction of the Route 167 Bridge. Of great importance to waterfront revitalization is how pedestrian access is incorporated into these plans. Bridge improvements must facilitate safe pedestrian access to and from the north and

south sides, and to the Canal Place area, as well. A separate pedestrian bridge or elevator must be incorporated into bridge reconstruction plans that address this critical need.

The problem of effectively connecting the north and south sides of the City extends beyond the need to improve the Route 167 Bridge. The improvement of South Ann Street and the Route 169 corridor between Main Street and Benton's Landing are critically important. Creating a larger docking area at Benton's Landing is critical to improving access to Canal Place and the CBD via watercraft and linking the Canal Harbor with the north side. Providing a secondary emergency access between the north and south sides has also been discussed as an important need, but no financially achievable solution to this issue has been developed to date.

3. Canal Harbor Development

As mentioned previously, considerable investment by the NYS Canal Corporation and the Department of State used for the construction of infrastructure and boater access improvements have established the City as one of seven major Canal harbor centers. Additional improvements will further strengthen the ability of the City to take advantage of canal-related tourism opportunities.

The City of Little Falls believes this Canal Harbor is critically important to the revitalization of the South Side neighborhood and the City as a whole. At present, the Little Falls Lumber Company dominates the South Side and Southern Avenue area and owns approximately 2 acres of land around the Canal Terminal Building and along the waterfront. The City would like to see the lumber company consolidate their operations, and open up the waterfront to public use to the extent feasible. Screening heavy commercial and industrial uses from the Canal Harbor area and shoreline would significantly enhance the long range development of the waterfront. An important waterfront development issue is how Canal Harbor development can help improve the Southern Avenue neighborhood coexists with current businesses and, at the same time, meet the needs of canal recreationalists.

Also, the long term redevelopment of two fuel oil properties is also very important. These properties are strategically located with respect to Canal waterfront revitalization, and could potentially be redeveloped in a manner that enhances rather than detracts from waterfront revitalization.

4. Canal Place Development and Loomis Island

The redevelopment of the Canal Place mill buildings has been previously discussed. Other buildings in the Canal Place area, including the Vincent Manufacturing, Donovan Welding, Andrew Little, and Gilbert Manufacturing Center Buildings, also have extraordinary redevelopment potential. How and to what extent these buildings can be adaptively reused is an important waterfront revitalization issue.

Similarly, Loomis Island contains a vacant, one-story structure formerly used by a dairy company as a distribution facility. The island also includes a gas utility property and three vacant and deteriorated residential structures near Benton's Landing. As part of the City's Canal Corridor

Initiative, one structure has been acquired and demolished to facilitate the expansion and improvement of Benton's Landing. Two buildings on the north side of Mohawk Street offer a variety of commercial and/or residential redevelopment opportunities, and the gas utility property has economic development potential. The western end of Loomis Island as a whole has redevelopment potential, as well. Potential development options proposed in the past have included housing, camping, and general recreation, among others. Determining the highest and best use for Loomis Island, and undertaking the island's development, is a very significant waterfront revitalization issue.

5. Central Business District Improvement

The Waterfront Revitalization Area includes the Central Business District. As described above, it is very important to the City to link the CBD with the Canal and waterfront improvements on the South Side and at Canal Place. A recently completed project helped to physically link the CBD with Canal Place by improving South Ann Street north of the CSX train line and the underpass that currently connects the two areas. The underpass improvement, however, is not believed to be the ultimate means of connecting these two important City areas. Careful planning needs to be examined for above-ground alternatives to this transportation issue.

The improvement of the Central Business District, including redevelopment of the Shoppers Square shopping mall, improvement of the Main Street commercial area, and upgrade and expansion of housing in and around the CBD, are important development issues in the WRA.

6. Future Industrial Development and Expansion

The growth of industry in Little Falls is severely constrained by topography and the limited availability of developable land with access to utility service. How the City can maximize industrial development opportunities in the Waterfront Revitalization Area is an overall development issue.

To maximize industrial development and expansion opportunities, the City needs to consider the following actions:

- Enhancement of the City's Revolving Loan Fund to leverage and assist expansion projects by new and existing industries.
- Purchase of undeveloped lands owned by LaSalle Industries within the Riverside Industrial Park.
- Extension of utility service to undeveloped lands on Route 167 owned by Eastern Herkimer County Industries, Inc.
- Purchase of the gas utility property on Loomis Island, and redevelopment of this property in a manner that supports economic and Canal revitalization goals.
- Reuse and redevelopment of older, vacant and underutilized industrial structures in the waterfront area.

- Improvements to the Sewage Treatment Plant to facilitate industrial expansion projects in the years ahead.

The implementation of each of these actions represents key waterfront issues within the overall context of maximizing industrial growth opportunities in the WRA.

7. Capitalizing on Heritage Tourism

The entire Mohawk Valley Region in general, and the City of Little Falls in particular, are endowed with historic, cultural and natural resources that create an opportunity to achieve, or, at a minimum, contribute to community revitalization through heritage tourism. Heritage tourism is predicated upon the concept of utilizing an area's historic assets as a means to help regenerate and invigorate local and regional economies. The Mohawk Valley has recently been the fifteenth location incorporated into the State's Heritage Area System (HAS), which formerly was called the Urban Cultural Parks Program. This was the State's first regional designation and recognizes the historic significance of the Mohawk Valley and the opportunity to reuse historic buildings, interpret local history, and promote heritage tourism in the area.

How the City of Little Falls utilizes and capitalizes on heritage tourism at both the regional and local levels is an important issue relative to waterfront development. The City needs to undertake revitalization efforts consistent with the heritage tourism concept, and in a manner that enhances the City's unique historic and cultural features.

8. Regional Synergy

As one of seven Canal Harbor Centers, Little Falls has been recognized for its strategic canal system location and importance in a State-wide and regional context. Revitalization of the WRA must reflect a regional synergy, and an awareness of other waterfront and canal-related projects in the area and even State-wide.

The *NYS Canal Recreationway Plan* has first and foremost recognized the need to develop the Canal System as a system in which each improvement or development action impacts the whole system, or at least other communities or facilities in the region. The redevelopment and revitalization of the Little Falls Waterfront Revitalization Area must be undertaken in a manner that is consistent with the *NYS Canal Recreationway Plan* and other actions being undertaken and/or planned in the Mohawk Valley Region.

9. Achieving Revitalization on the Local Level

The revitalization of the waterfront has been initiated through both State and local "grassroots" actions. Many diverse and active local groups and organizations have stepped forward to promote and improve the Erie Canal in Little Falls. Many local groups have effectively donated time, labor and funds to improve conditions and enable others to enjoy waterfront resources in the City, including the following:

- Canal Place Development Association;
- Little Falls Citizen's Advisory Committee;

- Mohawk Valley Recreation Trail Task Force;
- Little Falls Historic Society;
- Mohawk Valley Center for the Arts;
- Little Falls Family YMCA;
- City of Little Falls Beautification Committee;
- Little Falls Urban Renewal Agency; and
- Little Falls Canal Celebration Committee.

An important waterfront revitalization issue is how best to focus and incorporate the future efforts of these groups and organizations in the overall plan implementation effort.

Section III - Waterfront Revitalization Policies

A. Introduction

The State Coastal Management Program contains 44 policies for managing the State’s coastal resources. These policies are general statements established to cover New York State’s diverse coastline and waterfront areas. A major purpose of this LWRP is to specify how these broad policies apply to Little Falls.

The following section examines those State policies that apply to Little Falls and refines these policies to reflect conditions, problems, and opportunities associated with the waterfront in Little Falls.

B. Development Policies

Policy 1

Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, and other compatible uses.

Waterfront revitalization is one of the most effective means of encouraging economic growth in New York State without consuming valuable open space outside these waterfront areas. Waterfront redevelopment is also one of the most effective means of stabilizing and rejuvenating residential and commercial areas within and adjacent to the waterfront area.

In Little Falls, the waterfront area includes residential, commercial, and industrial areas in various states of physical condition and deterioration that require restoration, rehabilitation, revitalization, and/or redevelopment. Although there is only limited land in the Little Falls waterfront area that is vacant, there is land that is underutilized.

The revitalization of the Little Falls waterfront will focus on the following:

1. Continued revitalization of the Canal Place area through rehabilitation of commercial structures, adaptive re-use of manufacturing buildings, and selected demolition of vacant, deteriorated structures infeasible of rehabilitation and/or which impede revitalization efforts.
2. Improvement and expansion of the Benton’s Landing Park and boat access facility at the foot of South Ann Street.
3. Rehabilitation and adaptive reuse of the vacant residential structures along Mohawk Street.
4. Development of a Canal Harbor complex at the Canal Terminal Building property on Southern Avenue.
5. Expansion of public access to the Erie Canal and Mohawk River within the entire waterfront area and in Canal Place, along Southern Avenue, and on Loomis Island in particular.
6. Enhancement of the historic character and canal resources in the Canal Place area and throughout the entire waterfront.
7. Redevelopment of Loomis Island in a manner that is compatible with the character and revitalization of Canal Place.

8. Stabilization and expansion of industrial uses in the Riverside Industrial Park and in the City's older East Mill Street Industrial Area.
9. Improvement of access to the Canal Place and South Side areas from the City's Central Business District.
10. Rehabilitation of residential units and improvement of neighborhood conditions in the South Side, West Main Street, and Albany Street neighborhoods.
11. Revitalization of the Central Business District, including the redevelopment /improvement of Shopper's Square.

Proposed long term land uses and specific projects are described in Section IV.

Policy 2

Facilitate the siting of water-dependent uses and facilities on or adjacent to state waterways and coastal waters.

The City has a finite amount of waterfront space, and demand for this space can be expected to intensify as revitalization of the Erie Canal takes place locally and State-wide. To ensure that desirable water-dependent uses can be accommodated, City and State agencies should avoid undertaking, funding or approving the siting of non-water-dependent uses along the waterfront that would pre-empt the foreseeable development of water-dependent uses.

Within the City, principal water-dependent uses to be encouraged are canal harbor facilities (marina, dock, and supporting facilities) at the Canal Terminal site on Southern Avenue, Benton's Landing, and Loomis Island. Water-enhanced recreation facilities including trails, promenades, river and canal walks, and parks are acceptable for almost any portion of the waterfront, but are especially appropriate for Canal Place, lands along Southern Avenue, Loomis Island and along the canal bulkhead on Moss Island. A whitewater park is especially appropriate for development along the free-flowing Mohawk River from the western end of Loomis Island to the South Ann Street Bridge. The development of the eastern portion of Loomis Island must not necessarily be a water-dependent use, but development in this area should complement waterfront revitalization efforts.

Water-enhanced commercial uses, including restaurants, lodging and retail stores with an outdoor orientation, are very acceptable uses for the Canal Place, Mohawk Street, Loomis Island and South Side areas.

Water-dependent uses that will contribute to the expansion of tourism and economic activity should be given priority to favored leasing arrangements, loans at below market rates and other appropriate business incentives available.

To the extent feasible, the siting of appropriate water-dependent uses and water-enhanced recreation and commercial uses should be facilitated by the installation of adequate utilities and other supporting public improvements including, but not necessarily limited to, access roadways and parking. This policy is especially applicable to Loomis Island and Southern Avenue.

Policy 3

Further develop the state’s major ports of Albany, Buffalo, New York, Ogdensburg, and Oswego as centers of commerce and industry, and encourage the siting in these port areas, including those under the jurisdiction of state public authorities, of land use and development which is essential to, or in support of, the waterborne transportation of cargo and people.

This policy is not applicable to Little Falls as the City is not one of the five major ports.

Policy 4

Strengthen the economic base of smaller harbor areas by encouraging the development and enhancement of those traditional uses and activities which have provided such areas with their unique maritime identity.

The *NYS Canal Recreationway Plan* identified Little Falls to serve as one of seven Canal Harbor centers on the NYS Canal System to support recreational boaters. With this designation, the State has recognized the importance of developing and enhancing traditional boater services, as well as supporting economic development and tourist-oriented activities along the Little Falls waterfront and within the waterfront area boundary. In addition, the Federal government, through the Canal Corridor Initiative and the Erie Canalway National Heritage Corridor, has recognized this, as well.

State, Federal and local agencies should focus on projects, activities, and initiatives that promote recreational fishing and boating, historic preservation, tourist destination resources, and supporting commercial development.

Facilities should and will be constructed in a manner that contributes to the area’s visual appeal; does not degrade the environment, natural resources, or adjacent residential uses; or impede public access to the waterfront via land or water. The facilities should and will be developed consistent with the overall character of the historic Canal Place area, and shall be developed in a way that minimizes visual and other impacts from the nearby lumber yard and oil tank uses.

Policy 5

Encourage the location of development in areas where public services and facilities essential to such development are adequate.

In general, development of waterfront areas should be located in areas with adequate infrastructure and support services, and in areas where topography, geology and other environmental conditions are suitable for and able to accommodate development.

Little Falls is a City characterized by concentrated development, with generally adequate infrastructure and public services. At present, two conditions impact waterfront development in the City. The first is the deteriorated condition of the Route 167 Bridge, and the second is the capacity of the City’s Sewage Treatment Plant. The State is currently committed to reconstructing the Route 167 Bridge, and the City is committed to completing needed improvements to the Sewage Treatment Plant.

With these improvements, most areas of the Little Falls waterfront area will be adequately serviced by public services and facilities, including water, sewer, electric, and roadway access.

Areas not appropriate for development due to infrastructure and environmental constraints include the River Road area, the area along the NYS Thruway access road (Route 169), and Moss Island.

Loomis Island, located at the heart of the waterfront area, presently has limited water, no sewer service, and sub-standard road access. Development of this area must be preceded or accompanied by the construction of adequate infrastructure.

Policy 6

Expedite permit procedures in order to facilitate the siting of development activities at suitable locations.

To facilitate appropriate development in the Little Falls waterfront area, New York State and the City should make every effort to coordinate and synchronize existing permit procedures and regulatory programs, as long as the integrity of the regulations' objectives is not jeopardized. Procedures and programs should and will be coordinated with the appropriate State agency and the City, as necessary. Regulatory programs and procedures will be coordinated and synchronized between levels of government and, if necessary, legislative and/or programmatic changes will be recommended.

When proposing new regulations, the City and/or State will determine the feasibility of incorporating the regulations within existing procedures if this reduces the burden on a particular type of development, and does not jeopardize the integrity of the regulations' objectives.

C. Fish and Wildlife Policies

Policy 7

Significant fish and wildlife habitats, shall be protected, preserved, and where practicable, restored so as to maintain their viability as habitats.

Habitat protection is recognized as fundamental to assuring the survival of fish and wildlife populations. Certain habitats are critical to the maintenance of a given population and, therefore, merit special protection. Such habitats exhibit one or more of the following characteristics: (1) are essential to the survival of a large portion of a particular fish or wildlife population (e.g. feeding grounds, nursery areas); (2) support populations of rare and endangered species; (3) are found at a very low frequency within a coastal region; (4) support fish and wildlife populations having significant commercial and/or recreational value; and (5) would be difficult or impossible to replace.

No Significant Fish and Wildlife Habitats have been designated within Little Falls, although as described in the Inventory and Analysis Section, the Mohawk River supports abundant and diverse warm water fish populations. While the waterfront area in Little Falls does not contain any rare or endangered species or sensitive habitat areas, activities should not be undertaken which might have a significantly adverse impact on fish or wildlife populations. Shoreline fishing is popular in Little Falls along the Canal

and Mohawk River, and any project that permanently and/or significantly creates increased sedimentation, erosion, or toxic discharge into the Canal or Mohawk River should not be undertaken.

Policy 8

Protect fish and wildlife resources in state waterway and coastal areas from the introduction of hazardous wastes and other pollutants which bio-accumulate in the food chain or which cause significant sub-lethal or lethal effects on those resources.

Hazardous wastes are unwanted by-products of manufacturing processes and are generally characterized as being flammable, corrosive, reactive, or toxic. More specifically, hazardous waste is defined in Environmental Conservation Law [S27-0901(3)] as “waste or combination of wastes which because of its quantity, concentration, or physical, chemical or infectious characteristics may: (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or otherwise managed.”

Other pollutants are those conventional wastes generated from point and non-point sources and not identified as hazardous wastes, but controlled through other State laws.

No activity or action that introduces hazardous wastes and other pollutants in the environment will be permitted in the Little Falls Waterfront Revitalization Area.

Policy 9

Expand recreational use of fish and wildlife resources in state waterway and coastal areas by increasing access to existing resources, supplementing existing stocks, and developing new resources. Such efforts shall be made in a manner which ensures the protection of renewable fish and wildlife resources and considers other activities dependent on them.

Recreational uses of fish and wildlife resources include consumptive uses, such as fishing and hunting, and non-consumptive uses, such as wildlife photography, bird watching, and nature study.

Waterfront development in Little Falls will attract more people to the waterfront and development projects will, in many cases, expand public access to the waterfront by design.

None of the potential improvement projects along the Little Falls waterfront are expected to be of such magnitude or impact those recreational fish and/or wildlife resources could expect to be over-utilized or cause significant impairment of habitat areas.

Nevertheless, all projects involving waterfront access and/or improvement will be developed in a manner that ensures the protection of fish and wildlife resources.

Policy 10

Further develop commercial finfish, shellfish, and crustacean resources in the coastal area by: (1) encouraging the construction of new, or improvement of existing on-shore commercial fishing facilities; (2) increasing marketing of the state's seafood products; and (3) maintaining adequate stocks and expanding aquaculture facilities. Such efforts shall be made in a manner which ensures the protection of such renewable fish resources and considers other activities dependent on them.

The City of Little Falls is on an inland waterway without commercial fishing resources and this policy is not applicable.

D. Flooding and Erosion Hazards Policies

Policy 11

Buildings and other structures will be sited in the waterway or coastal area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.

Erosion along the Little Falls shoreline areas is not a problem. The City does, however, have several Flood Hazard Areas designated along its shoreline. In order to minimize property damage resulting from flooding, development will be discouraged from locating within such areas, will be elevated above the base flood level, and/or will be appropriately flood-proofed.

Within Flood Hazard Areas, development will be undertaken in accordance with the following guidelines:

- a. All structures shall be designed and anchored to prevent flotation, collapse or lateral movement due to flood water related forces.
- b. All construction materials and utility equipment used shall be resistant to flood damage.
- c. Construction practices and methods shall be employed which minimize potential flood damage.
- d. All public utilities and facilities shall be located and constructed to minimize or eliminate potential flood damage.
- e. Adequate drainage shall be provided to reduce exposure to flood hazards.
- f. All water supply and sewage disposal systems shall be designed to minimize or eliminate flood water infiltration or discharges into the flood waters.
- g. All new residential construction or substantial improvements to residential structures shall have the lowest floor (including basements) elevated to at least one (1) foot above the water level of the one hundred (100) year flood.
- h. All new non-residential construction or substantial improvements to such non-residential structures shall have the lowest floor (including basement) elevated to at least one (1) foot above the water level of the one hundred (100) year flood or, as an alternative, be flood-proofed up to that same water level, including attendant utility and sanitary facilities.
- i. No use shall be permitted, including fill, dredging or excavation activity, unless the applicant has demonstrated that the proposed use, in combination with all other existing and anticipated

uses, will not raise the water level of the one hundred (100) year flood more than one (1) foot at any point.

Policy 12

Activities or development in the coastal area will be undertaken so as to minimize damage to natural resources and property from flooding and erosion by protecting natural protective features including beaches, dunes, barrier islands and bluffs. Primary dunes will be protected from all encroachments that could impair their natural protective capacity.

The City of Little Falls is on an inland waterway. The waterfront does not contain any natural protective features, and this policy is not applicable

Policy 13

The construction or reconstruction of erosion protection structures shall be undertaken only if they have a reasonable probability of controlling erosion for at least thirty years as demonstrated in design and construction standards and/or assured maintenance or replacement programs.

Shoreline erosion is not a problem within the Little Falls waterfront area. Increased boating in the future may result in localized erosion due to wave action. Erosion can be eliminated by the construction of bulkheads where development exists along the shoreline or installation of rip-rap where the shoreline is less developed. These methods have proven to be effective in controlling erosion along the NYS Canal System.

Policy 14

Activities and development, including the construction or reconstruction of erosion protection structures, shall be undertaken so that there will be no measurable increase in erosion or flooding at the site of such activities or development, or at other locations.

The scope and nature of the erosion protection structures that might be required or utilized in Little Falls are such that negative impacts should be minimal. The construction of groins and/or impermeable docks along the Little Falls waterfront and/or the placement of structures in identified floodways are not anticipated.

All development in the Little Falls waterfront area will be undertaken in a manner that will cause no measurable increase in erosion or flooding on site or at other locations.

Policy 15

Mining, excavation or dredging in coastal waters shall not significantly interfere with the natural coastal processes which supply beach materials to land adjacent to such waters and shall be undertaken in a manner which will not cause an increase in erosion of such land.

This policy is directed at coastal waters and does not apply to Little Falls which is located on an inland waterway.

Policy 16

Public funds shall only be used for erosion protective structures where necessary to protect human life, and new development which requires a location within or adjacent to an erosion hazard area to be able to function, or existing development; and only where the public benefits outweigh the long term monetary and other costs including the potential for increasing erosion and adverse effects on natural protective features.

This policy is directed at coastal waters subject to erosion hazards and is not applicable to Little Falls. Little Falls is located on an inland waterway not subject to serious erosion hazards.

Policy 17

Use non-structural measures to minimize damage to natural resources and property from flooding and erosion shall be used whenever possible. Such measures shall include: (1) the set back of buildings and structures; (2) the planting of vegetation and the installation of sand fencing and draining; (3) the reshaping of bluffs; and (4) the flood-proofing of buildings or their elevation above the base flood level.

Consistent with Policy 11, all development in flood hazard areas in Little Falls will be undertaken in a manner that minimizes damage from flooding. Measures to be utilized include flood-proofing of buildings and/or raising their elevation above the base flood level.

E. General Policy

Policy 18

To safeguard the vital economic, social and environmental interests of the state and of its citizens, proposed major actions in the coastal area must give full consideration to those interests, and to the safeguards which the state has established to protect valuable coastal resource areas.

Development within the Little Falls waterfront area will be consistent with the *NYS Canal Recreationway Plan*. All development will be undertaken in full consideration of the need to revitalize the Erie Canal; improve the economies of the City, Mohawk Valley region, and New York State; provide needed commercial and recreation resources for City and New York State residents and visitors; and, at the same time, protect important environmental resources and interests.

F. Public Access Policies

Policy 19

Protect, maintain, and increase the level and types of access to public water-related recreation resources and facilities so that these resources and facilities may be fully utilized in accordance with reasonably anticipated public recreation needs and the protection of historic and natural resources.

Providing improved access within the Little Falls waterfront area has been a central component of virtually every plan developed for the waterfront area to date. Improved access to waterfront areas is needed to increase recreation opportunities, promote tourism, and support canal revitalization efforts at the local, State and Federal levels. Increased access to public water-related recreation resources and facilities needs to be provided as follows:

1. Improved vehicular and pedestrian access via reconstruction of the Route 167 Bridge.
2. Improved pedestrian access and linkage between the Canal, River and Central Business District via the improvement of the Route 169/South Ann Street Corridor.
3. Completion and extension of the NYS Canalway Trail.
4. Development of a harbor center at the Canal Terminal Building.
5. Expansion of publicly-owned land along the Canal.
6. Construction of canal and riverside trails and promenades.
7. Improvement and expansion of Benton's Landing.
8. Development of Loomis Island.
9. Improvement of the City's boat launch at the Mohawk River Park.

The City of Little Falls waterfront area includes a number of historically significant resources, including canal-era mill buildings and row buildings at Canal Place, lock remnants from early canals, and the site of canal aqueduct. In addition, Moss Island, a nationally significant natural resource - is located in the waterfront area. The full enjoyment of these resources requires that public access to the waterfront be protected, maintained and improved.

Policy 20

Access to the publicly-owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that are publicly owned shall be provided and it shall be provided in a manner compatible with adjoining uses. Such lands shall be retained in public ownership.

Consistent with the City's desire to provide improved access to recreation resources and facilities in the waterfront area, public access to the foreshore or the water's edge shall not be reduced, and will be expanded to the extent feasible.

The elimination of the possibility of increasing public access to the shoreline in the future shall be avoided. The City will not dispose of property that could provide public access to the foreshore or the water's edge, and will not reduce or eliminate public access to these areas.

To the extent feasible and practical, the City will provide improved access to the shoreline through the acquisition of private property that presently serves to restrict this access, and property that extends existing publicly owned lands along the shoreline. This policy is particularly relevant to the southern shoreline of the Erie Canal adjacent to Southern Avenue and the proposed Canal Harbor site.

The City will also pursue easements, where appropriate, to facilitate public access to shoreline areas. This policy is particularly relevant to Loomis Island and the Canal Place area.

G. Recreation Policies

Policy 21

Water-dependent and water-enhanced recreation will be encouraged and facilitated, and will be given priority over non-water related uses along the waterway or coast provided it is consistent with the preservation and enhancement of other waterway or coastal resources and taken into account demand for such facilities. In facilitating such activities, priority shall be given to areas where access to the recreation opportunities of the waterway or coast can be provided by new or existing public transportation services and to those areas where the use of the shore is severely restricted by existing development.

To the extent feasible and practical, the City will encourage and facilitate the development and improvement of water-dependent and water-enhanced recreation resources within the waterfront area.

Existing facilities in need of improvement include Columbus Park, Mohawk River Park, and the park at Lock 17. The NYS Canalway Trail needs to be extended west through the City and east to the Herkimer Home and linked to the proposed Canal Harbor site on Southern Avenue.

New trails and a waterfront promenade are needed along the shores of Loomis Island and along the southern shore of Moss Island. A riverwalk trail/promenade structure has been proposed along the north shore of the Mohawk River, and this trail must be linked with the Route 167 Bridge and conveniently linked with South Side amenities, including the planned Canal Harbor.

Development of Canal Harbor facilities at the Canal Terminal building will expand recreation use in the waterfront area on land and in the water itself. This harbor is needed to provide adequate boating services, and its development is encouraged to occur at the earliest possible time.

Actions or activities that support the expansion of recreation facilities in the waterfront area will be encouraged. Development of commercial facilities that support water recreation activities, rock climbing at Moss Island, and bicycling are encouraged. Additional supporting public facilities such as parking, lighting, and road access improvements will be pursued to the extent feasible.

Policy 22

Development, when located adjacent to the shore, will provide for water-related recreation, whenever such use is compatible with reasonably anticipated demand for such activities, and is compatible with the primary purpose of the development.

In Little Falls, potential development projects that have water-related recreation development opportunities should be pursued. Development projects with water-related recreation opportunities include the following:

1. The revitalization of the mill buildings at Canal Place can include development of waterfront access improvement projects, including a possible riverwalk along the river-sides of each building.
2. The reconstruction of the Route 167 Bridge can extend the riverwalk, which can function as a multi-purpose trail that links the north and south sides of the City and various trails within the waterfront area. Bridge reconstruction also affords an opportunity to improve Columbus Park at the bridge's southern terminus.
3. Canal Harbor development can include the expansion of Rotary Club Park and expansion of the publicly-owned shoreline along the Erie Canal.
4. The development of Loomis Island for public and/or private purpose includes the opportunity to develop shoreline trails and a portion of a proposed whitewater park.
5. Future projects of the Little Falls Lumber Company and/or development of the adjacent oil tank property can provide opportunities to expand the Canal Harbor/Rotary Club Park and public shoreline.

H. Historic and Scenic Resources

Policy 23

Protect, enhance and restore structures, districts, areas or sites that are of significance in the history, architecture, archaeology or culture of the state, its communities, or the nation.

The Little Falls waterfront area includes several significant historic and cultural resources. The entire Canal Place area, which includes mill, row and industrial buildings, is architecturally and historically significant. The Erie Canal itself is historically significant. This area and its structures must be restored and revitalized through adaptive reuse. Other historically significant resources in the area include lock remnants; the existing Lock 17; and several structures in the downtown area including City Hall, Benton Hall, the Public Library, the former St. Mary's Academy, the Burrell Building, and the Little Falls Museum Building, among others. The waterfront area is also the site of a major canal aqueduct (recently collapsed) and Moss Island, a national natural landmark. Historic resources in the waterfront are described in detail in the Inventory and Analysis Section.

The rehabilitation of historically significant structures within the waterfront area shall be undertaken in a manner that preserves historic elements and character. New construction and public improvements shall be compatible, in terms of design and materials, to the extent feasible and practicable. The

rehabilitation and adaptive reuse of vacant and/or underutilized industrial structures is a key element in the revitalization of the waterfront.

Canal related artifacts in the area should be preserved and enhanced through restoration and interpretive signage, as appropriate.

With respect to activities which involve the excavation of land within zones of archeological sensitivity, the City and/or appropriate public agencies will contact the NYS Office of Parks, Recreation and Historic Preservation to determine appropriate protective measures for archeological resources.

Policy 24

Prevent impairment of scenic resources of statewide significance as identified on the coastal area map. Impairment shall include: (1) the irreversible modification of geologic forms, the destruction or removal of structures, whenever the geologic forms, vegetation or structures are significant to the scenic quality of an identified resource; and (2) the addition of structures which because of siting or scale will reduce identified views or which because of scale, form, or materials will diminish the scenic quality of an identified resource.

The policy is not applicable, as no Scenic Areas of Statewide Significance have been designated within Little Falls.

Policy 25

Protect, restore or enhance natural and man-made resources which are not identified as being of statewide significance, but which contribute to the overall scenic quality of the waterway or coastal area.

The canal corridor between Fall Hill Ridge and the Rollaway represents a significant scenic resource, although these are not identified on the Coastal Area Map. Moss Island is a unique geologic resource of national significance. The Erie Canal and Mohawk River waterways are also important scenic resources.

Any development in the Little Falls waterfront area must carefully consider impact on scenic resources and qualities. Appropriate land use regulations will protect and enhance the overall scenic quality of the Little Falls waterfront and canal corridor.

The following development guidelines are applicable to the Little Falls waterfront:

1. Structures and other development features must be sited back from shoreline locations to maintain and enhance the quality of the shoreline and views to and from the shore.
2. Sound, existing structures (especially historic buildings) will be incorporated into overall development plans.
3. Deteriorating and degrading elements, such as the structure adjacent to Benton's Landing, will be removed.
4. To the extent feasible and where appropriate, existing vegetation will be maintained or new vegetation added to provide interest, encourage wild- life, blend structures into the site, and obscure unattractive elements. Unsightly diseased or hazardous vegetation will be cleared, as

well as vegetation that impairs scenic access to the canal and river waters. Vegetation that contributes to the beauty of the waterfront shall be maintained.

5. Appropriate materials, in addition to vegetation, will be used to screen unattractive elements in the waterfront area.

I. Agricultural Lands Policy

Policy 26

Conserve and protect agricultural lands in the state's waterway or coastal areas, an action shall not result in a loss, nor impair the productivity, or important agricultural lands, as identified on the coastal area map, if that. Loss or impairment would adversely affect the viability of agriculture in an agricultural district or if there is no agricultural district, in the area surrounding such lands.

The policy is not applicable, as the Little Falls waterfront area does not contain agricultural uses, and future agricultural use is not anticipated.

J. Energy and Ice Management Policies

Policy 27

Decisions on the siting and construction of major energy facilities in the coastal area will be based on public energy needs, compatibility of such facilities with the environment, and the facility's need for a shorefront location.

The City of Little Falls waterfront area includes a small hydroelectric power generating facility on the western portion of Moss Island. No additional energy facilities are anticipated, but any such facilities or expansion of the existing facility will be subject to rigorous environmental reviews to ensure compatibility with the environment and the facilities needed for a waterfront area location.

Policy 28

Ice management practices shall not damage significant fish and wildlife and their habitats, increase shoreline erosion or flooding, or interfere with the production of hydroelectric power.

Consistent with this State policy, prior to undertaking action as may be required for ice management in the future, an assessment will be made of the potential effects of such actions upon the production of hydroelectric power, fish and wildlife and their habitats, flood levels and damage, rates of shoreline erosion damage, and upon natural protective features.

Following such an examination, adequate methods of avoidance or mitigation of such potential effects must be utilized if the proposed action is to be implemented.

Policy 29

Encourage the development of energy resources on the outer continental shelf, in Lake Erie and in other water bodies, and ensure the environmental safety of such activities.

City of Little Falls is located on an inland waterway, and this policy is not applicable.

K. Water and Air Resources Policies

Policy 30

Municipal, industrial, and commercial discharge of pollutants, including but not limited to, toxic and hazardous substances, into waterway or coastal waters will conform to state and national water quality standards.

Problems with industrial discharges from the City's sewage treatment plant have occurred in the past, necessitating corrective action. The City, in concert with local industries, is addressing this problem through improvements to the plant and off-site pre-treatment actions.

Policy 31

State coastal area policies and purposes of approved local waterfront revitalization programs will be considered while reviewing coastal water classifications and while modifying water quality standards; however, those waters already overburdened with contaminants will be recognized as being a development constraint.

Pursuant to the Federal Clean Water Act, the State has classified waterways in accordance with considerations of best usage in the interest of the public, and has adopted water quality standards for each class of waters. These classifications and standards are reviewable at least every three years for possible revision or amendment.

Water quality ratings of "B" and "C" have been established by the New York State Department of Environmental Conservation for the Erie Canal/Mohawk River as it flows through the City. A Class B rating indicates water is suitable for contact recreation and other uses except drinking and food processing. A Class C rating indicates water is suitable for fishing and other uses except drinking, food processing and contact recreation.

The present water quality classifications are consistent with the proposed land and water uses described in this Local Waterfront Revitalization Program. Conversely, the uses proposed for the waterfront area are consistent with the provisions of the water quality ratings.

Policy 32

Encourage the use of alternative or innovative sanitary waste systems in small communities where the costs of conventional facilities are unreasonably high, given the size of the existing tax base of these communities.

This policy is not applicable to the City of Little Falls.

Policy 33

Best management practices will be used to ensure the control of stormwater runoff and combined sewer overflows draining into waterway or coastal waters.

Non-point source pollution is pollution which enters waterways from different sources. It is caused by rainfall or snowmelt which carries pollutants into waterways from a number of ground sources, such as streets, parking lots, and agricultural fields. Best management practices to be utilized to minimize non-point source pollution include the following:

1. Retain as much of the natural vegetation as possible and avoid mass clearing of sites to be developed.
2. Utilize grading methods which impede vertical runoff and provide maximum runoff infiltration capacity.
3. Locate large graded areas on the most level portion of the site, and avoid the development of steep vegetated slopes.
4. Conduct grading and clearance activities outside of floodplains.
5. Utilize porous pavements in the construction of parking areas.
6. Protect inlets to storm sewers by suitable filtering devices during construction.
7. Runoff from parking lots, fueling areas, and large building sites should be collected and detained in sediment basins, oil and grease filtering catch basins, or retention areas to trap pollutants which would otherwise be transported from the site.

In addition to the above-cited practices, the City will evaluate the effectiveness of its storm sewer system and make improvements, where possible, aimed at collecting and detaining sediments in filtering catch basins, and retention areas.

Policy 34

Discharge of waste materials into waterway or coastal waters from vessels will be limited so as to protect significant fish and wildlife habitats, recreational areas and water supply areas.

The discharge of sewage, garbage, rubbish, and other solid and liquid materials from watercraft and marinas into the State's waters is regulated by State law. In order to minimize these discharges, new marina facilities in Little Falls will be encouraged to provide pump-out and rest room facilities to discourage the overboard discharge of sewage from boats.

Policy 35

Dredging and dredge spoil disposal in waterway and coastal waters will be undertaken in a manner that meets existing state dredging permit requirements, and protects significant fish and wildlife habitats, scenic resources, natural protective features, important agricultural lands, and wetlands.

Dredging often proves to be essential for waterfront revitalization and development, maintaining navigation channels at sufficient depths, pollutant removal, and meeting other coastal management needs. Such dredging projects may, however, adversely affect water quality, fish and wildlife habitats,

wetlands, and other important waterway resources. Often these adverse effects can be minimized through careful design and timing of the dredging operation and proper siting of the dredge spoil disposal site. Dredging permits will be granted by the State if it has been satisfactorily demonstrated that these anticipated adverse effects have been reduced to levels which satisfy State dredging permit standards set forth in regulations developed pursuant to Environmental Conservation Law (Articles 15, 24, 25, and 34).

New York State is responsible for the periodic dredging of the Erie Canal. Dredging in the Little Falls area is not often required often, although future dredging may be required as part of the development of the Canal Harbor along Southern Avenue.

Policy 36

Activities related to the shipment and storage of petroleum and other hazardous materials will be conducted in a manner that will prevent or at least minimize spills into waterway and coastal waters; all practicable efforts will be undertaken to expedite the cleanup of such discharges; and restitution for damages will be required when these spills occur.

Within the City of Little Falls waterfront area, there are several petroleum storage facilities, both active and inactive. Monitoring and permitting of these facilities is critical to the prevention of potential spills into the Erie Canal. Also, the CSX train line extends through the City's waterfront area, and this line is used to transport hazardous materials.

In the long term, the City supports the removal of all non-essential or aged petroleum storage facilities and any other hazardous materials that might be discharged into the Canal or Mohawk River, and supports State efforts to monitor and regulate the safe transmission of hazardous materials through the City and waterfront area.

The siting of any future petroleum storage facilities in the waterfront area, including areas not in the vicinity of vulnerable shoreline locations, will be subject to vigorous local review and inspection standards.

Policy 37

Best management practices will be utilized to minimize the non-point discharge of excess nutrients, organics and eroded soils into waterway and/or coastal waters.

This policy is directed to agricultural areas and is not applicable to the City of Little Falls.

Policy 38

The quality and quantity of surface water and groundwater supplies will be conserved and protected, particularly where such waters constitute the primary or sole source of water supply.

This policy is not applicable to Little Falls.

Policy 39

The transport, storage, treatment and disposal of solid wastes, particularly hazardous wastes, within waterway and coastal areas will be conducted in such a manner so as to protect groundwater and surface water supplies, significant fish and wildlife habitats, recreation areas, important agricultural land, and scenic resources.

Several industries in the Little Falls waterfront area store hazardous wastes. The storage, transport, and disposal of these wastes are governed by State regulation and the City supports vigorous enforcement of these regulations. The same is true for the transport of any solid, particularly hazardous, waste through the waterfront area by truck, boat or train.

Policy 40

Effluent discharged from major steam electric generating and industrial facilities into coastal waters will not be unduly injurious to fish and wildlife and shall conform to state water quality standards.

See Policy 27.

Policy 41

Land use or development in the coastal area will not cause national or state air quality standards to be violated.

The City of Little Falls supports the air quality policies and programs developed for the State by the Department of Environmental Conservation pursuant to the Clean Air Act and State laws on air quality, and will not encourage or support any development or action that would cause any violation of national or State air quality standards.

Policy 42

Coastal management policies will be considered if the state reclassifies land areas pursuant to the prevention of significant deterioration regulations of the federal clean air act.

The policies of the State and local coastal management programs concerning proposed land and water uses and the protection and preservation of special management areas will be taken into account prior to any action to change prevention of significant deterioration land classifications in coastal regions or adjacent areas.

The policy is not applicable, as Little Falls is outside the State Coastal Area.

Policy 43

Land use or development in the coastal area must not cause the generation of significant amounts of acid rain precursors: nitrates and sulfates.

The City supports the State's policies on acid rain and efforts to control acid rain. Industrial development in the Little Falls waterfront area will be limited to businesses that do not generate significant amounts of nitrates and/or sulfates.

Policy 44

Preserve and protect tidal and freshwater wetlands and preserve the benefits derived from these areas.

The policy is not applicable, as no tidal or freshwater wetlands have been identified within the Little Falls waterfront area.

Section IV - Proposed Land and Water Uses and Proposed Projects

A. Proposed Land Uses

Proposed long term land uses for each sub-area of the Waterfront Revitalization Area (WRA) are illustrated on [Map 9](#), and are described in the following sub-sections.

1. Canal Place

The Canal Place area includes the South Ann Street mixed-use area comprised of commercial and residential uses, former mill buildings, and Sterziner Park, a passive recreation area and public gathering space. The Canal Place area also includes the East Mill Street industrial area; the West Mill Street area, including several largely vacant industrial-type buildings and commercial uses; the Elizabeth Street area, comprised of a large industrial mill building now used by small businesses; and Hansen Island, home of Redco Foods.

The LWRP recognizes the uniqueness and special qualities of most portions of the Canal Place area, especially the South Ann and West Mill Street areas. These qualities should be preserved, protected and enhanced. Overall, future development in the Canal Place area should be subject to land use regulations and building design guidelines that will ensure all future development and redevelopment is well-designed and incorporates improvements that are compatible with the existing and planned neighborhood environment, canal history, and the area's special qualities.

Proposed land uses in Canal Place reflect a continuation of the mixture of residential and commercial uses in the South Ann Street area, and continuation of industrial uses in the East Mill Street and Elizabeth Street areas. The West Mill Street area is an area in transition, and is proposed for mixed commercial and residential uses as an extension of the South Ann Street area.

The adaptive reuse of former industrial buildings in the South Ann Street and West Mill Street areas is critically important to the long term revitalization of the Canal Place area. These mill buildings should be redeveloped for retail, visitor, and boater-service and/or restaurant uses. Upper floors can be adaptively reused for housing or office use.

Preservation of the historic character of these areas is also of key importance. Any new construction, rehabilitation, and/or public improvement activities should complement and enhance the historic character of the Canal Place area, and not compromise it.

The area south of the CSX railroad tracks are part of the new "Waterfront District", where residential, commercial, waterfront-related and recreational uses are permitted to coexist.

Limited industrial use may also be appropriate if the particular industry does not detract from the area's character.

All development projects and improvements within the "Waterfront District" are subject to Planning Board approval and consistency with the Site Plan Review guidelines developed as part of this LWRP. The review will ensure that improvements are consistent with development goals and this LWRP.

2. South Side

The South Side area includes approximately 200 predominately one- and two-family residential properties nestled between the Erie Canal and steep cliffs as described on the Inventory and Analysis. Most residential uses are concentrated in the area north and east of State Route 167. The area south of Route 167 is a mixed-use area comprised of the Little Falls Lumber Company, two fuel oil companies, a one-story manufacturing building, as well as a limited number of one- and two-family residential properties.

The South Side neighborhood also includes the Canal Terminal Building and adjacent park property that has been identified and enhanced as a "Canal Harbor" site by New York State, and Columbus Park, a small neighborhood recreation facility. The NYS Canalway Trail is a paved, multi-purpose trail that extends through the eastern portion of the South Side area between Finks Basin and Railroad Street, just east of State Route 167. This one-mile trail runs along the right-of-way of the former West Shore Railroad.

Continued residential uses are proposed for most of the area north and east of State Route 167. The "Waterfront District" zoning designation applies to portions of the South Side and provides for a mix of residential, commercial, light industrial, waterfront-related and recreational uses. This designation also requires Planning Board approval of all development projects and improvements proposed in the area. The "Waterfront District" ensures that improvements proposed are consistent with the LWRP.

3. Loomis and Moss Islands

Loomis Island is essentially undeveloped at this time, but has the potential to be developed for recreational, industrial, commercial or perhaps public purposes, depending on market conditions and future development in other portions of the waterfront. A mix of uses is also possible. For this reason, Loomis Island is included in the "Waterfront District" and subject to the development controls associated with this designation as described above.

Moss Island should remain a national natural landmark appropriate for limited recreation use and conservation.

The shoreline areas along the Erie Canal on Moss and Loomis Islands should be designated for open space and be accessible to the public. Public trails and canal walks are proposed for the shoreline areas.

At the Benton's Landing area, the public dock and bulkhead tie-up area has recently been improved. The brick structures on Mohawk Street are proposed for mixed commercial and residential uses consistent with the *NYS Canal Recreationway Plan*. These buildings can be redeveloped as bed and breakfast operations, canal-side housing, or other canal-related uses.

4. Central Business District

The Central Business District comprises much of the Waterfront Revitalization Area north of the CSX railroad and Route 5 arterial. Proposed land uses for this area represent a continuation of existing, long-established development patterns. There are very few vacant parcels in the Central Business District available for development, but many properties have redevelopment potential.

Among the key redevelopment projects in the Central Business District is the renovation and re-use of the Burrell Building at the heart of the downtown. Extensive work will be required to restore this building to its once stately prominence. The City supports a private commercial re-use of the Burrell Building, but it is recognized that a public use of all or a portion of the building may be appropriate.

Another critical redevelopment need is the Shopper's Square mall between Main and Albany Streets. As described in the Inventory and Analysis, the mall was constructed in 1965, and requires major renovation coupled with aggressive marketing to attract high quality commercial tenants. An adaptive reuse of all or part of this property may be necessary if the market for commercial retail use continues to decline. Other commercial redevelopment opportunities exist at the former Rite-Aid Drug Store property on North Ann Street, and on Urban Renewal Parcel 9 on Albany Street.

The north side of Main Street is comprised of first floor commercial and upper floor residential structures generally in need of rehabilitation treatment. In the 1970's, a canopy structure was constructed over the sidewalk on this side of the street. The canopy has been upgraded, and must be maintained diligently in the future.

The Central Business District is linked to the Canal Place area via South Ann Street and a deteriorated underpass that extends under the CSX rail- road tracks. South Ann Street has been recently upgraded and enhanced using an Intermodal Surface Transportation Efficiency Act (ISTEA) grant and local funds. Improvements to the underpass were included in this project. In the long term, a new pedestrian overpass is needed to better link the CBD with Canal Place.

5. Riverside Industrial Park

The Riverside Industrial Park is home to five manufacturing operations and one vacant manufacturing building. At the western end of the park is the Mohawk River Park, which includes a boat launch, floating docks, and a small picnic area. At the entrance to the Industrial Park are the historical remains of a 1797 lock constructed by the Inland Lock and Navigation Company. Proposed uses for the Riverside Industrial Park include a continuation of the present industrial uses, as well as the Mohawk River Park and historic lock site. Launch facilities at the

park are in need of improvement, and development of new launch facilities at the Canal Harbor is being developed.

6. River Road

Development in the River Road area is limited by steep topography and extremely rocky conditions. The Little Falls Sewage Treatment Plant is the only development in the area, and this use must and should be continued. As with Moss Island, this area is an important rock-climbing location, and ways to enhance this increasingly popular activity should be continually examined.

B. Proposed Water Uses/Harbor Management Plan

Recreational boating and fishing are the prime water uses in the City along the Erie Canal/Mohawk River at the present time, although a hydroelectric plant on the western portion of Moss Island also utilizes the water that flows through the canal.

Revitalization of the Little Falls waterfront is dependent upon increasing boater facilities, improving waterfront conditions and ambiance, and creating a “critical mass” of attractions and quality visitor amenities. To this end, Canal Harbor enhancements have been completed at the Canal Terminal site; the Benton’s Landing docking site has been expanded; a series of canal and river trails and walks have been proposed; and the Mohawk River Park has been identified for improvement. These water-related improvements, and others, will serve local and transient boaters, and will attract more visitors to the waterfront area. The projects are described in greater detail in section C. below.

In addition, the development of a whitewater park has been proposed for the free-flowing Mohawk River that, combined with the rock-climbing on Moss Island and along River Road, will provide the Little Falls waterfront with distinctive recreation resources that will help attract active recreationalists to the waterfront area.

Harbor Management Plan

As previously described in *Section I, Waterfront Revitalization Area Boundary*, and *Section II, Inventory and Analysis*, the Mohawk River and the Erie Canal flow through the Mohawk valley, and the river and its artificial land-cut channel flow through Little Falls. The Erie Canal is part of the State Canal System and is owned and maintained by the New York State Canal Corporation. Consistent with boating activities throughout the Canal System, long term water uses appropriate for the Erie Canal within Little Falls include recreational and, to a lesser extent, commercial boating.

A key recommendation set forth in the statewide Canal Revitalization Program was the establishment of harbor centers and service ports at existing urban and village centers along the length of the Canal System which would provide an array of pedestrian and boater public services aimed at revitalizing the System as a major recreation resource. In this regard, Little Falls was identified to serve as one of seven (7) major Canal System harbor centers, and the NYS Canal Corporation, together with the Department of State, subsequently invested nearly two

million dollars for completion of extensive harbor improvements within the City of Little Falls at the Erie Canal terminal site on Southern Avenue, including the following:

- the canal terminal building was adaptively reused to serve as public restrooms, harbor master facilities, office of the State Council of Waterways, and other boater amenities;
- a 30 ft. wide boat launch, together with vehicular parking;
- 350 linear ft. of floating docks;
- park benches, trash receptacles, and bicycle racks;
- an information kiosk and directional signage;
- lighting;
- bulkhead repairs; and
- picnic facilities.

Jurisdiction for use of the Canal and shoreline rests with New York State. In this regard, the Canal Corporation maintains the navigation channel and canal infrastructure. In addition, rules and regulations adopted pursuant to NYS Canal Law (21 NYCRR Sub-chapter D, Parts 150-156) and design standards enforced by the Canal Corporation serve as the definitive controls governing use of the Canal. Key provisions set forth in the rules and regulations are as follows:

- Navigation season - beginning from April 5th - May 20th to November 15-20;
- Size of boats - up to 300 ft. long and 43.5 ft. wide;
- Maximum boat speed - 6 mph along land-cut canal segments (such as Whitehall) and dependent on local conditions along canalized rivers and lakes; and
- Occupancy of Canal Corporation lands adjacent to the Canal System is regulated through the issuance of revocable permits by the Canal Corporation.

The Canal Corporation also enforces guidelines governing the construction of docks along the Canal System, set forth in *Standards for Docks on the Canal System* (Appendix D.). Key provisions of those standards are as follows:

- Applicable to residential/non-commercial docks accommodating four or fewer boats with a maximum dock length of 100 ft. (commercial and larger docks analyzed on a case-by-case basis);
- Docks shall not interfere with Canal navigation;
- Docks shall have a minimum offset of 24 ft. (for land-cut canal sections) or 50 ft. (for canalized water bodies) from navigation channels;
- Docks shall be constructed parallel to the shore in land-cut areas and be at least 50 ft. from navigation aids;
- Dock designs shall be approved by the Canal Corporation;

- Boat slips must incorporate acceptable provisions for shoreline protection;
- One dock per property owner is permitted;
- Docks shall not restrict access across Canal lands;
- Docks shall be set back at least 10 ft. from adjacent property lines; and
- Excavated slips shall be no larger than 1,000 square ft.

C. Proposed Projects

1. Introduction and Background

Since the first plans were prepared for the Erie Canal and Little Falls waterfront in 1989 as part of the *Erie Canal Development Feasibility Study*, numerous and varied projects have been identified and completed to revitalize the area. Several of these projects, including the improvement of the Canal Place/South Ann Street area, the first-phase development of Benton's Landing, and creation of Sterziner Park, have been implemented and have helped to stimulate further interest and enthusiasm for additional revitalization efforts.

In 1995, the City prepared a *Waterfront Center Development Program* and submitted this program for consideration by the New York State Thruway Authority and the Canal Recreationway Commission as part of the process utilized by New York State to prepare the *NYS Canal Recreationway Plan*.

The City developed a series of projects as part of the Canal Corridor Initiative that emphasized public and private partnership efforts to revitalize the Canal. These planning efforts have formed the basis for the projects proposed as part of this LWRP. Proposed projects are illustrated on [Map 10](#), and are described according to their sub-area location in the following sections:

2. Canal Place

Mill and Industrial Building Redevelopment

The Canal Place revitalization effort must be continued by rehabilitating and redeveloping the stone mill buildings on the north shore of the Mohawk River and other vacant industrial buildings in Canal Place for retail, visitor, and other adaptive reuses.

The Mohawk Mill, located on South Ann Street at the Mohawk River, occupies one of the most strategic locations on the Canal and is large enough to accommodate multiple uses. The Mill has been extensively renovated, so that at street level it now houses an old time café, and specialty retail space including antiques, natural health products, ceramics and books. Upstairs is a fifty-seat performance and meeting space, and a variety of business suites, and then an inn on the top floor.

The adjacent mill building (25 West at Canal Place) is also a former mill, and was adaptively rehabilitated as an antique center, with unique riverfront housing being constructed on the top floor of the three story structure. Other buildings in Canal Place, including the Donovan Andrew Little and 20 West at Canal Place industrial buildings, are proposed for adaptive reuse as retail,

service and light industrial uses. These structures could also be innovatively adapted for artist or craft oriented uses. To facilitate these improvements, the City must forge public/private partnerships, and continually look to expand revolving loan funds and access other low interest loan funds that can leverage private funds and make costly rehabilitation projects affordable.

Total estimated cost: \$3,000,000

Canal Place/CBD Linkage Improvements

The *NYS Canal Recreationway Plan* recommended that streetscape improvements be installed along South Ann Street in support of Canal Place revitalization and to better link the Canal and Canal Place area with the Central Business District to the north. Improvements proposed include: installation of ornamental period lighting; relocation of unsightly overhead utility lines; landscaping; and installation of street furniture and brick pavers. Continued improvement of the railroad underpass to the CBD is also critically needed.

In the long term, a pedestrian overpass linking the CBD and Canal Place is proposed that will eliminate the need for the underpass.

Total estimated cost:

Street Improvements/Utility Relocation	\$1,000,000
Overpass Construction	\$1,000,000

Trail Development

The entire Little Falls waterfront offers numerous trail development opportunities. A trail along the north shore of the Mohawk River is proposed that would extend west to the Mohawk River Park/Boat Launch in the Riverside Industrial Park and east along East Mill Street to, and over, the South William Street Bridge. The development of a “Riverwalk” on the river side of the Canal Place mill buildings would be a significant area attraction and mill building uses. From the South William Street Bridge the trail can be linked near the Asteroga Mill building to a trail proposed for the north shore of the Erie Canal, as described in the Moss and Loomis Island section below.

The construction/designation of this trail requires that safety improvements be made to the South William Street Bridge.

Total estimated cost:

River Trail North	\$100,000
South William Street Bridge	\$200,000
Riverwalk Trail	\$350,000

Sterziner Park Enhancements

Sterziner Park was developed with benches, landscaping, lighting, and a small performance stage. The park functions as a passive recreation and open space area at the center of Canal Place. In the future, this park can be improved by installing a fountain and ice rink that will serve as a focal point of the area, upgrading existing facilities, and extending use of the park through the winter season.

Total estimated cost: \$250,000

Canal Heritage Corridor Improvements

The historic nature of Little Falls as it relates to canal development has been well-documented. Similarly, the confusing system of roadways, one-way streets, bridges and ramps leading to and from the waterfront areas in the City is well-documented, and a significant impediment to Canal Place and waterfront prosperity.

It is proposed that a comprehensive, well-coordinated signage program be designed in concert with the Mohawk Valley Heritage Corridor Commission, and implemented in cooperation with the NYS Canal Corporation and the NYS Department of Transportation. These signs would include wayfinding, informational, and interpretive signs and kiosks designed in accordance with standards now being developed for use throughout the Canal Corridor by the NYS Canal Corporation.

Such a project would significantly enhance the marketability of Canal Place, and the entire waterfront as a tourist center.

Total estimated cost: \$100,000

South Ann Street Bridge Improvements

The bridge over the Mohawk River linking Canal Place with Benton’s Landing, Loomis Island, and Moss Island is in need of extensive repair and improvement.

Total estimated cost: \$1,500,000

3. South Side

Canal Harbor Development

Central to the *NYS Canal Recreationway Plan* is the development of the Canal Terminal site on the south side of the Canal as one of the seven Canal Harbors across the New York State Canal System. Little Falls is a highly strategic canal location because of its location as the boating midpoint between the Hudson River and Syracuse.

The conceptual plan proposed in the *NYS Canal Recreationway Plan* recommended the adaptive re-use of the wooden Terminal Building as a charter-boat office, operations center with interpretive exhibits, and a visitor information distribution component, which has largely been completed. A boat workshop with a hoist and ramp were proposed, along with floating docks for transient boats and a rehabilitated terminal wall. A waterfront promenade, park amenities, lighting and street furniture were also proposed, and these types of improvements are supported in this LWRP.

Substantial work has been completed at what is now the Canal Harbor and Rotary Park, with landscaping, newly rebuilt bulkhead and a visitor center in the Terminal Building. A further implementation grant has been awarded to rebuild the boat launch, parking and docking area, to add a fueling station and to incorporate additional renovations and reuse possibilities for the Terminal Building.

Total estimated cost: \$2,000,000

Canal Harbor Enhancements

The development of a Canal Harbor at the Canal Terminal site must be accompanied by enhancement activities on the South Side. Projects that expand public access to the waterfront and provide commercial facilities in support of the Canal Harbor are needed to help achieve full waterfront revitalization. The development of such amenities as restaurants, food stores, family entertainment center uses, and lodging facilities would contribute to the creation of a “critical mass” of attractions needed to make Little Falls a successful tourist destination, both from land and the Canal.

Enhancement projects that improve the ambiance and general condition of the Canal Terminal neighborhood are also needed. These projects include the installation of ornamental period lighting, public parking, and landscaping that buffers industrial and other non-canal related uses.

A final enhancement project proposed is the construction of a new access road from Route 167 to the Canal Harbor area which would drastically reduce traffic and traffic conflicts on Southern Avenue.

Total estimated cost:

Private enhancement projects	\$1,000,000
Public enhancements	\$400,000

NYS Canalway Trail Extension

The City has successfully completed a one mile portion of this trail that extends from Finks Basin to Railroad Street just east of Route 167. The trail needs to be completed and extended through the City and linked with the Canal Harbor site and north side canal amenities, as well. Extending the trail as a waterfront promenade between the Route 167 Bridge and Canal Harbor is

preferred to utilizing Southern Avenue, which has conflicts with lumber company operations. To the east, the trail should be extended to the Herkimer Home, and eventually linked to completed sections in Montgomery County.

As part of, or independent of, the trail improvements, the Danube Street Bridge requires improvement to remove future threats of closure.

Total estimated cost: \$100,000 - \$500,000

Lock 17 Park Improvements

The park at Lock 17 includes a popular fishing area, a lock from the original Erie Canal, and access to Lock 17. A small building, developed as an environmental/interpretive/information center, is also located at this park.

The park could be improved by adding landscaping, and linking the park to the NYS Canalway Trail to the south.

Total estimated cost: \$100,000

Columbus Park Improvements

Columbus Park is located immediately adjacent to the south shore of the Erie Canal and the Route 167 Bridge. It also occupies a strategic location along the NYS Canalway Trail route. As part of the extension of the NYS Canalway Trail, Columbus Park should be improved with ornamental period lighting, a shoreline trail, benches, and new children’s play facilities.

Total estimated cost: \$200,000

Housing Rehabilitation

The South Side area of Little Falls includes a concentration of one- and two-family houses occupied by primarily by lower income households. Houses in the area are old, and many need rehabilitation treatment. The low incomes of most residents, combined with the degree of deterioration evidenced, requires that the City implement a program of grants and low interest loans to facilitate housing rehabilitation in the South Side area. This program will improve and stabilize living conditions, eliminate health and safety problems and neighborhood blight, and will dove-tail perfectly with Canal and waterfront revitalization efforts.

Total estimated cost: \$800,000

Route 167 Business Park Development

The Herkimer County Industrial Development Agency owns approximately 27 acres of vacant land along Route 167 in the Town of Little Falls. This land has the potential to be developed as an industrial park that would contribute to the revitalization of the Little Falls waterfront area by

expanding the local industrial base and workforce, and by providing a land resource for business expansion activities.

To achieve this end, water and sewer lines need to be extended along the West Shore Railroad right-of-way, which is also the location proposed for the NYS Canalway Trail. These compatible uses have the potential to be developed at the same time.

Total estimated cost: \$1,000,000

Danube Street Bridge

This bridge extends over the Canal Recreationway Trail and provides the sole means of access to approximately 20 residential structures east of the bridge. Reconstruction is needed to facilitate safe access travel beneath and over the bridge.

Total estimated cost: \$300,000

4. Loomis and Moss Islands

Benton's Landing Improvement Project - Phases I and II

The *NYS Canal Recreationway Plan* recommended that vertical wall (bulkhead) sections east and west of Benton's Landing be cut to accommodate lower level mooring at Canal Place. The City has completed one such cut, and this has been effectively utilized by touring and pleasure boats traveling the Canal. As part of the Canal Corridor Initiative, the City acquired a very deteriorated, vacant property adjacent to the Benton's Landing site, demolished the building, and completed streetscape and landscape improvements to the site. Second phase improvements include the bulkhead improvements noted above, and/or floating dock improvements at or near the landing.

Total estimated cost: \$100,000

Mohawk Street Building Redevelopment

Like the Canal Place area, Mohawk Street contains buildings that are currently vacant, but contain extraordinary redevelopment potential. This potential will be further increased as public and private projects at Benton's Landing and Canal Place are implemented.

Total estimated cost: \$300,000 - \$500,000

Trail Development

Loomis and Moss Islands contain shoreline areas ideally suited for trail development. A Canal Walk along the north shore of the Erie Canal would provide shoreline access from Lock 17 and the eastern end of Moss Island to the western end of Loomis Island. This trail can eventually be developed as a boardwalk-type promenade, with attractive period lighting and streetscape amenities consistent with Canal Place and Benton’s Landing improvements. The trail can be extended along the northern shoreline of Loomis Island and southern shore of the Mohawk River, providing access to the whitewater and fishing resources of the river. Where the promenade and whitewater access trail meet, an observation point could be developed that would offer spectacular views of the Canal and Canal Harbor area.

On Moss Island to the east, the trail along the north shore of the Canal can be linked with a trail that extends along the north shore of the Mohawk River via the South William Street Bridge. The Asteroga Mill building, located adjacent to the South William Street Bridge on Seeley Island, could be redeveloped in conjunction with the Trail Development Project.

Total estimated cost: \$500,000

Whitewater Park Development and Fishing Access Improvements

Canoe and kayak enthusiasts and the American Canoe Association have identified the potential to make Little Falls a “whitewater park” that would be extremely unique, due to its accessibility and urban location. In addition to trail access improvements, required whitewater improvements include slalom course development (rock movement and placement), and spectator access improvements along the river’s shorelines. These improvements would also enhance access to fishing areas along the Mohawk River, which currently can be accessed only by energetic and athletic children and extremely enthusiastic adults due to the rugged terrain.

Total estimated cost: \$250,000

Loomis Island Development

The City believes Loomis Island has great public/private development potential. Many uses have been proposed, including townhouse and other residential development, park development and campground development. The Island offers spectacular views of the Canal and Mohawk River, and its shorelines provide excellent access to these waters.

To facilitate Loomis Island development, water and sewer lines need to be extended from the South Ann Street/Benton’s Landing area to the site of the former dairy building at the western end of the island. A pump station for sewage and underground electrical service is also needed on the western end of the Island.

A market feasibility study was prepared several years ago for Loomis Island, and campground use was identified as most feasible. The study, however, pre-dates Canal revitalization initiatives

undertaken at the Federal, State and local levels, and a new study is now warranted to reevaluate potential uses.

Total estimated cost:

Feasibility Study	\$50,000
Development	To be determined based on selected use

Waterfront Parking at Loomis Island/Benton’s Landing

Parking in the Canal Place area and throughout the entire Little Falls waterfront is extremely limited at present. More parking will be essential if full enjoyment and utilization of the Canal is to be realized in Little Falls. The area that is now below the Route 167 Bridge is level, centrally located, and could be developed into a much-needed parking area without detracting from the Canal, Mohawk River, or other Canal resources in the area. This parking facility would serve both the Canal Place and Loomis Island areas, and could be attractively tied to the shoreline trails, including the proposed Riverwalk.

Total estimated cost: \$100,000

5. Central Business District

The Waterfront Revitalization Area includes virtually the entire area of the Central Business District and several fringe residential areas. Projects within the Central Business district include the following:

Main Street Enhancements

To revitalize the core of the Central Business District, improve the linkage between the CBD and Canal Place, and to enhance pedestrian and vehicular travel, the City has planned and is implementing coordinated streetscape improvements, including new sidewalks, ornamental period lighting, brick pavers, landscaping, and street furniture. Using federal and local funds, current improvements extend along the south side of Main Street from Williams Street to Ann Street, and along South Ann Street from Main Street to Route 5.

In future phases, similar improvements need to be completed on Main Street, east of William and west of Ann Streets, along Albany Street, along North Ann Street, and on North Second and Mary Streets.

Total estimated cost:

Current projects	\$450,000
Future projects	\$650,000

Shopper’s Square Redevelopment

At the heart of the CBD, the Shopper’s Square mall occupies two full square City blocks. The mall has been poorly maintained, plagued by vacancies and lease-up problems, and is a general detriment to City and waterfront revitalization efforts. Improvement of this property is critically needed, and initial improvements have begun.

Many ideas for improving Shopper’s Square have been expressed. Redevelopment ideas put forth to date include: demolition and new construction; conversion to office and/or medical service use; and renovation for continued retail commercial use. The concept of converting or developing the site as a major park and recreation resource has also been mentioned. New owners have initiated improvements, and maintaining the mall as a retail commercial facility will hopefully prove successful.

Total estimated cost: \$1,000,000

North Side Of Main Street Improvements

As described in earlier sections, the north side of Main Street includes mixed-use commercial/residential structures, many of which are vacant, and a sidewalk canopy structure that was constructed over 20 years ago.

To date, the City has not been successful in developing a building improvement and/or commercial loan program that adequately addresses the economic needs of struggling local businesses and, at the same time, leverages private funds as required by most programs of assistance. A program that successfully addresses these two criteria is needed to improve the north side of Main Street, and stabilize the business district.

A long-standing redevelopment problem on Main Street has been the Burrell Building, located at the corner of Main and Ann Streets. In 1998, an owner began to rehabilitate this architecturally significant building, but the project ended unsuccessfully and the building ultimately was turned over to the Little Falls Urban Renewal Agency. As part of this project, the deteriorated Rialto Theater building was demolished to remove a serious health and safety problem, and to create critically needed space for parking. The demolition of the former theater has created an opportunity to develop a large, attractively landscaped parking area behind the buildings that front on the north side of Main Street. These public improvements should be combined with improvements to the buildings themselves to create a more attractive shopping and living environment.

The canopy structure has recently been improved with new painting, lighting, electrical, and signage.

Total estimated cost:

Main Street Building Improvements	\$1,000,000
Burrell Building Improvements	To be determined
Parking Improvements	\$350,000

East Main Street Park and Parking Development Project

The City of Little Falls has recently acquired a vacant, deteriorated gas station property adjacent to City Hall. This property is proposed to be redeveloped as a small park and parking area. Improvements needed on site include retaining wall reinforcement, landscaping, pedestrian amenities, and street furniture.

Total estimated cost: \$200,000

Housing Rehabilitation

The eastern portion of the Central Business District sub-area, including portions of East Main Street, Albany Street, John Street, Hancock Street and Petrie Street, include residential uses in need of rehabilitation. Census data indicates over 50 % of the residents of this area are of lower income and without the resources to complete needed improvements. A program of grants and low interest loans to facilitate housing rehabilitation in the eastern portion of the Central Business District sub-area is proposed to improve and stabilize living conditions, and eliminate health and safety problems and neighborhood blight.

Total estimated cost: \$2,000,000

6. Riverside Industrial Park

Purchase of Vacant Land

The Riverside Industrial Park has been fully occupied for several years, but a lack of developable land has limited opportunities for industrial growth in the City. Approximately 10 acres of land within the park are owned by LaSalle Industries and remain undeveloped. When LaSalle first came to the Park, they planned to develop distribution facilities on this property, but these plans have never materialized.

Every effort should be made by the City and various economic development organizations serving the City to re-acquire these vacant lands and make them available for new industries.

The City also needs to encourage and support full and maximum use of existing manufacturing buildings within the Riverside Industrial Park, including the former Color Print and Motronics buildings.

Total estimated cost: To be determined

Mohawk River Park Improvement

The far western end of the Industrial Park includes a small park area that features a deteriorated boat launch, floating docks, a picnic pavilion, and several fireplaces. The boat launch needs to be replaced, and general conditions in the park improved. As an alternate, new boat launch facilities should be developed as part of the Canal Harbor project.

Total estimated cost: \$50,000

Park Entrance and Historic Lock Improvements

The current entrance to the Riverside Industrial Park is marred by deteriorated signage and poor landscaping. The remnants of the 1797 Lock are noted with a sign, but the lock area is not well-maintained. A new entrance to the park is needed to improve marketability and properly feature the historic lock.

Total estimated cost: \$30,000

Waterfront Business Loan Fund

To help local businesses expand and facilitate economic development projects, the City needs to continue to utilize its revolving loan fund and augment this RLF with other low interest loan funds. The continued use of public/private partnerships is needed to stabilize and retain the City's industrial base, and leverage private investment that would not otherwise occur.

Strengthening the City's industrial base will strengthen the overall waterfront physically and economically by maintaining a year-round work force in the area.

Total estimated cost: \$1,000,000

7. River Road Area

The only development in this area is the Little Falls Sewage Treatment Plant. Improvements to the plant and at the Burrows Paper Mill are needed to reduce discharges into the river at peak flows, and to expand the overall capacity of the plant.

Total estimated cost: To be determined

8. Major New York State Transportation Projects

Two major transportation projects will impact the development and revitalization of the Waterfront Revitalization Area in the City of Little Falls.

The reconstruction of the Route 167 Bridge will impact almost every portion of the WRA, as this bridge provides access to and from the Canal Place area, the East Mill Street industrial area, and the Riverside Industrial Park. The bridge is also the remaining in-City link between the north and south side areas of the City. Planning for the improvement of this bridge has been on-going for several years, and is now entering the preliminary design stage. It is imperative that final plans carefully plan for safe pedestrian, as well as vehicular, access to and throughout the waterfront.

The City supports a bridge design that will minimize heavy truck impacts on the Canal Place area. The retention of two access bridges is critical to long term waterfront revitalization efforts.

A second State transportation project that will impact the waterfront is improvement of State Route 169 from Route 5 to the north City line. This roadway extends through the heart of the WRA, and will impact streetscape enhancements planned and completed, and travel conditions in the CBD and northern City neighborhoods.

The City is identifying these projects as a means to insure that all improvements will be consistent with the LWRP.

Total estimated cost: To be determined

9. General Planning Activities

The City has a Master Plan and zoning regulations that date back to the 1970’s. Although several changes have been completed through the years, a new Master Plan and Zoning Ordinance is needed.

Although this LWRP will help guide development in the waterfront area, which incorporates most of the key areas of the City, a new Master Plan should be considered in the years ahead. Similarly, a new “Waterfront District” zoning classification was enacted that provides for more flexible but controlled development in the area south of the CSX train line. The LWRP also introduces Site Plan Review provisions to the City’s Zoning Regulations that apply to the entire WRA.

In the longer term, the Zoning Regulations should be updated in concert with the Master Plan.

Total estimated cost: \$50,000

10. Summary of LWRP Projects

Projects identified in the above narrative are summarized on the following chart by sub-area location.

City of Little Falls Local Waterfront Revitalization Program Project Summary	
LOCATION Project Name	ESTIMATED COST
CANAL PLACE	
Mill and Industrial Building Redevelopment	\$3,000,000
Canal Place/CBD Linkage Improvements	2,000,000
South Ann Street Improvements	(1,000,000)
Overpass Development	(1,000,000)
Trail Development	650,000
River Trail North	(100,000)
South William Street Bridge	(200,000)

City of Little Falls Local Waterfront Revitalization Program Project Summary	
LOCATION Project Name	ESTIMATED COST
Riverwalk Trail	(350,000)
Sterziner Park Enhancements	250,000
Canal Heritage Corridor Improvements	100,000
South Ann Street Bridge Improvements	1,500,000
SOUTH SIDE	
Canal Harbor Development	\$1-2,000,000
Canal Harbor Enhancements (Private and Public)	1,400,000
NYS Canalway Trail Extension	100,000 - 500,000
Lock 17 Lock Park Improvements	100,000
Columbus Park Improvements	200,000
Housing Rehabilitation	800,000
Route 167 Business Park Development	1,000,000
Danube Street Bridge Reconstruction	300,000
LOOMIS and MOSS ISLANDS	
Benton's Landing Improvement Project - Phases I and II	\$100,000
Mohawk Street Building Redevelopment	300,000 - 500,000
Trail Development	350,000
Whitewater Park Development and Fishing Access Improvements	250,000
Loomis Island Development	TBD
Waterfront Parking at Loomis Island/Benton's Landing	100,000
CENTRAL BUSINESS DISTRICT	
Main Street Enhancements	\$1,100,000
Shopper's Square Improvements	1,000,000
North Side of Main Street Improvements	1,500,000
Building Improvements	(1,000,000)
Burrell Building Redevelopment	(TBD)
Parking Improvements	(350,000)
East Main Street Park and Parking Development	200,000
Housing Rehabilitation	2,000,000
RIVERSIDE INDUSTRIAL PARK	
Purchase of Vacant Land	TBD
Mohawk River Park Improvement	\$50,000
Park Entrance and Historic Lock Improvements	30,000
Waterfront Business Loan Fund	1,000,000
RIVER ROAD AREA	
Sewage Treatment Plant Improvements	TBD
NYS TRANSPORTATION PROJECT (Area-Wide)	
Route 167 Bridge Reconstruction	TBD
Route 169 Improvements	TBD
GENERAL PLANNING ACTIVITIES	
Update of Master Plan and Zoning Regulations	\$50,000

Section V -Techniques for Local Implementation of the Program

A. Local Laws Necessary to Implement the LWRP

1. Zoning Regulations

A special “Waterfront District” was adopted as an amendment to the City’s Zoning Regulations by resolution of the Common Council on 3rd August 2010 to implement provisions of the LWRP. The district permits a mixture of residential, commercial, light industrial uses, and waterfront related uses subject to Planning Board approval that discourages and prevents the siting of inappropriate, non-water related uses within the district. Site plan review provisions are also incorporated in the district. See Appendix C for the full text of the district.

2. LWRP Consistency Law

The LWRP Consistency Law requires that actions undertaken funded or permitted by the City are consistent with the LWRP and serve to implement the Waterfront Policies outlined in Section III. See Appendix A for the full text of this local law.

B. Other Public and Private Actions Necessary to Implement the LWRP

The following actions are needed to implement the projects and provisions of this LWRP:

1. City of Little Falls/Little Falls Urban Renewal Agency

Canal Place

The City, through the Urban Renewal Agency (URA), will take a lead role in efforts to redevelop Canal Place buildings. The URA will market the availability of low interest loan funds for use in the improvement of other Canal Place buildings and the financing of economic development projects by businesses located in the Canal Place area.

The URA will also oversee the design and construction of South Ann Street improvements. These improvements will enhance the linkage between Canal Place and the Central Business District. The URA will work with the Mohawk Heritage Corridor Commission in the development and implementation of a comprehensive signage program that would directly benefit the Canal Place area and entire Waterfront Revitalization Area.

The URA will continue to research and plan for the undergrounding or relocation of unsightly overhead utility lines in the area, and the development of a pedestrian overpass from Route 5 to Canal Place as a long term solution to the difficult access.

Other actions to be taken by the City and/or the Urban Renewal Agency with respect to Canal Place revitalization projects include the pursuit of funds to develop trails in the area and enhance Sterziner Park.

South Side

The City and Urban Renewal Agency will take actions to enhance the planned Canal Harbor development, including the implementation of plans to provide parking adjacent to the Terminal site and to upgrade Southern Avenue.

The City will also attempt to improve South Side housing conditions, and improve the overall quality of life in the area.

In concert with the Herkimer County Industrial Development Agency, the City will also seriously investigate the feasibility of developing a business park on Route 167 just outside the Waterfront Revitalization Area.

Loomis and Moss Islands

The Benton's Landing Improvement Project is one of the most important revitalization projects impacting the Canal and WRA. The City, through the URA, will acquire a deteriorated, vacant structure adjacent to Benton's Landing, demolish the building, clean-up the site, and expand the park and dock facilities at this critical location. The City will also seek to acquire the gas utility site on the eastern end of the island, and to facilitate the appropriate redevelopment of that site.

The City will market the availability of low interest loan funds to help finance the redevelopment of deteriorated buildings on Mohawk Street adjacent to Benton's Landing, and the gas utility site as well.

Other actions to be taken by the City and URA include the pursuit of funds to plan and implement trail development projects on both islands, parking improvements adjacent to Benton's Landing, and Whitewater Park development. The City will also pursue a public/ private partnership to facilitate the development of Loomis Island.

Central Business District

The City and URA have recently completed streetscape improvements to Main Street. These improvements include sidewalk, lighting, brick accent pavers, and street furniture installation. These improvements need to be continued in other areas of the CBD.

The City and URA will also continue to encourage and support the upgrading of Shopper's Square.

Canal Corridor Initiative funds will be used to upgrade the north side of Main Street, including the sidewalk canopy structure.

The City will also finalize development plans for the vacant, deteriorated former gas station property adjacent to City Hall, and develop housing rehabilitation projects needed in the East Main Street/Albany Street area.

Riverside Industrial Park

The purchase of vacant land owned by LaSalle Industries will be pursued in earnest in the years ahead.

Marketing the RLF and Business Loan Fund will be a City/URA priority to create jobs, support public improvement projects, and strengthen the City's business and industrial base.

River Road Area

The City will continue to improve the Sewage Treatment Plant and to expand the capacity of the plant.

2. New York State

Canal Place

New York State support is needed for all projects proposed for the Canal Place area. With regard to the Mohawk Mill, the State should consider this site as a possible Canal Interpretive Center or museum that would function as a tourism and educational resource. It should be noted that this mill would be an ideal location for the "National Education Center" contemplated by the National Park Service as referenced in other parts of this LWRP.

Most importantly, the State needs to finalize Route 167 Bridge reconstruction plans that are favorable to Canal Place revitalization and pedestrian access needs.

State assistance, both technical and financial, will be needed to develop a pedestrian overpass at South Ann Street and to improve the South Ann Street Bridge.

State input and/or assistance from the NYS Canal Corporation and NYS Department of Transportation will be needed in the development and implementation of a comprehensive signage program. This input will help the City locate and possibly consolidate signs that direct, inform and interpret Canal and other heritage tourism resources.

South Side

New York State development of a Canal Harbor at the Canal Terminal site is critical to the revitalization of the Little Falls waterfront. Future phases of Canal Harbor development, including the provision of direct access to the harbor from Route 167 and the upgrade of Southern Avenue, will require State cooperation and assistance.

As part of the Route 167 Bridge reconstruction project, the State will undertake improvements that impact the Canalway Trail. The City supports the concept of extending the Canalway Trail along the water's edge from the bridge to the Canal Terminal as a waterfront promenade.

State assistance is also needed to improve or replace the Danube Street Bridge.

Loomis and Moss Islands

The State can contribute significantly to the Benton's Landing Improvement Project by constructing transient docks at Benton's Landing as part of, or in support of, the Canal Harbor development project.

Through various State funding programs, the State can also participate in trail development projects, Whitewater Park development, Lock 17 improvements, and the public/private development of Loomis Island.

Central Business District

New York State completed a highway enhancement project along South Ann Street (Route 169) from Main Street to Route 5. Additional State assistance is needed to complete improvements to Route 169 north of Main Street.

Of critical importance to the CBD is the need for the State to complete Route 167 Bridge improvements in a timely manner in accordance with a design that most effectively links the north and south sides of the City with regard to both vehicles and pedestrians, and provides access to Canal Place and the City waterfront.

Riverside Industrial Park

State assistance could be utilized to improve the Mohawk River Park and the historic lock at the entranceway to the Industrial Park.

3. Private Actions

Private sector involvement is critical to the implementation of building reuse and redevelopment projects in Canal Place, and economic development projects throughout the WRA. While the City and URA can provide financing incentives and supporting public improvements, the private sector must complete actual redevelopment efforts, develop new businesses, and create employment opportunities as part of the Local Waterfront Revitalization Program.

The private sector, including the Niagara Mohawk Power Corporation, CSX Transportation, Bell Atlantic, and Little Falls Hydroelectric Associates, must also work in concert with the City in the areas of power delivery, undergrounding and improving utility lines, and maintaining and expanding public waterfront access. The Little Falls Lumber Company needs to work cooperatively with the City and New York State in the effort to revitalize the South Side Canal Harbor Area and upgrade Southern Avenue.

Continued involvement and participation in the revitalization process is needed by the Canal Place Development Association, which has long spearheaded revitalization efforts in the area.

C. Management Structure Necessary to Implement the LWRP

The City of Little Falls designated the Little Falls Planning Board to oversee the preparation of the Local Waterfront Revitalization Program. The Planning Board will, in the future, review proposed actions within the waterfront area to insure their consistency with the LWRP.

Day-to-day work and oversight needed actions will be delegated to the Little Falls Urban Renewal Agency, which includes a full time Director and Administrative Assistant. Other City departments, including the Department of Public Works, will also participate in LWRP implementation efforts, including compliance with the State Environmental Quality Review Act (SEQRA).

The Planning Board shall be responsible for determining whether or not an action is consistent with the LWRP. In the event there is disagreement with the Planning Board, the City Council shall render the consistency determination. An LWRP Consistency Law more fully sets forth the local review process (see Appendix A).

With regard to State actions within the Little Falls Waterfront, such actions will be reviewed in accordance with guidelines established by the New York Department of State (see Appendix B).

D. Financial Resources Necessary to Implement the LWRP

The use of Federal, State and local funds, as well as private funds, will be needed to implement the LWRP. These funds may be described as follows:

1. Federal Funds

The U. S. Department of Housing and Urban Development (HUD) provided Canal Corridor Initiative funds to the City to complete several of the high priority projects identified in this LWRP. A total of \$900,000 in grants provided funding for the Benton's Landing and Canal Heritage Corridor Improvement Projects; Canal Place/CBD Linkage Improvements; Main Street Enhancements; first phase trail and riverfront access improvements; and planning funds for Canal Harbor Enhancement activities.

The Small Cities program income will be used to initiate development of the proposed Whitewater Park, provide funds for program administration, and augment Canal Corridor Initiative funding where necessary and appropriate.

Canal Corridor Initiative/Section 108 Loan funds totaling \$2.2 million will be used to finance business development and expansion projects undertaken by the private sector throughout the WRA, including the Mill and Industrial Building Redevelopment and Mohawk Street Building Redevelopment projects. Program income and HUD/Small Cities funds will also be used for these types of projects.

With regard to the Mohawk Mill Building Redevelopment Project, funds from the National Parks Service would be needed if this building were selected as the site for a "National Education Center" as part of any plan to create an Erie Canal National Heritage Area.

The Small Cities Community development funds will be needed to undertake housing rehabilitation projects in the WRA that will support overall revitalization efforts. A projected \$1.2 million will be needed for this activity at a minimum. The Small Cities funds are also needed to help capitalize a fund to be used to improve the north side of Main Street, and to assist in the redevelopment of Shopper's Square.

Federal funds through the U. S. Department of Commerce, Economic Development Administration could be used to help develop the Route 167 Business Park. Funds are needed to extend utility lines to the 27 acre park and provide road access to the site. EDA funds might also be used to purchase unused, privately owned land in the Riverside Industrial Park.

2. State Funds

New York State funds are needed to complete projects that are critical components of the LWRP. State funds have been committed to the Canal Harbor Development Project and the Route 167 Bridge Reconstruction Project, although the final amounts associated with these commitments have not been determined.

State funds through the Office of Parks, Recreation and Historic Preservation, Canal Corporation, Department of Transportation and/or the Department of State are needed to complete supporting recreation, waterfront access, and historic preservation projects identified in this LWRP, including, but not necessarily limited to: trail development; Sterziner Park Enhancements; Canal Harbor Enhancements; extension of the NYS Canalway Trail as a waterfront promenade; completion of Canal Place/CBD Linkage Improvements (including Route 5/CSX overpass); extension of utilities and access to the proposed Route 167 Business Park; Lock 17 Lock Park Improvements; Columbus Park Improvements (or restoration following bridge reconstruction); waterfront parking; East Main Street Park Development; improvement of the Mohawk River Park; and restoration of the historic 1797 Lock. These projects represent a total investment of between \$3 and 4 million as presently envisioned.

3. Local Funds

Local funds are needed to match Federal and State funds and/or otherwise complete improvement projects which are not federally or State assisted. Projects most appropriate for local funding include smaller scale park and recreation improvements, including trail development projects that can utilize in-kind services; street improvement projects that can be incorporated into capital improvement programs; and the purchase of industrial park lands.

Assistance available through Herkimer County and the Herkimer County Industrial Development Agency are also needed as part of the waterfront revitalization effort. Tax abatement incentives and financing assistance (including but not necessarily limited to: industrial revenue bond financing, sales tax abatement, and payment in lieu of taxes authority) can help facilitate growth and revitalization within the WRA.

Section VI - State Actions and Programs Likely to Affect Implementation of the LWRP

A. State Programs which should be undertaken in a manner consistent with the LWRP

State actions and programs will affect the Little Falls WRA. Under State law, certain State actions within or affecting the WRA must be consistent with or be consistent to the maximum extent practicable with the policies and purposes of the LWRP.

This section identifies the actions and programs of State agencies which should be undertaken in a manner consistent with the LWRP. Pursuant to the State Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42), the Secretary of State individually and separately notifies affected State agencies of those actions and programs which are to be undertaken in a manner consistent with approved LWRP's. The list of actions and programs listed here is for informational purposes, and includes only these actions and programs that could be expected to impact the Little Falls Waterfront. This list does not represent or substitute for the required identification and notification procedures. The complete and official list of actions and programs subject to State consistency requirements may be obtained from the NYS Department of State.

OFFICE FOR THE AGING

- 1.00 Funding and/or approval programs for the establishment of new or expanded facilities providing various services for the elderly.

DEPARTMENT OF AGRICULTURE AND MARKETS

- 1.00 Agricultural Districts Program
- 2.00 Rural Development Program
- 3.00 Farm Worker Services Programs
- 4.00 Permit and Approval Programs:
 - 4.01 Custom Slaughters/Processor Permit
 - 4.02 Processing Plant License
 - 4.03 Refrigerated Warehouse and/or Locker Plant License

DIVISION OF ALCOHOLIC BEVERAGE CONTROL/STATE LIQUOR AUTHORITY

- 1.00 Permit and Approval Programs including:
 - 1.01 Ball Park - Stadium License
 - 1.02 Bottle Club License

- 1.03 Bottling Permits
- 1.04 Brewer's Licenses and Permits
- 1.05 Brewer's Retail Beer License
- 1.06 Catering Establishment Liquor License
- 1.07 Cider Producer's and Wholesaler's Licenses
- 1.08 Club Beer, Liquor, and Wine Licenses
- 1.09 Distiller's Licenses
- 1.10 Drug Store, Eating Place, and Grocery Store Beer Licenses
- 1.11 Farm Winery and Winery Licenses
- 1.12 Hotel Beer, Wine, and Liquor Licenses
- 1.13 Industrial Alcohol Manufacturer's Permits
- 1.14 Liquor Store License
- 1.15 On-Premises Liquor Licenses
- 1.16 Plenary Permit (Miscellaneous-Annual)
- 1.17 Summer Beer and Liquor Licenses
- 1.18 Tavern/Restaurant and Restaurant Wine Licenses
- 1.19 Vessel Beer and Liquor Licenses
- 1.20 Warehouse Permit
- 1.21 Wine Store License
- 1.22 Winter Beer and Liquor Licenses
- 1.23 Wholesale Beer, Wine, and Liquor Licenses.

DIVISION OF ALCOHOLISM AND ALCOHOL ABUSE

- 1.00 Facilities, construction, rehabilitation, expansion, or demolition of the funding of such activities.
- 2.00 Permit and approval programs related to alcoholism facilities, community residences and outpatient facilities.

COUNCIL ON THE ARTS

- 1.00 Construction, rehabilitation, expansion, or demolition or the funding of arts-related facilities.
- 2.00 Architecture and environmental arts programs.

DEPARTMENT OF BANKING

- 1.00 Permit and approval programs including authorization certificates applicable to banks, credit unions, foreign banking corporations, investment companies, savings and loan associations, trust companies, safe deposit companies, and branches of these entities.
- 2.00 Licensing as a Lender.
- 3.00 Licensing for a Foreign Banking Corporation Branch.

DEPARTMENT OF CORRECTIONAL SERVICES

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

DORMITORY AUTHORITY OF THE STATE OF NEW YORK

- 1.00 Financing of higher education and health care facilities.
- 2.00 Planning and design services assistance program.

DEPARTMENT OF ECONOMIC DEVELOPMENT

- 1.00 Preparation or revision of statewide or specific plans to address State economic development needs.

EDUCATION DEPARTMENT

- 1.00 Construction, rehabilitation, expansion, demolition or the funding of educational facilities.
- 2.00 Permit and approval programs related to private business school registration, drug manufacturing and wholesaling, and private school licensing.

EMPIRE STATE DEVELOPMENT CORPORATION AND ITS SUBSIDIARIES AND AFFILIATES

- 1.00 Acquisition, disposition, lease, grant of easement of other activities related to the management of land under the jurisdiction of the Corporation.
- 2.00 Planning, development, financing, construction, major renovation or expansion of commercial, industrial, and civic facilities and the provision of technical assistance or financing for such activities, including, but not limited to, actions under its discretionary economic development programs such as the following:
 - (a) Tax-Exempt Financing Program
 - (b) Lease Collateral Program
 - (c) Lease Financial Program
 - (d) Targeted Investment Program
 - (e) Industrial Buildings Recycling Program
- 3.00 Administration of special projects.
- 4.00 Administration of State-funded capital grant programs.

NEW YORK STATE ENERGY RESEARCH AND DEVELOPMENT AUTHORITY

- 1.00 Issuance of revenue bonds to finance pollution abatement modifications in power-generation facilities and various energy projects.

DEPARTMENT OF ENVIRONMENTAL CONSERVATION

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of lands under the jurisdiction of the Department.
- 2.00 Classification of Waters Program and classification of land areas under the Clean Air Act.
- 3.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 4.00 Implementation of the Environmental Protection Act of 1993 and the Clean Water/Clean Air Bond Act of 1996, including financial assistance /grant programs.
- 5.00 Permit and approval programs in the following areas:
 - 5.01 Air Resources
 - 5.02 Construction Management
 - 5.03 Fish and Wildlife
 - 5.04 Lands and Forests
 - 5.05 Regulatory Affairs
 - 5.06 Solid Wastes
 - 5.07 Water Resources.

ENVIRONMENTAL FACILITIES CORPORATION

- 1.00 Industrial Finance and Financial Assistance to Business Programs.
- 2.00 Clean Water State Revolving Fund for Water Pollution Control:
 - 2.01 Point Source Projects
 - 2.02 Nonpoint Source Projects.

FACILITIES DEVELOPMENT CORPORATION

- 1.0 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

OFFICE OF GENERAL SERVICES

- 1.00 Administration of the Public Lands Law for acquisition and disposition of lands, grants of land and grants of easement of land under water, issuance of licenses for removal of materials from lands under water, and oil and gas leases for exploration and development.

- 2.00 Administration of Article 4-B, Public Buildings Law, in regard to the protection and management of State historic and cultural properties and State uses of buildings of historic, architectural or cultural significance.
- 3.00 Facilities construction, rehabilitation, expansion, or demolition.
 - 4.00 Administration of Article 5, Section 233, Sub 5 of the Education Law on removal of archeological and paleontological objects under the waters of State water bodies.
 - 5.00 Administration of Article 3, Section 32 of the Navigation Law regarding location of structures in or on navigable waters.

DEPARTMENT OF HEALTH

- 1.00 Construction, rehabilitation, expansion, or demolition or the funding of health related facilities.
- 2.00 Permit and approval programs including: operating certificates related to diagnostic and treatment centers, hospitals, hospices and health related facilities; and permits to operate day camps, food service establishments, temporary residences and hold mass gatherings.

DIVISION OF HOUSING AND COMMUNITY RENEWAL AND ITS SUBSIDIARIES AND AFFILIATES

- 1.00 Construction, rehabilitation, expansion, or demolition of public housing facilities.
- 2.00 Financial assistance/grant programs including Section 8 programs, the HOME program, Housing Development Fund programs and other housing related assistance programs.
- 3.00 Preparation and implementation of plans to address housing and community renewal needs.

HOUSING FINANCE AGENCY

- 1.00 Funding programs for the construction, rehabilitation, or expansion of facilities.
- 2.00 Affordable Housing Corporation.

JOB DEVELOPMENT AUTHORITY

- 1.00 Financing assistance programs for commercial and industrial facilities.

MEDICAL CARE FACILITIES FINANCING AGENCY

- 1.00 Financing of medical care facilities.

OFFICE OF MENTAL HEALTH

- 1.00 Construction, rehabilitation, expansion, or demolition or the funding of mental health facilities.
- 2.00 Permit and approval programs related to community residences, family care homes, inpatient facilities and outpatient facilities.

OFFICE OF MENTAL RETARDATION AND DEVELOPMENT DISABILITIES

- 1.00 Construction, rehabilitation, expansion, or demolition or the funding of mental retardation and development disabilities facilities.

- 2.00 Permit and approval programs related to establishment and construction of community residences and outpatient facilities.

DIVISION OF MILITARY AND NAVAL AFFAIRS

- 1.00 Preparation and implementation of the State Disaster Preparedness Plan.

NATURAL HERITAGE TRUST

- 1.00 Funding program for natural heritage institutions.

OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION

(INCLUDING REGIONAL STATE PARK COMMISSIONS)

- 1.00 Acquisition, disposition, lease, and grant of easement or other activities related to the management of land under the jurisdiction of the Office.
- 2.00 Construction, rehabilitation, expansion or demolition or the funding of recreation activities and/or projects funded through the Environmental Protection Funds or Clean Water/Clean Air Bond Act.
- 3.00 Programs related to recreational boating, safety and enforcement.
- 4.00 Programs for and related to State and local historic preservation projects.
- 5.00 Grants available through the Environmental Protection Fund and Land and Water Conservation Fund.
- 6.00 Nomination of properties to the Federal and/or State Register of Historic Places.
- 7.00 Permit and Approval Programs:
 - (a) Floating Objects Permit
 - (b) Marine Regatta Permit
 - (c) Navigation Aide Permit
 - (d) Posting of Signs Outside State Parks.
- 8.00 Preparation and revision of the Statewide Comprehensive Outdoor Recreation Plan and the Statewide Comprehensive Historic Preservation Plan and other plans for public access, recreation, historic preservation or related purposes.
- 9.00 Recreation services program.
- 10.00 Heritage Areas System Programs and activities.

POWER AUTHORITY OF THE STATE OF NEW YORK

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Authority.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition.

NEW YORK STATE SCIENCE AND TECHNOLOGY FOUNDATION

- 1.00 Corporation for Innovation Development Program.
- 2.00 Center for Advanced Technology Program.

DEPARTMENT OF SOCIAL SERVICES

- 1.00 Construction, rehabilitation, expansion, or demolition or the funding of social service facilities.
- 2.00 Homeless Housing and Assistance Program.
- 3.00 Permit and approval programs related to adult residential care facilities, children's services, homes for adults, special care homes and day care facilities.

DEPARTMENT OF STATE

- 1.00 Appalachian Regional Development Program.
- 2.00 Coastal Management Program and grants available through the Environmental Protection Fund.
- 3.00 Community Services Block Grant Program.
- 4.00 Permit and approval programs related to billiard room licenses and compliance with Uniform Fire Prevention and Building Code.

STATE UNIVERSITY CONSTRUCTION FUND

- 1.00 Construction, rehabilitation, expansion, or demolition or the funding of State university facilities.

STATE UNIVERSITY OF NEW YORK

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the University.
- 2.00 Construction, rehabilitation, expansion, or demolition or the funding of State University facilities.

DIVISION OF SUBSTANCE ABUSE SERVICES

- 1.00 Construction, rehabilitation, expansion, or demolition or the funding of substance abuse facilities.
- 2.00 Permit and approval programs related to substance abuse services.

THRUWAY AUTHORITY/CANAL CORPORATION/CANAL RECREATIONWAY COMMISSION

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land and other resources under the jurisdiction of the Thruway Authority, Canal Corporation, and/or Canal Recreationway Commission.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition.
- 3.00 Permit and approval programs related to the use of Canal System lands and waters, advertising devices, and the transport of radioactive waste and materials.

4.00 Statewide Canal Recreationway Plan.

DEPARTMENT OF TRANSPORTATION

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Department.
- 2.00 Construction, rehabilitation, expansion, or demolition of facilities, including but not limited to:
 - (a) Highways and parkways
 - (b) Bridges on the State highways system
 - (c) Highway and parkway maintenance facilities
 - (d) Rail facilities.
- 3.00 Financial assistance/grant programs including:
 - 3.01 Funding programs for construction/reconstruction and reconditioning/preservation of municipal streets and highways (excluding routine maintenance and minor rehabilitation).
 - 3.02 Funding programs for rehabilitation and replacement of municipal bridges.
 - 3.03 Subsidies program for marginal branchlines abandoned by CSX.
 - 3.04 Subsidies program for passenger rail service.
- 4.00 Permits and approval programs related to rural and small urban transit grants; design, construction and rehabilitation of maintenance and storage facilities; operation of major petroleum facilities; outdoor advertising; use of State owned property.
- 5.00 Preparation or revision of the Statewide Master Plan for Transportation and sub-area or special plans and studies related to the transportation needs of the State.
- 6.00 Water Operation and Maintenance Programs including activities related to the containment of petroleum spills and development of an emergency oil-spill control network.

DIVISION OF YOUTH

- 1.00 Construction, rehabilitation, expansion, or demolition or the funding or approval of youth related facilities.

B. State Programs necessary to further the LWRP

New York State can and should play a vital role in the implementation of the Little Falls Local Waterfront Revitalization Program. State funding programs, technical assistance, and support are needed to help the City achieve comprehensive waterfront redevelopment and practice sound waterfront management. The following paragraphs describe the State programs and assistance necessary to further the LWRP.

1. DEPARTMENT OF ENVIRONMENTAL CONSERVATION (DEC)

All projects involving development along the waterfront, within flood hazard areas, and in areas where environmental sensitivity is critical, will involve the Department of Environmental Conservation. The improvement of the Mohawk River Park and Boat Launch and development of the Canal Recreationway Trail (Canalway Trail) are projects that require DEC input and assistance. The development of Loomis Island and any enhancement to Moss Island should also involve the DEC in planning and implementation. While OPRHP is the State agency most involved and responsible for recreation projects across the State, the DEC, DOS and Canal Corporation, must play key planning and financing roles in Little Falls.

The NYS DEC must also have a role in the upgrade of wastewater treatment facilities in the City through the NYS Environmental Protection Fund, and/or Clean Water/Clean Air Bond Act. The NYS Environmental Facilities Corporation (EFC) can also provide funds through the Clean Water State Revolving Fund to improve wastewater treatment facilities in the City.

2. DEPARTMENT OF STATE (DOS)

Various projects included in this LWRP are appropriate for implementation assistance through Title 11: Local Waterfront Revitalization Program Grants of the NYS Environmental Protection Fund administered by the Department of State/Division of Coastal Resources.

Projects appropriate for future funding consideration through DOS include: waterfront trail development; access improvements and landing sites along the Mohawk River; and Whitewater and general park development projects, including improvements to Columbus Park, Mohawk River Park, the Lock 17 Lock Park, and Sterziner Park. DOS funds may also be very appropriate to advance public education and interpretive projects in the Little Falls WRA. Finally, DOS/LWRP funding to prepare detailed plans for Loomis Island development and/or Moss Island enhancements would help further the LWRP in future years.

3. NYS THRUWAY AUTHORITY/CANAL CORPORATION

The Canal Corporation is preparing to develop plans for the Little Falls Canal Harbor proposed for the terminal building site on Southern Avenue. In addition to this project, the Canal Corporation should be involved in the planning and financing of improvements at Benton's Landing, Lock 17, and Moss Island, as well as Southern Avenue improvements to enhance the Canal Harbor project.

The extension of the Canalway Trail from its present terminus at West Shore Drive through the City should also involve the Canal Corporation.

4. OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION

The Little Falls LWRP includes a variety of outdoor recreation projects appropriate for funding assistance through the EPF and/or Clean Water/ Clean Air Bond Act of 1996.

Park improvements appropriate for OPRHP assistance include: trail and water access development projects; improvements to Columbus Park, the Mohawk River Park, the Lock 17 Lock Park, and Sterziner

Park; the development of public recreation facilities on Loomis Island; the enhancement of Moss Island; and the development of the East Main Street Park.

The OPRHP should also have a role in several historic preservation projects, including restoration of the Mohawk Mill and development of a Canal Interpretive Center in the Mill or other WRA location. The development of Benton's Landing, as well as the upgrading of the 1797 Inland Lock and Navigation Company Lock, could also utilize OPRHP technical as well as financial assistance.

5. DEPARTMENT OF ECONOMIC DEVELOPMENT (DED) AND EMPIRE STATE DEVELOPMENT CORPORATION (ESDC)

Loan and grant assistance from DED and/or ESDC may be needed in support of the efforts to improve the older industrial buildings in the WRA, and to assist local businesses and industries in economic development projects. The LWRP has recognized the need to retain and expand the industrial base within the City to promote appropriate diversity and year-round uses in the core area of the WRA. While the City has Canal Corridor Initiative funds available to assist businesses and industries in the WRA, State assistance may also be necessary and appropriate on a case-by-case basis.

6. OFFICE OF GENERAL SERVICES

The City has included the development of a Whitewater Park in the LWRP. The development of this park, or any facility involving underwater or formerly underwater lands, will involve contacting the OGS to determine the State's interest in these lands and receipt of an authorization to use or occupy the lands as appropriate.

7. DEPARTMENT OF TRANSPORTATION

The reconstruction of the Route 167 Bridge, which spans a significant portion of the waterfront, will impact Canal Place redevelopment; access to waterfront areas; access to and from canal resources as well as to and from the South Side area; and how the Canalway Trail is linked to the Canal Harbor. This project will also significantly impact Columbus Park, adjacent to the bridge and Route 167 on the South Side.

The planning and implementation of this major project, as well as other transportation projects (Route 169 Corridor Improvement Project, for example), will require close coordination with DOT. DOT funding through ISTEA, the Industrial Access Program, and other revenue sources will be needed to implement key transportation projects in the WRA, including: improvement of Route 169 north of Main Street; improvement of Industrial Park Drive; creating an access road to the proposed Route 167 Business Park; improvement of the Lock Street rail crossing; and, in the future, construction of an overpass linking the CBD with Canal Place as a replacement for the existing underpass. DOT technical and financial assistance will also be needed if the City modifies the current one-way street configuration on Main Street, and/or attempts to underground utility lines along Route 169 between Western Park and Canal Place.

Section VII - Local Commitment and Consultation

Local Commitment and Involvement in LWRP Development

The City of Little Falls Planning Board was given the responsibility to initiate and oversee the preparation of the Local Waterfront Revitalization Program. This Board includes local residents with a wide range of interests and experience in business, recreation, and economic development.

The preparation of the LWRP, however, had its origins in the “grassroots” planning and waterfront revitalization efforts undertaken in the City since 1989. As noted in Section II, many diverse and active local groups and organizations have stepped forward to promote and improve the waterfront in Little Falls, and their efforts, concerns and ideas are reflected in the LWRP. These groups and organizations include the following:

- Canal Place Development Association;
- Little Falls Citizen’s Advisory Committee;
- Mohawk Valley Recreation Trail Task Force;
- Little Falls Historic Society;
- Mohawk Valley Center for the Arts;
- Little Falls Family YMCA;
- City of Little Falls Beautification Committee;
- Little Falls Urban Renewal Agency; and
- Little Falls Canal Celebration Committee.

The LWRP development process has also spanned the preparation of two Canal Corridor Initiative planning efforts, which have also been reflected in the LWRP. These efforts have included four public hearings, and extensive publicity regarding waterfront development and potential improvement projects. The initial Canal Corridor Initiative planning effort also involved extensive regional consultation efforts.

With respect to the preparation of the draft Local Waterfront Revitalization Program, the Planning Board and its consultant met several times with the staff of the New York Department of State to address and refine waterfront issues and enhance the LWRP

Related efforts that have contributed to the LWRP include consultation with the NYS Canal Corporation with regard to Benton’s Landing and Canal Harbor development, and close consultation with the NYS Department of Transportation with regard to the improvement of South Ann Street as part of an ISTEAs project. The City also has worked cooperatively with the DOT in the preliminary planning of the reconstruction of the Route 167 Bridge and access ramps within the WRA.

Consultation and Review

The draft LWRP was reviewed and approved by the Common Council and forwarded to the New York Department of State. The DOS then initiated a 60 day review of the draft LWRP pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act and State Environmental Quality Review Act (SEQRA). A total of 55 copies of the draft LWRP were distributed. Comments received on the draft LWRP were reviewed by the City and DOS, and were incorporated in the final LWRP.

Appendix A - Waterfront Consistency Review Law

Local Law Filing

NEW YORK STATE DEPARTMENT OF STATE
41 STATE STREET, ALBANY, NY 12231

(Use this form to file a local law with the Secretary of State.)

Text of law should be given as amended. Do not include matter being eliminated and do not use italics or underlining to indicate new matter.

County
City of LITTLE FALLS
Town
Village

Local Law No. 1 of the year ~~19~~^{XX} 2001

A local law CITY OF LITTLE FALLS WATERFRONT
(Insert Title)
CONSISTENCY REVIEW LAW
.....
.....
.....

Be it enacted by the COMMON COUNCIL of the
(Name of Legislative Body)

County
City of CITY OF LITTLE FALLS as follows:
Town
Village

(Complete the certification in the paragraph that applies to the filing of this local law and strike out that which is not applicable.)

1. (Final adoption by local legislative body only.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 19____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 19____, in accordance with the applicable provisions of law.
(Name of Legislative Body)

2. (Passage by local legislative body with approval, no disapproval or repassage after disapproval by the Elective Chief Executive Officer*.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 19____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 19____, and was (approved)(not approved)(repassed after disapproval) by the _____ and was deemed duly adopted on _____, in accordance with the applicable provisions of law.
(Name of Legislative Body)
(Elective Chief Executive Officer)*

3. (Final adoption by referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 19____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 19____, and was (approved)(not approved)(repassed after disapproval) by the _____ on _____ 19____. Such local law was submitted to the people by reason of a (mandatory)(permissive) referendum, and received the affirmative vote of a majority of the qualified electors voting thereon at the (general)(special)(annual) election held on _____ 19____, in accordance with the applicable provisions of law.
(Name of Legislative Body)
(Elective Chief Executive Officer)*

4. (Subject to permissive referendum and final adoption because no valid petition was filed requesting referendum.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 19____ of the (County)(City)(Town)(Village) of _____ was duly passed by the _____ on _____ 19____, and was (approved)(not approved)(repassed after disapproval) by the _____ on _____ 19____. Such local law was subject to permissive referendum and no valid petition requesting such referendum was filed as of _____ 19____, in accordance with the applicable provisions of law.
(Name of Legislative Body)
(Elective Chief Executive Officer)*

* Elective Chief Executive Officer means or includes the chief executive officer of a county elected on a county-wide basis or, if there be none, the chairperson of the county legislative body, the mayor of a city or village, or the supervisor of a town where such officer is vested with the power to approve or veto local laws or ordinances.

5. (City local law concerning Charter revision proposed by petition.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 19_____ of the City of _____ having been submitted to referendum pursuant to the provisions of section (36)(37) of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of such city voting thereon at the (special)(general) election held on _____ 19____, became operative.

6. (County local law concerning adoption of Charter.)

I hereby certify that the local law annexed hereto, designated as local law No. _____ of 19_____ of the County of _____ State of New York, having been submitted to the electors at the General Election of November _____ 19____, pursuant to subdivisions 5 and 7 of section 33 of the Municipal Home Rule Law, and having received the affirmative vote of a majority of the qualified electors of the cities of said county as a unit and a majority of the qualified electors of the towns of said county considered as a unit voting at said general election, became operative.

(If any other authorized form of final adoption has been followed, please provide an appropriate certification.)

I further certify that I have compared the preceding local law with the original on file in this office and that the same is a correct transcript therefrom and of the whole of such original local law, and was finally adopted in the manner indicated in paragraph _____, above.

Clerk of the County legislative body, City, Town or Village Clerk
or officer designated by local legislative body

(Seal)

Date: MAY 2, 2001

(Certification to be executed by County Attorney, Corporation Counsel, Town Attorney, Village Attorney or other authorized attorney of locality.)

STATE OF NEW YORK
COUNTY OF HERKIMER

I, the undersigned, hereby certify that the foregoing local law contains the correct text and that all proper proceedings have been had or taken for the enactment of the local law annexed hereto.

Mark R Rose

Signature

CITY ATTORNEY

Title

County
City of LITTLE FALLS
Town
Village

Date: MAY 2, 2001

City Clerk's Office
659 E. Main Street E. Main Street., Little Falls, NY 13365

I, Margaret Vickery, City Clerk of the City of Little Falls N. Y., do hereby certify that LOCAL LAW #1 OF 2001, duly and finally passed by the Common Council of the City of Little Falls, NY on 1ST DAY OF MAY 2001 the original thereof, and the same so certified, is hereby presented to the Mayor of said city, pursuant to law, and for his action thereon.

Dated: MAY 2, 2001


Margaret Vickery, City Clerk

I, Theodore S. Wind, Mayor of the City of Little Falls, N. Y., do hereby fix the 1ST DAY OF MAY, 2001 at the Common Council chambers in the City Hall, Little Falls, N.Y., as the date, time, and place for a Public Hearing before me upon LOCAL LAW #1, OF 2001, hereto duly and finally passed by the Common Council at a regular session thereof held MAY 1, 2001, and heretofore presented to me for my approval, and I hereby directed the City Clerk to give due and public notice of such Public Hearing in the accordance with law by publication in the Evening Times, the official newspaper of the City of Little Falls, which I hereby designate for such purpose

Dated MAY 2, 2001


Theodore S. Wind, Mayor

I, Theodore S. Wind, Mayor of the City of Little Falls, N.Y., by virtue of the power and authority vested in me, do hereby approve the above LOCAL LAW #1 OF 2001 after a Public Hearing was duly had before me, pursuant to law.

Dated MAY 2, 2001


Theodore S. Wind, Mayor

CITY OF LITTLE FALLS

LOCAL LAW NO. 1 OF THE YEAR 2001

BE IT ENACTED BY THE COMMON COUNCIL OF THE
CITY OF LITTLE FALLS AS FOLLOWS:

GENERAL PROVISIONS

BY ALDERMAN SHEPARDSON

I. TITLE:

This Local Law will be known as the *City of Little Falls Waterfront Consistency Review Law*.

II. AUTHORITY AND PURPOSE:

1. This Local Law is adopted under the authority of the Municipal Home Rule Law and the Waterfront Revitalization of Coastal Areas and Inland Waterways Act of the State of New York (Article 42 of the Executive Law).
2. The purpose of this Local Law is to provide a framework for agencies of the City of Little Falls to consider the policies and purposes contained in the City of Little Falls Local Waterfront Revitalization Program when reviewing applications for actions or direct agency actions located in the coastal area; and to assure for that such actions and direct actions are consistent with the said policies and purposes.
3. It is the intention of the City of Little Falls that the preservation, enhancement, and utilization of the natural and manmade resources of the unique coastal area of the City take place in a coordinated and comprehensive manner to ensure a proper balance between natural resources and the need to accommodate population growth, economic development, and attract the traveling public. Accordingly, this Local Law is intended to achieve such a balance, permitting the beneficial use of coastal resources

while preventing: loss of living estuarine resources and wildlife; diminution of open space areas or public accesses to the waterfront; erosion of shoreline; impairment of scenic beauty; losses due to flooding, erosion and sedimentation; or permanent adverse changes to ecological systems.

4. The substantive provisions of this Local Law shall only apply while there is in existence a City of Little Falls Local Waterfront Revitalization Program which has been adopted in accordance with Article 42 of the Executive Law of the State of New York.

III. DEFINITIONS:

1. "Actions" mean either Type I or unlisted actions as defined in SEQRA regulations (6 N.Y.C.R.R. 617.2) which are undertaken by an agency and which include:
 - (a) projects or physical activities, such as construction or other activities that may affect the environment by changing the use, appearance or condition of any natural resource or structure, that:
 - (i) are directly undertaken by an agency; or
 - (ii) involve funding by an agency; or
 - (iii) require one or more new or modified approvals from an agency or agencies;
 - (b) agency planning and policy making activities that may affect the environment and commit the agency to a definite course of future decisions;
 - (c) adoption of agency rules, regulations and procedures, including Local Laws, codes, ordinances, executive orders and resolutions that may affect the environment;
 - (d) any proposed action within the City's Local Waterfront Revitalization Area that requires Site Plan Review and approval by the City of Little Falls Planning Board; and
 - (e) any combination of the above.

This law does not apply to Type II, excluded or exempt actions as defined in the S.E.Q.R.A. regulations 6 N.Y.C.R.R. Part 617.

-
2. "Agency" means any board, agency, department, office, other body, or officer of the City of Little Falls.
 3. "Coastal area" means that portion of New York State coastal waters and adjacent shorelands as defined in Article 42 of the Executive Law which is located within the boundaries of the City of Little Falls, as shown on the Coastal Area map on file in the office of the Secretary of State and as delineated in the City of Little Falls Local Waterfront Revitalization Program.
 4. "Waterfront Assessment Form (WAF)" means the form used by an agency to assist it in determining the consistency of an action with the City of Little Falls Local Waterfront Revitalization Program.
 5. "Consistent" means that the action will fully comply with the LWRP policy standards and conditions and, whenever practicable, will advance one or more of them.
 6. "Direct Actions" mean actions planned and proposed for implementation by an agency, such as, but not limited to a capital project, rule making, procedure making and policy making.
 7. "Local Waterfront Revitalization Program (LWRP)" means the Local Waterfront Revitalization Program of the City of Little Falls, approved by the Secretary of State pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42), a copy of which is on file in the Office of the Clerk of the City of Little Falls.
 8. "Planning Board" means the Planning Board of the City of Little Falls.

IV. CITY OF LITTLE FALLS PLANNING BOARD:

1. The Planning Board is hereby authorized to review and make all determinations regarding the consistency of proposed actions with the City of Little Falls Local Waterfront Revitalization Program policy standards and conditions.

V. REVIEW OF ACTIONS:

1. Whenever a proposed action is located within the City's Waterfront Area, an agency shall, prior to approving, funding or undertaking the action, refer to and receive from the Planning Board, a determination from the

Planning Board that it is consistent with the LWRP policy standards and conditions set forth in Paragraph 7 herein (unless a determination from the Planning Board is not forthcoming as identified in Paragraph 5).

2. Whenever an agency receives an application for approval or funding of an action or as early as possible in the agency's formulation of a direct action to be located in the Waterfront Area, the applicant, or in the case of a direct action, the agency, shall prepare a Waterfront Assessment Form (WAF) to assist with the consistency review of the proposed action.
3. The agency shall refer a copy of the completed WAF to the Planning Board within ten (10) days of its submission and prior to approving, funding, or undertaking the action, shall consider the determination of the Planning Board with reference to the consistency of the proposed action with the City's Local Waterfront Revitalization Program.
4. After referral from an agency, the Planning Board shall consider whether the proposed action is consistent with the LWRP policy standards and conditions set forth in Paragraph 7 herein. The Planning Board shall require the applicant to submit all completed applications, WAFs and any other information deemed to be necessary to its consistency review and determination.
5. The Planning Board shall render its written consistency determination to the agency within thirty (30) days following referral of the WAF from the agency, unless extended by mutual agreement of the Planning Board and the applicant or in the case of direct action, the agency. The consistency determination shall indicate whether, in the opinion of the Planning Board, the proposed action is consistent with or inconsistent with one or more of the LWRP policy standards or conditions and shall elaborate in writing the basis for its determination.

The Planning Board shall, along with its consistency determination, make any suggestions to the agency concerning modification, of the proposed action to make it consistent with LWRP policy standards and conditions or to greater advance them.

In the event that the Planning Board's consistency determination is not forthcoming within the specified time, the referring agency shall make its own consistency decision without the benefit of the Planning Board's determination.

6. The Planning Board (or the agency, in the case when a Planning Board's determination is not forthcoming within the specified time as identified in

Paragraph 5) shall make the determination of consistency based on the WAF and such other information as is deemed to be necessary in its determination. The Planning Board shall issue its determination within thirty (30) days following receipt of the application and WAF or submission by the applicant of any additional required information. The Planning Board (or the agency, in the case when a Planning Board's determination is not forthcoming within the specified time as identified in Paragraph 5) shall have the authority, in its finding of consistency, to impose practicable and reasonable conditions on an action to ensure that it is carried out in accordance with this Local Law.

7. Actions to be undertaken within the City of Little Falls Waterfront Area shall be evaluated for consistency in accordance with the following LWRP policy standards and conditions, which are derived from and further explained and described in Section III of the City of Little Falls LWRP, a copy of which is on file in the City Clerk's office and available for inspection during normal business hours. Agencies which undertake direct actions shall also consult with Section IV of the LWRP in making their consistency determination. The action shall be consistent with the policy to:
- (a) Revitalize the deteriorated and underutilized waterfront areas of Little Falls (Policy 1).
 - (b) Facilitate the siting of water-dependent uses and facilities on or adjacent to the Canal and/or river waters of Little Falls (Policy 2).
 - (c) Strengthen the economic base of smaller harbor areas by encouraging the development and enhancement of those traditional uses and activities which provided such areas with their unique maritime identity (Policy 4).
 - (d) Ensure that development occurs where adequate public infrastructure is available to reduce health and pollution hazards (Policy 5).
 - (e) Expedite local permit procedures within the waterfront area (Policy 6).
 - (f) Protect, preserve, and where practicable, restore significant and locally important fish and wildlife habitats so as to maintain their viability as habitats and prevent human disruption and chemical contamination (Policies 7 and 8).
-

-
- (g) Encourage and expand recreational fishing facilities to promote recreational fishing opportunities (Policy 9).
 - (h) Minimize flooding and erosion hazards through non-structural means, carefully-selected, long-term structural measures, and appropriate siting of structures (Policies 11, 13, 14, and 17).
 - (i) Safeguard economic, social, and environmental interests in the waterfront area when major actions are undertaken (Policy 18).
 - (j) Maintain and improve public access to the shoreline and the water-related recreational facilities while protecting the environment (Policies 19, 20, 21 and 22).
 - (k) Protect and restore historic and archeological resources (Policy 23).
 - (l) Protect and upgrade scenic resources (Policy 25).
 - (m) Site and construct energy facilities in a manner in which will be compatible with the environment and contingent upon the need for a waterfront or water location (Policy 27).
 - (n) Protect surface and ground waters from direct and indirect discharge of pollutants and from overuse (Policies 30, 31, 33, 34, 35, 36, 38, 39, 41, and 44).
 - (o) Perform dredging and dredge spoil in a manner protective of natural resources (Policies 15 and 35).
 - (p) Handle and dispose of solid and hazardous wastes and effluents in a manner which will not adversely affect the environment nor expand existing landfills (Policies 34, 35, 36, and 39).
 - (q) Protect air quality (Policies 41, 42, and 43).
8. If the Planning Board (or the agency, in the case when a Planning Board's determination is not forthcoming within the specified time as identified in Paragraph 5), determines that the action would not be consistent with one or more of the LWRP policy standards and conditions, such action shall not be undertaken unless the Planning Board or agency makes a written finding with respect to the proposed action that:

-
- (a) No reasonable alternatives exist which would permit the action to be undertaken in a manner which will not substantially hinder the achievement of such LWRP policy standards and conditions.
 - (b) The action would be undertaken in a manner which will minimize all adverse effects on such LWRP policy standards and conditions.
 - (c) The action will advance one or more of the other LWRP policy standards and conditions; and
 - (d) The action will result in an overriding City, regional or state-wide public benefit.

Such a finding shall constitute a determination that the action is consistent with the LWRP policy standards and conditions.

9. The Planning Board and, if applicable, each agency, shall maintain a file for each action made the subject of a consistency determination. Such files shall be made available for public inspection upon request.

VI. ENFORCEMENT:

The City Supervisor of the Board of Public Works shall be responsible for enforcing this Local Law. No work or activity on a project in the Waterfront Area which is subject to review under this Local Law shall be commenced or undertaken until the Supervisor of the Board of Public Works has been presented with a written determination from the Planning Board or an agency that the action is consistent with the City's LWRP policy standards and conditions. In the event that an activity is not being performed in accordance with this Local Law or any conditions imposed thereunder, the Supervisor of the Board of Public Works shall issue a stop work order and all work shall immediately cease. No further work or activity shall be undertaken on the project so long as a stop work order is in effect.

VII. VIOLATIONS:

1. A person who violates any of the provisions of, or who fails to comply with any conditions imposed by this Local Law shall have committed a violation, punishable by a fine not exceeding five hundred dollars for a conviction of a first offense and punishable by a fine of one thousand dollars for a conviction of a second or subsequent offense. For the purpose of

conferring jurisdiction upon courts and judicial officers, each week of continuing violation shall constitute a separate additional offense.

2. The City Attorney is authorized and directed to institute any and all actions and proceedings necessary to enforce this Local Law. Any civil penalty shall be in addition to and not in lieu of any criminal prosecution and penalty. The City may also enforce this Local Law by injunction or other civil proceeding.

VIII. SEVERABILITY:

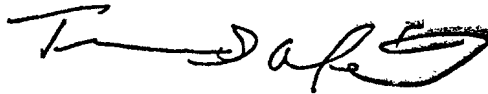
The provisions of this Local Law are severable. If any provision of this Local Law is found invalid, such finding shall not affect the validity of this Local Law as a whole or any part of provision hereof other than the provision so found to be invalid.

IX. EFFECTIVE DATE:

This Local Law shall take effect immediately upon filing with the Secretary of State in accordance with Section 27 of the Municipal Home Rule Law.

SECONDED BY ALDERMAN CARTER

ROLL CALL: AYES ALDERMEN SHEPARDSON, TALABA, PASQUALE,
MARCHESE , PRESTOPNIK, BLASK



APPROVED BY

THEODORE S. WIND, MAYOR

Waterfront Assessment Form (WAF)

A. INSTRUCTIONS (PLEASE PRINT OR TYPE ALL ANSWERS)

1. Applicants, or, in the case of direct actions, City agencies, shall complete this WAF for proposed actions which are subject to the LWRP consistency review law. This assessment is intended to supplement other information used by a City agency in making a determination of consistency with the City's Local Waterfront Revitalization Program.
2. Before answering the questions in Section C, the preparer of this form should review the policies and explanations of policy contained in the Local Waterfront Revitalization Program (LWRP), a copy of which is on file in the City Clerk's Office. A proposed action should be evaluated as to its significant beneficial and adverse effects upon the waterfront area.
3. If any question in Section C on this form is answered "yes", then the proposed action may affect the achievement of the LWRP policy standards and conditions contained in the consistency review law. Thus, the action should be analyzed in more detail, and, if necessary, modified prior to making a determination that it is consistent to the maximum extent practicable with the LWRP policy standards and conditions. If an action cannot be certified as consistent with the LWRP policy standards and conditions, it shall not be undertaken.

B. DESCRIPTION OF SITE AND PROPOSED ACTIONS

1. Type of City agency action (check appropriate response):
 - (a) Directly undertaken (e.g., capital construction, planning activity, agency regulation, land transaction) _____
 - (b) Financial assistance (e.g. grant, loan, subsidy) _____
 - (c) Permit, approval license, certification _____
 - (d) Agency undertaking actions: _____
2. Describe nature and extent of action: _____

3. Location of action: _____

4. Size of site: _____

5. Present land use: _____
6. Present zoning classification: _____
7. Describe any unique or unusual land forms on the project site (i.e., bluffs, ground depressions, other geological formations):

8. Percentage of site which contains slopes of 15% or greater: _____
9. Water resources existing within or contiguous to the project area:

10. If an application for the proposed action has been filed with the City agency, the following information shall be provided.
- (a) Name of applicant: _____
- (b) Mailing address: _____

- (c) Telephone number: () _____ - _____
- (d) Application number, if any: _____
11. Will the action be directly undertaken, require funding, or approval by a State or federal agency.
 Yes _____ No _____
 If yes, which State or federal agency? _____

C. WATERFRONT ASSESSMENT

(Check either "Yes" or "No" for each of the following questions)

1. Will the proposed action have a significant effect upon:	YES	NO
(a) Commercial or recreational use of fish and wildlife resources?	_____	_____
(b) Scenic quality of the waterfront environment?	_____	_____
(c) Development of future or existing water dependent uses?	_____	_____
(d) Stability of the shoreline?	_____	_____
(e) Surface or groundwater quality?	_____	_____
(f) Existing or potential public recreation opportunities?	_____	_____
(g) Structures, sites or districts of historic, archeological or cultural significance to the City, State or nation?	_____	_____

2. Will the proposed action involve or result in any of the following?	YES	NO
(a) Physical alteration of land along the shoreline, or land under water?	_____	_____
(b) Physical alteration of two (2) acres or more of land located elsewhere in the waterfront area?	_____	_____
(c) Expansion of existing public services or infrastructure in undeveloped or low density areas of the waterfront area?	_____	_____
(d) Energy facility not subject to Article VII or VIII of the Public Service Law?	_____	_____
(e) Mining, excavation, filling or dredging?	_____	_____
(f) Reduction of existing or potential public access to or along the shore?	_____	_____
(g) Sale or change in use of publicly-owned lands located on the shoreline or under water?	_____	_____
(h) Development within designated flood hazard area?	_____	_____
(i) Development on a natural feature that provides protection against flooding or erosion?	_____	_____
(j) Diminished surface or groundwater quality?	_____	_____
(k) Removal of ground cover from the site?	_____	_____

3. Project.	YES	NO
(a) If project is to be located adjacent to shore:		
(1) Will water-related recreation be provided?	_____	_____
(2) Will public access to the shoreline be provided?	_____	_____
(3) Does the project require a waterfront site?	_____	_____
(4) Will it supplant a recreational or maritime use?	_____	_____
(5) Do essential public services and facilities presently exist at or near the site?	_____	_____
(6) Is it located in a flood prone area?	_____	_____
(7) Is it located in an area of high erosion?	_____	_____
(b) If the project site is publicly owned:		
(1) Will the project protect, maintain and/or increase the level and types of public access to water-related recreation resources and facilities?	_____	_____
(2) If located in the foreshore, will access to those and adjacent lands be provided?	_____	_____
(3) Will it involve the siting and construction of major energy facilities?	_____	_____
(4) Will it involve the discharge of effluents from major stream electric generating and industrial facilities into a waterway?	_____	_____
(c) Is the project site presently used by the community as an open space or recreation area?	_____	_____
(d) Does the present site offer or include scenic views or vistas known to be important to the community?	_____	_____

Appendix B - Guidelines for Notification and Review of State Agency Actions Where Local Waterfront Revitalization Programs Are in Effect

I. Purposes of Guidelines

- A. The Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Article 42 of the Executive Law) and the Department of State's regulations (19 NYCRR Part 600) require certain state agency actions identified by the Secretary of State to be consistent to the maximum extent practicable with the policies and purposes of approved Local Waterfront Revitalization Programs (LWRPs). These guidelines are intended to assist state agencies in meeting that statutory consistency obligation.
- B. The Act also requires that state agencies provide timely notice to the situs local government (City of Little Falls) whenever an identified action will occur within an area covered by an approved LWRP. These guidelines describe a process for complying with this notification requirement. They also provide procedures to assist local governments in carrying out their review responsibilities in a timely manner.
- C. The Secretary of State is required by the Act to confer with state agencies and local governments when notified by a local government that a proposed state agency action may conflict with the policies and purposes of its approved LWRP. These guidelines establish a procedure for resolving such conflicts.

II. Definitions

- A. Action means:
 - 1. A "Type 1" or "Unlisted" action as defined by the State Environmental Quality Review Act (SEQRA);
 - 2. Occurring within the boundaries of an approved LWRP; and
 - 3. Being taken pursuant to a state agency program or activity which has been identified by the Secretary of State as likely to affect the policies and purposes of the LWRP.
- B. Consistent to the maximum extent practicable means that an action will not substantially hinder the achievement of any of the policies and purposes of an approved LWRP and, whenever practicable, will advance one or more of such policies. If an action will substantially hinder any of the policies or purposes of an approved LWRP, then the action must be one:
 - 1. For which no reasonable alternatives exist that would avoid or overcome any substantial hindrance;

2. That will minimize all adverse effects on the policies or purposes of the LWRP to the maximum extent practicable; and
 3. That will result in an overriding regional or statewide public benefit.
- C. Local Waterfront Revitalization Program or LWRP means a program prepared and adopted by a local government and approved by the Secretary of State pursuant to Executive Law, Article 42; which program contains policies on the management of land, water and man-made resources, proposed land uses and specific projects that are essential to program implementation.

III. Notification Procedure

- A. When a state agency is considering an action as described in II above, the state agency shall notify the affected local government.
- B. Notification of a proposed action by a state agency:
 1. Shall fully describe the nature and location of the action;
 2. Shall be accomplished by use of either the State Clearinghouse, other existing state agency notification procedures, or through an alternative procedure agreed upon by the state agency and local government;
 3. Should be provided to the local official identified in the LWRP of the City as early in the planning stages of the action as possible, but in any event at least 30 days prior to the agency's decision on the action. (The timely filing of a copy of a completed Waterfront Assessment Form with the local LWRP official should be considered adequate notification of a proposed action.)
- C. If the proposed action will require the preparation of a draft environmental impact statement, the filing of this draft document with the chief executive officer can serve as the state agency's notification to the situs local government.

IV. Local Government Review Procedure

- A. Upon receipt of notification from a state agency, the City of Little Falls will be responsible for evaluating a proposed action against the policies and purposes of its approved LWRP. Upon request of the local official identified in the LWRP, the state agency should promptly provide the City with whatever additional information is available which will assist the City to evaluate the proposed action.
- B. If the City cannot identify any conflicts between the proposed action and the applicable policies and purposes of its approved LWRP, it should inform the state agency in writing of its finding. Upon receipt of the local government's finding, the state agency may proceed with its consideration of the proposed action in accordance with 19 NYCRR Part 600.
- C. If the City does not notify the state agency in writing of its finding within the established review period, the state agency may then presume that the proposed action does not conflict with the policies and purposes of the municipality's approved LWRP.

- D. If the City notifies the state agency in writing that the proposed action does conflict with the policies and/or purposes of its approved LWRP, the state agency shall not proceed with its consideration of, or decision on, the proposed action as long as the Resolution of Conflicts procedure established in V. below shall apply. The City shall forward a copy of the identified conflicts to the Secretary of State at the time when the state agency is notified. In notifying the state agency, the City shall identify the specific policies and purposes of the LWRP with which the proposed action conflicts.

V. Resolution of Conflicts

- A. The following procedure applies whenever the City has notified the Secretary of State and state agency that a proposed action conflicts with the policies and purposes of its approved LWRP:
1. Upon receipt of notification from the City that a proposed action conflicts with its approved LWRP, the state agency should contact the local LWRP official to discuss the content of the identified conflicts and the means for resolving them. A meeting of state agency and City representatives may be necessary to discuss and resolve the identified conflicts. This discussion should take place within 30 days of the receipt of a conflict notification from the local government.
 2. If the discussion between the City and the state agency results in the resolution of the identified conflicts, then, within seven days of the discussion, the City shall notify the state agency in writing, with a copy forwarded to the Secretary of State, that all of the identified conflicts have been resolved. The state agency can then proceed with its consideration of the proposed action in accordance with 19 NYCRR Part 600.
 3. If the consultation between the City and the state agency does not lead to the resolution of the identified conflicts, either party may request, in writing, the assistance of the Secretary of State to resolve any or all of the identified conflicts. This request must be received by the Secretary within 15 days following the discussion between the City and the state agency. The party requesting the assistance of the Secretary of State shall forward a copy of their request to the other party.
 4. Within 30 days following the receipt of a request for assistance, the Secretary or a Department of State official or employee designated by the Secretary, will discuss the identified conflicts and circumstances preventing their resolution with appropriate representatives from the state agency and the City.
 5. If agreement among all parties cannot be reached during this discussion, the Secretary shall, within 15 days, notify both parties of his/her findings and recommendations.
 6. The state agency shall not proceed with its consideration of, or decision on, the proposed action as long as the foregoing Resolution of Conflicts procedures shall apply.

Appendix C - Amendment to the City of Little Falls Zoning Law to Create the Waterfront District

Rec'd Coastal Resources

AUG 16 2010

Resolution #40

AMENDMENT TO THE CITY OF LITTLE FALLS LOCAL ZONING LAW TO CREATE THE WATERFRONT DISTRICT.

Alderman Lee

WHEREAS, the City of Little Falls initiated preparation of a Local Waterfront Revitalization Program in cooperation with the New York State Department of State, pursuant to Article 42 of the Executive Law; and

WHEREAS, a Draft Local Waterfront Revitalization Program was prepared and circulated by the Department of State to potentially affected State, Federal, and Local agencies in accordance with the requirements of Executive Law, Article 42; and

WHEREAS, the final Local Waterfront Revitalization Program was adopted by the City of Little Falls on 6th December 2005, authorizing the Mayor to submit the Local Waterfront Revitalization Program to the New York State Secretary of State for approval, pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Act;

WHEREAS, it is necessary that the City of Little Falls Local Waterfront Revitalization Program identifies local techniques needed for its implementation;

NOW, THEREFORE, BE IT RESOLVED, that the City of Little Falls Zoning Law is hereby amended to create the Waterfront District to implement the policies and purposes of the Local Waterfront Revitalization Program.

Resolution passed at a regular meeting of the Common Council on 3rd August, 2010.

Seconded by Alderman Kelley

Roll Call: Alderman Shaffer, Becker, Ruffing, Santry, Alderman Deming, Lee, Kelley.

Absent: Alderman Chrisman

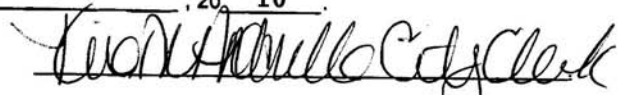
CITY CLERK'S OFFICE

City of Little Falls, NY

I, Kira M. Andrilla, City Clerk of the City of Little Falls, do hereby certify that I have compared the annexed copy of Resolution #40 Amendment to local zoning law to create the water with the original thereof, duly entered in the records of said city, and that the same is a true copy thereof and of the whole of said original.

In Witness Whereof, I have hereunto set my hand and caused the seal of said city to be affixed this

3 day of August, 2010.


City Clerk

AMENDMENT TO THE CITY OF LITTLE FALLS LOCAL ZONING LAW TO CREATE THE WATERFRONT DISTRICT

Be it En-acted by the Common Council as Follows:

SECTION 13A-WD WATERFRONT DISTRICT

1. PURPOSE

The Mohawk River and the Erie Canal have always played an important role in shaping the image of the City and its economic base. The Little Falls waterfront has a long history of industrial and canal-related development.

A Waterfront District (WD) is one that permits a variety of land uses along the waterfront within the City of Little Falls. This Waterfront District is designed to ensure that each development project is carefully analyzed, that the environmental quality of the area is preserved and enhanced, and that future development is consistent with the City's Local Waterfront Revitalization Program (LWRP). The overall purpose of this district is to promote the policies and purposes of the LWRP, including positive development and revitalization of the waterfront area, and to encourage a mix of uses consistent with the LWRP. The Waterfront District is also designed to eliminate deteriorated structures and incompatible, visibly unattractive, or otherwise deleterious land uses.

2. PERMITTED USES

- Permitted uses for properties within the Waterfront District include the following:
- Marina, yacht club, and boat launch facilities.
- Park land, trail facilities, fishing docks, and piers.
- Boat yards, including boat sales, rentals and storage, marine supplies and equipment, boat manufacturing service and repair facilities.

- Commercial excursion and fishing charter facilities.
- Specialty boat uses/facilities, such as tour, cruise and dinner boats.
- Commercial uses, including:
 - Bank or other monetary institution;
 - Business and professional Office use;
 - Retail store;
 - Restaurant or other place serving food and beverage;
 - Service shops;
 - Motel or hotel;
 - Shopping center;
 - Bed and Breakfast operation.
- Residential uses, including:
 - One and/or two family dwelling;
 - Multiple family dwelling.
- Health care facility.
- Museum and/or Art Gallery.
- Community centers and/or public recreation facilities.
- Scientific, historic, artistic, and educational activities and uses which, by their nature, require or are enhanced by a waterfront location, including museums, construction of historic boat replicas, or other water-related educational facilities or activities.
- Support and accessory uses associated with a permitted use such as garage, parking space, dock, and/or storage facility.

3. DISTRICT BOUNDARIES

The Waterfront District (WD) shall include the areas of the City south of the CSX train line as indicated on the “Waterfront District” drawing, and the street by street description attached as Attachment 3a.

4. SITE PLAN AND/OR BUILDING PLAN APPROVAL

All development and improvement actions within the Waterfront District shall be subject to review and approval by the Little Falls Planning Board.

The City of Little Falls is looking to create an attractive waterfront environment that reflects the City's canal heritage and preserves its natural resources, cultural character, and historic resources.

A building may be erected, reconstructed, altered, arranged, designed or used, and a lot or premises may be used for only the permitted uses outlined in section 2. above and for no other purpose, subject to site plan and/or building plan review and approval by the City of Little Falls Planning Board.

The Planning Board's review shall include a review of the LWRP and any other plan as may be developed for the Waterfront District to insure the project is consistent with such plans.

SITE PLAN AND DESIGN REVIEW REQUIREMENTS FOR THE WATERFRONT

1. LOCATION AND PURPOSE

The Waterfront District includes the Canal Place area, the 50 foot buffer at Riverside Industrial Park, South Side, River Road area, and Loomis, Seeley, and Moss Islands.

The purpose of requiring Site Plan and Design Review in the Waterfront District is to protect the public health, safety, and general welfare, and to promote economic revitalization.

2. SITE PLAN AND DESIGN REVIEW PROCESS

A. Application

An application for site plan approval shall be made in writing to the Chairman of the Planning Board and shall be accompanied by supporting documentation as appropriate.

For new construction and major improvement projects, the applicant shall provide the following information.

- Title of drawing and major improvement projects, the applicant and the person responsible for preparation of such drawings.
- North arrow, scale and date.

- Boundaries of the property plotted to scale.
- Existing watercourses.
- Grading and drainage plan, showing existing and proposed contours.
- Location, design, type of construction, proposed use and exterior dimensions of all buildings.
- Provision of pedestrian access.
- Location of outdoor storage, if any.
- Location, design and construction materials of all existing or proposed site improvements including drains, culverts, retaining walls and fences.
- Location, design and construction materials of all energy distribution facilities, including electrical, gas and solar energy.
- Location, size and design and type of construction of all proposed signs.
- Location and proposed development of all buffer areas, including existing vegetative cover.
- Location and design of outdoor lighting facilities.
- Identification of the location and amount of building area proposed for retail sales or similar commercial activity.
- General landscaping plan and planting schedule.
- An estimated project construction schedule.
- Identification of any State or County permits required for the execution of the project.
- Record of application for and approval status of necessary permits from State and County agencies.
- Other elements integral to the proposed development as considered necessary by the Planning Board.

- A written statement which describes how the project is consistent with the city of Little Falls adopted LWRP.

For building improvements requiring a building permit, the Planning Board shall have the discretion to reduce the amount of information required. For example, a storefront renovation project might only require a sketch of the improvements proposed, a list of the materials to be utilized, and a layout of any sign to be installed.

B. Review of the Site and/or Building Plan

The Planning Board's review of the site and/or building plan shall include, but not necessarily be limited to, the following considerations as applicable:

- Location, arrangement, size, design and general site compatibility of buildings, lighting and signs.
- Adequacy and arrangement of vehicular traffic, access and circulation, including intersections, road widths, pavement surfaces, dividers and traffic controls.
- Location, arrangement, appearance and sufficiency of off street parking and loading.
- Adequacy and arrangement of pedestrian traffic access and circulation, walkway structures, control of intersections with vehicular traffic and overall pedestrian convenience.
- Adequacy of stormwater and drainage facilities.
- Adequacy, type and arrangement of trees, shrubs and other landscaping constituting a visual and/or noise buffer between the development parcel and adjoining lands, including the maximum retention of existing vegetation.
- Use of proper and adequate screening devices between parking and service areas.
- Consistency between the site plan and the City's adopted LWRP.
- How the project enhances or detracts from the historic and cultural resources in the Waterfront District.

For projects within the WD Zoning District, the Planning Board's review shall consider the following as applicable:

- The extent that proposed uses are water dependant or enhanced
- Attractiveness of the proposed use or structure(s) as viewed from Erie Canal and/or Mohawk River or other public locations.
- Adequacy of design and function of waterfront improvements such as bulkheads, docking facilities, launch ramps and sea walls.
- Ability of the use to provide public access to the water's edge.

In their review, the Planning Board may seek assistance and input from the City's Codes Enforcement Officer, Urban Renewal Agency, and/or the Supervisor of the Board of Public Works, or others as may be possible.

C. Planning Board Action on Site Plan or Building Plan.

Within forty-five (45) days of the receipt of a completed application for site plan approval, the Planning Board shall render a decision, file said decision with the City Clerk and mail such decision to the applicant with a copy to the Codes Enforcement Officer. The time within which a decision shall be rendered may be extended by mutual consent of the applicant and Planning Board.

- Upon approval of the site or building plan, the Planning Board shall endorse its approval on a copy of the final site plan and shall forward a copy to the applicant.
- Upon disapproval of a site or building plan, the Planning Board shall so inform the Codes Enforcement and the Codes Enforcement shall deny a Building Permit to the applicant in writing of its decision and its reasons for disapproval. Such disapproval shall be filed with the City Clerk.

D. Performance Guarantee

No Certificate of Occupancy shall be issued until all improvements shown on the site plan and/or building plan are installed or a sufficient performance guarantee has been posted for improvements not yet completed. The sufficiency of such performance guarantee shall be determined by the Common Council after consultation with the Planning Board, City Codes Enforcement Officer, City Attorney, and other appropriate parties.

E. Inspection of Improvements

The Codes Enforcement Officer shall be responsible for the overall inspection of site improvements including coordination with the Planning Board and other officials and agencies, as appropriate.

3. APPLICABLE DESIGN STANDARDS

All development and redevelopment in the Waterfront Revitalization Area Must meet the following standards:

A. Overall Design

While various land use elements (e.g. commercial, residential, recreational, water-dependant, industrial) will comprise the land area within the Waterfront Revitalization Area, uses must be complementary, create a distinct waterfront district, and, within the WD Zoning District, provide for visual and physical access to the Erie Canal and Mohawk River. Development must also encourage an economic stimulus and revitalization of the City. All new projects and redevelopment projects must be consistent with the City's Local Waterfront Revitalization Program.

B. Relationship to Erie Canal and Mohawk River

All elements of proposed projects within the WD Zoning District shall be Sensitive to the unique and important relationship to the Erie Canal and Mohawk River and all land should be developed in such a way as to maximize views to the Canal and River.

C. Architectural Design Standards (Applies only to designated historic districts within the defined Waterfront District)

The following standards are not intended to restrict imagination, innovation or variety, but rather focus on design principles that will result in creative solutions and quality designs that relate the project to its surroundings and foster economic revitalization. Within the WD Zoning District, the purpose is to afford a priority to waterfront compatible, well-designed uses, achieve public access to the waterfront and to create a distinct waterfront district in the spirit of the Erie Canal.

The following architectural design standards shall apply to the Waterfront:

- Appropriate architectural scale, form, and material shall be utilized to ensure that buildings and structures are compatible with and add interest to the landscape. More specifically, the design and improvement of all structures, if possible, is to be compatible with that of the surrounding structures and neighborhoods.
Compatibility shall be determined by a review of proposed:
(1) use of materials; (2) scale; (3) mass; (4) height; (5) color; (6) texture; and (7) location of the structures on the site, as applicable and appropriate.
- The various elements of the project shall be integrated by cohesive architectural treatment and compatible design. Buildings shall be designed and improved in consideration of appearance from all vantage points; both within and outside of the WD.
- Architectural elements shall be used to provide visual interest, reduce apparent scale of the development, and promote integration of the various design elements in the project.
- Groups of related buildings shall be designed to present a compatible appearance in terms of architectural style and building materials.
- Building lines shall be varied to the extent practical in order to provide an interesting interplay of buildings and open spaces.
- Appurtenances on buildings and auxiliary structures, such as mechanical equipment, garages, or storage buildings, shall receive architectural treatment consistent with that of principal buildings.
- When replacing windows on a façade, a window of the same trim size and character as the original shall be used.
- In renovations, natural, unpainted brick should be retained. Already painted brick, if weathered and losing its paint finish, can be stripped using chemical solutions. If necessary to protect older, softer brick, painted brick should remain painted.
- Facade renovations should not destroy or cover original details on a building.
- Colors shall be harmonious and only compatible accents shall be used.

- Brick and stone facades should not be covered with artificial siding or panels.
- Materials and finishes shall be selected for their durability and wear as well as for their beauty. Proper measures shall be taken for protection against weather, neglect, damage and abuse.

D. Landscaping, Screening and Buffering (Applies only to vacant lots and commercial lots located within the defined Waterfront District)

- All sidewalks, open spaces, parking areas, and other similar service areas shall be landscaped and/or paved in a manner which will harmonize with proposed buildings. Materials for paving, walls, fences, curbs, benches, etc., will be attractive, durable easily maintained and compatible with the exterior of adjacent buildings.
- The Planning Board may require buffer landscaping, fencing or screening, to separate different types of land uses and to screen utility buildings, refuse collection areas, cooling systems, and other similar installation and features.
- All plants, trees, and shrubs shall be installed in accordance with a planting schedule provided by the applicant and approved by the Planning Board. Landscape materials selected shall be appropriate to the growing conditions of the environment of the WD, this climatic zone, and native species.

E. Lighting

Drives, walkways, and other outdoor areas shall be properly lighted to promote safety and encourage pedestrian use. All exterior lighting for the project shall be directed downward or otherwise appropriately shielded and designed to minimize excessive light. It shall have an attractive appearance, compatible with the overall project design and waterfront character. Lighting type, number, and locations shall be subject to Planning Board review and approval as part of the site plan review.

F. Signage

All signs shall be subject to Planning Board review and approval as part of site plan/building plan review.

All signs shall be of a size and scale as determined appropriate by the Planning Board to accomplish their intended purpose. At a minimum,

proposed signage shall comply with the standards for different types of land uses identified Little Falls Zoning Regulations. Signs should complement the architectural style and scale of the building. Signs should be compatible with adjacent premises, and graphic elements shall be held to the minimum needed to convey the sign's major message.

G. Vehicular Circulation System and Traffic Access

In general, the rights-of-way and pavement widths for all internal streets, drives, walks and other access ways for vehicles and/or pedestrians shall be determined on the basis of sound current planning and engineering standards, shall be planned and built so as to promote safety and efficiency of movement, shall accommodate projected demand, and shall minimize impervious surfaces and paving materials to the maximum extent possible.

H. Public Access to Waterfront

While waterfront development will require certain private elements for the security and benefit of its residents and property owners, new development should be encouraged to provide pedestrian waterfront public access in a manner which:

- Enhances existing public access opportunities at the riverfront, in furtherance of the City's LWRP and the State's Inter-coastal Policies.
- Coordinates such public access with existing or anticipated opportunities for public access on adjacent public lands to facilitate future linkages in a continuous trailway system; and

Access may be regulated by reasonable conditions in a management plan submitted by the applicant and approved by the Planning Board as part of the final site plan approval.

I. Off-Street Parking and Loading

- Off-Street parking and loading areas shall be designed with careful regard to their relationship to the uses served and to the objectives for other open spaces. The areas shall be coordinated with the Public street system serving the project in order to avoid conflicts with through traffic or obstruction to pedestrian walks. In addition, all parking areas shall be designed to include provisions for handicapped parking.

- Parking and loading facilities not enclosed in structures shall be suitably landscaped and/or screened as determined appropriate by the Planning Board.
- The number of off-street parking spaces required shall be as set forth below and shall be applicable only to those uses in the Waterfront District.

Use	Minimum Off-Street Parking Requirement
One-family, two-family Multi-family dwelling	One (1) space per unit plus one-half (1/2) space per bedroom.
Marina	One-half (1/2) space per slip or dry rack storage facility.
Retail or service business	One (1) space for each 200 square feet of gross floor areas, excluding basement storage utility areas.
Office for business or professional use	One (1) space for each 250 square feet of gross floor area.
Auditorium, community building, club	One (1) for each 200 square feet of area occupied by all principal uses or structures.
Hotel, motel, bed and breakfast facility	One (1) for each guest room.

With respect to any building, structure, or use for which the required number of parking spaces is not specifically set forth in the above schedule, the Planning Board in the course of site plan review shall determine the number of off-street parking spaces required, which number shall bear a reasonable relation to the minimum off-street parking requirements for specified uses as set forth in the above schedule. In addition, all parking areas shall be designed to include provisions for handicapped parking.

- Up to thirty percent (30%) of the required parking may be designated for compact automobiles at the discretion of and in accordance with standards by the Planning Board.

- New marina projects must incorporate best management practices in their design, including but not limited to the following:
 - Maximize pervious land surface and vegetative cover to minimize stormwater runoff and to prevent polluted waters from reaching adjacent waters and wetlands. Direct runoff away from adjacent waters and wetlands to the extent feasible by site grading or other methods.
 - Treat runoff from parking lots, maintenance, fueling, and wash down areas in a manner that prevents oils, grease, and detergents from reaching adjacent waters. Accepted treatment methods include oil and grease filtering catch basins, retention areas and ex-filtration systems.

- Alternative Methods of Meeting Off-Street Parking Requirements in the WD Zoning District.
 - The WD Zoning District encourages a mix of land uses, wherein the cumulative parking demand is less than the sum of the peak demand values for each individual use. This makes it possible to share parking without conflict and to avoid a large surplus of parking spaces in the waterfront area.

Also, because of the special nature and value of land along the waterfront, and because of the anticipated mix of land uses, alternative parking solutions, such as parking incorporated into buildings, valet parking, off-site parking, etc. may, in certain situations, also be appropriate.

- The Planning Board shall be authorized to find that any portion of the off-street parking requirements of a WD Zoning District development have been satisfied when the applicant establishes to the Board's satisfaction that alternative parking solutions are appropriate and will provide adequate parking for the project. If an applicant wishes to use alternative parking methods, the applicant must submit an analysis to the Planning Board for review. This analysis must include estimates of peak parking demands for different land uses for different hours of the day and days of the week. It shall also define strategies intended to incorporate alternative parking methods and the advantage of such strategies.

- Off-street loading shall be provided as the Planning Board may find appropriate and necessary.

J. On-Site Utilities and Services

- All development shall be served by public water supply and sewage systems.
- All on-site television, power and communication lines, as well as on-site water, sewer, and storm drainage lines, shall be installed underground in the manner prescribed by the regulations of the government agency or utility company having jurisdiction. Any utility equipment which will necessarily be located above ground shall be adequately screened from view in an attractive manner.

LITTLE FALLS WATERFRONT DISTRICT

The Waterfront District (WD) shall include all of the areas within the boundaries of the City of Little Falls south of the existing CSX Railroad, with the exception of the following five areas:

Area 1: Riverside Industrial Park

In its entirety, with the exception of a 50-foot wide area the length of the Industrial Park following the north bank of the Mohawk River as its south boundary running west to east from Point “B” to Point “C”. The Riverside Industrial Park zoning classification remains unchanged as M-2 - Manufacturing

Area 2: Mill Street Industrial Area

From the intersection of South Second Street and the CSX Railroad (Point “D”) following the extended centerline of South Second Street to its intersection with the north bank of the Mohawk River (Point “E”), then following the north bank of the Mohawk River to its intersection with the CSX Railroad (Point “F”), and then returning to Point “D” following the CSX Railroad. The Mill Street Industrial Area zoning classification remains unchanged as M-2 – Manufacturing

Area 3: Southern Avenue Manufacturing Area

From the intersection of Southern Avenue’s centerline with the centerline of SR 167 (Point “I”) following the centerline of Southern Ave to its southern intersection with the south boundary of the City of Little Falls (Point “J”), then following the south boundary of the City of Little Falls to its intersection with the centerline of SR 167 (Point “K”), then returning to Point “I” following the centerline of SR 167. The Southern Avenue Area zoning classification remains unchanged as M-1 – Manufacturing.

Area 4: Waterfront District Southern Boundary

The southern boundary of the WD is established through the south side of the city from its west and east boundaries following the approximate foot of the existing stone cliff located on the south side of the city; directly south of Flint Avenue on the west city boundary, running in an easterly direction south of Danube Street, and then parallel to the established bike path to the easterly city boundary. The area located between the south boundary of the WD and the established southern boundary of the City of Little Falls zoning classification remains unchanged as R-1 – Residential.

Area 5: Old Railroad Bed (Existing and Planned Bike Path)

The area running from the west City boundary to the east City Boundary following the old West Shore Railroad bed, at a width of approximately 50 feet. This area is defined, from west to east, as the old RR bed centerline between Flint Avenue and SR 167 from the west City Boundary to its intersection with the centerline of Casler Street, then following Casler Street to its intersection with the centerline of Flint Avenue, then turning north following the centerline of Flint Avenue to its intersection with the Centerline of West Shore Street, then following West Shore Street's centerline to the centerline of the existing bike path and following the centerline of the existing bike path to the east City Boundary. This area is to be zoned "Green Belt".

Areas 1, 2, and 3 are exempt from the WD zoning classification based on the long term planning and economic development commitment of the City of Little Falls. This is to encourage and enhance the growth of our existing industrial and manufacturing partners while also attracting potential new development within the City's designated M-1 and M-2 zoned areas – both economic and employment benefits for all parties involved. The three manufacturing zoned areas encompass the majority of the designated New York State Empire Zone property located within the boundaries of the City of Little Falls, which is a key element in local economic development.

Area 4 remains R-1 to be available for future residential development.

Area 5 is designated a Green Belt area to protect the existing developed bike path and to address the development needs of the State of New York to complete the remaining undeveloped trail segments crossing the state, of which Little Falls is one of the few remaining undeveloped portions.

Appendix D - Standards for Docks on the Canal System

NEW YORK STATE THRUWAY AUTHORITY/
NEW YORK STATE CANAL CORPORATION

STANDARDS FOR DOCKS
ON THE CANAL SYSTEM



NEW YORK STATE CANAL CORPORATION

MAY 2001

BUREAU OF MANAGEMENT ANALYSIS AND PLANNING

TAP-915 (05/01)

TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
I. Introduction	1
II. Application	1
III. Standards	1
A. Navigation	1
B. General	2
C. Environmental	3
IV. Appendix	4
V. Distribution	5

STANDARDS FOR DOCKS ON THE CANAL SYSTEM

I. INTRODUCTION

Section 100 of the Canal Law authorizes the Canal Corporation to "issue revocable permits granting certain limited privileges therein, whenever the same can be done without detriment to Canal navigation or damage to the banks or other structures thereof." The purpose of this document (the "Standards") is to provide specific standards for docks on the Canal System.

II. APPLICATION

The Standards shall apply to residential/non-commercial docks, which can accommodate four or fewer boats, each of which shall not exceed 40 feet in length, with a maximum dock length of 100 feet.

Commercial docks, as well as docks larger than the size standard established above, will be analyzed on a case-by-case basis.

The Standards apply to the Erie, Champlain, Oswego and Cayuga/Seneca Canals (i.e., the areas under Canal Corporation jurisdiction). Docks on reservoirs and feeder canals will be considered by the Canal Corporation on a case-by-case basis.

Any new dock installations or extensions to current docks will require a work permit.

III. STANDARDS

A. NAVIGATION

No dock shall interfere with Canal navigation, by either physically impeding navigation or obstructing the vision of boaters traveling on the Canal System.

- 1 Minimum offset from edge of navigation channel (bottom angle):
 - a. River section: 50 feet minimum offset.
 - b. Land cut section: 24 feet minimum offset (16 feet clear area plus 8 feet nominal boat width). Where a 24 feet offset is physically impossible, a dock with 4 feet maximum projection from the shoreline is allowable.
 - c. On curved sections of the Canal, the Canal Corporation may require greater offsets than the offsets set forth in a. and b., to account for sight distance or vessel maneuverability considerations. The Division Canal Engineer may designate certain limited areas where docks are prohibited for navigation reasons.

STANDARDS FOR DOCKS ON THE CANAL SYSTEM

2. Docks shall be parallel to shore in land cut areas.
3. Docks shall be at least 50 feet from Canal Corporation navigation aids.
4. Docks and moored boats shall not hinder boaters' views of navigation aids or structures on the Canal System.
5. Protection of the dock and moored boats from passing boat wakes is the permittee's responsibility. Boats shall not be moored on the outer (Canal) side of wake protection devices.
6. Docks and slips shall have their design approved by the Division Canal Engineer. A standard approved dock design is attached as Appendix A.
7. Excavated slips are not permitted where:
 - a. The Canal is in an embankment section;
 - b. An unstable or unsafe condition would be created; or
 - c. The Division Canal Engineer determines that there is insufficient Canal Right-of-Way, or a future trail would be impeded.
8. No dock installation will be permitted which may impair the integrity of an embankment.
9. Slips, cuts, etc., must be lined with stone bank protection, riprap, or other method for protection against erosion and wave action as approved by the Canal Corporation.

B GENERAL

1. One dock per property owner (residential) is permitted. More than one dock shall be treated as a commercial dock installation.
2. Docks and decks shall not restrict access (e.g., for trails, maintenance or operations) across Canal lands.
3. Docks shall be set back at least 10 feet from property lines of adjacent upland owners. Extensions of property lines across Canal Corporation property to the water shall be as determined by the Canal Corporation.
4. No new boathouses will be permitted.
5. Covered slips may have a roof only — no sides are permitted.

STANDARDS FOR DOCKS ON THE CANAL SYSTEM

6. Excavated slips, where permitted, shall be no larger than 1,000 sq. feet.
7. All electrical and plumbing services to docks, slips and decks shall meet all applicable local, state and federal codes.
8. No enclosed storage shall be permitted on docks or decks.
9. Flotation devices for docks shall be foam blocks, pontoons or other material manufactured specifically for flotation. Metal barrels, drums, or other containers that are not specifically made for flotation are prohibited.
10. Retaining walls, when a part of a dock request, shall be constructed of stone, concrete blocks, poured concrete or other materials acceptable to the Canal Corporation. Railroad ties, vehicle tires, creosote timbers, guide railing, and asphalt are not permitted.

C. ENVIRONMENTAL

1. Any dock with more than four boat moorings or 100 linear feet of dockage will require an independent environmental review under the State Environmental Quality Review Act (SEQRA).
2. No creosote or pentachlorophenol shall be allowed.
3. Slips or other excavations shall require a letter of no effect from the State Historic Preservation Office before permit issuance.
4. Slips or other excavations will require appropriate sampling and disposal of materials as directed by the Canal Corporation.
5. Fills are prohibited within the limits of an established floodway, flowage easement or flood plain, unless mitigation measures approved by the Canal Corporation and all other appropriate state and federal agencies are included.

STANDARDS FOR DOCKS
ON THE CANAL SYSTEM

IV. APPENDIX

APPENDIX A

(Reduced from Sheet Size 8-1/2" x 1 V)

APPENDIX A - DOCK ALONG CANAL

