

## A. PROPOSED LAND AND WATER USES

The Land and Water Use Plan for the waterfront area reflects the policies established in Section III. The plan designates long term land and water uses based on physical features, land-water relationship, land and water access, utility service, historical context, and environmental significance. Map No. 6 illustrates the general concept of land uses proposed for the waterfront area, which is discussed below. Specific zoning legislation necessary to implement the land use concept is discussed in Section V, Techniques for Implementing the Program.

Eight (8) general land use categories are proposed in the waterfront area. These are not directly comparable to zoning districts but, rather, are descriptive of areas with similar characteristics and common features. The nature and location of each category is as follows:

### 1. **Urban Area**

This area includes the Village of Castleton-on-Hudson and its mixture of residential and commercial uses. It is the only area served by both public sewer and water supply systems and is, therefore, appropriate for higher density development. Multi-family residential development, commercial uses, and related facilities are appropriate here in an urban setting. Current zoning generally reflects this development pattern.

### 2. **Low Density Residential/Agricultural**

The area east of Route 9J, other than the Village of Castleton and the hamlet of Schodack Landing, includes steep hillsides and sparse rural development typical of much of the waterfront area. Such low density use (less than one unit per acre) and agricultural use is appropriate and will be maintained. Development of the steep slopes will be restricted.

### 3. **Hamlet Area**

The Schodack Landing historic district will be preserved as a small enclave in its original setting--waterfront to the west and agricultural use to the east. Topography and lack of utilities set forth this pattern.

### 4. **Industrial**

Sites for new industry in the waterfront area are virtually non-existent. The existing concentration along the Moordener Kill will be preserved north of the Village.

**5. Planned Waterfront**

North of the Village, Campbell Island, located between the river and the railroad, is isolated from the rest of the Town. Since the entire area south of the Village is owned by New York State, the land north of the Village is the only area where major development which could benefit from the river can locate. It is proposed for a variety of uses--such as waterfront industrial, commercial recreation, or residential--subject to performance standards to protect the environmental resources of the river and nearby Papscanee Island. Such a designation will provide a flexibility of uses subject to specific review of each proposed development to determine consistency with LWRP policies and standards for environmental protection.

**6. Intensive Waterfront**

The area from Cow Island south to the State-owned land at Castleton Island State Park, is mostly within the Village and served by public utilities. The few existing water-dependent uses are located here and some access across the track exists. This area will be observed for intensive water-dependent activity to complement revitalization of the business district and to provide sites for water-related services to support future use of the State Park. Such services might include sale of marine products and boat repair and storage, as well as tourist-related facilities.

**7. Castleton Island State Park**

The State-owned land is already committed to park use. The precise nature of the park development and management will be determined through development of a long range master plan as discussed in Section V,B.2.

**8. Conservation Areas**

The most environmentally sensitive areas in the waterfront area will be preserved as conservation areas. These include the major kills, Papscanne Island and Creek and Schodack Creek and adjacent wetlands.

## **B. PROPOSED PUBLIC AND PRIVATE PROJECTS (see Map 7 and 7A)**

The following projects have been identified as supporting the policies and objectives of this LWRP, although they cover a wide range of feasibility and priority. Other, non-physical actions which are also part of the program to implement the LWRP are discussed in Section V.

### **1. Riverfront Walk**

Across the railroad tracks in the Village is a wonderful setting on the water's edge. Since access is limited, a walkway to connect the few access points and to extend all the way from the Castleton Boat Club to proposed recreation facilities at Cow Island is proposed (see Map 7B Riverfront Walk Concept Plan). Such a walkway would provide an opportunity to stroll, watch the ships go by, fish and enjoy the waterfront at close quarters. The obstacles to overcome in creating such a facility are significant. Access and/or right-of-way across the railroad and private property are necessary. Construction of bulkheads or boardwalks are required and protective fencing from the high speed rail line is essential.

The construction of the Riverfront Walk will require an estimated 10,000 to 20,000 cubic yards of fill over 2,500 feet of shoreline. Much of this fill is to be in the form of gabions; stones held in a wire frame. While such gabions would serve to stabilize "landslide susceptible" areas, it would also displace fish and wildlife from the littoral zone, shallow water where rooted plants grow. Gabions are also susceptible to ice and debris damage. Further, the at-grade crossing of the high-speed rail creates a certain safety hazard.

The construction of the Riverfront Walk could use rock riprap which would also have impacts on fish and wildlife similar to that of gabions, but would be less susceptible to ice and debris damage. Construction of an at-grade walk-way on pilings would eliminate the impacts on fish and wildlife and avoid ice and debris damage, but would likely require steeper grade changes for users and would be vulnerable to landslide damage. Feasible alternatives to at-grade railroad crossings have not been explored.

Site specific review of individual alternatives will be required. In particular, the riverfront walk will require review of impacts on fish and wildlife displaced from the protective cover of the littoral zone, the cost of maintaining gabions against ice and debris damage, and the hazards of at-grade crossing of the high-speed railroad tracks. Nevertheless, such a project is the only opportunity to expand waterfront use in the urban area and can be undertaken in stages as funds permit and, particularly, as opportunities for joint development arise.

**2. "Kill" Trail System**

The Vlockie and Muitzes Kills, south of the Village, are unusual natural features. The Vlockie Kill already runs through Village land and an opportunity exists to create a trail system extending along both kills and connecting along the power line right-of-way to the north of the Village. The system could connect to the riverfront walk and to the State park land to create a continuous walk through a diverse environment. Much of the system could be acquired (via dedication or easement) through the normal subdivision process.

**3. Scenic Overlooks**

Opportunities for overlooks along Route 9J to view the waterfront exist in a number of locations. One such spot is at the north end of the Castleton business district where the road is elevated and no structures are on the west side. Another potential opportunity is in Schodack Landing. Creation of safe "pull-offs" and ample parking areas should be coordinated with the New York State Department of Transportation.

**4. Business District Revitalization**

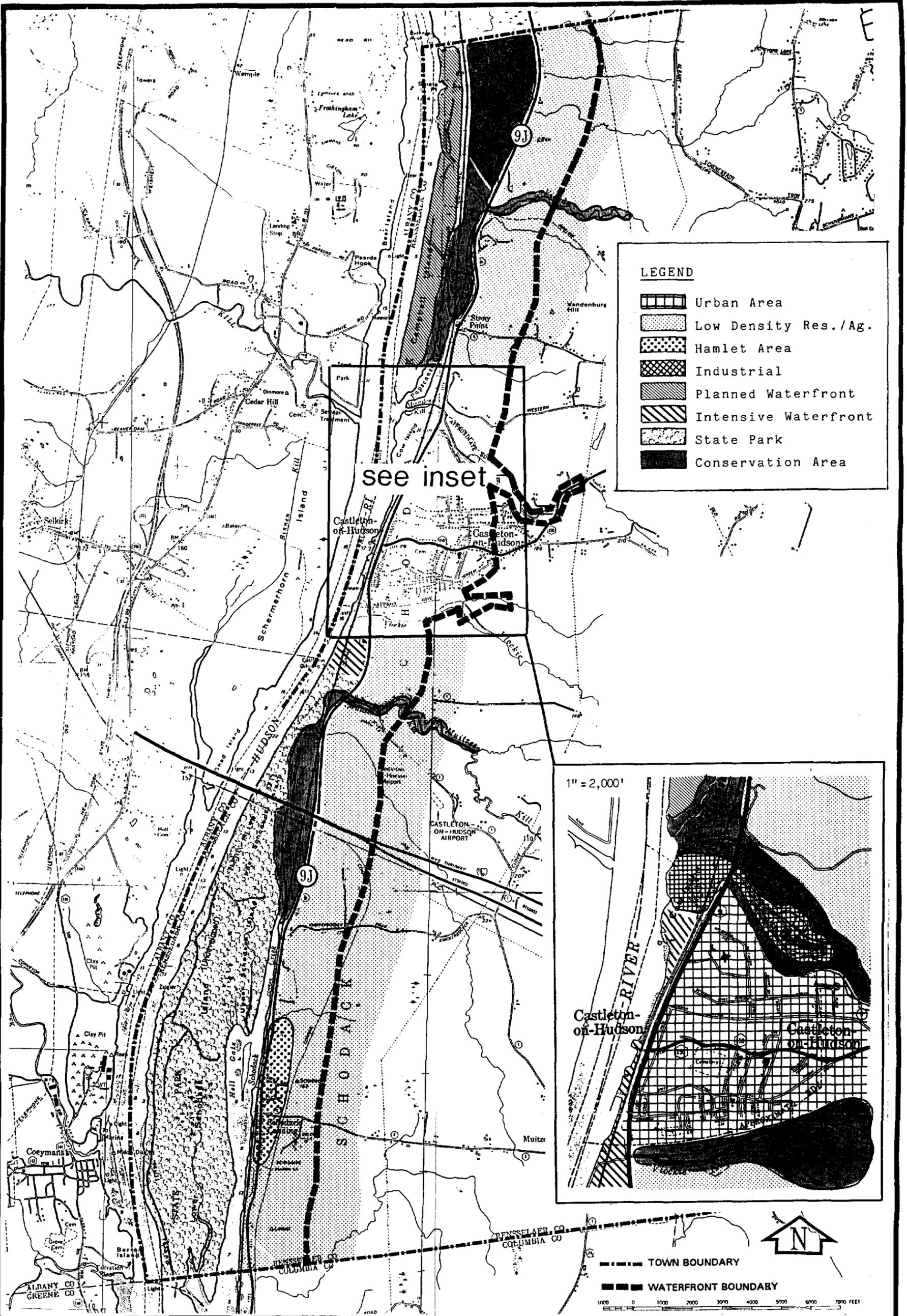
A comprehensive set of actions, well beyond the scope of this LWRP, is required for a complete revitalization program. Some actions have already been initiated, such as the rehabilitation program by COHNA (the Castleton-on-Hudson Neighborhood Association) and the installation of new sewer lines. The projects described above will also support this effort. In addition, programs to promote the business area and, particularly, its history and waterfront uses will further revitalization. Some projects were suggested in the 1984 study, "Downstreet by Design", such as a village gardens, facade rehabilitation and a foot bridge over Route 9J from Bicentennial Park. Improvements to rear facades of buildings facing the river should also be included in rehabilitation efforts.

**5. Dry Hydrants**

To increase the reliability of water supply for fire fighting, dry hydrants tapping the river water are proposed. One line under the tracks can serve several hydrants at key locations.

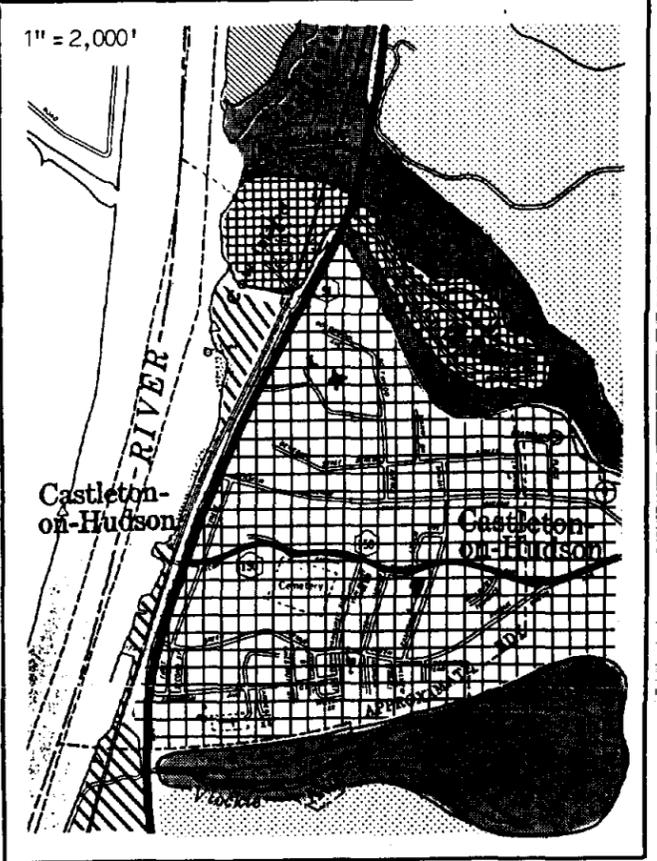
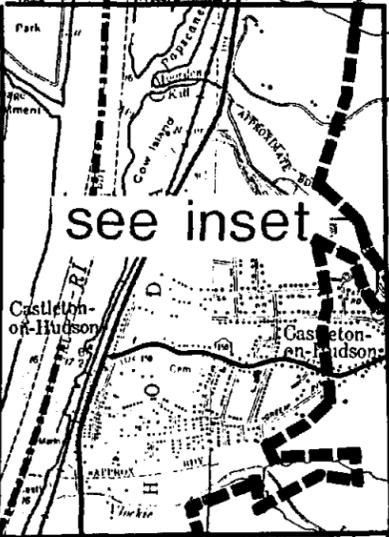
**6. Maintenance Dredging**

In addition to normal channel dredging, periodic dredging is required to maintain sufficient water depths adjacent to water-dependent uses. Such dredging should be coordinated with channel dredging and disposal of spoils, if suitable, used in construction of the river walk.



**LEGEND**

- Urban Area
- Low Density Res./Ag.
- Hamlet Area
- Industrial
- Planned Waterfront
- Intensive Waterfront
- State Park
- Conservation Area



TOWN BOUNDARY  
 WATERFRONT BOUNDARY

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

VILLAGE OF CASTLETON-ON-HUDSON/TOWN OF SCHODACK

Local Waterfront Revitalization Program

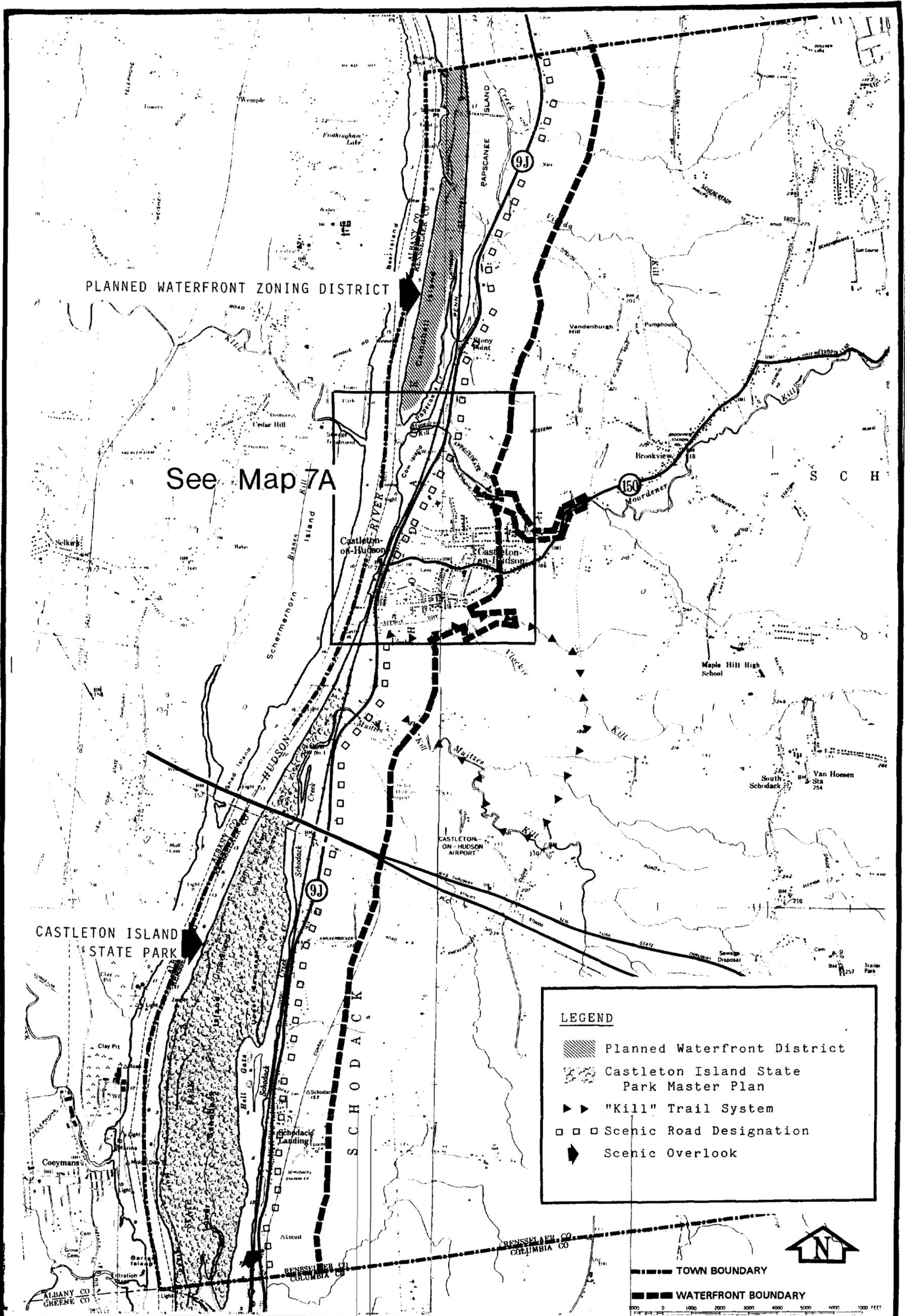
GENERAL LAND AND WATER USE PLAN

Map No.

6

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PLANNED WATERFRONT ZONING DISTRICT

See Map 7A

CASTLETON ISLAND STATE PARK

**LEGEND**

-  Planned Waterfront District
-  Castleton Island State Park Master Plan
-  "Kill" Trail System
-  Scenic Road Designation
-  Scenic Overlook

TOWN BOUNDARY

WATERFRONT BOUNDARY

0 1000 2000 3000 4000 5000 6000 7000 FEET



VILLAGE OF CASTLETON-ON-HUDSON/TOWN OF SCHODACK

Local Waterfront Revitalization Program

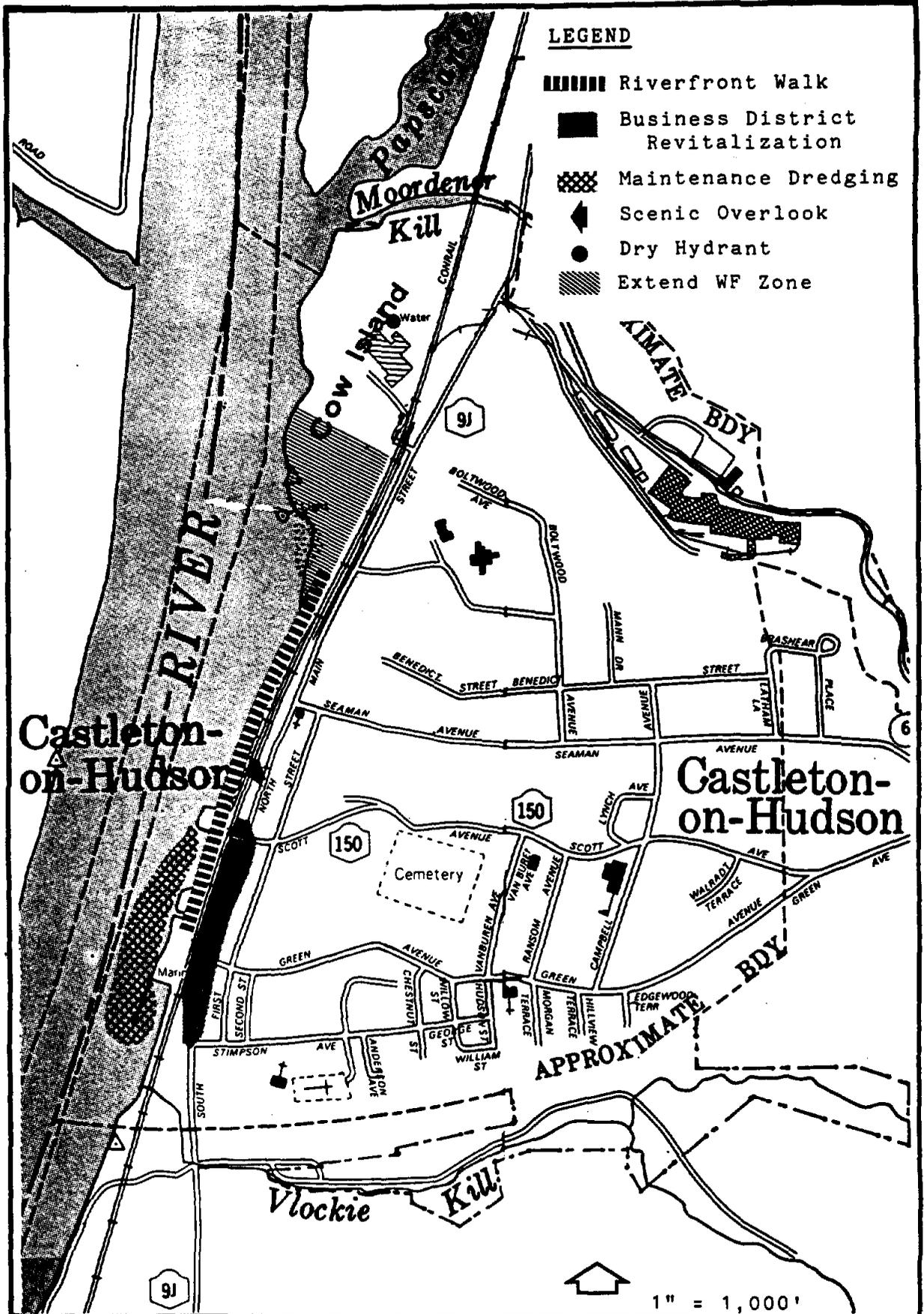
**ACTION PROGRAM**

Map No.

**7**

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**LEGEND**

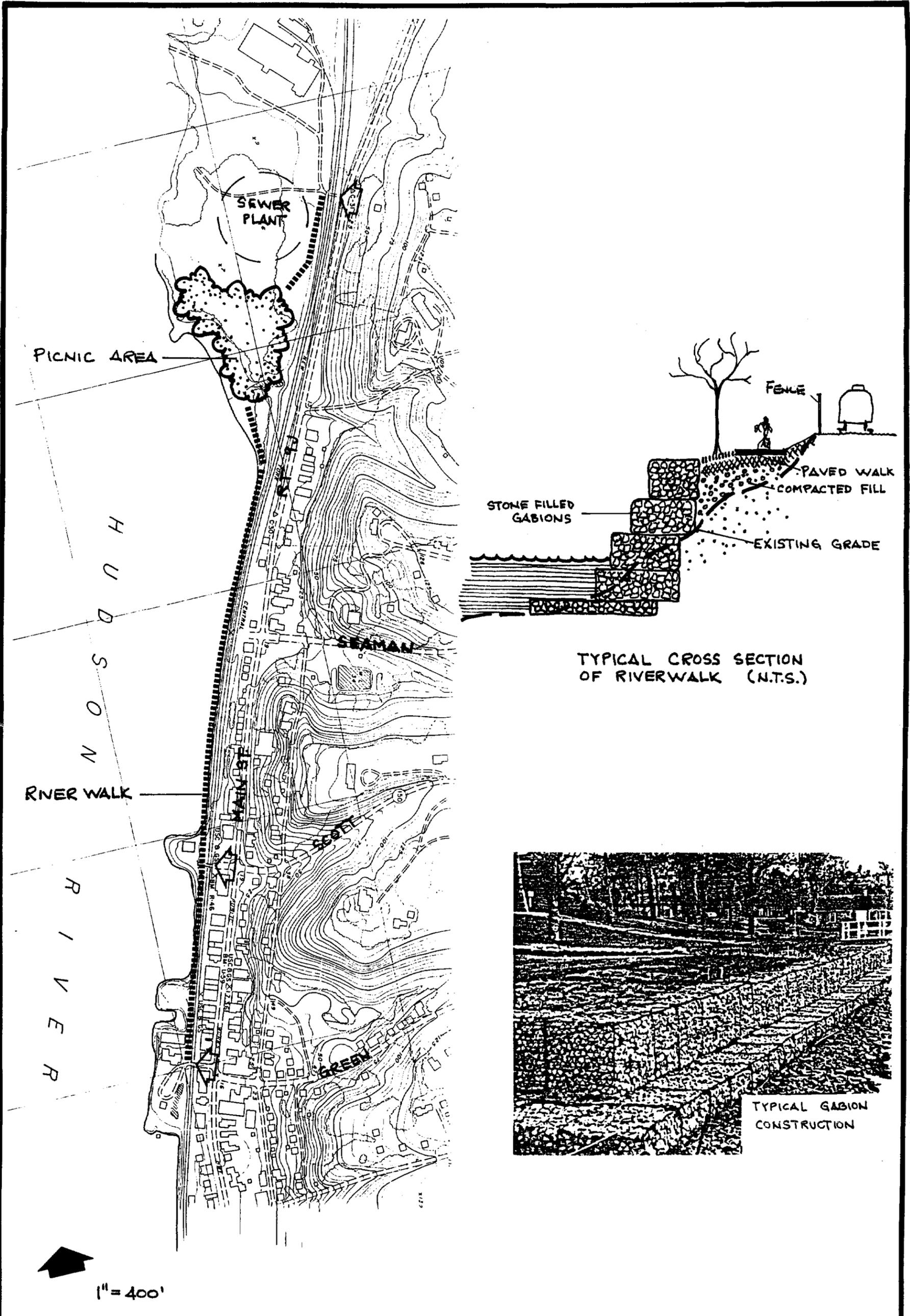
- ▨ Riverfront Walk
- Business District Revitalization
- ▩ Maintenance Dredging
- ↖ Scenic Overlook
- Dry Hydrant
- ▨ Extend WF Zone

**VILLAGE OF CASTLETON-ON-HUDSON/TOWN OF SCHODACK**

Local Waterfront Revitalization Program  
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**ACTION PROGRAM**

Map No.  
**7A**



VILLAGE OF CASTLETON-ON-HUDSON/TOWN OF SCHODACK

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RIVERFRONT WALK CONCEPT PLAN

Map No.  
**7B**