

## **Section IV Proposed Land & Water Uses & Projects**

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### **Town & Village of Waterford Local Waterfront Revitalization Program**

#### **Section IV Proposed Land & Water Uses & Projects**

This section consists of a future-oriented land and water use plan designed to translate the policies of the local waterfront revitalization program into actions and projects which will effectively draw upon or positively modify existing waterfront and land side resources to stimulate waterfront and downtown revitalization as well as facilitate local and regional heritage tourism goals. The land and water use plan and projects outlined here are based on an analysis of opportunities and constraints related to development; the waterfront revitalization policies presented in Section III; and the wide range of existing and ongoing projects articulated in other recently completed plans and grant applications.

Implementation of projects outlined below will most likely require intermunicipal cooperation as well as the formation of partnerships with the NYS Canal Corporation, NYS Department of Transportation, NYS Office of Parks, Recreation and Historic Preservation, private property owners and others.

Plans consulted in the preparation of this section included the:

- ▶ NYS Canal Recreationway Plan
- ▶ Eastern Gateway Canal Regional Plan
- ▶ Pending NYS EPF and Clean Water/Clean Air Bond Act Grant Applications
- ▶ Mohawk Valley Heritage Area Management Plan
- ▶ RiverSpark Heritage Area Management Plan
- ▶ Champlain Canal Byway Draft Enhancement Plan

Additional information was obtained in telephone consultations with municipal staff, waterfront advisory committee members and elected officials involved in the planning process. Every effort has been made to identify ongoing and planned projects as well as projects that address critical development deficiencies or gaps.

This section includes projects and actions designed to enhance the entire waterfront revitalization area, as well as projects for specific sub-areas. It begins with projects focused on the entire waterfront, then focuses on projects in the sub-areas of the Town and Village of Waterford (see [Proposed Uses and Projects Map](#)). Each sub-area description includes a description of proposed land uses, proposed water uses and proposed projects. All actions prescribed in this section are designed to complement and support goals and actions set forth in the draft Comprehensive Plan.

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### **Town & Village of Waterford Local Waterfront Revitalization Program**

Within the context of the Local Waterfront Revitalization Program, Comprehensive Plan and other recently completed state and local planning documents, the major goals of the uses and projects are to:

- ▶ Improve the overall appearance of key commercial corridors and gateways into the Town and Village of Waterford to support local and regional downtown revitalization and heritage tourism goals;
- ▶ Strengthen and enhance linkages between the Battery waterfront, Broad Street commercial district, Waterford Flight, Cohoes Falls, Peebles Island State Park, the Champlain Canal Trail, and the Northside Historic District;
- ▶ Continue expanding and enhancing public access to the waterfront through completion of a waterfront and recreational trail network and improve interpretation and promotion of environmental and cultural resources; and,
- ▶ Continue downtown revitalization efforts through additional facade and streetscape improvements.

#### **Town of Waterford**

##### **Hudson River Road Sub-Area**

The Hudson River Road Sub-Area contains that portion of the waterfront revitalization area generally bounded by Town of Waterford's northern boundary with Halfmoon, the Hudson River to the east, the old Champlain Canal to the west, and the village of Waterford's northern boundary to the south.

This sub-area was established to contain the predominantly industrial and manufacturing uses in this section of the town, as well as the 100- and 500-year flood zones that are located in the southern half of the sub-area. Approximately half the land in this sub-area, particularly in the areas east of Hudson River Road and north and south of the Niagara Mohawk power transmission line right-of-way, falls within the 100- or 500-year flood plain.

This sub-area includes the majority of land used for industrial purposes within the Town. Although all of the Town's Hudson River shoreline is included in this sub-area, there are only two publicly-owned parcels with potential for providing public access to the river. In addition to being landlocked, the location of these parcels in an area that is generally in heavy industrial use, makes future recreational use unlikely, or at least of lesser priority than recreational development

elsewhere in the Town and Village. The Champlain Canal corridor, and the extension of the Champlain Canal Trail from the Village of Waterford to Halfmoon and Mechanicville, represents the best opportunity for public access and recreational development in this sub-area.

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Since General Electric (now Momentive) had been actively purchasing land on both sides of Route 4/32 (Hudson River Road) in this sub-area, and the Town's greatest concentration of industrial and commercial uses is located here, long-term goals should focus on continuing to concentrate industrial and complementary commercial uses in this sub-area as well as implementing enhancements to the Route 4/32 corridor that will assist in making it the southern entrance to the Champlain Canal Scenic Byway and the northern gateway to the Village.

The variety of uses permitted under the existing zoning ordinance includes various truck terminals, generally non-hazardous light industrial uses, and non-intrusive land conservation uses, with residential uses allowed in concentrated areas at the north and south ends of the sub-area and commercial uses concentrated on the east side of Route 4/32 (Hudson River Road) south of Bell's Lane. Under the Town's existing zoning ordinance, wetland areas along the Hudson River shoreline (including the NYS-owned parcel referred to above) as well as approximately half of the Champlain Canal corridor are protected as land conservation districts. While existing zoning regulations seem adequate to maintain the character of this sub-area, additional standards, such as those articulated in the Champlain Canal Scenic Byway Study, are recommended to enhance this corridor and provide better directional and interpretive signage to recreational, environmental, and cultural resources in Waterford and the region.

Development goals in this sub-area include concentrating new or expanded industrial uses in this sub-area to the greatest extent possible; establishing the Route 4/32 corridor as the Town and Village of Waterford's northern gateway; working with existing industries and businesses to improve the visual appearance and functionality of the Route 4/32 corridor; and expanding and enhancing recreational opportunities afforded by the Champlain Canal corridor.

#### **Proposed Land Uses**

Because of the overall stability of land uses in this sub-area and the prevalence of land in private ownership, no major changes in land use are proposed. However, the unrestored portion of the former Champlain Canal represents an excellent opportunity for additional trail development (in collaboration with Halfmoon and Mechanicville). In the long-term, the NYS-owned Hudson River shoreline parcels may also offer opportunities for expanded public access to the Hudson River.

In addition, the likely designation of Route 4/32 as the Champlain Canal Byway, a NYS Scenic Byway, will increase the importance of making enhancements and establishing linkages between local and regional attractions, services and amenities along the length of the

corridor. All improvements should therefore be designed to complement existing amenities, to take advantage of waterfront and corridor locations whenever possible, and to contribute in some way to the overall interpretation and experience of residents and visitors in Waterford.

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#### **Proposed Water Uses**

Existing water uses are almost exclusively seasonal recreational and consist mainly of the northern end of the Champlain Canalway Trail and seasonal docks along Hudson River Road. No new water uses are proposed.

#### **Proposed Projects**

- ▶ ***Northern Gateway Improvements:*** This project involves design, signage and streetscape improvements that will help establish Route 4/32 (Hudson River Road) as the northern gateway to the Town and Village of Waterford and Hudson-Mohawk Region, as well as the southern entrance to the Champlain Canal Byway. Directional or interpretive signage must comply with guidelines that are set out in the U.S. Department of Transportation's manual of Uniform Traffic Control Devices. The NYS Department of Transportation should be consulted for implementation assistance and possible funding.
- ▶ ***Champlain Canal Trail Extension:*** This project involves extending the Champlain Canal Trail from the Village of Waterford's northern boundary to the Town of Waterford's border with Halfmoon. It will likely require collaboration between the Town and Village of Waterford, NYS Canal Corporation, private property owners adjoining the canal corridor and others. The trail extension should follow the design standards established by the NYS Canal Corporation, merely extending the existing trail through the northeastern portion of the Town.

#### **Upper Mohawk/North Waterford Flight Sub-Area**

The Upper Mohawk/Waterford Flight Sub-Area includes all the waterfront area generally bounded by the Town's northern line and an arbitrary parallel line 500' north of Flight Lock Road's centerline; an arbitrary parallel line 500' inland from the Mohawk River shoreline; the centerline of the Mohawk River (the Town's boundary with Cohoes); and the village's western boundary at Flight Lock Road. The sub-area contains much of the Mohawk River shoreline above Cohoes Falls and the northern shoreline of the Waterford Flight.

Although most of the land in this shoreline sub-area is within a land conservation district, several small areas are occupied by residential uses which abut protected NYS Canal Corporation land along the northern shore of the Waterford Flight. These residential areas consist of parcels located along Fonda and Flight Lock Roads as well as portions of the Riverbend and Mallards Landing subdivisions (which include shoreline land conservation buffers).

Under the existing zoning ordinance, regulation of land use in this sub-area is adequate. Uses allowed by right under the R-100 residential district are generally consistent with the existing and desired character of the Waterford Flight corridor. When granting special permits in this area, the Town should ensure that every effort is made to maintain the scenic qualities of the

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Waterford Flight corridor and to maintain public access to the Flight and its recreational assets. New uses allowed by special permit should therefore include provisions for adequate buffering or screening, parking located at the rear of parcels (not on Flight Lock Road) and compact signage. Most of the land in this sub-area is protected by a land conservation district, which generally restricts development to agricultural or recreational uses. As shown on the Town's [existing zoning map](#), the width of the land conservation district varies. To achieve waterfront revitalization goals, the width of this district should be maintained at 500' from the water's edge.

Development goals in this sub-area are fairly modest and focus largely on expanding and enhancing existing recreational assets, maintaining neighborhood character and stability, and protecting the Waterford Flight and Mohawk River viewshed to the greatest extent possible. Development of formal pedestrian trails may require negotiation of easements with private property owners, although the Mohawk River shoreline and Flight Lock Road are currently in extensive use by pedestrians.

#### Proposed Land Uses

Because land uses in this sub-area generally appear to be stable and much of the shoreline land is owned by the NYS Canal Corporation and/or protected under the Town's existing zoning ordinance, no major changes in land use are proposed.

#### Proposed Water Uses

Existing water uses are both water-dependent and water-related and include the Waterford Flight and the NYS Boat Launch locally known as Alcathy's Marina. Proposed water uses mainly involve enhancements of existing uses. Likely improvements include development of a Waterford Flight Trail on land owned by the NYS Canal Corporation along Flight Lock Road; improvements (landscaping, lighting, other amenities) at the NYS boat launch; and extension of the proposed Cohoes Falls Trail and Waterford Flight Trail northward along the Mohawk River shoreline into the Town of Halfmoon.

#### Proposed Projects

- ▶ ***Pedestrian Trail and Park Enhancements:*** This project involves development of a 12'-0" wide pedestrian trail segment along the Waterford Flight from Lock 2 to the Mohawk River at Lock 6. The trail will be designed to comply with development guidelines created by the NYS Canal Corporation, will resemble the existing Champlain Canal Trail and will include installation of interpretive signage, trail markers, picnic and/or seating areas, landscaping in selected areas, trail paving, and striping.
- ▶ ***Northern Mohawk River Trail (Waterford-Halfmoon):*** This project involves creation of a 12'-0" wide waterfront pedestrian trail along the Mohawk River shoreline from the NYS Boat Launch (Alcathy's) above Lock 6 to Waterford's northern boundary with the Town of

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Halfmoon. The trail would be designed to comply with development guidelines created by the NYS Canal Corporation. It would resemble the existing Champlain Canal Trail and would include installation of interpretive signage, trail markers, picnic and/or seating areas, landscaping in selected areas, paving, lighting and striping. The NYS Boat Launch (formerly Alcahy's) would serve as a trail head for trail segments in both directions, as well as an interpretive and recreational node within the area's trail network.

- ▶ ***NYS Boat Launch (Alcahy's) Enhancement Project:*** This project involves land and water side improvements to the boat launch site including landscaping, addition of site lighting, seating and additional picnic facilities, and may include addition of a seasonal refreshment and supply facility. The project would establish the boat launch as the trail head for the Mohawk River Trail.

#### **Saratoga Avenue/Northside Historic District Sub-Area**

This sub-area is generally bounded by the village's southern boundary; the CSX railroad tracks located to the west of Saratoga Avenue; the Town's southern boundary with Cohoes; and the Mohawk River. This sub-area is designed to encompass the National and State Register-listed Northside Historic District.

The Saratoga Avenue corridor offers nearly direct access to I-787. Although most of this sub-area is in residential use, the southern end of Saratoga Avenue is an important commercial area within the Town and represents the Town's and Village's southern gateway from Cohoes. Recreational and industrial uses exist to a lesser extent and are generally located to the east of Saratoga Avenue. The historic character and architectural integrity of many buildings in the Northside Historic District have been substantially compromised or eroded through later alterations and additions. The Waterford Historical Museum, Champlain Canal Trail and Waterford Rural Cemetery represent important cultural and recreational attractions, but they are somewhat hidden in this densely developed area. Existing signage posted by neighborhood residents on Museum Lane is less than welcoming and is somewhat intimidating. Making these attractions more accessible and giving them a higher profile would be significant improvements here. Relatively high speed truck and auto traffic threatens pedestrians and detracts from overall quality of life in this sub-area. In addition, nearly all the land east of the Champlain Canal lies within the 100-year floodplain, imposing constraints on many types of development.

This sub-area includes residential, commercial and land conservation zoning districts. Under the existing zoning ordinance, which is generally adequate, allowed uses are appropriate to the district and special use permits are required for uses that have the potential to negatively impact surrounding neighborhood character.

Development goals include improving the overall appearance, pedestrian safety and effectiveness of Saratoga Avenue as the Town's southern gateway and commercial corridor. The Waterford Historical Museum site should be improved (including landscaping and removal

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of hostile signs on private property leading to the museum) and the museum itself should be clearly identified as the southern anchor of the Champlain Canal Trail. The Town of Waterford and City of Cohoes will need to work together to protect the Mohawk River viewshed in this area and to redevelop underutilized sites in this area. Underutilized or vacant land, such as the former Barrel Factory site and former gas station site, should be redeveloped in a way that maintains existing neighborhood character and supports commercial uses.

#### **Proposed Land Uses**

Because of the overall stability of land in this sub-area, the fact that recreational amenities exist, and the limited amount of underutilized or vacant land, no land use changes are proposed in this sub-area. Underutilized or vacant land should be redeveloped for residential or commercial uses appropriate to the existing neighborhood character. Future enhancements should include facade and streetscape improvement; better directional, wayfinding and related signage; and better identification of the Waterford Historical Museum as the southern terminus of the Champlain Canal Trail.

#### **Proposed Water Uses**

The water-related Champlain Canal Trail is the only water use currently in this sub-area. Since nearly all land in this sub-area is privately owned and developed, no new water uses are proposed.

#### **Proposed Projects**

- ▶ ***Saratoga Avenue Facade and Streetscape Improvement:*** This project would focus on both sides of Saratoga Avenue as well as other key streets in the Northside Historic District such as Museum Lane and Canal Street. Its nucleus would be incentives to encourage facade improvement based on design guidelines created as part of the project. Other project elements would be traffic calming and beautification actions such as widening sidewalk and median areas, developing curb bump-outs at corners, using different paving material or pavement print at crosswalks and intersections, antique lighting and banners, street trees, street furniture and directional signage for key services and attractions in the Town and Village.
- ▶ ***Southern Gateway Improvements:*** Saratoga Avenue, which extends northward into the Town of Waterford from the Cohoes-Waterford Bridge, is the Town's southern gateway from Cohoes and I-787. Improvements are needed to make this area more visually appealing, to slow traffic down to the greatest extent possible and make the corridor more pedestrian friendly, to provide a stronger physical connection with the Broad Street commercial corridor, and to provide stronger and more visible linkages to the Mohawk River/Cohoes Falls Trail, Champlain Canal Trail, and Waterford Historical Museum.

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Project elements should include streetscape improvements (see preceding project) and additional signage.

- ▶ ***Waterford Historical Museum Area Improvements:*** This project includes working with existing private property owners to remove negative signage and installation of signage and streetscape improvements designed to create a more visitor-friendly entrance to the Waterford Historical Museum and the southern end of the Champlain Canal trail. Both sites should be better connected to Saratoga Avenue. Related Champlain Canal Trailhead Improvements should include installation of interpretive signage at southern terminus of Champlain Canal related to: five islands, Champlain Canal, “Mill Owners Row,” King’s Power Canal, industries formerly located in this area (and/or other appropriate industrial archaeology themes).
- ▶ ***Redevelopment of Underutilized/Vacant Sites:*** There are at least two underutilized and/or vacant sites in this sub-area: the site of a former barrel factory and the highway oil parcel. Although both sites have been cleaned up to some extent, environmental issues are still a concern and represent an obstacle to redevelopment. One possibility for the barrel site would be to create a parking lot and interpretive area related to the Champlain Canal Trail and Northside Historic District, with interpretive signage continuing the themes identified in the preceding project discussion.
- ▶ ***Inn & Restaurant at the Point:*** Canal Corridor Initiative incentives, including \$3,000,000 in low-interest loan funds, exist for the development of the Inn & Restaurant at the Point on a 1.7-acre parcel on Mohawk Avenue. The inn would include guest rooms, restaurant facilities, a harbor overlook, conference/banquet facilities, parking and float-up docks.
- ▶ ***Reuse/redevelopment of Ursula of Switzerland (Ormsby-Laughlin Textile Mill):*** Ursula of Switzerland, which currently owns and occupies the former Ormsby-Laughlin Textile Mill, is interested in selling the building to the Town. This project would involve a collaborative effort between the Town and Ursula to review Ursula’s business needs as well as potential reuse/redevelopment opportunities that might allow Ursula to use a portion of the building and lease space to others.

#### Lower Mohawk/South Waterford Flight Sub-Area

This sub-area is located on the south side of the Waterford Flight and is generally bounded by the village’s western boundary to the east; an arbitrary line 500’ feet south of, and parallel to, the Flight’s centerline extended to the Niagara Mohawk power line right-of-way (ROW) and including Waterford Rural Cemetery; the power line ROW south to an arbitrary line 500’ north of, and parallel to, the centerline of the Mohawk River; and the CSX Railroad right-of-way to the west of the rear property lines of parcels located on Saratoga Avenue. This sub-area is designed to encompass much of the land in the minimally developed, roughly

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triangular area between the Waterford Flight, Mohawk River, the Niagara Mohawk power transmission line right-of-way, Waterford Rural Cemetery, and Mountainview Avenue. It excludes the predominantly residential areas of Northside and the Sugar Loaf Pond areas.

Open space along and above the Mohawk River and Cohoes Falls is owned by a small number of private land owners. Areas around Mountainview and Hillview Streets are currently being developed within view of the existing informal footpath. The area south of the Mohawk River/Erie Canal “intersection” (Lock 6) is occupied by a number of small summer camps. Open space, river and canal viewsheds may be threatened in the future by development that does not reflect or recognize the importance of waterfront assets in this sub-area. While the Town need not oppose all development, it should advocate aggressively for development that will protect the Mohawk River and Erie Canal viewsheds, conserve open space to the greatest extent possible and allow public access to waterfront areas. The Town should also work with Niagara Mohawk and other private land owners to provide formal trail access.

This sub-area is relatively stable and is occupied mainly by residential uses, including permanent and seasonal housing. A number of private summer residential camps are located along the Mohawk River shoreline between the Cohoes Falls and the Waterford Flight. Current recreational uses include Clement Park, Lock 6 of Waterford Flight, and, informally, a footpath along the Mohawk River south of the Cohoes Falls.

Although it is protected to some degree by constraints such as steep slopes and soil limitations, most of this area is currently zoned R-100 residential and may continue to be developed for new residential uses designed to take advantage of scenic views of the Mohawk River and Cohoes’ Harmony Mills buildings. The south shoreline of the Waterford Flight and a portion of the land south of the flight and along the Mohawk is protected by a land conservation district.

#### **Proposed Land Uses**

No major changes in land use are proposed. The projects identified below are intended mainly to improve and enhance existing water-dependent and water-related assets. Development of a formal pedestrian trail from Clement Park north to the Waterford Flight along the Mohawk River shoreline may require the Town to negotiate easements with private landowners and Niagara Mohawk. Clement Park would be enhanced by the development of formal trail heads providing access to a Cohoes Falls Trail. Interpretive signage related to the Cohoes Falls and Harmony Mills complex would also be installed.

#### **Proposed Water Uses**

Existing water uses include the water-dependent Waterford Flight of Locks, and the water-related Lock 6 Park, informal Mohawk River/Cohoes Falls shoreline footpath, and

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Clement Park. The only change in use involves creation of a formal trail from the Clement Park vicinity along the Mohawk River shoreline to the Waterford Flight.

#### Proposed Projects

- ▶ ***Cohoes Falls Trail:*** This project involves the conversion of an informal but well-used footpath along the Mohawk River shoreline to a formal pedestrian trail. The existing Clement Park would become the formal entrance to the trail, with trail heads located on the west, north and south sides of the park. The trail should include directional and interpretive signage, viewing platforms and seating. Interpretive signage could provide information about a wide range of subjects, including the Cohoes Falls, power generation, and industrial archeology of Waterford and Cohoes.
  
- ▶ ***Waterford Flight Trail (South) and Park Enhancements:*** This project involves improvements to the road on the south side of Waterford Flight, landscaping and selective brush clearing, directional and interpretive signage, and similar improvements.
  
- ▶ ***Clement Park Overlook Enhancements:*** This project includes formal designation of Clement Park as the entrance to the proposed Cohoes Falls Trail. Required actions include selective brush clearing to open the view from the park across the Mohawk River to the Cohoes mills, development of formal trail heads at the north, south and west sides of the park, and installation of directional and interpretive signage explaining the importance of the Cohoes Falls and the history of industry in this area. Signage should include maps showing the trail route, interconnected town-wide trail routes, and information on similar trails and heritage tourism destinations throughout the Capital Region (particularly RiverSpark Heritage Area attractions).
  
- ▶ ***Erie Canal Lock 6 Park Improvements:*** This project involves restoration of the Lock 6 Powerhouse into an Erie Canal-related maritime museum or interpretive center as well as additional enhancements to the park. The park would receive interpretive and directional signage, become a trail head along the Mohawk River Trail, and become an activity node within Waterford's network of trails.

#### Five Islands Sub-Area

This sub-area includes Peebles Island, Bock Island, Second Island, Goat Island and Polrump Island, as well as the Mohawk and Hudson Rivers within the Town of Waterford. Peebles Island is a state park owned by the NYS Office of Parks, Recreation and Historic Preservation (NYS OPRHP), whose state headquarters are located here, as are the offices of the National Park Service Erie Canalway National Heritage Corridor. With the exception of these agency offices, which are located in the historic Cluett Peabody Bleach Works, the

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island is used exclusively for recreational purposes. Access to the park is via the North Bridge from Waterford, and by Ontario Street (NY 470) and Delaware Street, in Cohoes. NYS also owns Polrump and Goat Islands.

With the exception of the northern third of Peebles Island, this sub-area is protected as a land conservation district in the Town of Waterford's zoning ordinance. The northern end of the island is in a manufacturing district, reflecting uses which no longer exist. The zoning ordinance should be amended to reflect current uses and make allowances for future uses based on the Peebles Island Management Plan prepared by NYS OPRHP. The eastern third of the island lies within the floodway area, 100-year floodplain or 500-year floodplain, with portions of the northern end and western shoreline of the island falling within the floodway as defined by FEMA FIRM maps.

Development goals in this sub-area are to establish Peebles Island as a high quality state park with the full range of services and attractions articulated in NYS OPRHP and RiverSpark Heritage Area Management Plans. The Town and Village of Waterford should work with NYS OPRHP to establish the island as a formal gateway to Waterford. At a minimum, improvements should include installation of directional and interpretive signage to familiarize park visitors with the attractions, amenities and services available in Waterford. Planning documents dating from the 1960s-1980s also recommend development of one or more pedestrian bridges to link Peebles Island to other islands and, possibly, the Waterford Historical Museum.

#### **Proposed Land Uses**

No major changes in land use are proposed. Recommended enhancements include installation of directional and interpretive signage to encourage park users to visit Waterford and familiarize them with the area.

#### **Proposed Water Uses**

No new water-dependent or water-related uses are proposed.

#### **Proposed Projects**

- ▶ ***Installation of directional and interpretive signage:*** Directional signage should point the way to Waterford or to specific amenities within Waterford (such as the Broad Street commercial district or the Waterford Visitor Center). Additional signage and brochures could be created to show the location of trails, historic resources, heritage area attractions, and shops in Waterford and the region. Additional interpretive signage should focus on the historical significance of Waterford, the canal, and the island. Interpretive themes could focus on Native American, Dutch, and English inhabitation of the area; Revolutionary War

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fortifications and actions; industrial archeology; and related themes. Regardless of which themes are selected, the Town, Village and NYS OPRHP should coordinate their efforts to ensure that all interpretive areas complement one another.

- ▶ *Support for Matton Shipyard rehabilitation*
- ▶ *Support for trailway to Green Island*
- ▶ *Enhancement for Peebles Island Visitors' Center*

### **Village of Waterford**

#### **Northern Village Sub-Area**

This sub-area is generally bounded by the Hudson River; the village's northern boundary with the town; Eighth Street and Division Street and encompasses the predominantly residential area north of the Broad Street commercial district.

This sub-area is generally in residential use, although several commercial establishments are located on Second and Third Streets just north of Division Street. Recreational assets include the Butler Park; Fourth Street Park and the Waterford Town Pool; the Champlain Canal Trail; Eighth Street Playground/Geiger Park. Most buildings in the sub-area are part of the National and State Register-listed Waterford Village Historic District, which is also protected by local historic preservation ordinances as described in the inventory and analysis section above. Buildings located on Columbia and State Streets are not included in the Waterford Village Historic District but may be eligible for National Register listing and local protection. Except for the small commercial area described above, the sub-area is zoned residential.

Although most land along the Hudson River shoreline is in private ownership, the sub-area is bisected by the Champlain Canal Trail, which is protected as a land conservation district in the Village zoning ordinance. Nearly all the land to the east of the Champlain Canal lies within the 100-year floodplain, with a small portion of land along Fifth Street south of the railway right-of-way falling within the 500-year floodplain.

Development goals focus mainly on working with the Town to make this sub-area the northern gateway into the village. This includes installation of additional signage as well as building rehabilitation and streetscape improvements.

#### **Proposed Land Uses**

Since land uses in the sub-area are generally stable, recreational assets are plentiful, and a trail has already been developed along the Champlain Canal, no new land uses or

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changes are proposed.

#### Proposed Water Uses

No new water uses or enhancements are proposed.

#### Proposed Projects

- ▶ ***Facade and Streetscape Improvement Project:*** See facade and streetscape descriptions above. Streetscape improvements should be designed to make Second and Third Street the Village's northern gateway and should be coordinated with similar improvements along the Route 4/32 (Hudson River Road) corridor.
- ▶ ***Building Rehabilitation Program:*** This project would provide incentives for property owners to rehabilitate buildings within the Waterford Village and Northside Historic Districts. Rehabilitation work would have to be done in accordance with established design guidelines to restore their architectural character. Building improvements would be part of the Town's and Village's efforts to better position themselves as a heritage tourism destination.
- ▶ ***Champlain Canal Lock 5 Restoration:*** This project involves restoration of one of the original locks of the Champlain Canal as well as brush clearing and cleanup. Its purpose would be to establish an interpretive and activity node along the Champlain Canal Trail.

#### Broad Street Commercial Sub-Area

This sub-area is generally bounded by Division Street; the Hudson River; Eighth Street; and Middle Street (including portions of streets to the north and south of Broad Street). It encompasses the village's commercial district. Most residential and commercial buildings are part of the National and State Register-listed Waterford Village Historic District.

Although this sub-area is predominantly commercial, residential and recreational uses define the eastern end of the Broad Street corridor. Residences are also located in the street segments between Broad and Division and Broad and Middle. With the exception of the eastern end of Broad Street and properties on the north side of Middle Street, land in the sub-area is zoned for commercial uses. Although the Broad Street commercial corridor benefitted from a mid-1980s facade improvement program, recent streetscape improvements, and several new businesses, it still projects a less than positive appearance to residents and visitors. Additional improvements, as well as neighborhood- and visitor-oriented commercial establishments are needed. Nearly all the land in this sub-area is located within the 100-year floodplain, with small pockets of land within the 500-year floodplain.

Development goals include reestablishing Broad Street as the commercial hub of Waterford

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and strengthening connections between the commercial district, Battery waterfront and other resources such as the Waterford Flight. This will occur through completion of facade and streetscape improvements, business retention and recruitment efforts, creation of more efficient parking systems and similar efforts.

#### **Proposed Land Uses**

No changes in land use are proposed.

#### **Proposed Water Uses**

No changes in water use are proposed.

#### **Proposed Projects**

- ▶ ***Facade and Streetscape Improvement Program:*** This project will target commercial property (and tenants with owner's permission) located within the sub-area (and other key areas of the village). Facade improvements will be carried out in accordance with design standards developed for the improvement program and would be in compliance with the Secretary of Interior's standards for rehabilitation. Streetscape improvements will include sidewalk repair or replacement; installation of curb bump outs, installation of directional and interpretive signage; decorative paving, lighting, and in the longer-term, underground burial of utilities. The focus of this program will be to make key travel corridors within the village more appealing to residents and visitors. Likely streets to be included in the program are Broad Street from the Hudson River to Eighth Street; Second Street throughout the village, Third Street throughout the village, Fourth Street south of Broad, and Saratoga Avenue in the town and village. Additional signage and other methods will be used to direct visitors from waterfront areas to Broad Street and vice-versa. The program will include incentives such as grants and low-interest loans to encourage building owners to make improvements.
- ▶ ***Parking Study and Implementation:*** The need for additional parking was identified in field surveys, advisory committee meetings, and community visioning sessions. Additional work is needed to determine how to best manage and expand parking opportunities in the largely built-out village, and to develop a parking implementation strategy with property owners. Possible strategies may include creation of additional off-street parking to the rear of Broad Street, alley parking, shared parking arrangements, and other techniques.

## **Section IV Proposed Land & Water Uses & Projects**

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### **Town & Village of Waterford Local Waterfront Revitalization Program**

#### **Southern Village Sub-Area**

This sub-area includes all the area bounded by the Hudson River, Middle Street, the Erie Canal, the Champlain Canal, and the village's southern boundaries, encompassing the primarily residential portion of the village between the Battery waterfront as well as the area along Saratoga Avenue between the northern portion of the village and the Northside area of the Town of Waterford. Although the entire sub-area is zoned residential, the character of the area is changing as the town, village and state agencies work together to establish Waterford as the easternmost of seven canal harbors in the NYS Canal System.

Recently completed improvements include the Waterford Visitor Center, waterfront promenade (the "Battery") and a boat launch at the confluence of the Hudson and Mohawk Rivers. In addition, the Fourth Street bridge, which connects the northern and southern portions of the village, was repaired and reopened in 2000 and the Peebles Island (North) Bridge was repaired and reopened in 2003. Although these improvements have had a dramatically positive effect on the village, additional enhancements, such as strengthening the connection between the waterfront and the Broad Street commercial areas are still needed and will involve multiple LWRP sub-areas.

The sub-area is almost completely built out, with little land available for new development, small residential buildings on small lots, and narrow streets crowded with parked cars. Almost the entire northern portion of this sub-area is located within the 100-year floodplain. Buildings within the sub-area are frequently flooded, imposing constraints on state- and federally-funded new construction as well as building maintenance by property owners. The Town is currently preparing a Flood Hazard Mitigation plan with state and federal agencies to alleviate flooding (see below). The sub-area also falls within the NYS OPRHP Peebles Island State Park watershed.

#### **Proposed Land Uses**

Because of the overall stability of land uses in this sub-area, no major changes are proposed. However, the Town and Village should continue to focus improvement and enhancement efforts on strengthening the connections between the waterfront and downtown areas, developing an interconnected set of waterfront recreational trails as described throughout this document, resolving on-street parking issues, and promoting all assets to residents and visitors. Particular attention should be given to establishing Second, Third and Tugboat Alley as pedestrian corridors between the waterfront and downtown commercial area through the implementation of streetscape improvements and additional directional signage.

#### **Proposed Water Uses**

This sub-area already has numerous water-dependent and water-related uses such as the

## Section IV Proposed Land & Water Uses & Projects

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### Town & Village of Waterford Local Waterfront Revitalization Program

waterfront promenade along the Battery, the boat launch at the confluence of the Hudson and Mohawk Rivers, the visitor center, Lock 2 Park, and Lock 2 itself. As a result, no new water uses are proposed.

#### Proposed Projects

- ▶ ***Peebles Island Gateway Improvements:*** *This project involves the installation of formal directional and interpretive signage along Second Street between Broad Street and the waterfront as well as at the entrance to the bridge itself. Signage should direct visitors to the bridge, the village’s waterfront amenities, and Peebles Island State Park. Signage in the vicinity of the bridge itself should explain the historical significance of the island and give some information on park facilities*
- ▶ ***Welcome Center Improvements:*** *This project includes the painting of ceiling murals and placement of wall graphics on the second floor of the new visitor center to enhance visitor experience by illustrating themes related to the development of the Erie and Champlain canals as well as other themes. The project is part of the town’s long-term vision for the visitor center and would enhance expansion of interpretive efforts throughout the village and Peebles Island State Park. Additional improvements would include development of a wooden “jungle-gym” replica of a canal lock or boat for children. This facility would be located in one of the street-end park spaces along the waterfront promenade.*
- ▶ ***Welcome Center/Waterford Museum Visitor Services Program:*** *This project involves welcome center staff plus additional paid or volunteer “visitor service specialists” working on a seasonal basis. Using the visitor center and Waterford Historical Museum as bases of operation, they would “rove” the waterfront and village along streets and pedestrian trails, greeting visitors, directing visitors to other sites and services in the area, answering questions, and providing “on-the-spot” interpretation. They would hand out maps, brochures and coupons for local businesses, etc. This program is based on programs typically established at historic house museums and could be overseen by visitor center staff or museum staff, with labor provided by high school and college students interested in history and community service.*
- ▶ ***Flood Hazard Mitigation:*** *The purpose of this project is to alleviate regular property damage produced by annual spring flooding along the Mohawk River shoreline in the Village. It will result in the construction of flood mitigation structures that will likely include a series of linear earthen berms and concrete barriers to separate residential properties from the shores of the Mohawk and Hudson Rivers. Temporary concrete barriers will be installed annually at the southernmost sections of First, Third and South Streets at the foot of several alleys that access the shoreline in the Village. These structures will be designed and placed to provide a seasonal protective barrier from flood waters and will serve to eliminate damage from the most frequent levels of flooding.*