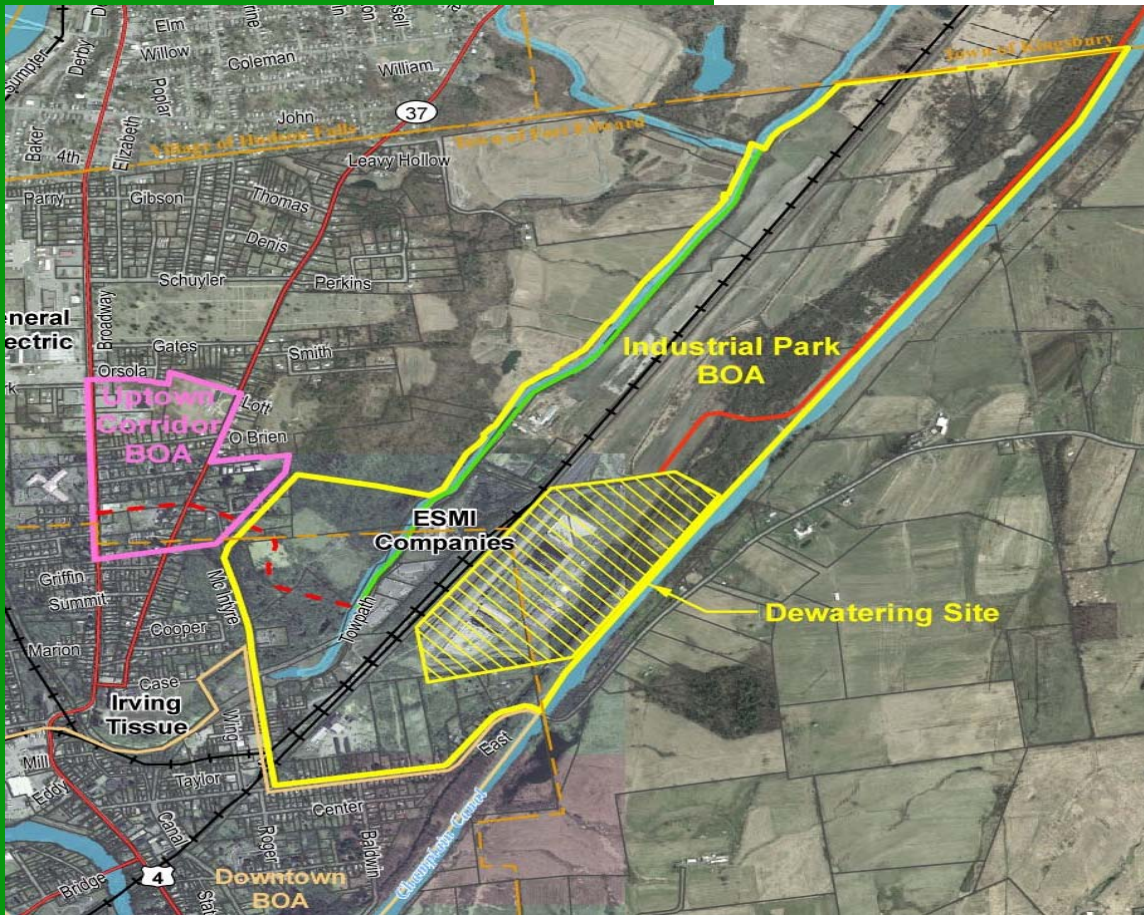


Northeast Industrial Development and Reuse Strategy

A Brownfield Opportunity Area Step 2: Nomination Study

Fort Edward, New York

July 2014



This document was prepared for The Town of Ft. Edward and the New York State Department of State with state funds provided through the Brownfield Opportunity Areas Program.



Acknowledgements

This Brownfield Opportunity Area (BOA) Nomination Study was developed in partnership with the Town of Fort Edward, the Village of Fort Edward, the NYS Department of State, Community Stakeholders, Residents and Property Owners.

The dedicated members of the Advisory Committee provided invaluable guidance and input through this process.

Advisory Committee (alphabetical by name)

Name	Affiliation
Darlene DeVoe	Town of Fort Edward
Matt Hulbert	Fort Edward Fire Company
David King	US Environmental Protection Agency
David MacLeod	NYS Department of State, Division of Coastal Resources
Bob Manz	D.A. Collins Companies
Tori Riley	Washington County IDA
Mitchell Suprenant	Supervisor, Town of Fort Edward
Matthew Traver	Mayor, Village of Fort Edward

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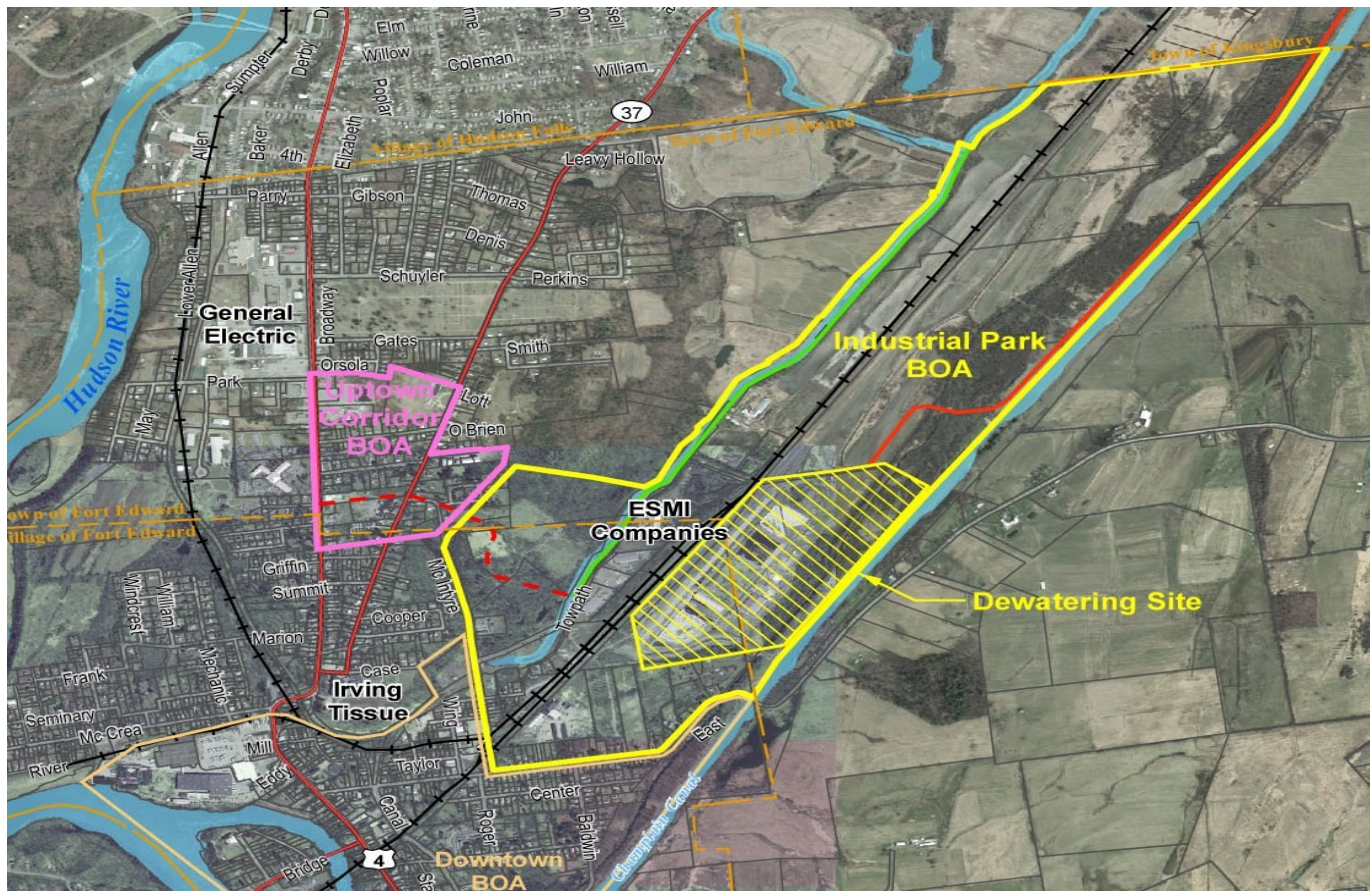
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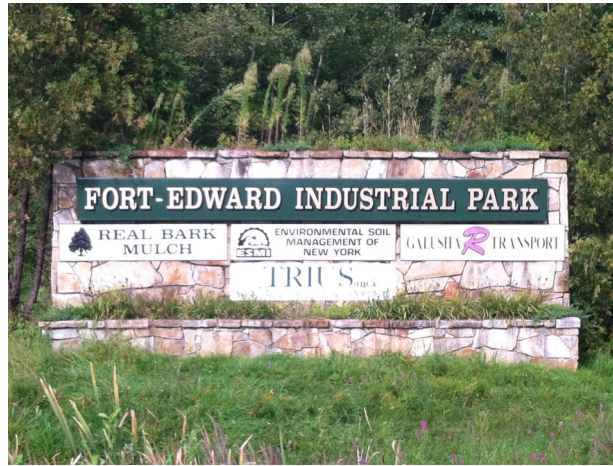
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Executive Summary

Fort Edward is ready for growth. With nearly 800 acres ripe for manufacturing and high-skill industries, access to passenger and freight rail, a modern 700 foot wharf on the Champlain Canal, and located within 15 minutes of the I-87 corridor, the Fort Edward Industrial Park and Dewatering Facility (used for the Hudson River Dredging Project) offer tremendous potential for smart industrial investment. The adjacent State Route 4 “Uptown Corridor” which bisects the community, offers unique opportunities for retail, medical, and commercial development near schools, recreation trails, and hundreds of affordable homes within close-knit neighborhoods.





Fort Edward is Ready for Growth

To prepare the North East Industrial Area and the Route 4 “Uptown Corridor” for growth, the Town of Fort Edward has received funding assistance through the New York State Department of State Brownfield Opportunity Areas (BOA) Program to prepare a comprehensive, neighborhood-based brownfield revitalization plan.

Through the partnership between the Town and Village of Fort Edward, the BOA funding and the community’s commitment to local planning has produced a plan for growth and job creation, based on the assessment and cleanup of brownfield sites, upgrades to infrastructure to promote homes and businesses and support new companies, and enhancement of recreational facilities to connect people with their jobs and encourage healthy lifestyles for residents and visitors.

Community Assets

- Location within New York’s Tech Valley
- Established clusters in manufacturing, paper specialized trades, measuring equipment, agriculture, soil and water clean-up, and transformer production
- Skilled workforce and strong work ethic
- Interagency cooperation among federal, state and local agencies
- Transportation and utility infrastructure
- Proactive community planning initiatives
- Economic incentives and assistance to businesses
- Quality of life for all ages with a small town feel

Top 5 Industry Targets

- Nanotechnology Supply Chain Manufacturing
- Measuring Equipment
- Specialty Recycling
- Photovoltaic Manufacturing
- Intermodal Transportation (Rail, Water, Road)

Prepare...

Attract...

Grow...

Fort Edward



The Vision

Located at the confluence of New York's Tech Valley, the Southern Adirondack Park/Lake George Region, eastern Vermont, and the heart of rural Washington County, the Fort Edward Northeast Industrial Brownfield Opportunity Area is an important economic engine for the Town and Village of Fort Edward.

The area's unique access to the Adirondack Northway, NYS Routes 4, 196, and 197, an active rail line and the Champlain Canal System provides high quality multi-modal transportation access servicing diverse and successful commercial and industrial businesses. Employment opportunities abound for residents and people from the broader region.

The local tax base is strong and growing. Many recreation activities also exist, including boating along the Canal and biking and walking along the historic Old Feeder Canal trail. Connections via a well-maintained, pedestrian-oriented street and sidewalk network bring workers and visitors into the thriving downtown.

Goals

1. **Economic Development and Job Growth:** Strengthen economic development opportunities within the study area to support job growth, redevelopment of underutilized parcels, and expansion of existing businesses.
2. **Access & Infrastructure:** Capitalize on existing infrastructure and transportation access and improve future access to the industrial park.
3. **Partnerships:** Work with public and private partners to address real or perceived environmental contamination within the study area, specifically the priority sites, to encourage redevelopment.
4. **Downtown:** Coordinate with current and future efforts to enhance downtown, the renaissance of which will assist to attract new and retain existing businesses.

Prepare...







Attract...

Grow...

Fort Edward

Route 4 Uptown Corridor Redevelopment Concept

Legend

-  Pedestrian connections
-  Road
-  Residential
-  Commercial
-  BOA Boundary - 800 acres
-  Proposed Truck Route

Uptown Corridor Assets

- 23,000 Vehicles per day on Route 4
- All New Infrastructure
- Commercial/Mixed Use Zoning

Priority Projects

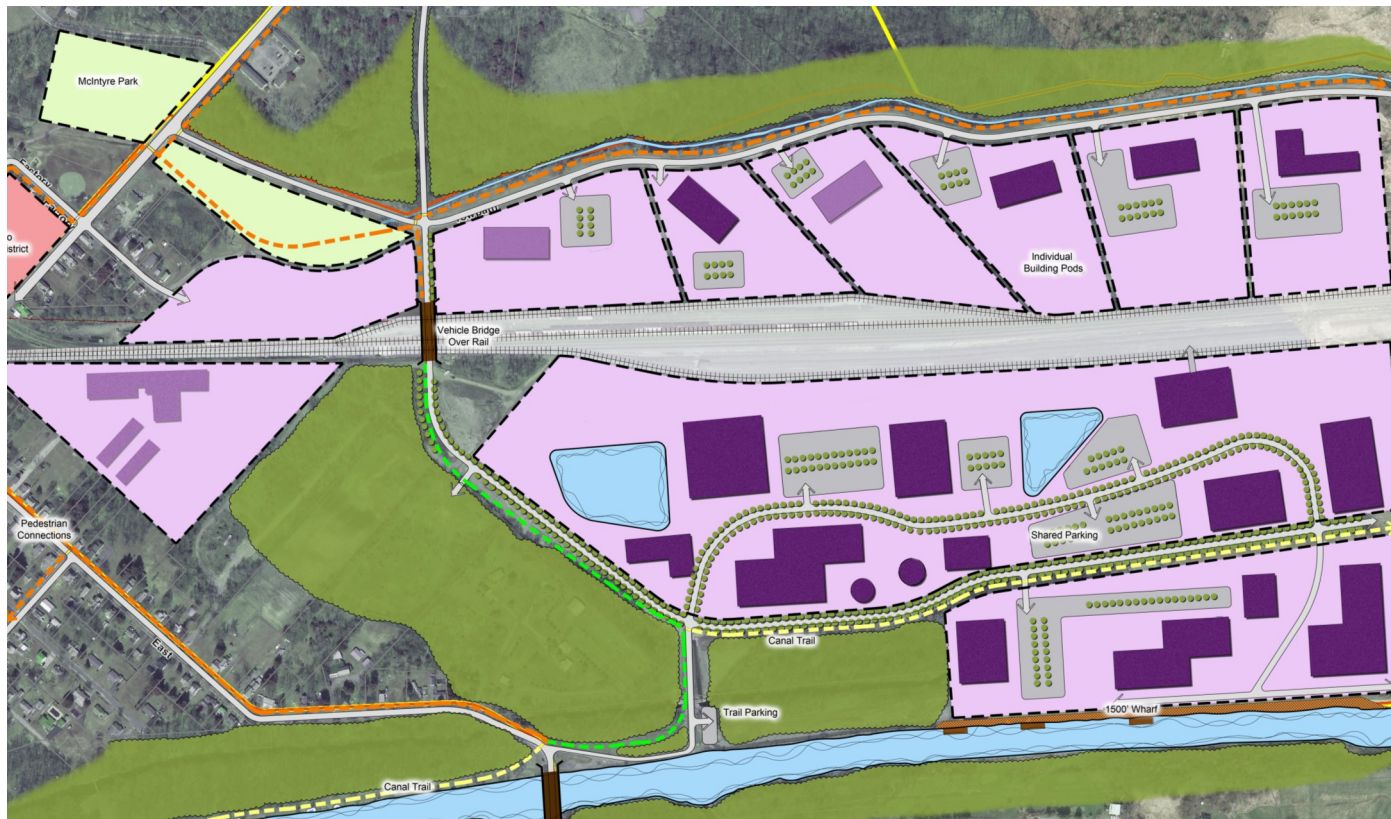
- Redevelopment of the Former Grant Union site
- Construction of Senior Housing
- Prepare Master Plan for Redevelopment of Commercial Properties on Route 4



The primary focus of this redevelopment concept is to take advantage of available and underutilized properties and the new truck access road that will begin at Route 4 and head east toward Burgoyne Avenue and into the Industrial Park. The purpose is to create a vibrant retail commercial area that complements, but does not compete, with the type of retail and commercial activities in Downtown Fort Edward.

Specific elements of the Uptown Corridor Redevelopment Plan include:

- Redevelopment of the Former Grand Union Property
 - 60,000 sq ft retail potential
 - Phase I, II and CERCLA completed
- Proposed Route 4 Truck Access Road
- Commercial development along Route 4 between Truck Route and Agway



Industrial Park/Dewatering Facility Redevelopment Concept

Legend

- Proposed Canal Trail
- Proposed Pedestrian & Bicycle Connections
- Existing Pedestrian Connections
- Recreation
- Mixed Use Area
- Industrial Flex Space
- Road
- Waterbody
- Wharf
- BOA Boundary - 800 acres
- Proposed Truck Route
- Potential Building Pods
- Existing Buildings

Industrial Park Assets

- Available Space
- Railroad Transportation Spurs
- 700' Wharf on the Canal
- Stormwater Infrastructure

Priority Projects

- Construction of Route 4 Access Road to create new retail/office corridor
- Decommissioning Plan for Dewatering Facility
- Sewer Expansion

The current use of the dewatering facility by GE has resulted in the installation of a vast amount of new infrastructure that could be a tremendous asset to the redevelopment of the industrial park. Other assets currently in place include the Champlain Canal, a new access road connecting the dewatering facility north to NYS Route 196, the Glens Falls Feeder Canal Trail, and existing, thriving businesses on the west side of the railroad tracks. The redevelopment concept fully utilizes existing infrastructure and expands the Industrial Park to create a “campus” setting with up to 800,000 square feet of manufacturing and related space, hundreds of locally-based jobs, and improved pedestrian and bicycle connections to the Downtown and regional recreation trails.

Specific elements of the Redevelopment Plan include:

- Dewatering Facility
- West Side of Railroad Tracks
- Rail Bridge
- Connection to the Depot District
- NYS Canal Trail

Prepare...

Attract...

Grow...

Fort Edward



Fort Edward Dewatering Facility on the Champlain Canal

Photo Courtesy of the USEPA



For More Information about the BOA Project::

Town of Fort Edward
518.747.6563

<http://fortedwardindustrialboa.wordpress.com>



This document was prepared for the Town of Fort Edward and the New York State Department of State with funds provided through the Brownfield Opportunity Areas Program.

Introduction and Project Description

The State of New York Department of State (DOS) has provided funding to the Town of Fort Edward to create the Brownfield Opportunity Area (BOA) Northeast Industrial Reuse Strategy. The Town is serving as the lead sponsor for this project, and is working in conjunction with the Village of Fort Edward and the Department of State to complete this Study.

Community and Regional Setting

The Northeast Industrial Brownfield Opportunity Area is located in the Village and Town of Fort Edward, Washington County, New York. Fort Edward is a rural community strategically located between the Capital District (50 miles north of the state capital in Albany, 36 miles northeast of the General Electric in Schenectady, 26 miles from the Luther Forest Technology Campus in Malta, and 23 miles from the City of Saratoga Springs) and Lake George located in the Adirondack Park. The Town's proximity to the Adirondack Northway (I-87) makes cities in the nearby states of Vermont and Massachusetts (142 miles to Boston) accessible. See **Figure 1: Regional Context Map.**



Fort Edward's strategic location within New York's Tech Valley and its close proximity to the Luther Forest Technology Campus in Malta has been identified as a strong business asset. Tech Valley is a 19-county region that spans from the Canadian border (near Montreal) to just north of New York City, and is starting to receive national attention as one of the best places to locate a company. Global Foundries, a computer chip manufacturing plant which is considered to be the largest economic development project in Upstate New



Legend

Major Roads

- Limited Access
- US Route
- State Route
- Champlain Canal
- Hudson River
- Adirondack Blue Line

Massachusetts

New York

Vermont

ELAN

Planning / Design / Landscape Architecture PLLC

5 2.5 0 5 Miles

This map is computer generated using data acquired by Elan Planning and Design, Inc. from various sources and is intended only for reference, conceptual planning and presentation purposes. This map is not intended for and should not be used to establish boundaries, property lines, location of objects or to provide any other information typically needed for construction or any other purpose when engineered plans or land surveys are needed.

Fort Edward Northeast Industrial
Development and Reuse Strategy
CONNECTIVITY MAP
April 2011

Figure 1
Regional Context Map



Legend

Major Roads

- Limited Access
- US Route
- State Route
- Champlain Canal
- Hudson River
- Adirondack BlueLine

Massachusetts

New York

Vermont

ELAN

Planning / Design / Landscape Architecture PLLC

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Fort Edward Northeast Industrial
Development and Reuse Strategy
CONNECTIVITY MAP
April 2011

York's history, is located in Malta, which is an easy 30 mile commute of the Study Area.

Historically, Fort Edward's economy has been driven by its proximity to the Hudson River and the Champlain Canal. In pre-colonial times, Native Americans referred to Fort Edward as the "Great Carrying Place" as the Hudson River was only navigable as far north as the Village. From there it was necessary to portage (carry overland) goods to the headwaters of Lake Champlain.

In the early 1800's, the opening of the Champlain Canal spurred growth in the Town's logging, mining and agricultural industries. By the end of the century, Fort Edward was home to a number of mills and factories including the International Paper Company, which produced newspaper print for New York City's daily papers. The dominance of the manufacturing and agricultural sectors in Fort Edward's economy continued through the mid 1900's with the opening of the Scott Paper Company, the General Electric plant on Broadway, and Decora Manufacturing.

In the mid-1980's, like many communities located in Upstate New York, Fort Edward was negatively impacted as the nation's economy started to shift from manufacturing to the service sector. The loss of major employers like Scott Paper and Decora Manufacturing not only impacted the local job

market, but also forced the closure of many retail businesses in the downtown that were dependent on these industries.

Despite these economic setbacks, the manufacturing industry in Fort Edward has started to emerge once again. The presence and growth of employers like Irving Tissue, Waste Management and General Electric Dewatering Facility built for the Dredging Project have provided stability to the community's economy. **See Figure 2: Community Context Map.**

Much of the recent economic renaissance in Fort Edward can be attributed to a community-driven effort to find ways to increase the number of jobs and tax base in the area. Initiatives include the creation of the Fort Edward Industrial Park, undertaking this effort, and the development of an area wide revitalization strategy to attract small businesses and service sector jobs to the downtown in the form of the Downtown Renaissance BOA.

To build on the success of recent initiatives, the Town of Fort Edward, in collaboration with the Village of Fort Edward and the Department of State, is preparing the Brownfield Opportunity Area Northeast Industrial Reuse Strategy. The BOA Study Area includes 800 acres of vacant and underutilized properties situated along the eastern shoreline of the Hudson River in the west portion of Washington

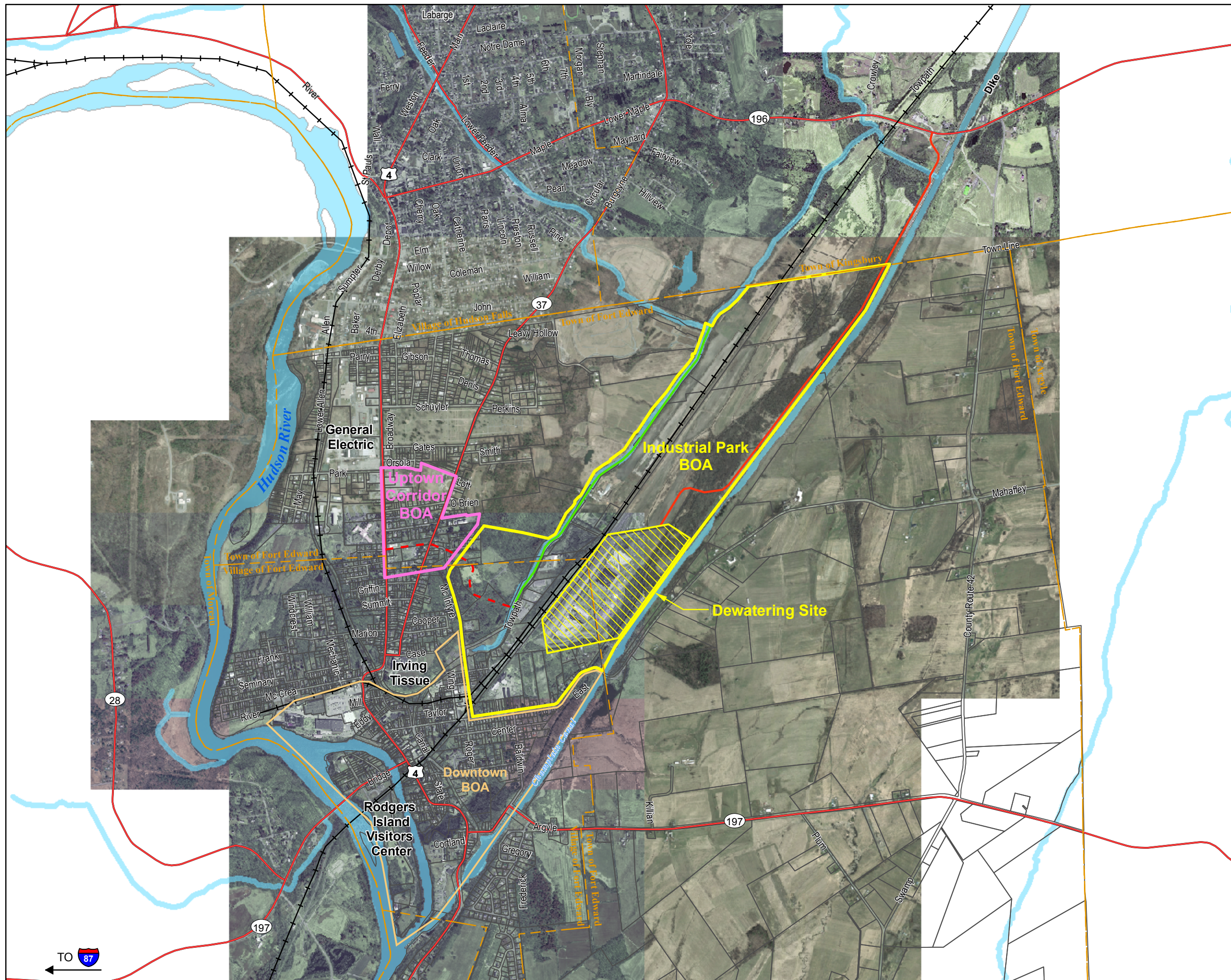
County. The study area includes several catalytic sites including the former Grand Union property, the Fort Edward Industrial Park and the current site of the Hudson River Dredging Project Dewatering Facility. It is anticipated that the implementation of an area wide revitalization strategy will return these properties to economic vitality, support business attraction and expansion activities, improve the quality of life

in the community, and increase the number of employment opportunities in the area.

Figure 2
Community Context Map

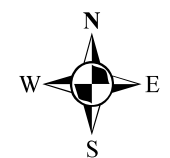
Fort Edward Northeast Industrial Development and Reuse Strategy Nomination Study

Figure 2: Community Context Map



Legend

- Industrial Park BOA Boundary
- Uptown Corridor BOA Boundary
- Downtown BOA Boundary
- Dewatering Site Access
- Proposed Truck Route
- Feeder Canal Trail
- Railways



0 600 1,200 2,400 3,600 4,800
Feet

1 inch = 2,000 feet

Date: August 2012

Prepared by:

ELAN
Planning / Design / Landscape Architecture PLLC

the Williams group
Real Estate Advisors



C.T. Male Associates, P.C.

Prepared for:



This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.

The Study Area

The Brownfield Opportunity Area boundary was identified through extensive discussions with the Advisory Committee, project stakeholders, business owners, property owners, the Town of Fort Edward and the Village of Fort Edward. Numerous revisions and modifications to the initial proposed boundary occurred over a series of Advisory Committee meetings.

The Northeast Industrial BOA consists of approximately 800 acres of land, which includes several known brownfields such as the Grand Union property, the Fort Edward Industrial Park and the current site of the Hudson River Dredging Project Dewatering Facility. These key properties were identified in the Step 1: Pre-Nomination Study and further vetted with the community throughout this Step 2 process and represent potential catalysts for future redevelopment and economic growth within the community.

Based on input received during the public participation process and direction provided by the Advisory Committee, it was determined that the Northeast Industrial BOA should be separated into two sub-areas: the Route 4 “Uptown” Corridor BOA and the Fort Edward Industrial Park/Hudson River Dredging Dewatering Facility BOA. The Committee determined that the current and proposed future land uses for these two sub-areas would not attract the same type of

clients, and therefore different marketing strategies and site preparation would be required. The people who want to establish a retail based business aren’t looking at sites within industrial parks.

As illustrated in **Figure 3: BOA Study Area Map**, the two sub-areas are connected by the proposed truck access roadway.

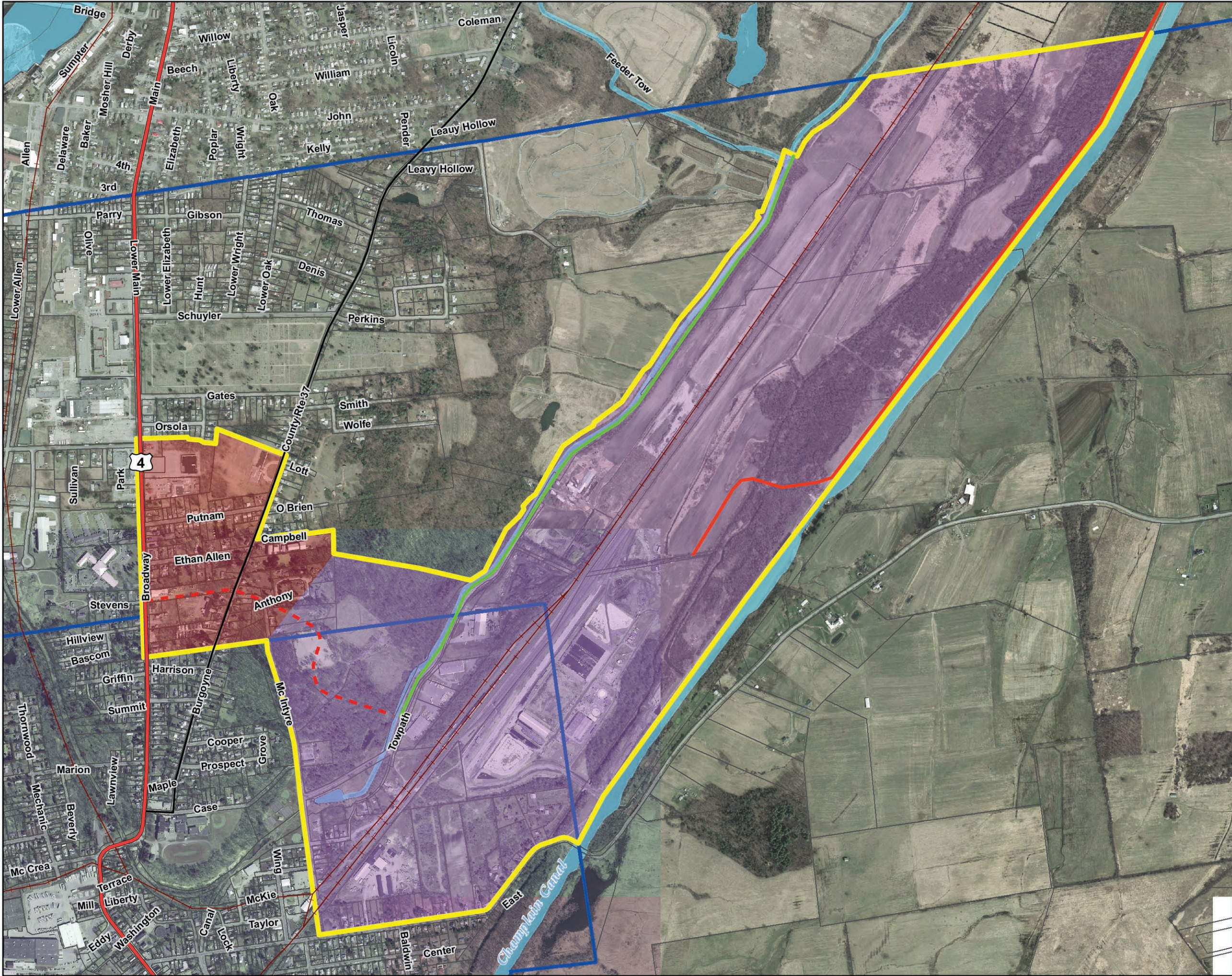
The Route 4 “Uptown” Corridor BOA measures approximately 85 acres and includes several known brownfields located along the commercial corridor including the former Grand Union site. The boundaries of the Uptown BOA are as follows: starting at the eastern end of Campbell Road and heading west to the intersection of Campbell and Burgoyne Avenue, continues north along Burgoyne Avenue to include the Hudson Falls School Administration property then heads in a westerly direction to Route 4. Following south on Route 4, the boundary turns east just north of Harrison Street to McIntyre Street, and then continuing northeast to the starting point on Campbell Road.

The Fort Edward Industrial Park/Hudson River Dredging Dewatering Facility BOA consists of approximately 775 acres and is located along the Champlain Canal. The study area boundary borders the Champlain Canal along the eastern border, tracks the municipal boundary line with the Town of Kingsbury to the north, follows the Old Champlain Feeder Canal south, cuts west near Campbell Road, and cuts south

until it intersects with McIntyre Street. The boundary continues along McIntyre Street and intersects with East Street, and continues in an easterly direction along East Street to the Champlain Canal.

Several residential neighborhoods are located within the study area, but were not included in the purview of this project. It is anticipated that the residential neighborhoods would remain residential for the foreseeable future. The residential neighborhoods were only examined with regard to the impact of the recommended actions on the continuation and vitality of the neighborhood. This diverse mix of existing land uses and business provides both a challenge and an opportunity for the Fort Edward community.

Figure 3
BOA Study Area Boundary Map



Fort Edward Northeast Industrial Development and Reuse Strategy *Nomination Study*

**Figure 3: Study Area
Boundary Map**

Legend

- Highways
- Secondary Roads
- Dewatering Site Access
- Proposed Truck Route
- Feeder Canal Trail
- Railways
- BOA Boundary - 800 acres
- Uptown Corridor BOA Boundary
- Industrial Park BOA Boundary
- Municipal Boundary



0 300 600 1,200 1,800 2,400
Feet

1 inch = 1,000 feet

Date: August 2012

Prepared by:



Prepared for:



This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.

Community Vision & Goals

Vision Statement

An important function of this study is to bring together different planning studies, stakeholder interests, community thoughts and needs, and planning principles in order to work towards comprehensive goals for the study area. To achieve this, a unified vision statement was formed which brings together the elements of these varied interests.

THE FUTURE OF FORT EDWARD

Located at the confluence of New York's Tech Valley, the Southern Adirondack Park/Lake George region, eastern Vermont and the heart of rural Washington County, the Fort Edward Northeast Industrial area is an important economic engine for the Town and Village of Fort Edward.

The area's unique access to the Adirondack Northway, State Route 4, an active rail line and the Champlain Canal System provides high quality multi-modal transportation access servicing diverse and successful commercial and industrial businesses. Employment opportunities abound for residents and people from the broader region.

The local tax base is strong and growing. Many recreation activities also exist, including boating along the Canal and biking and walking along the historic Old Feeder Canal trail. Connections via a well-maintained, pedestrian-oriented street and sidewalk network bring workers and visitors into the thriving downtown.

Goals

To achieve this vision, a series of five broad-based goals have been established. These goals are provided below, with a bulleted list of the recommendations that support them. Each of the recommended actions items are described in detail starting on page 64 of the Nomination Study.

Economic Development

Goal 1: Strengthen economic development opportunities within the study area to support job growth, redevelopment of underutilized parcels, an enhanced tax base, and expansion of existing businesses.

Implementation of the following action items identified by the Steering Committee will support Fort Edward's goal of strengthening economic development opportunities within the BOA.

Route 4 Corridor Recommended Action Items

- C-2: Complete a Master Plan for Redevelopment of Commercial Properties along Route 4
- C-3: Evaluate Existing Zoning with the Corridor
- C-4: Conduct an Infrastructure Evaluation
- C-5: Conduct a Relocation Feasibility Analysis
- C-6: Create a Marketing Strategy for the Industrial Park

- C-7: Evaluate School Building Reuse or Re-programming
- C-8: Developer RFQ for former Grand Union site

Industrial Park Recommended Action Items

- I-1: Enter into an Agreement with Washington County and the US EPA
- I-2: Truck Road Access
- I-3: Establish a Partnership with the Washington County LDC or Fort Edward LDC
- I-4: Complete a Generic Impact Statement (GEIS) and Master Plan
- I-5: Create a Marketing Strategy for the Industrial Park

Dewatering Facility Recommended Action Items

- D-1: Provide Input for Decommissioning Plan
- D-2: Asset Assessment and Cost Benefit Analysis
- D-3: Prepare Detailed Master Plan/Schematic Plan for Redevelopment
- D-4: Engage the Public
- D-5: Establish Design Guidelines for Development within the Site

- D-6: Develop a Comprehensive Marketing Strategy for the Site

Study Area-Wide Recommended Action Items

- S-1: Continue Participation in the BOA Program by Completing a Step 3 – Implementation Strategy
- S-2: Coordination with Downtown Renaissance Efforts
- S-3: Support Sewer District Efforts to Upgrade
- S-4: Enhance Existing Trails and Recreation Opportunities

Access / Infrastructure

Goal 2: Capitalize on existing infrastructure and transportation access to the study area and improve future access to the industrial park.

Route 4 Corridor Recommended Action Items

- C-2: Complete a Master Plan for Redevelopment of Commercial Properties along Route 4
- C-4: Conduct an Infrastructure Evaluation
- C-5: Conduct a Relocation Feasibility Analysis
- C-7: Evaluate School Building Reuse or Re-programming

Industrial Park Recommended Action Items

- I-1: Enter into an Agreement with Washington County and the US EPA
- I-2: Truck Road Access
- I-4: Complete a Generic Impact Statement (GEIS) and Master Plan
- I-6: Vehicular Rail Bridge

Dewatering Facility Recommended Action Items

- D-1: Provide Input for Decommissioning Plan
- D-2: Asset Assessment and Cost Benefit Analysis
- D-3: Prepare Detailed Master Plan/Schematic Plan for Redevelopment

Study Area-Wide Recommended Action Items

- S-1: Continue Participation in the Boa Program by Completing a Step 3 – Implementation Strategy
- S-2: Coordination with Downtown Renaissance Efforts
- S-3: Support Sewer District Efforts to Upgrade
- S-4: Enhance Existing Trails and Recreation Opportunities
- S-5: Create Safe and Inviting Pedestrian Connections

Partnerships

Goal 3: Continue to work with public and private partners to address real or perceived environmental contamination within the study area, specifically the priority sites, to encourage redevelopment.

Route 4 Corridor Recommended Action Items

- C-1: Coordinate Property Owners within Corridor
- C-6: Create a Marketing Strategy for the Industrial Park
- C-7: Evaluate School Building Reuse or Re-programming
- C-8: Developer RFQ for former Grand Union site

Industrial Park Recommended Action Items

- I-1: Enter into an Agreement with Washington County and the US EPA
- I-2: Truck Road Access
- I-3: Establish a Partnership with the Washington County LDC or Fort Edward LDC
- I-5: Create a Marketing Strategy for the Industrial Park

Dewatering Facility Recommended Action Items

- D-1: Provide Input for Decommissioning Plan
- D-4: Engage the Public

- D-6: Develop a Comprehensive Marketing Strategy for the Site

Study Area-Wide Recommended Action Items

- S-1: Continue Participation in the BOA Program by Completing a Step 3 – Implementation Strategy
- S-2: Coordination with Downtown Renaissance Efforts
- S-3: Support Sewer District Efforts to Upgrade
- S-4: Enhance Existing Trails and Recreation Opportunities

Downtown

Goal 4: Coordinate with current and future efforts to enhance the downtown, the renaissance of which will assist to attract new and retain existing businesses and industry.

Route 4 Corridor Recommended Action Items

- C-6: Create a Marketing Strategy for the Industrial Park

Study Area-Wide Recommended Action Items

- S-2: Coordination with Downtown Renaissance Efforts
- S-5: Create Safe and Inviting Pedestrian Connections

Recreation

Goal 5: Establish Fort Edward as a showcase for outdoor recreation by enhancing existing parks and open space. Work with Partners to create new recreational opportunities that will highlight the Hudson River, Champlain Canal, and historic areas in the community. Development of a Pocket Park is desirable for the Uptown area as there currently is none in this entire area.

Route 4 Corridor Recommended Action Items

- C-2: Complete a Master Plan for Redevelopment of Commercial Properties along Route 4

Dewatering Facility Recommended Action Items

- D-1: Provide Input for Decommissioning Plan
- D-5: Establish Design Guidelines for Development within the Site

Study Area-Wide Recommended Action Items

- S-2: Coordination with Downtown Renaissance Efforts
- S-4: Enhance Existing Trails and Recreation Opportunities
- S-5: Create Safe and Inviting Pedestrian Connections

Engaging Partners & Stakeholders

The goal of the public participation during this project was to foster communication, create a sense of ownership and build trust between the public, Washington County, the Town of Fort Edward, and regulatory agencies during the course of the BOA study. Citizen participation provides an opportunity to compile the public's knowledge regarding the history of the study area and understand the public's hopes, concerns and desires for the future of the study area.

In addition to public input, the BOA study also collected input from various stakeholders and the Fort Edward BOA Advisory Committee. In total, there were two public meetings including a public visioning workshop, several stakeholder meetings, and a series of Advisory Committee meetings. A website was created to inform all interested parties about the progress of the study, and it can be viewed at www.fortedwardindustrialboa.wordpress.com.

Assets, Challenges & Opportunities

A thorough inventory and analysis was conducted during this effort to understand existing conditions, challenges, assets and opportunities. This analysis examined the community and regional setting, land uses, zoning, land ownership, transportation systems, infrastructure, natural resources, parks

and open space, historic areas, economic trends, brownfield sites and a buildable areas analysis.

This analysis, combined with input from stakeholders, the Advisory Committee and the public helped to shape the redevelopment concepts and action items for the Town's future development and reuse strategy in a manner that meets the Town's long-term vision and goals. A summary snapshot of key findings that support the action items is described below. The full analysis can be found in the Appendix.

ASSETS

To identify the strongest potential to grow the Fort Edward economy, it was important to first conduct a competitive analysis to identify the community's economic development assets – both business and physical. The project team's initial findings identified the community's strategic location within in New York's Tech Valley and close proximity to Global Foundries, as one of the strongest business assets.

Location: Tech Valley is a 19-county region that spans from the Canadian border (near Montreal) to just north of New York City, and is starting to receive national attention as one of the best places to locate a company. This designation was awarded based on factors including educational opportunities, health care costs, logistics and infrastructure, knowledgeable work force and quality of life. At the heart of

Tech Valley are the College of Nanoscale Science and Engineering, R.P.I., and the University at Albany NanoTech Complex, a fully-integrated research, development, prototyping, and educational facility.

Global Foundries, a computer chip manufacturing plant which is considered to be the largest economic development project in Upstate New York's history, is located within an easy 30 mile commute of the Study Area.

In addition to a strategic location within Tech Valley, Fort Edward has a number of key assets in place that will allow the community to distinguish itself from the markets within in regional. These assets include: established industry clusters, a skilled manufacturing workforce, significant road, rail and water borne infrastructure, the Interagency Working Group, a series of planning initiatives in place or underway, and a high quality of life for residents and business owners.

Established Clusters: Fort Edward has established industry clusters in the paper, manufacturing, specialized trades, measuring and analyzing equipment, agriculture, soil and water cleanup, fuses, circuit breakers, and transformers industries. . The BOA's close proximity to the Global Foundries site provides opportunities to provide supplier links within these industry clusters.

The Town of Fort Edward is also a leader in the "Green" industry cluster. The presence of firms like ESMI, who is an established leader in soil clean up technology, Real Bark Mulch, who has implemented a green approach to recycling, and the dewatering facility make the Fort Edward market unique. The physical infrastructure, as well as the people and technology needed to grow this sector, is already in place and ready to be marketed.

Workforce: The community already has an established skilled manufacturing workforce in place, as well the unique field of specialized clean up services and green technology. Fort Edward has a history of a high percentage of employed individuals, which suggests a strong work ethic.

Infrastructure: Fort Edward has significant infrastructure in place, including access to major interstates, and very good access to rail freight and water borne transportation for commodities.

Interagency Cooperation: The Fort Edward Inter-Agency Working Group (IAWG) was established to provide a forum for representatives from federal, state and local agencies to meet and discuss community revitalization efforts associated with the Hudson River PCB Superfund dredging project. Representatives from the Town and Village of Fort Edward, U.S. Environmental Protection Agency (USEPA), state agencies, including the Department of State, as well as private

consultants working on community revitalization projects have been meeting biannually for the past seven years. The IAWG serves as a model for interagency cooperation and has provided Fort Edward with a foundation to enlist partners for project development and implementation.

Having this Interagency Working Group already in place is a tremendous asset in terms of the future development of Fort Edward. These partners are already at the table providing technical assistance and resources to ensure the successful physical and economic revitalization of the community.

Planning Initiatives: The Town of Fort Edward continues to demonstrate its commitment to revitalization through the implementation of a series of significant planning initiatives. . The community has completed a Step 1: Pre-Nomination Study for the Northeast Industrial Reuse Strategy, the Rogers Island Visioning Plan, U.S. Route 4 Corridor Plan, a truck access study, a Local Waterfront Revitalization Plan (LWRP), and is currently developing a BOA revitalization strategy for the Downtown.

Economic Incentives and Assistance to Businesses: There are a number of incentive programs at work in the BOA study area that could be valuable for future investment and business assistance, partnerships, and guidance. These include the Washington County Local Development

Corporation, the Warren-Washington Industrial Development Agency, and the Fort Edward Chamber of Commerce.

The Washington County Local Development Corporation (LDC) is a not-for-profit organization that administers economic development programs and services to assist local businesses with financing, site selection services, taxes, utilities, labor force, transportation and coordination. Some of the business loan programs available include:

- Micro-enterprise Assistance Program (MAP)
- Intermediary Relending Program (IRP)
- Economic Development Loan Program
- Community Development Loan Fund

The LDC is also responsible for administering the existing Empire Zone businesses within the County, and provides site selection assistance, and information regarding tax credits and utility programs.

Additional details regarding the programs administered by the Washington County Local Development Corporation can be found at their website: <http://www.wcldc.org/programs.html>.

The Warren-Washington Industrial Development Agency (IDA) is a public benefit corporation formed to attract, retain and expand businesses within the two counties through the provision of financial incentives. The IDA can promote,

develop, and assist private entities in the acquisition, construction/reconstruction, improvement, maintenance, and furnishing of industrial, manufacturing, warehousing, commercial, research and recreational facilities.

The IDA has the authority to issue Industrial Development Revenue Bonds, lease/sale agreements, installment sale agreements as well as various tax advantages. Although the private companies benefiting from Agency participation are technically exempt from local city, town, village, school and county property taxes, a Payments in Lieu of Taxes Agreement (PILOT) is entered into between the Agency and any applicant for Industrial Development Agency involvement.

Fort Edward Chamber of Commerce provides marketing and networking opportunities to local businesses, as well as health insurance for members. The Chamber maintains a website with a business directory as well, and sponsors events in the community.

Quality of Life: Fort Edward offers residents and business owners a high quality of life including low cost residential, commercial and industrial properties, low crime rates, short commutes, and a quiet, fresh rural setting. The average housing cost in Fort Edward is approximately \$124,000, well below US average. The Town is located within a five mile drive to the Adirondack Northway (Interstate 87), a modern expressway that runs from Albany to Canada, making the site

easily accessible to the Adirondack Park and the City of Albany. Access to the highway system provides residents with an average commute time of less than 20 minutes. Driving distances to nearby municipalities range from 18 miles to Saratoga Springs, 44 miles to Albany, 170 miles to Montreal, and 195 miles to Midtown Manhattan.

CHALLENGES

It is important to note that the economic and demographic analysis indicates that opportunities outweigh existing issues as related to business attraction. In order to create an attractive marketing package, Fort Edward must work to minimize or mitigate the following key issues:

- Limited services in the Downtown
- Older housing stock in submarket as well as a high level of social services
- Dependence on a few key employers
- Higher level of education attainment possible if closer links with universities are provided as well as a revitalization of the downtown and the provision of consistent higher paying jobs in management and professions
- The Fort Edward Industrial Park needs to distinguish itself from other Tech Parks in the region and improve truck access
- Better linkage directly to the Industrial Park

OPPORTUNITIES

Prepare. Attract. Grow. The purpose of evaluating the assets, challenges, existing conditions and economic and market trends is to identify ways to: prepare the community for new opportunities, attract new businesses and jobs to the area, and grow and diversify the economy.

Specifically, this analysis will help Fort Edward to identify the best prospects for employment growth in the community submarket within a strategic planning framework. The final work product will provide the community with a list of target industries and companies that have a reasonable potential for locating in the Northeast BOA.

National and Local Trends

Fort Edward can take advantage of positive economic projections due to its clusters of manufacturing and agriculture sectors, but positioning and incentives will be key factors to success. According to the Bureau of Labor Statistics, the US economy is expected to proceed from recession to recovery from 2010-2018. It was widely recognized by economic experts as the most severe recession since World War II. The average annual growth in the eight years ahead is projected to be 0.8%, slower than the historical rate of 1.1%. It is also projected that unemployment will be 5% by 2018. International trade is expected to grow by 3.9% annually, while consumer spending is expected to slow from peak to 2.5%. Opportunities do exist – Fort Edward already

has a skilled workforce and infrastructure in place to be compete in green energy and technology related manufacturing industries, aging baby boomers will need more health services (new equipment, social services and specialized housing), and green-related products are attracting corporate attention all around, and is attractive to young, educated and sophisticated businesses and consumers.

According to the Adirondack Regional Chamber of Commerce, most of the largest employers in Washington County are operating in the health care and social services, and manufacturing sectors. The majority of these businesses are located within a 10 – 15 miles commute from Fort Edward.

Health Care: Glens Falls Hospital, Park Street Glens Falls, 6 mile commute, (2,800+ employees), Fort Hudson Health System, Inc., Fort Edward, (400+)

Social Services: Community, Work & Independence, Inc., Queensbury, (575+)

Manufacturing: Irving Tissue, Inc., Fort Edward (300+)
General Electric, Fort Edward (200+), Telescope Casual Furniture, Inc., Granville, (250+), Hollingsworth & Vose, Greenwich, (200+)

Financial Services: Glens Falls National Bank & Trust Co, Glens Falls, (470), TD Bank, Glens Falls (325)

Utilities: National Grid, Glens Falls (220+)

Locally, Fort Edward's industry clusters will be the focus of new business targeting and the plan for the Northeast Industrial BOA. The goal is to match growing business trends with local industry strength.

The local employment base reflects the regional economy and is skewed towards education and health care services. The manufacturing sector is still notable but on the decline, and while retailing serves the resident population, manufacturing, health and educational services draw customers/businesses from the region, nationally, and internationally.

It is of note that a recent New York Times article reported that for the first time in many years, the manufacturing sector is now being recognized as an area of strength in the national economy. In December of 2011, manufacturing employment grew by 23,000 jobs, with the biggest increases experienced in transportation equipment (+9,000), fabricated metals (+6,000), and machinery (+5,000).

Targeting Industry & Business for Fort Edward

A target industry analysis was conducted to identify industries (or types of industries) that have the strongest potential to expand or relocate to the Fort Edward region and offer the best prospects for "good jobs" – those that offer higher

quality of life (security, higher wages, training, flexibility, etc.).

The project team identified a number of growing industry segments at the national level ranging from high tech to distribution. To develop a list of target industries and companies within these clusters that have a reasonable potential for locating in the Fort Edward BOA, additional screens were applied.

After the project team identified those industry sectors that offer significant economic development opportunity and employment growth potential, a screen was applied to identify those clusters that best match the economic characteristics of the region, the resources and advantages associated with the study area, and local workforce requirements.

The team also took into consideration the top 10 criteria that industry site specialists utilize when determining a location for relocation and growth potential. The top 10 expansion/relocation criteria for companies include:

1. Quality of life (cost of living, access to quality housing and education, climate, access to culture, shopping, recreation, and a vibrant downtown)
2. Workforce availability (skilled labor, education and links to higher education)

3. Cost of doing business (labor costs, operation costs including real estate utilities)
4. Presence of clusters of similar businesses
5. Access and transportation
6. Access to customers
7. Availability of incentives
8. East of development of targeted location
9. Taxes
10. Ease of doing business – friendliness of community toward business and development

To summarize the target industries a matrix was created that rank orders the industry targets and provides information as to the sector growth, how the industry links to the region, example companies, target companies, and the goal attainment. The matrix can be found on the following page.

The Target Industry Analysis yielded twelve major industry segments that have a strong potential to expand or relocate to the Fort Edward Northeast Industrial Study Area and provide residents with “good jobs”. These industries include:

- Nano-technology
- Photovoltaic
- Intermodal/Port Activity
- Measuring Equipment
- Specialty Recycling
- Clean/Green Energy
- Health Services
- Tourism
- Manufacturing Rail Parts
- Distribution
- Retail (Downtown Link)
- Agriculture Distribution

Table 1
Fort Edward BOA Industry Targeting Matrix

Fort Edward Northeast Industrial BOA Industry Targeting Matrix

800 Acres of Programming

Ideas

Industry Clusters	Sector Growth	Link to Region	Examples*	Target Companies	Goal attainment	Score--target 1 to 5 (5 best)
Nanotechnology link to supply chain manufacturing	Over \$5billion regional investments--\$200Billion industry--constantly changing technology	Lincoln Education, NJ--22% growth--trade schools and De Vry, IL, 25% growth--specialized trade schools--tech up workforce to link into more regional jobs--local cluster growing	DNS Electronics, supplier, 22 jobs in Malta and to grow; G. Foundries plant added 5000 supplier jobs	AZ Electronic Materials (award winning GF supplier in Germany)--target for local supply eco link	Skilled jobs, well paying, long term	5
Specialty Recycling	Growing attention nationally--big business as all States make a grab for federal clean up \$\$	Existing cluster and expertise	ESMI; PC Recycler, Watervliet, NY & Chantilly, VA; E-Lot, Troy; Tech Valley Recycling, Clifton Park.	Waste Management and related suppliers and services	High paying skilled labor	5
Measuring equipment servicing the semiconductor industry	Important part of the supply chain for nano-tech and Global Foundries--needs equipment for measuring wafers and other critical dimensions	Existing cluster--nano	Nikon Instruments Inc, Japan, Trek technology; Gurley Precision Instruments, Troy; Specialty Silicone Products, Ballston Spa; MTI Instruments, Albany	Nikon appears to big dominant player--local presence targeted --NY player is SenDEC's who provides electronics manufacturing services and products like printed circuit boards, hour meters, tachometers and battery/liquid fuel gauges to commercial and industrial consumer, energy, medical, military, and telecommunications markets worldwide. \$43 Million in sales and 150% growth	Skilled manufacturing jobs	5
Photovoltaic panels	Concentrated Photo Voltaic (CPV) is one of the newest forms of solar energy technology --uses optics to concentrate a large amount of sunlight onto a small area of solar photovoltaic materials to generate electricity--- much less expensive to produce, because the concentration allows for the production of a much smaller area of solar cells. Dominated by 3 system manufacturers: Concentrix Solar GmbH (Germany) Soitec S.A. (France); Amonix Inc., CA; and SolFocus Inc. , CA. They have increased viability by creating strong strategic partners such as defense contractor Boeing engineering, and construction firms Bechtel (Montvale, New Jersey) and Mortenson (Minneapolis)	GE purchase of solar power company in CO for flat panel production; partnering with Global Foundries to provide green power. Partnering with SUNY Albany and NYSERDA	First Solar, AZ 141% rev. growth. Solar developers and independent power producers (IPPs), such as Tenaska Solar (Omaha, Nebraska), Cogentrix (Charlotte, North Carolina), and Sol Orchard (Carmel, California) also have recently partnered with these leading CPV companies to develop large-scale plants in the United States.	GE, First Solar and Energy companies--see left	Skilled Manufacturing Jobs. Installation and Tech Job training could position the local workforce to reap the benefits of this growing industry	5

Industry Clusters	Sector Growth	Link to Region	Examples*	Target Companies	Goal attainment	Score--target 1 to 5 (5 best)
Intermodal Facility (rail and water)	Intermodal transport hub is most economical and green way to distribute--links bulk goods on boat to rail--especially good for supply chain boat/rail for fertilizer and building/wood products, lumber, and stone	Goods, especially from west, via rail for local distribution or regionally from boat to rail and truck for distribution--aides growth of local cluster	Cold Train Distribution is economical, green and fast way of the future	307 Warehousing, 3PL Solutions, and API Logistics	Bulk commodity distribution puts Fort Edward into the Global Foundries supply chain but requires significant land and few jobs. Potential expansion could include on-site processing, increasing associated job growth	4-5
Health services (Route 4)	Home health care is one of fastest growing industries in the State	Already a strong cluster presence--possibility of expansion into the region for services born locally	Almost Family, KY--50% annual growth--home health care services; CR Bard; Navilyst Medical; AngioDynamics;Praxis Technology; Covidien	Community Colleges and trades school linkage needed;Hudson Headwaters; Glens Falls Hospital; Hospice	Skilled--low to mid level medical jobs	3
Clean Energy to Fuel Manufacturing (changing technology given product availability and energy sources)	Green energy industry is fast growing and includes bio fuels and geo thermal; Part of an overall ever growing Green industry	Assists local manufacturing and gives them a Green edge; Link to existing agricultural presence and ability to assist power needs of manufacturers locally	Renewable Energy Group, IA--soy biodiesel 1000% growth, \$100M company; Lyonsdale Biomass; Rumsford Pulp Co-Gen, ME; New Hope Power Partnership, FL	Integrated Power Systems, NY 200% growth and \$5M--sets up power systems for Manu. Companies or see left ; Environmental lubricants of IA, 600% growth and \$5M company;Town could set up power authority to operate--geothermal needs land and water;	Strong link to manufacturing but few jobs; possibly operations jobs	3
Manufacturing Rail Parts & Related	Link to distribution and manufacturing presence--sector growth not tracked but strongly linked to rail distribution growth	Skilled workforce in manuf. And cluster with fright link--needed if Port Authority instituted	Seaboardrr.com; rescar.com	American Railcar, Selkirk; Simmons Tool, Menands	Skilled labor	2
Distribution--Truck	Rail is out beating truck as economical way to distribute goods--for almost all types, but rail is less flexible in terms of hubs and schedule	Supply chain link with goods coming into area by rail--especially for Global Foundries	US Foodservice and Sysco are largest processed food and bulk food in the country, UPS is largest distributor in the US; Quandt Food Svc; Logistics One	Top 10 Companies for Trucking: UPS \$21M, Fed Ex, Schneider, Roadway Express, Yellow Transportation, FedEx Freight, JB Hunt, Swift, Con-Way and Overnite Transportation	Low skilled local jobs, few jobs, low rent and lots of space requirements, plus 7 miles from I-87 not optimum	1
Retail (Route 4 & Industrial Park)	clothing, convenience and general merchandise, up to 118,000 sf of programming supportable (Must coordinate with Downtown BOA)	Needed services--linked to downtown	Marshalls, CVS, Home Goods, supermarket, pharmacy, convenience food, laundry, dry clean, banking, bakery, café	Services dependant on buying power marketing	Low paying jobs and few benefits but needed services	1

*Example companies could potentially become target companies.

Nanotechnology

Nanotechnology, which is science, engineering, and technology conducted at the nanoscale (about 1 to 100 nanometers) is a rapidly growing 200 billion dollar industry. Regionally, the nanotechnology cluster is growing, with over \$5 billion in local investments.

The Advisory Committee assigned a ranking of 1-5 (with 5 being the highest) to each industry sector based on the potential for relocation and employment growth in the Fort Edward submarket. The nanotechnology sector was awarded a score of 5 based on the BOA's proximity to the Global Foundries site, the \$5 billion in regional investment in nanotechnology, and the potential to bring long-term, skilled, high paying jobs to the community. The potential also exists to provide workforce training in high technology fields to increase regional job growth. Specialized trade schools like Lincoln Education (NJ) and De Vry Institute (IL) have experienced a 22% and 25% growth in attendance respectively.

Target nanotechnology companies include AZ Electronic Material, an award winning Global Foundries supplier based in Germany, and local firms.

Specialty Recycling

As energy costs, metal prices and concerns about pollution from discarded electronics continue to rise, the economic and

social benefits of recycling have spurred continued growth in the Recycling Industry.

Fort Edward already has an existing presence in Specialty Recycling. Companies like ESMI (1,700 employees); PC Recycler (Watervliet, NY and Chantilly, VA), E-Lot (Troy, NY), and Tech Valley Recycling (Clifton Park, NY) have demonstrated that they are leaders in this in this unique growing industry.

Measuring Equipment

Reliable measurement and measuring equipment servicing is an integral part of the semiconductor industry. Fort Edward's location in Tech Valley and its close proximity to Global Foundries and Albany's Nanotech Complex provides an opportunity for the businesses located in the FEIP to become an integral part of the regional semiconductor industry supply chain. For this reason, the industry sector was assigned the highest ranking (5) by the Advisory Committee. The potential exists to expand on the existing regional nanotechnology cluster and provide skilled manufacturing jobs for BOA residents.

Target companies include Nikon Instruments, Inc. (Japan) Send DEC (NY) who provides electronic manufacturing services and products like printed circuit boards, hour meters, tachometers and battery/liquid fuel gauges to commercial and industrial consumers. Local companies include Gurley-

Precision Instruments (Troy, NY), Specialty Silcome Product in Ballston Spa, NY, and MTI Instruments based in Albany.

The expansion and growth of the Specialty Recycling industry in Fort Edward will provide residents with high paying, skilled labor jobs. Targeted companies include Waste Management and related suppliers and services.

Photovoltaic

Photovoltaics is one of the fastest growing industries in the world. The *2011 JRC PV Status Report* indicates that the photovoltaic (PV) industry production more than doubled during the year 2010.¹

Concentrated Photo Voltaic (CPV) is one of the newest forms of solar energy technology. CPV uses optics to concentrate a large amount of sunlight onto a small area of solar photovoltaic materials to generate electricity. Because the concentration allow for the production of a much smaller area of solar cells, it is much less expensive to produce electricity using this process. The industry is currently dominated by four system manufacturers: Concentrix Solar GmbH (Germany), Soltec S.A. (France), Amonix, Inc. (CA), and SolFocus Inc. (CA). These companies have increased viability

¹

http://ec.europa.eu/dgs/jrc/index.cfm?id=1410&obj_id=13810&tdt_code=NWS&lang=en

by creating strong strategic partners such as defense contractor Boeing engineering, and construction firms like Behctel (Montvale, NJ) and Mortenson (MN).

The Advisory Committee assigned a ranking of 5 to the Photovoltaics industry sector. Their decision was based on the potential for local businesses to provide green power to the nearby Global Foundries site, as well as the opportunity to partner with institutions such as the College of Nanoscale Engineering and Science and the New York State Energy Research and Development Authority, the Advisory Committee which are both based in Albany. The committee anticipates that targeting the photovoltaic industry will provide skilled manufacturing jobs to residents of the study area. The potential also exists for the creation of Installation and Tech Job training which could position the local workforce to reap the benefits of this growing industry.

Target companies for the photovoltaic industry include: General Electric, First Solar and Energy companies such as Tenaska Solar, Cogentrix and Sol Orchard.

Intermodal/Port Activity

Intermodal transportation is the movement of freight using multiple modes of transportation including road, rail and ship. Intermodal transportation has been identified as an economical and green way to distribute bulk goods especially

supply chain goods that are transferred from boat to rail such as fertilizer, wood products, and stone.

The Advisory Committee assigned a ranking of 4-5 to this industry cluster based on the presence of outstanding rail and waterborne freight access within the BOA, the existing supply chain links with goods coming into the Fort Edward subarea by rail (especially for Global Foundries), and the potential to create jobs through associated on-site processing. Bulk commodity distribution puts Fort Edward in the Global Foundries supply chain, but requires significant land acreage and provides few jobs. Potential expansion could include on-site processing, increasing associated job growth.

Target companies for Intermodal/Port Activity include 307 Warehousing, 3PL Solutions, and API Logistics.

Health Industry and Health Sciences

There are two forces driving this industry – rising costs of health care and the continued economic stress and government policies, increased means of transparency, and the integration of nontraditional players in the sector. Tighter credit markets are expected to squeeze hospital corporations. In the life science sectors, biotechnology, pharmaceuticals, and medical devices are facing global challenges. They need venture capital start-up funding. R&D companies are feeling budget cuts as well. However long term, they are expected to absorb the economic bump well

and will be an area of opportunity. Based on government policy changes, it is expected that with additional oversight and efficiency, the following areas may have growth opportunities based on predicted changes to the system:

- ✓ Systems that will prevent variation in cost of similar items such as drugs, or surgeries across the board
- ✓ EMR—widespread use of electronic medical records
- ✓ Expanding medical home model of delivery health care
- ✓ Shifting episode based payment system to a reward system for coordination and care and avoidance of complications.

All of the areas mentioned above require businesses strong in health care and technology. Transparency will require changes in technology across the board with streamlined systems for pricing of devices and procedures.

The Fort Edward region, with its strong back bone in health services, has robust possibilities in this area for future growth with careful positioning. Existing dominant businesses in the area are: Glens Falls Hospital, (2,800+ employees), Fort Hudson Health System, Inc., CR Bard, Navilyst Medical, AngioDynaics, and Praxis Technology.

Local prospects in the health industry and health sciences may include linking new university research with market trends as seen with Stem Cell funding. The life sciences are expected

to be guardedly positive for 2011 as biotechnology firms and device manufacturers focus on transformation. Traditional physician focused sales has to change to a creation of products demanded directly by the consumer. In the health sciences sector, demographics and economics are converging. In 2008 the oldest baby boomers were 62 and were receiving partial social security. By 2018 this group will be fully retired. Nursing care facilities are expected to grow by 2 million jobs. The growth in registered nurses is expected to increase by 22% and personal home care workers to increase by 46%.

Clean/Green Energy

The clean (or renewable) energy sector includes alternative energy technologies such as solar PV, solar thermal, hydropower, passive cooling, biofuel, geothermal, and wind power. Renewable energy is part of an overall ever growing green industry. New government policies, technological advances, and increasing private investment dollars have made it possible for these alternative energy sources to successfully compete in mainstream energy markets.

Opportunity exists to grow the Clean/Green Energy sector in Fort Edward. The Town's existing manufacturing facilities are seeking options to give them a "green" edge and reduce energy costs. This same technology could be used in the Fort Edward Industrial Park thus providing the Park with the competitive advantage it needs to distinguish itself from other parks in the region. Finally, the potential also exists to link

alternative energy sources to the community's existing agriculture presence which could reduce costs and increase profitability for local businesses.

Target renewable energy companies include Integrated Power Systems (NY), a \$5M company that sets of power systems for manufacturing and recently experienced a 200% growth, and Environmental Lubricants of IA, a \$5M company that experienced 600% growth.

Transportation Equipment Manufacturing - Railcar

This industry sector includes the manufacturing, rebuilding and repair of railroad, street, and car equipment for operation on rails for freight and passenger service.

The local presence of rail giants like CSX and Amtrak, recent improvements to the existing rail lines within the BOA (new switch, 1 mile of new rail), a skilled workforce, and an existing link to distribution and manufacturing indicate that Fort Edward could support industries related to railcar manufacturing, parts and service.

Despite these advantages, the Advisory Committee assigned a low priority ranking (2) to this industry based on the fact that Simmons Tool, a local leader in the industry, is located in nearby Menands, and upon learning that several multi-modal facilities are currently in progress in the region. It is anticipated that as demand grows for this industry, and if the

proposed for similar manufacturing and repair companies will increase and if Fort Edward captures increased intermodal/port activity, then the Town will increase its business attraction activities for this sector.

Target companies include local industry leaders such as American Railcar, based in Selkirk, NY and Simmons Tool in Menands, as well as Seaboard and Rescar Companies.

Distribution - Truck

North America has extensive highway and rail networks which efficiently move goods and services. In general, rail transport is the preferred way to distribute goods due to its lower cost, but sometimes the type of product being transported or logistics makes truck distribution the preferred alternative.

Train distribution is often slower and rougher than truck transport. As a result, it can be difficult to move perishable or expensive/delicate items (like electronics) by rail. Rail can also be less flexible in terms of hubs and schedule.

The Fort Edward Industrial Park's access to existing rail lines and close proximity to Global Foundries provides target businesses with a supply chain link to goods coming into the area by rail. Logistics require that these goods be moved to their final destination by truck. The top ten companies for trucking, and potential targets, include UPS, FedEx,

Schneider, Roadway Express, Yellow Transportation, FedEx Freight, JB Hunt, Swift, ConWay and Overnite Transportation.

While opportunities exist for distribution of goods by truck in the area, the Advisory Committee assigned this industry sector the lowest ranking. Factors that influenced their decision included the Town's proximity to I-87 (7 miles) which is not ideal for the movement of freight, the fact that the industry provides few, low skilled jobs, and that the industry typically has large space requirements and pays low rent.

Local Retail

Fort Edward has the potential to include targeted retail at the Tech park site or in the downtown retail core. The local economy is currently not the regional retailing hub. There are a number of big box stores and a mall located in nearby communities of Queensbury and Wilton.

Research indicates within the 30 miles drive time, most retail sectors in the region are in oversupply. An analysis was performed of retail sectors where consumer demand (spending potential) exceeds supply there is an abundance of retail with a significant oversupply of furniture and related goods, sporting goods and food and building materials.

Locally (within a 10 minute drive time), there is severe shortage of retail services including clothing, convenience and general merchandise. This shortage translates to

approximately 118,000 sf of undersupplied retail space in Fort Edward which could be provided along the Route 4 corridor.

Tourism

The Travel and Tourism industry ranks as one of the fastest growing sectors worldwide. With the rapid growth nationally in the cultural and heritage tourism sector, Fort Edward is poised to capitalize on their rich history and abundance of natural resources.

Fort Edward is located along the shores of the Hudson River, at the foothills of the Adirondacks. This strategic location has provided the community with a rich history that includes Native American occupations dating back to 1200 BC. The Village of Fort Edward was often referred to as the “Great Carrying Place” as it served as the portage between the Hudson River and Lake Champlain. During the 1700’s, the community played a key role in the French and Indian, and Revolutionary wars. In recognition of the community’s rich history, Fort Edward participates in regular battle re-enactments and hosts an annual Heritage Days celebration. Other historic resources include the Rogers Island Visitors Center.

The Town’s natural and recreational resources include the Champlain Canal, the Feeder Canal bike trail, and the Fort Edward Yacht Basin. With its location at the foothills of the Adirondacks, the community has the potential to meet the needs of the active tourist. The Advisory Committee

anticipates that bringing new industries to the area will spur the growth of retail businesses in the downtown and along the Route 4 corridor. These businesses have the potential to support both residents and tourists alike.

Agriculture Distribution

There is a parallel path being researched by SUNY School of Environmental Science and Forestry (ESF) Center for Brownfield Studies, which proposes a new rail and water transport system be established on the current GE Dewatering Facility site. The proposed project would build on Fort Edward’s existing agriculture presence through creation of a “freight village.” This European Union concept includes the construction of a giant food distribution center located adjacent to existing rail lines that would be used for transporting goods and process foods that are grown in upstate New York.

The Fort Edward BOA Industry Targeting Matrix is provided on the following page. The matrix provides users with programming ideas for the revitalization of the 800 plus acre site.

Priority Sites and Redevelopment Concepts

The study area contains several sites which were identified as priorities in the Pre-Nomination Study. These sites may be brownfields, abandoned, or vacant. The status of these sites is important for identifying current challenges and future opportunities for development. These sites are discussed in the **Table 2: Priority Sites** and in subsequent entries. Marketing sheets each of the Priority Project Areas are provided. For complete information on individual sites, see **Appendix 5 - Site Profile Forms**. The following sites are grouped according to their address. For the location of each of the priority sites refer to **Figure 4: Priority Sites Map**.

Table 2: Priority Sites

	<i>Address (Common Name)</i>	<i>Parcels</i>	<i>Former and/or current use/ Potential pollutants</i>	<i>Current Status</i>	<i>Acreage</i>
<i>Former Grand Union Redevelopment Area</i>					
<i>A</i>	<i>354 Broadway (Former Grand Union)</i>	<i>163.10-1-46.3</i>	<i>Former Grocery Store/PCBs and VOCs</i>	<i>Vacant</i>	<i>5.9</i>
<i>B</i>	<i>344 Broadway (Agway)</i>	<i>163.10-1-45</i>	<i>Former Auto Sales and Service/Oils and solvents, pesticides and fertilizers</i>	<i>Occupied</i>	<i>3.0</i>
<i>C</i>	<i>1153 Burgoyne Ave Hudson Falls School Administration Building</i>	<i>163.10-1-26</i>	<i>Elementary school/ unknown</i>	<i>Occupied</i>	<i>9.7</i>
<i>Access Road Commercial Area</i>					
<i>D</i>	<i>300 Broadway (Sprague's Mermaid Pools)</i>	<i>163.14-1-16</i>	<i>Commercial and residential</i>	<i>Occupied</i>	<i>2.9</i>
<i>E</i>	<i>1099 Burgoyne Avenue (Zenya Properties)</i>	<i>163.14-1-17</i>	<i>Trucking and fabrication shop/ oils and solvents</i>	<i>Occupied</i>	<i>2.7</i>
<i>F</i>	<i>290 Broadway</i>	<i>163.14-1-33</i>	<i>Auto sales/ Boat/RV storage</i>	<i>Occupied</i>	<i>1.7</i>
<i>G</i>	<i>298 Broadway (Seeley's Restaurant)</i>	<i>163.14-1-34</i>	<i>Restaurant</i>	<i>Occupied</i>	<i>0.44</i>
<i>H</i>	<i>280 Broadway (Former Getty Station)</i>	<i>163.14-1-32</i>	<i>Former gasoline station/oils and solvents</i>	<i>Vacant</i>	<i>1.0</i>

Table 2: Priority Sites (CONT)

	<i>Address (Common Name)</i>	<i>Parcels</i>	<i>Former and/or current use/ Potential pollutants</i>	<i>Current Status</i>	<i>Acreage</i>
<i>GE Dewatering Facility</i>					
<i>I</i>	<i>1400 Towpath Lane (GE Dewatering Facility)</i>	<i>163.15-1-4 and 163.-2-20.1</i>	<i>Vacant/Current Dewatering Activities</i>	<i>Occupied</i>	<i>79.0</i>
<i>Fort Edward Industrial Park Infill</i>					
<i>J</i>	<i>274 Towpath Lane</i>	<i>163.15-1-6</i>	<i>D & H Easement</i>	<i>Vacant</i>	<i>2.0</i>
<i>K</i>	<i>284 Towpath Lane (Stone Cast Inc)</i>	<i>163.15-1-7</i>	<i>Masonry/unknown</i>	<i>Vacant</i>	<i>2.9</i>
<i>Fort Edward Industrial Park Expansion</i>					
<i>L</i>	<i>1380 Towpath Lane (Real Bark Mulch)</i>	<i>163-2-20</i>	<i>Former dairy farm/herbicides and pesticides</i>	<i>Occupied</i>	<i>165.6</i>
<i>M</i>	<i>1382 Towpath Lane</i>	<i>163-2-22</i>	<i>Farmland/unknown</i>	<i>Vacant/ agriculture</i>	<i>52.0</i>
<i>N</i>	<i>Towpath Lane (Industrial Park)</i>	<i>163-2-1.3</i>	<i>Farmland/unknown</i>	<i>Vacant/ agriculture</i>	<i>65.7</i>

Former Grand Union Redevelopment Area

344 Broadway, 354 Broadway and 1153 Burgoyne Avenue



Address: Broadway and Burgoyne Ave

Priority Sites: A, B and C

Ownership: Public (Town of Fort Edward and Hudson Falls Central School District) and Private (MHW Properties LLC)

Parcel Numbers: 163.10-1-46.3, 163.10-1-45 and 163.10-1-26

Total Area: 18.6 acres

Current Zoning: CP Commercial Plaza and R-1 Residential Single Family

Current Uses: Vacant, Commercial, and Public Educational Office

Profile

The Grand Union Redevelopment Area is comprised of three properties: 354 Broadway (the former Grand Union Supermarket), 344 Broadway (Agway), and 1153 Burgoyne Avenue (Hudson Falls School District Administration Building).

Environmental Background

PCBs and VOCs have been found on the former Grand Union site, and a plan is currently underway to address the contamination.

Redevelopment Plan



BOA Goals Addressed

- Goal 1: Strengthen economic development opportunities
- Goal 2: Capitalize on existing infrastructure
- Goal 3: Continue to work with partners to address real or perceived environmental contamination to encourage redevelopment
- Goal 4: Coordinate with current and future efforts to enhance the downtown
- Goal 5: Development of a pocket park in the Uptown area

Potential Uses

- New large-scale, regional retail
- Complete street/connector road
- Reuse of former school (potential location for a home health aid training facility)
- Pocket Park
- Senior housing

Access Road/Commercial Area

280, 290, 298, and 300 Broadway, and 1099 Burgoyne Avenue



Priority Sites: D, E and F

Ownership: Private

Parcel Number: 163.14-1-16, 163.14-1-17, 163.14-1-32, 163.14-1-33, 163.14-1-34

Total Area: 8.74 acres

Current Zoning: CP Commercial Plaza, R-1 Residential SF

Current Uses: Commercial, Residential and Vacant

Profile

The area is comprised of five properties: 280, 290, 298, and 300 Broadway, and 1099 Burgoyne Avenue. The area includes multi use commercial properties, an automobile repair facility, a restaurant, an auto sales/storage lot, and an unoccupied gas station.

Environmental Background

Based on current and historic use, potential pollutants could include oils and solvents.

Redevelopment Plan



BOA Goals Addressed:

- Goal 1: Strengthen economic development opportunities
- Goal 2: Capitalize on existing infrastructure
- Goal 3: Continue to work with partners to address real or perceived environmental contamination to encourage redevelopment
- Goal 4: Coordinate with current and future efforts to enhance the downtown

Potential Uses

- Commercial retail structures
- Access Road
- Mixed use buildings (ground floor commercial services, offices on upper floors)
- Parking

GE Dewatering Facility

1400 Towpath Lane



Address: Towpath Lane

Priority Site: I

Ownership: Private (WCC LLC)

Parcel Numbers: 163.15-1-4 and 163.2-2-20.1

Total Area: 79 acres

Current Zoning: Industrial

Current Use: Dewatering Facility

Profile

The site is leased to General Electric for use as a dewatering facility in conjunction with the Hudson River PCBs dredging project. Improvements include various industrial buildings housing the wastewater treatment equipment and machinery, 7 miles of newly installed railroad bed, 1,500 feet of dock along the Champlain Canal, detention ponds and other ancillary structures.

Environmental Background

The site is being utilized to handle, transport and treat PCB contaminated sediments and water. Following the completion of the dewatering project, impacts resulting from the use of the property will be mitigated to the satisfaction of EPA.

Redevelopment Plan



BOA Goals Addressed

- Goal 1: Strengthen economic development opportunities
- Goal 2: Capitalize on existing infrastructure and transportation access to the study area and improve future access to industrial park
- Goal 3: Continue to work with partners to address real or perceived environmental contamination to encourage redevelopment
- Goal 5: Work with partners to create new recreational opportunities that highlight the Hudson River

Potential Uses

- | | |
|----------------------------|-----------------------------|
| - Nanotechnology | - Agricultural Distribution |
| - Photovoltaic | - Tourism |
| - Intermodal/Port Activity | - Manufacturing Rail Parts |
| - Measuring Equipment | - Distribution |
| - Specialty Recycling | - Clean/Green energy |

Fort Edward Industrial Park Infill

274 & 284 Towpath Lane



Address: Towpath Lane

Priority Sites: J and K

Ownership: Private

Parcel Number: 163.15-1-6, 163.15-1-7

Total Area: 4.9 acres

Current Zoning: Industrial, CP
Commercial Plaza

Current Use: Vacant land, Unoccupied
building

Profile

This 4.9 acre area includes two Industrial Park properties located at 274 and 284 Towpath Lane. Site improvements include a 31,200 square foot modern, steel building, and paved driveway. These properties are developed for commercial/industrial use but are currently unoccupied.

Environmental Background

Current and previous uses include farmland, a D&H easement, and a masonry company. One spill was listed for the area which involved the release of transformer oil into a containment structure. The site was not otherwise listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Redevelopment Plan



BOA Goals Addressed

- Goal 1: Strengthen economic development opportunities
- Goal 2: Improve future access to the industrial park
- Goal 3: Continue to work with partners to address real or perceived environmental contamination to encourage redevelopment

Potential Uses

- | | |
|-----------------------|-----------------------------|
| - Nanotechnology | - Health Services |
| - Photovoltaic | - Intermodal/Port Activity- |
| - Measuring Equipment | - Distribution |
| - Specialty Recycling | - Manufacturing Rail Parts |
| - Clean/Green Energy | - Agricultural Distribution |

Fort Edward Industrial Park Expansion 1380 and 1382 Towpath Lane



Address: Towpath Lane

Priority Sites: L, M and N

Ownership: Private (WCC LLC)

Parcel Numbers: 163-2-20, 163-2-22,
163-2-1.3

Total Area: 283.3 acres

Current Zoning: Light Industrial

Current Uses: Vacant and Agricultural

Profile

This 283.3 acre area, commonly referred to as the Northern Portion of the Industrial Park, is located on Towpath Lane. The area includes three parcels, two of which are open fields with some wooded areas.

Environmental Background

These properties are not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Redevelopment Plan



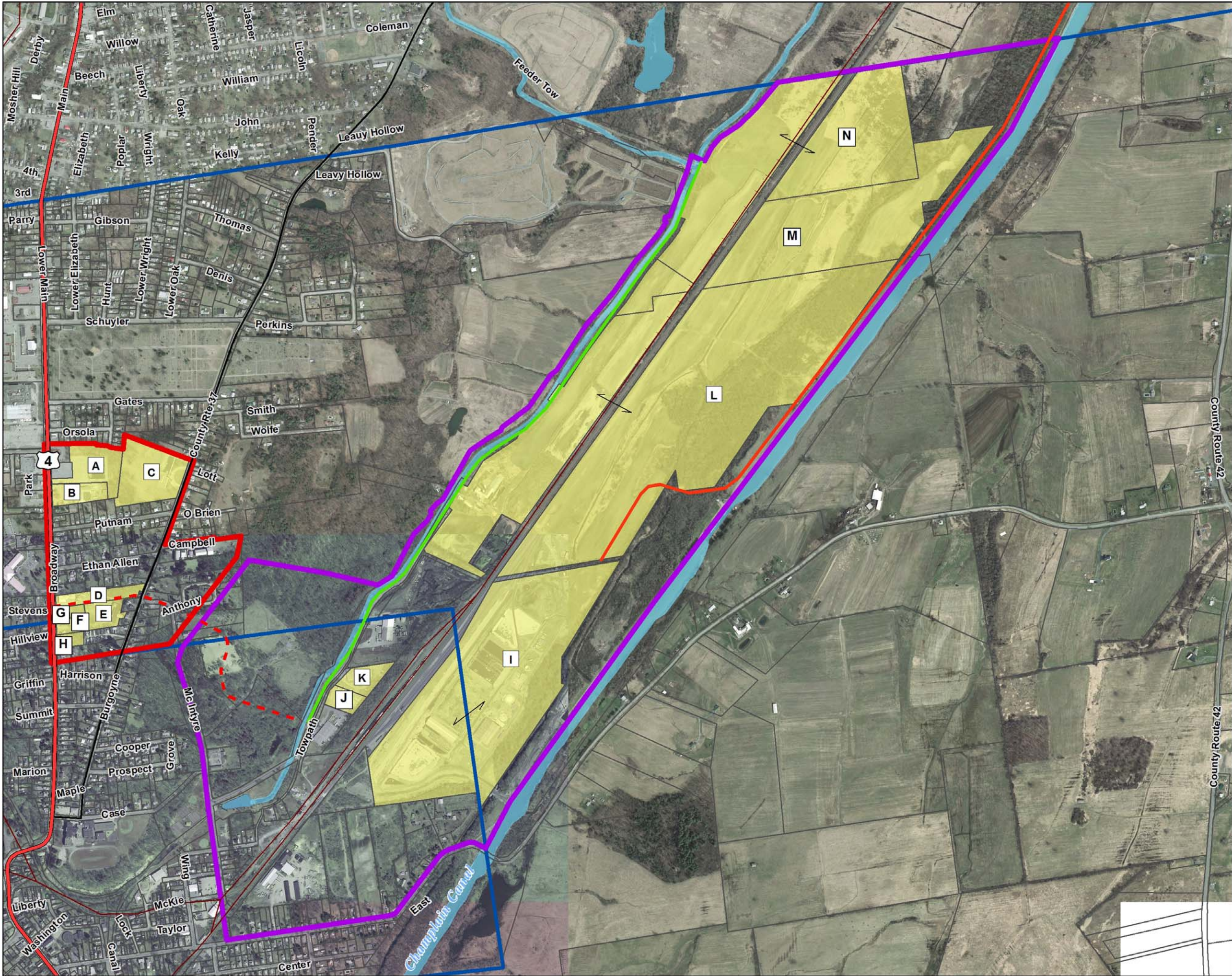
BOA Goals Addressed

- Goal 1: Strengthen economic development opportunities
- Goal 2: Capitalize on existing infrastructure and transportation access to the study area and improve future access to industrial park

Potential Uses

- | | |
|----------------------------|-----------------------------|
| - Nanotechnology | - Health Services |
| - Photovoltaic | - Intermodal/Port Activity |
| - Manufacturing Rail Parts | - Agricultural Distribution |
| - Measuring Equipment | - Distribution |
| - Specialty Recycling | - Clean/Green Energy |

Figure 4
Priority Sites Map



Fort Edward Northeast Industrial Development and Reuse Strategy

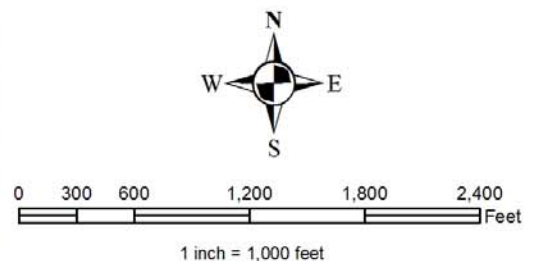
Nomination Study

Figure 4: Priority Sites Map

Site Number	Description	Owner	Total Acreage
A	Former Grand Union	Town of Fort Edward	5.90
B	Agway	MHW Properties LLC	2.97
C	Hudson Falls CSD/BOCES	Hudson Falls Central School	9.66
D	Sprague's Mermaid Pools	Sprague, Daniel T	2.90
E	1099 Burgoyne Ave.	Zenya Properties	2.70
F	Auto Sales Boat RV Storage	Wear Realty Mini Storage Inc.	1.70
G	Seeley's Restaurant	Seeley, Terry & Kathleen	0.44
H	Former Getty Station	Leemilts Petroleum, Inc.	1.00
I	GE Dewatering Facility	WCC, LLC	79.00
J	274 Towpath Lane	Asphalt Holdings LLC	2.00
K	284 Towpath Lane	Stone Cast Inc.	2.90
L	Real Bark Mulch	WCC, LLC	165.55
M	1382 Towpath Lane	WCC, LLC	52.00
N	Industrial Park (Northern Portion)	WCC, LLC	65.70
Total Acreage			394.42

Legend

- Highways
- Secondary Roads
- Dewatering Site Access
- Proposed Truck Route
- Feeder Canal Trail
- Railways
- Uptown Corridor Corridor BOA Boundary
- Industrial Park BOA Boundary
- Municipal Boundary
- Priority Sites



Date: August 2012

Prepared by:



Prepared for:



This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.

Selected Redevelopment Concepts

To help articulate the desired vision of redevelopment within the BOA, two alternative concept master plans were prepared for the Route 4 Corridor and the Industrial Park/Dewatering Facility. The data that was collected and analyzed, public and stakeholder input, and on-the-ground knowledge of the study area was used to inform the different alternatives. The concepts were then vetted with the Advisory Committee and a public meeting to arrive at the ‘Preferred Redevelopment Concepts’.

The following discussion describes each redevelopment concept. The overall intent of these concepts is to take advantage of the key assets such as highway access, and active rail line, and Champlain Canal to service diverse and successful commercial and industrial businesses. The resulting redevelopment will provide various employment opportunities for residents and people from the broader region. The Town and Village will realize a strong and growing tax base. Each redevelopment scenario also builds on connections to broad and diverse recreational activities and provides connections to the surrounding sidewalk network and a thriving downtown. [BOA Vision Statement]

The redevelopment scenarios will also help implement the goals of this study by redeveloping key properties to spur job growth, take advantage of good site access and infrastructure,

continuing to build on partnerships, and connect to the downtown.

The Route 4 (Uptown) Corridor Redevelopment Scenario

The primary focus of this redevelopment concept is to take advantage of available and underutilized properties and the new truck access road that will begin at Route 4 and head east toward Burgoyne Avenue and into the Industrial Park. The purpose is to illustrate a vibrant retail commercial area that complements, but does not compete, with the type of retail and commercial activities in downtown.

Specific elements include:

- **Proposed Route 4 Truck Access Road:** The new road would be approximately near Sprague Pools and move east through the ‘Zenya Property’ to connect to Burgoyne Avenue then into the Industrial Park. The addition of this road could potentially open up an area for new retail and commercial activities. Although a designated truck route, the new road should provide for safe pedestrian access between Route 4 and Burgoyne Avenue. This could include sidewalks on both sides of the road or a designated pedestrian path. New buildings should be located close to the roadway with parking behind. Where possible, new parking areas should provide for shared access behind the buildings to eliminate numerous turning movements onto and off the road which will, in

turn, help eliminate conflicts between on-road traffic and visitors to the retail and commercial activities.

- **Route 4 Between Truck Route and Agway:** Building on the recent streetscape improvements completed by NYSDOT along Route 4, the redevelopment concept illustrates potential new buildings that front along the new sidewalk with shared parking behind the buildings. The result would provide for a more pedestrian friendly environment by removing the large, expansive parking lots and replacing them with attractive retail buildings.
- **Former Grand Union Property:** Along the north side of the Agway building, a new access road is proposed linking Route 4 with Burgoyne Avenue. This new road would provide safe pedestrian and bicycle amenities such as sidewalks on both sides of the street and bike lanes as well as providing access to the former Grand Union property, the Hudson Falls Administrative School Building, and a large potential development area behind the school administration building. The former Grand Union would be redeveloped into new retail space with the building fronting the new road and parking behind. A new pocket park would be added closer to Burgoyne providing a new recreational facility for the adjacent neighborhood. Between the former Grand Union and the school administration building, there is potential for new market-rate housing in a townhouse setting.

Industrial Park/Dewatering Facility

The current use of the dewatering facility by GE has resulted in the installation of a vast amount of new infrastructure that, if some components could be left in place, could be a tremendous asset to the redevelopment of the industrial park. Other assets currently in place include the Champlain Canal, a new access road connecting the dewatering facility north to NYS Route 196, the Glens Falls Feeder Canal Trail, and existing, thriving businesses on the west side of the railroad tracks. The intent of this redevelopment scenario is to take advantage of these existing assets, integrate them together, and build upon them to help realize the redevelopment of the industrial park.

Specific elements include:

- **Dewatering Facility:** The preferred redevelopment scenario anticipates that much of the infrastructure that was installed for the dredging project remains in place and a campus-style setting is redeveloped utilizing this infrastructure. Rather than subdividing the land into individual development parcels, it is proposed that one entity own the land and lease it to new businesses. The redevelopment would be in an attractive setting with shared parking facilities and an internal road system with pedestrian and bicycle facilities. Buildings would be

located to relate to each other creating open spaces between. New development could take advantage of the existing railroad siding, and the 125' long wharf along the Champlain Canal. This development pattern could continue along the east side of the tracks northward toward NYS Route 196 where it isn't inhibited by natural resources such as wetlands and high water table.

- **West Side of Railroad Tracks:** There are currently a few thriving businesses in this area of the industrial park that are bound on the west by a steep hillside and on the east by the railroad tracks. The redevelopment scenario contemplates subdividing the property into individual development pods capable of accepting large, multi-purpose buildings. The Glens Falls Feeder Canal Trail would border the western edge of the development parcels.
- **Rail Bridge:** In order to connect the east and west side of the industrial park on the south end, it is proposed to include a rail bridge over the narrow portion of the railroad tracks. This would provide direct access to the campus-style redevelopment on the dewatering facility.
- **Connection to the Depot District:** The southern edge of the industrial park shares a boundary with the Downtown

Renaissance Plan and sub-study area termed the Depot District. The intent of this district is to redevelop around the Fort Edward Trail Station and the Waste Management property. Additionally, new residential live-work and senior facilities would be developed in this area. It is proposed to consider new development with an adequate buffer to existing homes and recreational facilities and strong pedestrian and bicycle connections to the Depot District as well as the downtown.

- **NYS Canal Trail:** It is anticipated that this redevelopment scenario retains the existing wharf that is being used for the dredging activities. As such, it is proposed that the canal trail follows the canal until it enters into the campus where it then moves away from the water and wharf and along a nicely landscaped street with pedestrian and bicycle facilities. Once past the campus it would continue to follow the access road that was constructed to provide access to the dewatering facility from NYS Route 196.

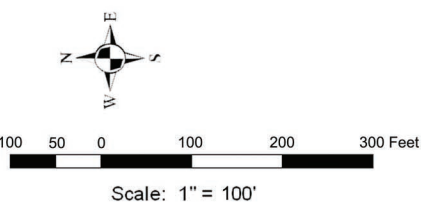
Figure 5
NYS Route 4 Redevelopment Scenario

**Figure 5: NYS Route 4
Redevelopment Scenario Map**



Legend

- Pedestrian connections
- Road
- Residential
- Commercial
- BOA Boundary - 800 acres
- - - Proposed Truck Route



Date: August 2012

Prepared by:



Prepared for:

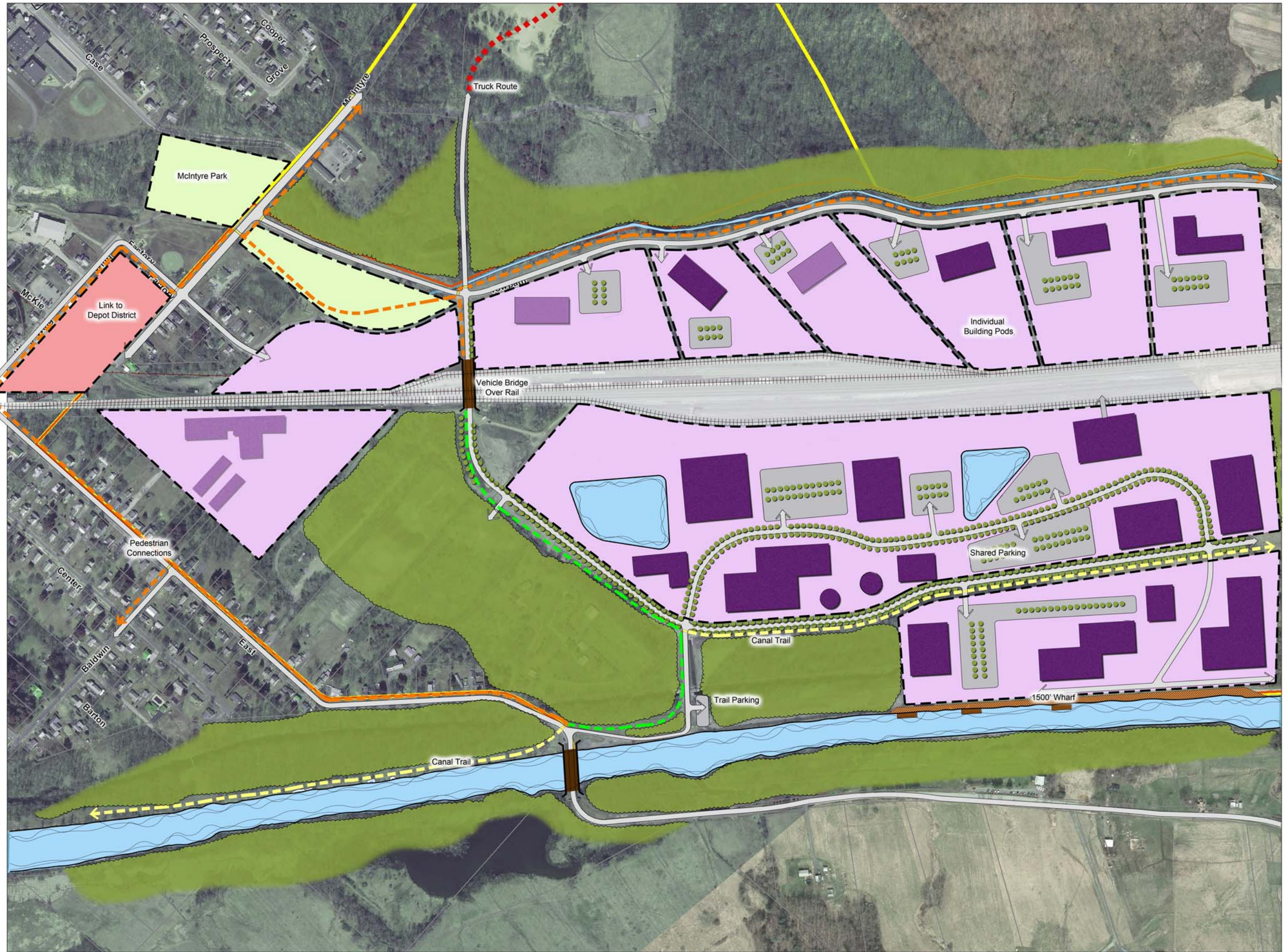


This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.



Note: Aerial photographs taken in 2004/2008.

Figure 6
Fort Edward Industrial Park Redevelopment Scenario



Fort Edward Northeast Industrial Development and Reuse Strategy
A Brownfield Opportunity Area Nomination Study

Figure 6: Fort Edward Industrial Park Redevelopment Scenario Map

Legend

- Proposed Canal Trail
- Proposed Pedestrian & Bicycle Connections
- Existing Pedestrian Connections
- Recreation
- Mixed Use Area
- Industrial Flex Space
- Road
- Waterbody
- Wharf
- BOA Boundary - 800 acres
- Proposed Truck Route
- Potential Building Pods
- Existing Buildings

Scale: 1" = 200'

Date: January 2013

Prepared by: **ELAN**
Planning / Design / Landscape Architecture PLLC

Prepared for: **the Williams group**
Real Estate Advisors

C.T. Male Associates, P.C.

This map was prepared for Fort Edward and the NYS Department of State, Division of Capital Resources & Planning, with state funds provided through the Brownfield Opportunity Area Program.

Note: Aerial photographs taken in 2004/2008.

Recommended Action Items

Fort Edward is poised to take advantage of many local assets and regional growth opportunities. To do so, the community must position itself to maximize its assets and existing partnerships. A series of recommended action items are described herein that identify specific steps required to achieve the desired vision.

The overall intent of these recommended action items is to take advantage of the key assets such as highway access, and active rail line, and Champlain Canal to service diverse and successful commercial and industrial businesses. The resulting redevelopment will provide various employment opportunities for residents and people from the broader region. The Town and Village will realize a strong and growing tax base. Each redevelopment scenario also builds on connections to broad and diverse recreational activities and provides connections to the surrounding sidewalk network and a thriving downtown. [BOA Vision Statement]

The 800-acre study area is a diverse area including auto-oriented regional retail along the Route 4 Corridor and heavy industry within the Industrial Park linked by a series of residential neighborhoods and public recreation areas. To refine appropriate next steps for each, the following sub-areas have been established.

- Route 4 (Uptown) Corridor
- Industrial Park
- Dewatering Facility
- Study Area-Wide

Within each sub-area, recommended actions items are found that address the project vision and goals related to Economic Development, Access/Infrastructure, Partnerships, Downtown Enhancements, and Recreation.

For reference, a summary table of each recommended action item and the goals that they support is provided on the following page.

Table 3
Goals and Recommended Action Items

Northeast Industrial Development and Reuse Strategy
Goals and Recommended Action Items

		BOA Goals				
		Goal 1: Economic Development/Job Growth/Enhanced Tax Base	Goal 2: Access/Infrastructure	Goal 3: Partnerships	Goal 4: Downtown	Goal 5: Recreation
Action Items to Support BOA Goals						
Route 4 Uptown Corridor Recommended Action Items						
C-1	Coordinate Property Owners within Corridor			X		
C-2	Complete a Master Plan for Redevelopment of Commercial Properties along Route 4	X	X			X
C-3	Evaluate Existing Zoning within the Corridor	X				
C-4	Conduct an Infrastructure Evaluation	X	X			
C-5	Conduct a Relocation Feasibility Analysis	X	X			
C-6	Create a Marketing Strategy for the Corridor	X		X	X	
C-7	Evaluate School Building Reuse or Re-programming	X	X	X		
C-8	Developer Request For Qualifications (RFQ)	X		X		
Industrial Park Recommended Action Items						
I-1	Enter into Agreement with Washington County and the US EPA	X	X	X		
I-2	Truck Access Road	X	X	X		
I-3	Establish a Partnership with the Washington County LDC or the Fort Edward LDC	X		X		
I-4	Complete a Generic Environmental Impact Statement (GEIS) and Master Plan	X	X			
I-5	Create a Marketing Strategy for the Industrial Park	X		X		
I-6	Vehicular Rail Bridge		X			
Dewatering Facility Recommended Action Items						
D-1	Provide Input for Decommissioning Plan	X	X	X		X
D-2	Asset Assessment and Cost Benefit Analysis	X	X			
D-3	Prepare Detailed Master Plan/Schematic Plan for Redevelopment	X	X			
D-4	Engage the Public	X		X		
D-5	Establish Design Guidelines for Development within the Site	X				X
D-6	Develop a Comprehensive Marketing Strategy for the Site	X		X		
Study Area-Wide Recommended Action Items						
S-1	Continue Participation in the BOA Program by Completing a Step 3 – Implementation Strategy	X	X	X		
S-2	Coordination with Downtown Renaissance Efforts	X	X	X	X	X
S-3	Support Sewer District Efforts to Upgrade	X	X	X		
S-4	Enhance Existing Trails and Recreation Opportunities	X	X	X		X
S-5	Create Safe and Inviting Pedestrian Connections		X		X	X

Below is a description of the recommended action items for the Route 4 Corridor, Industrial Park, Dewatering Facility and the Study Area as a whole.

Route 4 (Uptown) Corridor Recommended Action Items

ROUTE 4 (UPTOWN) CORRIDOR RECOMMENDED ACTION ITEMS

C-1: Coordinate Property Owners within Corridor. To achieve the recommendations outlined for the Route 4 corridor, the Town should coordinate with the property owners to understand their desires to stay in place and enhance their property or to relocate to another portion of Town making the property available for redevelopment.

C-2: Complete a Master Plan for Redevelopment of Commercial Properties along Route 4. The Master Plan should include a number of elements to assist existing and future businesses including, but not limited to, an access management strategy and property assemblage strategy.

This information will assist both property owners looking to sell their property and business owners looking for a place to locate.

- A. An Access Management Strategy would evaluate opportunities for shared access to consolidate curb

cuts and shared parking. This strategy may also look at turning movements into and out of the commercial properties on Route 4.

- B. Property Assemblage Strategy
 - a. Financial analysis
 - b. Purchase alternatives analysis

C-3: Evaluate Existing Zoning within the Corridor. The purpose of this action item is to ensure the zoning regulations will allow for the redevelopment of the corridor in a manner consistent with redevelopment concepts.

C-4: Conduct an Infrastructure Evaluation. To determine the potential for redevelopment in the Route 4 corridor, an infrastructure evaluation should be made. This will include conducting a build-out analysis to determine if the square footage of buildable area can be supported by the existing infrastructure.

C-5: Conduct a Relocation Feasibility Analysis. A Relocation Feasibility Analysis would benefit several businesses that may potentially be affected by the proposed truck access route. This analysis would assist in identifying alternative locations within the Fort Edward community for the existing business and outline a relocation process to ensure minimal disruption in business.

C-6: Create a Marketing Strategy for the Corridor. As the Town looks to redevelop the Route 4 Corridor a detailed marketing strategy should be conducted to determine the highest and best uses with square foot supported for each use. This information can be used to attract new developers to the Town.

C-7: Evaluate School Building Reuse or Re-programming. During the stakeholder input portion of this study, the Hudson Falls School District expressed a desire to relocate the school administrative offices located in Fort Edward closer to Hudson Falls. This would potentially make available this building for a new use. To determine the potential for re-use it is recommended that a feasibility study be conducted on the building.

C-8: Developer Request for Qualifications (RFQ). The former Grand Union site has been identified through extensive public involvement processes as a catalyst site within Route 4 Corridor. The site is in the process of being cleaned up. Once the clean up had been completed, the community should solicit developer RFQs to get a sense of what developers are willing to investment at this location. The community can then discuss future redevelopment with the developer of their choice that best fits the community vision, goals and redevelopment concept. Parcels along proposed truck access road and other various parcels may also benefit from a developer RFQ.

Industrial Park Recommended Action Items

INDUSTRIAL PARK RECOMMENDED ACTION ITEMS:

The Fort Edward Industrial Park is a potential source of enhanced tax revenue and employment opportunity for the community.

I-1: Enter into Agreement with Washington County and the US EPA regarding acceptance of the industrial park access road at the end of the dredging project. This access road is the sole access to the portion of the industrial park east of the rail tracks. Maintaining this access into the industrial park is absolutely critical to any redevelopment activities. The County is currently considering taking over ownership and management of the roadway once the dredging project is complete.

I-2: Truck Access Road. Enhanced truck access to the west side of the Industrial Park is critical to future redevelopment of the park and to the quality of life of Fort Edward residents. It is recommended that the truck access road be designed and constructed as soon as is feasible.

I-3: Establish a Partnership with the Washington County LDC or the Fort Edward LDC to manage the sale/lease and marketing of the Industrial Park. While the Fort Edward

Industrial Park has significant assets, it is also located within a competitive region with much vacant industrial space. To be competitive, a highly proactive approach to market and redevelop the industrial park in a consistent, coordinated manner will be required. Successful industrial parks often have a management team in place to provide consistency, manage leases, and market vacancies.

- A. Work with current landowner to determine most effective/efficient organizational method for redevelopment. This could include the formation of a 'Management Team' who would be responsible for project management, financing, marketing, campus development and property management activities. The 'Management Team' would be made up of individuals with diverse backgrounds with extensive experience in the economic and property development industries.

1-4: Complete a Generic Environmental Impact Statement (GEIS) and Master Plan for the Industrial Park. A GEIS is a tool used by communities to master plan and evaluate impacts of future development on a large area. A GEIS would include a park-wide master plan, based largely on the reuse concepts developed with public input throughout this BOA effort. A GEIS may also include mitigation fees associated with necessary future infrastructure (such as vehicular bridge across rail) to assess the costs of such infrastructure fairly across all users.

The information contained within the GEIS may also be considered for inclusion in the Dewatering Facility Decommissioning Plan.

1-5: Create a Marketing Strategy for the Industrial Park. The Industrial Park Management Team could work to develop a comprehensive marketing strategy for the entire park, as well as specific sites within the park. This strategy may include a park-specific website and marketing materials to attract tenants. Developer RFPs may also be a component of the marketing strategy.

1-6: Vehicular Rail Bridge. A vehicular bridge over the active rail lines would open up a southern access point on the east side of the Industrial Park. While this action item may be cost prohibitive at this time, it is still worth considering. It is recommended that a feasibility study/cost benefit analysis be considered as part of Step 3: Implementation Study process.

Dewatering Facility Recommended Action Items

DEWATERING FACILITY RECOMMENDED ACTION ITEMS:

The Dewatering Facility site is included within the Industrial Park and should continue to be included in all the efforts taking place within the Industrial Park. However, this site has the potential to be a catalyst to the development and reuse of the Industrial Park. This site also has unique assets, issues

and opportunities. As stated previously, the Hudson River Dredging Project is currently one of the largest Superfund cleanup projects in the country. The result of which is an elevated level of attention and desire from a federal, state and local level to conduct the project in a positive way and to leave the site in a manner that can best serve the community. Due to the significance of this site, future redevelopment could benefit from targeted actions in the near term. For example, a marketing strategy for the Industrial Park may first include a focus on the Dewatering Facility site given the significant infrastructure assets that exist.

The Dewatering Facility site deserves a focused approach and has risen to the top of the priority list within the community. Therefore, the timing of these next steps for the Dewatering Facility and the Industrial Park will be critical. The dredging project is anticipated to be complete in 7-10 years. Ideally, all pre-development efforts would be complete in advance of that, allowing the site to transition into its next revenue generating, job creating activity.

The action items for the Industrial Park would need to be carried out simultaneously with the Dewatering Facility steps. In fact, the Dewatering Facility actions may feed into the broader Industrial Park efforts. The Industrial Park GEIS / Master Plan, for example, should include potential build-out for the Dewatering Facility site as well as the entire industrial park.

D-1: Provide Input for Decommissioning Plan. Incorporate findings of asset assessment and the master plan into the site decommissioning plan to include future redevelopment concepts described herein.

D-2: Asset Assessment and Cost Benefit Analysis. The Dewatering Facility has significant physical assets in place to conduct the activities associated with dredging and the dewatering process, such as the rail lines and switching devices, stormwater treatment facilities, water treatment plant, and the wharf. Components of this physical infrastructure may be attractive to other industry. An Asset Assessment would provide specific information about what physical assets exist, what could remain after completion of the dredging and what the cost would be to retain those physical assets.

It is understood that according to EPA requirements, all physical items that may have come into contact with contaminated elements must be removed and decontaminated. However, there may be an opportunity to work with EPA, GE and the property owner on this.

It is recommended that the community coordinate with GE and EPA to determine what will remain on site and understand the costs associated with retaining key infrastructure. Once this information is known, it will be

easier to identify key industries that can utilize the infrastructure and create a targeted marketing strategy.

D-3: Prepare Detailed Master Plan/Schematic Plan for Redevelopment. It is recommended that a detailed master plan be developed for the site once it is known what physical assets will be remaining. This master plan should include cost estimates for any additional infrastructure that will be needed. This master plan should be incorporated into the Industrial Park GEIS and Master Plan.

D-4: Engage the Public. Given the history of this property and the scrutiny that it has historically been given, it is recommended that as the Decommissioning Plan and other recommendations are being implemented, the Town should continue to engage the public to keep them informed of the progress.

D-5: Establish Design Guidelines for Development within the Site. Given that the preferred redevelopment concept is a campus-style setting, the buildings, roadways, and parking facilities should all relate to each other to create an attractive setting to attract new development. To achieve this result, the Partnership that is recommended to oversee development of the Industrial Park should work to prepare design guidelines to shape new development.

D-6: Develop a Comprehensive Marketing Strategy for the Site. The Industrial Park Management Team could work to develop a comprehensive marketing strategy for the entire park and specific sites within the park. This strategy may include a park-specific website and marketing materials to attract tenants. Developer RFPs may also be a component of the marketing strategy.

Study Area-Wide Recommended Action Items

Study Area-Wide Recommended Action Items:

S-1: Continue Participation in the BOA Program by Completing a Step 3 – Implementation Strategy. The Town of Fort Edward has been participating in the BOA program for a number of years beginning with a Pre-Nomination Study and this Nomination Study. As such, the Town is considered a participant in the program and is eligible to continue to the third step of the BOA Program which provides funding for implementation. While many of the recommendations are eligible for the Step 3 funding, they are also eligible for other funding sources. Given that there are multiple sources of funding opportunities, each recommendation is listed separately.

S-2: Coordination with Downtown Renaissance Efforts. Simultaneous to this effort, the Village of Fort Edward was working to prepare a BOA Nomination Study for the

downtown area. During the planning process both studies were closely coordinated, and it is recommended that continued coordination take place to ensure that as the downtown renaissance takes place, it complements the activities planned for the industrial park and visa-versa. A vibrant and attractive downtown setting is a key element when attracting new development. As companies look to locate, they seek areas with a high quality-of-life and amenities for their workforce. Coordination with the Downtown Renaissance will ensure that this critical element is met.

S-3: Support Sewer District Efforts to Upgrade. As part of this Nomination Study a special study was completed that examined the existing capacity of the County's sewage treatment plant and its ability to handle new development as conceived in this study. It is recommended that the actions outlined in that report be implemented to support the redevelopment of the Industrial Park, dewatering facility, and the Route 4 Corridor.

S-4: Enhance existing Trails and Recreation Opportunities

- A. Coordinate Industrial Park redevelopment activities with enhancements to Mullen Park and the Feeder Canal Trail.
- B. Coordinate with New York State Canal Corporation to ensure any canal trail compliments site redevelopment.

S-5: Create Safe and Inviting Pedestrian Connections - Create safe and inviting pedestrian connections to downtown and adjacent shopping areas as well as add pedestrian amenities connecting the Route 4 corridor to Mullen Park and the Industrial Park.

- A. Pedestrian connections to Burgoyne (both along truck access road and new access near Grand Union)
- B. Connect McIntyre Street to new development and future residential subdivisions on the east side of the Champlain Canal

To provide an easy to use summary, each recommended action item is also included in an Implementation Matrix that identifies who the Implementation Leader is, what other agencies or private individuals may partner in the effort, potential funding sources, the priority for implementation (high, medium, low, or ongoing). An estimated cost is also provided.

Table 4 Implementation Matrix

*Items highlighted in yellow were submitted in a
Step 3 Implementation Strategy

Fort Edward Northeast Industrial Development & Reuse Strategy

DRAFT Implementation Matrix

		Implementation Leader(s)	Other Partners	Potential Funding Source(s)*	Implementation Priority				Estimated Cost
					High	Med	Low	Ongoing	
Route 4 Uptown Corridor Recommended Action Items									\$100,000
C-1	Continue in BOA Program to prepare a Step 3 - Implementation Strategy	Town of Fort Edward	NYS DOS	NYS DOS	X				N/A
C-2	Complete a Master Plan for Redevelopment of Commercial Properties	Town of Fort Edward		NYS DOS, NYS DHCR, DEC	X				\$25,000
C-3	Coordinate Property Owners within Corridor	Town of Fort Edward	Property Owners	NYS DOS, LDCs, Chamber	X				\$5,000
C-4	Evaluate Existing Zoning within the Corridor	Town of Fort Edward		NYS DOS, NYS HRVG	X				\$10,000
C-5	Conduct an Infrastructure Evaluation	Town of Fort Edward		NYS DOS, NYS EFC	X				\$15,000
C-6	Conduct a Relocation Feasibility Analysis	Town of Fort Edward	NYS DOT, Local Businesses	NYS DOS	X				\$20,000
C-7	Create a Marketing Strategy for Corridor	Town of Fort Edward		NYS DOS, NYS ESD	X				\$10,000
C-8	Developer Request for Qualifications (RFQ)	Town of Fort Edward		NYS DOS	X				\$8,000
C-9	Evaluate School Building Reuse or Re-programming	Town of Fort Edward/School District	Fort Edward School District	NYS DOS, NYSERDA, NYS ED	X				\$7,000

Industrial Park Recommended Action Items									\$2,460,000
I-1	Enter into Agreement with Washington County and the US EPA	County, Town	Washington County, EPA	NYS DOS	X			X	\$0
I-2a	Design Truck Access Road	Town, Industrial Park Management Team (IPMT)	NYS DOT, Private Property Owners	NYS DOS, NYS DOT, AGFTC	X				\$375,000

Fort Edward Northeast Industrial Development & Reuse Strategy

DRAFT Implementation Matrix

		Implementation Leader(s)	Other Partners	Potential Funding Source(s)*	Implementation Priority				Estimated Cost
					High	Med	Low	Ongoing	
I-2b	Construct Truck Access Road	Town, Industrial Park Management Team (IPMT)	NYS DOT, Private Property Owners	NYS DOS, NYS DOT, AGFTC		X			\$2,000,000
I-3	Establish a Partnership with the Washington County LDC or the Fort Edward LDC	Town, IPMT	Washington County & Fort Edward LDC	NYS DOS, NYS ESD, LDCs	X			X	\$5,000
I-4	Complete a Generic Environmental Impact Statement (GEIS) and Master Plan	Town, Village, IPMT		NYS DOS, NYS CC,	X				\$50,000
I-5	Create a Marketing Strategy for the Industrial Park	Town, IPMT		NYS DOS, NYS ESD		X			\$10,000
I-6	Evaluate Vehicular Rail Bridge Options	Town, IPMT	NYS DOT	NYS DOS, NYS DOT			X		\$20,000
Dewatering Facility Recommended Action Items									\$130,000
D-1	Provide Input for Decommissioning Plan	Town, Property Owner, IPMT	EPA, GE	NYS DOS	X				\$25,000
D-2	Asset Assessment and Cost Benefit Analysis	Town, IPMT	EPA, GE	NYS DOS, General Electric	X				\$30,000
D-3	Prepare Detailed Master Plan/Schematic Plan for Redevelopment	Town, IPMT		NYS DOS	X				\$30,000
D-4	Engage Public	Town, IPMT		NYS DOS	X				\$15,000
D-5	Establish Guidelines for Development within Site	Town, IPMT		NYS DOS	X				\$25,000
D-6	Develop a Comprehensive Marketing Strategy	IPMT		NYS DOS		X			\$5,000
Study-Area Wide Recommended Action Items									\$40,000
S-1	Coordination with Downtown Enhancement Efforts	Town of Fort Edward		NYS DOS				X	\$0
S-2a	Support Sewer District Efforts to Update	Sewer District	Town, Village	NYS EFC	X			X	\$0
S-2b	Feasibility Study for Improvements to the Burgoyne Street Pump Station	Sewer District	Town, Village	NYS EFC, NYS DOS	X				\$15,000

Appendices

Fort Edward Northeast Industrial Development and Reuse Strategy Technical Appendices

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Technical Appendix 1

Brownfield Opportunity Area Program

Brownfield Opportunity Area Program

The Brownfield Opportunity Area (BOA) program was initiated in 2003 through the New York State Superfund/Brownfield Law. Administered by the New York State Department of State (DOS), this program provides financial assistance to complete area-wide brownfield redevelopment planning. The BOA program is a multi-disciplinary approach intended to assist communities foster redevelopment, return blighted land into productive areas, and restore environmental quality. This approach involves a comprehensive examination of the physical, environmental, economic, and community planning factors associated with any redevelopment effort.

A brownfield is defined as "...any real property, the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant."

(NYS Environmental Conservation Law)

Reinvestment in brownfields and underutilized properties benefits property owners, existing businesses and the community at large by enhancing employment opportunities. The general goals of the BOA program are as follows:

- Access the full range of community issues posed by multiple brownfield sites.

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

The BOA program involves three distinct steps: Step 1: Pre-Nomination Study; Step 2: Nomination Study; and Step 3: Implementation Strategy and Site Assessments. Step 1 provides a preliminary description and analysis of an area to be considered as a Brownfield Opportunity Area. This step is important for communities that may have little or no documentation of existing conditions. The results of Step 1 are to clearly identify a BOA boundary, conduct public outreach to begin building partnerships, and prepare a preliminary analysis of opportunities for redevelopment. A Step 1 study was completed for the Town and Village of Fort Edward in 2009.

Step 2 is a more thorough evaluation of existing conditions as well as an analysis of environmental, economic, market and community issues and opportunities. This step leads to a more clear emphasis and identification of strategic sites that could serve as catalysts for redevelopment. The outcomes of Step 2 include a more comprehensive and in-depth evaluation of existing conditions for brownfields as well as underutilized sites, and economic and market trends analysis, identification of strategic catalytic sites and recommendations for future use. The Town of Fort Edward is currently engaged in this step for the Industrial Park and NYS Rt. 4 ‘uptown’ retail area. The Town has hired Elan Planning Design and Landscape Architecture, PLLC for this phase of the project. The Elan Team also includes CT Male Associates and The Williams Group providing environmental engineering and economic expertise, respectively.

Step 3 includes an implementation strategy and site assessments for strategic sites. The implementation strategy

involves actions to implement the plan and addresses requirements of the State Environmental Quality Review Act (SEQRA). At the conclusion of Step 3, several outcomes will be achieved including an identification of priorities for redevelopment, completed site assessments to foster clean-up activities, preparation of ‘shovel ready’ sites, and marketing efforts to attract interest and investment.

Each step of the BOA program includes a strong public participation component. The public and key stakeholders are involved from the start of the effort to build partnerships and the capacity to carry the effort through to implementation. Public input is critical to establishing a vision and goals for the project.



Technical Appendix 2

Public Participation Plan & Engaging Partners

Public Participation Plan & Engaging Partners

The goal of the public participation during this project was to foster communication, create a sense of ownership and build trust between the public, Washington County, the Town of Fort Edward, and regulatory agencies during the course of the BOA study. Citizen participation provides an opportunity to compile the public's knowledge regarding the history of the study area and understand the public's hopes, concerns and desires for the future of the study area. The public participation plan achieved the following three objectives:

1. Collect information from the public regarding the study area.
2. Provide opportunities for the public to voice issues, concerns and opportunities.
3. Provide an opportunity for the public to share their vision for the development of the study area.

In addition to public input, the BOA study also collected input from various stakeholders and the Fort Edward BOA Advisory Committee. In total, there were two public meetings including a public visioning workshop, several stakeholder meetings, and a series of Advisory Committee meetings. A website was created to inform all interested parties about the

progress of the study, and it can be viewed at www.fortedwardindustrialboa.wordpress.com.



Advisory Committee Meetings

The Advisory Committee, formed at the onset of the study process, represents various interests associated with the study area. Multiple Advisory Committee meetings were held throughout the planning process, providing guidance and shaping the direction and recommendations of the study. A list of Advisory Committee members, as well as meeting

minutes from each of the Advisory Committee meetings, can be found in Appendix 1. Following is a summary of key Advisory Committee meetings to demonstrate the type of information discussed at each stage throughout the process.

1. The first Advisory Committee meeting held on November 2010, served as an introduction to the project team and the Committee. The BOA process was reviewed and discussed, as was the map/boundary description.
2. The February 2011 meeting, again reviewed the Citizen Participation Plan, as well as reviewing the proposed BOA boundary, and discussed scheduling for public visioning meetings. Also discussed were results from the recently held stakeholder meetings.
3. The March 2011 meeting, dealt primarily with logistics, BOA boundary solidification, stakeholder meeting updates and the upcoming visioning workshop.
4. The meeting held in April 2011 summarized the visioning workshop (held March 31, 2011 as well as initial market opportunities.
5. The meeting held in May 2011 introduced the environmental evaluation methodology as well as priority sites. The vision statement was reviewed along with the sewer district issues/concerns.
6. The June 2011 meeting included the revisited vision statement as well as the Industry Targeting Matrix which identified target clusters including Nano-Tech, Photovoltaic and Clean Energy.
7. The August 2011 meeting included a discussion of a refined Industry Targeting Matrix and the ranking of industries based on the community vision, planning goals, the physical aspects of the study area. The Committee also examined the proposed redevelopment options for the Route 4 corridor and the Industrial Park.
8. During the September 2011 meeting, the Advisory Committee discussed the refined redevelopment options for the Route 4 corridor and the Industrial Park, as well as preparations for the second Public Meeting.
9. The November 11 meeting included a review of the public input obtained during the November 8th Public Meeting, a review of the preferred redevelopment

options, a review of the draft report outline, and a discussion of the upcoming December Interagency Working Group (IAWG) meeting.

Stakeholder Meetings

Extensive meetings were held with a variety of stakeholders for this project. The consultant team met with business and property owners from within the study area, school districts, officials from Washington County and the Town of Fort Edward, Village of Fort Edward, major property owners and developers, the US Environmental Protection Agency, General Electric, and many other critical players in Washington County economic development arena. These meetings gave a wide variety of stakeholders the opportunity to weigh in on their concerns, ideas and vision for the Fort Edward BOA.

Stakeholders were asked a variety of questions regarding the issues, concerns and opportunities within the study area. Business and property owners gave information about the history of their property, any known contamination or other environmental issues, the viability of current businesses or tenants, future plans and projects, and various other items. Public officials were questioned about their ideas and thoughts for feasibility of different industries, business types and uses for the study area, possible incentives and programs to spur redevelopment and job creation in the region, and how the Fort Edward area fits in to the larger picture of Washington County.

Issues and topics that arose during these interviews often overlapped. Property owners and businesses were greatly concerned about access and truck traffic, the need for an additional rail crossing to provide access to the east side of the Fort Edward Industrial Park, recreation trails along the canal, and the need to create additional high paying jobs and keep educated, young adults in the area.

Public Visioning Workshop

A joint public visioning workshop was held on Thursday, March 31, 2011 at 6pm in the Fort Edward Firehouse. The joint workshop included the Northeast Industrial Reuse project as well as the Downtown Renaissance BOA. Given that these projects are occurring concurrently and closely linked, a joint meeting was conducted to make efficient use of the community's time.

Approximately 35 people attended this workshop, representing business owners, local residents, neighborhood associations, property owners and managers, and state and local government. A brief presentation was given and participants were then encouraged to stop by one or more breakout tables for each the Downtown Renaissance project and the Northeast Industrial project. At each table, a series of questions were asked about their feelings about and ideas for the applicable study areas.

The following questions were posed to Northeast Industrial project participants:

1. What would you like to see along the Route 4 commercial corridor in the Town?
2. What would you like to see in the Industrial Park?
3. How often do you use the Feeder Canal Towpath trails and what enhancements would you like to see?
4. How would you describe this area in 2025?

Three primary themes emerged from this workshop including job growth, re-use of the former Grand Union and a cautious approach to ensure the activities within the Northeast Industrial study area do not compete with the downtown.

Inter-Agency Working Group Meetings

The Project Team also actively participated in bi-annual Interagency Working Group (IAWG) meetings. IAWG is a group of federal, state and local agencies that meet on a regular basis to share technical expertise and identify actions to progress local projects. This group was first initiated as a result of the Hudson River Dredging Project several years ago and has become an integral part of the local planning process. The Project Team provided updates on the project status and received input to help guide the project.



Enlisting Partners

As part of the BOA planning process, partnerships were formed between local, county, state and federal government agencies, community organizations, and local business owners and residents. Representatives from the Village and Town of Fort Edward, the Fort Edward Local Development Corporation (LDC), the Washington County LDC, the NYS Department of State, the US Environmental Protection Agency, the Fort Edward Fire Company and local businesses served on the BOA Advisory Committee and guided the development of the Vision, Goals and Actions Items identified in the Northeast Industrial Development and Reuse Strategy. Their continued participation will be critical as the Town of Fort Edward advances to Step 3: Implementation Strategy of the BOA planning process.

Technical Appendix 3

Analysis of the Brownfield Opportunity Area

Analysis of the Brownfield Opportunity Area

Community and Regional Setting

The Northeast Industrial Brownfield Opportunity Area is located in the Village and Town of Fort Edward, Washington County, New York. Washington County is located between the Capital District and Adirondack regions of upstate New York. Fort Edward's strategic location within New York's Tech Valley and its close proximity to the Luther Forest Technology Campus in Malta has been identified as a strong business asset. Tech Valley is a 19-county region that spans from the Canadian border (near Montreal) to just north of New York City, and is starting to receive national attention as one of the best places to locate a company. Global Foundries, a computer chip manufacturing plant which is considered to be the largest economic development project in Upstate New York's history, is located in Malta, which is an easy 30 mile commute of the Study Area.

The Northeast Industrial BOA consists of approximately 800 acres of land. This area includes known brownfields located on Route 4, the Fort Edward Industrial Park, and the Hudson River Dredging Dewatering Facility along the Champlain Canal.

The Village of Fort Edward has a population of 3,375¹ and the Town of Fort Edward has a population of 6,371². At a larger context, both the Village and Town of Fort Edward are within Washington County, at a population of 62,486³, and within the Glens Falls Metropolitan Statistical Area (MSA), at a population of 128,923⁴.

Regionally, the Glens Falls MSA and Washington County are growing areas with population increases of 3.12% and 2.37%, respectively, between 2000 and 2010. At the same time, the Town of Fort Edward grew only by 1.75% while the Village of Fort Edward's population dropped by 3.37%.⁵ **Table 1 – Existing Community Demographic Profile Comparison** shows that both areas have higher percentages of employment in education, health and social services, and retail trade than do the Village and Town. The MSA and County's unemployment rates of 6.9% and 7.5%, respectively, were also lower than the Village and Town's at 15.3% and 12.8%, respectively.

¹ 2010 US Census

² 2010 US Census

³ 2010 US Census

⁴ 2010 US Census

⁵ US Census Bureau

Table 1: Existing Community Demographic Profile Comparison				
Demographic Indicator	Village of Fort Edward	Town of Fort Edward	Washington County	Glens Falls MSA
Population – (2010 US Census)	3,375	6,371	62,486	128,923
Projected Population Growth – 2000 – 2010 ⁶	-3.37%	1.75%	2.37%	3.12%
Per Capita Income	\$19,037	\$19,765	\$21,772	\$24,460
Median Age	34.5	39.4	40.9	41.7
Household Size	2.52	2.35	2.40	2.37
Employment Profile				
Agriculture, forestry, fishing/hunting, mining	0.8%	1.1%	3.7%	2.6%
Construction	5.9%	3.7%	8.0%	7.9%
Manufacturing	23.3%	19.2%	16.6%	13.1%
Wholesale trade	7.5%	6.8%	2.9%	2.3%
Retail trade	4.1%	8.1%	12.7%	13.3%
Transportation and warehousing, and utilities	3.7%	7.2%	4.2%	3.9%
Information	1.1%	0.5%	1.6%	2.3%
Finance, insurance, real estate, and rental and leasing	1.5%	3.8%	4.1%	5.2%
Professional, scientific, management, administrative, and waste management services	5.0%	4.9%	6.5%	6.8%
Educational, health and social services	28.5%	21.5%	22.2%	22.5%
Arts, entertainment, recreation, accommodation and food services	7.4%	10.8%	8.1%	10.2%
Other services (except public administration)	5.2%	5.3%	3.8%	4.2%
Public administration	6.0%	7.0%	5.7%	5.7%
Unemployment	15.3%	12.8%	7.5%	6.9%
Source: U.S. Census Bureau American Community Survey 2005 – 2009 unless otherwise noted.				

⁶ US Census Bureau

Fort Edward has been, and continues to be, an important industrial center for the region. Companies such as Irving Tissue and General Electric continue to make a home in Fort Edward, providing employment to the community and greater region. Smaller companies, such as ESMI, Waste Management, Pallet Inc., have located in and around the Village, and also make up an important segment of the industrial economy.

While a majority of the study area maintains an undeveloped or industrial character, portions of the area consist of residential neighborhoods and commercial properties. The study area can be divided into two distinct parts: the Fort Edward Industrial Park and an area more closely related to the Route 4 commercial corridor.

Parcels in the Industrial Park consist primarily of industrial uses, public services uses associated with the railroad line and Champlain Canal, and undeveloped property. Additionally, some properties within the Village at the southern end of the Industrial Park are residential and commercial in nature as they are more adjacent to the downtown business district.

Smaller in land area than the Industrial Park, the portion of the study area closely related to Route 4 is primarily commercial and residential in nature with only a few industrial and community service parcels. This area reflects the general trend of the Route 4 corridor with commercial

land uses fronting the highway and residential properties locating along neighborhood streets branching away from the highway. Undeveloped land dominates the land use composition of the portion of the study area between the Route 4 corridor and the Industrial Park.

Historically, the Industrial Park portion of the study area has relied on access to railroad lines and to the Champlain Canal as key transportation links for the movement of manufactured goods and raw materials. The Route 4 corridor portion of the area has long been a primarily single-family residential neighborhood utilizing Route 4 as a convenient commute route. Commercial properties located adjacent to the highway in support of local residential neighborhoods and the Village at-large.

Existing Land Use and Development Patterns

Land use and development patterns illustrate how people manage and develop the land. Efforts for achieving successful and efficient municipal planning, economic development, and growth management rely on understanding trends and relationships among land uses and development patterns.

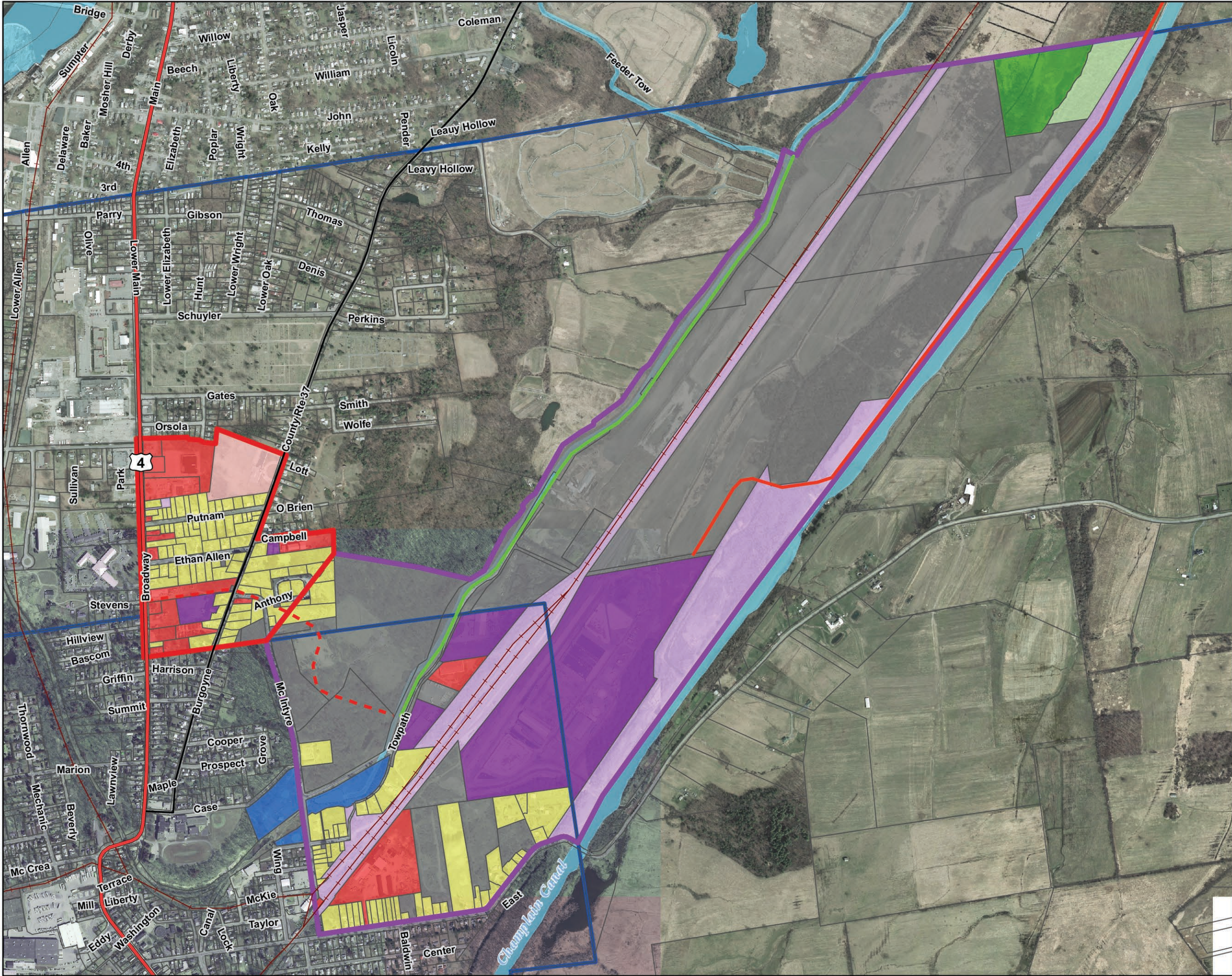
The Northeast Industrial BOA contains a wide variety of land use types as seen in **Table 2: Land Use Composition**. Retail, residential, vacant, industrial, open space, agriculture, community service, and recreation land uses present in the BOA. The BOA is situated along the edge of the densely developed Village and the Town and contains areas characteristic of urban, suburban and rural settings.

In the area surrounding the Fort Edward Industrial Park, parcel sizes are much larger and the dominant land use is vacant or undeveloped. However, industrial land uses also play a key role surrounding the industrial park. In this area, given the expansive acreage available for development, larger and/or more intensive uses could be located with little to no impact on the neighboring land uses.

Table 2: Land Use Composition				
Land Use	Number of Parcels	% of Parcels in Study Area	Acreage in Study Area	% of Study Area
Agriculture	1	0.4%	8.44	1.1%
Residential	162	68.6%	77.66	10.0%
Vacant	31	13.1%	419.91	54.0%
Commercial	25	10.6%	38.05	4.9%
Recreation	2	0.8%	0.02	0.0%
Community Service	2	0.8%	9.67	1.2%
Industrial	6	2.5%	92.40	11.9%
Public Service	6	2.5%	116.02	14.9%
Conservation	1	0.4%	15.62	2.0%
Total	236	100.0%	777.79	100.0%
Source: Washington County				

Along Route 4 and East Street, for example, the land uses are dominated by retail, commercial, and business uses, interspersed with pockets of neighborhoods. Lot sizes in this area are small, owing to the dense development patterns.

Figure A-1
Land Use Map



Fort Edward Northeast Industrial Development and Reuse Strategy

Nomination Study

Figure A-1: Land Use Map

Land Use	Acreage in Study Area	% of Study Area
Agriculture	8.44	1%
Residential	77.66	10%
Vacant	419.91	54%
Commercial	38.05	5%
Recreation	0.02	0%
Community Service	9.67	1%
Industrial	92.40	12%
Public Service	116.02	15%
Conservation	15.62	2%
Total	777.79	100%

Legend

- Highways
- Secondary Roads
- Dewatering Site Access
- Proposed Truck Route
- Feeder Canal Trail
- Railways
- Uptown Corridor Corridor BOA Boundary
- Industrial Park BOA Boundary
- Municipal Boundary

Land Use

- Agriculture
- Residential
- Vacant
- Commercial
- Recreation
- Community Service
- Industrial
- Public Service
- Conservation

03006001,2001,8002,400

Feet

1 inch = 1,000 feet

Date: August 2012

Prepared by:

the Williams group
C.T. Male Associates, P.C.

Prepared for:

NEW YORK STATE
DEPARTMENT OF STATE

This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.

The following text describes each of the land use types found within the study area, as well as the role each plays in the BOA and the community.

Residential

There are two main residential enclaves within the Study Area, with additional residential areas scattered throughout. One is located in and just to the east of Route 4, along Putnam and Ethan Allen Streets. These homes are located on lots of one-half acre or less, and were built mainly between 1938 and 1959.

Similarly, in the East Street/McIntyre area, lot sizes are small, although these homes tend to be dominated by older stock built at the turn of the 20th century.

In contrast, the homes located along and just to the east of Burgoyne Avenue are located on slightly larger lots, between one-half and one acre. A more suburban-style pocket of homes is located around Anthony Court, made up mainly of homes built in the 1970's.

The Town recognizes that these are older, established single family residential areas that could provide housing opportunities for new employees attracted to the area as a result of increased industrial and commercial development.

Future development projects will include a public process that will protect, preserve and enhance these neighborhoods.

The Town has been the recipient of Federal and State funded Housing Initiatives that include HOME and AHC (Affordable Housing Corporation). This investment of funds has helped rehabilitate homes for seniors, disabled, and low-income families. These programs are designed to upgrade the housing stock by making them safe for the community.

Vacant

The majority of the land area within the Northeast Industrial BOA is classified by the local assessors as vacant. With the exception of a few vacant residential lots, the majority of the vacant land is located in or adjacent to the Industrial Park.

This includes some areas which are not otherwise suited to development due to steep slopes, especially along McIntyre and around the former landfill site. The remainder is of vacant land is located in the Industrial Park, north of Environmental Soil Management Companies (ESMI) and the Dewatering Facility. This land represents a significant growth opportunity within the Industrial Park.

Table 3: Commercial Properties Listing		
Address	Property Class/Use	Year Built
334 Broadway	Liquor Store	1975
344 Broadway	Lawn & Garden Store	1975
364 Broadway	Fast Food	1985
354 Broadway	Grocery (Vacant)	1980
Broadway	Fast Food	2005
Campbell Drive	Self Storage	1999
318 Broadway	Office building	1985
324 Broadway	Snack bar	2000
326 Broadway	Office building	1980
300 Broadway	Auto Dealer/Repair	1988
274-276 Broadway	Office building	1980
280 Broadway	Gas station	1975
290 Broadway	Auto dealer	1970
298 Broadway	Restaurant	1970
284 Towpath Lane	Warehouse	1992
99 1/2 East Street	Lumber yard	1960
117 McIntire Street	Office building	1985
Source: Washington County		

Commercial

There are approximately 17 commercial businesses within the study area, located mainly along Route 4 and the East Street/McIntyre Street area. **Table 3: Commercial Properties Listing** outlines these properties. There are a wide range of business types, including retail, food service, office, professional services, auto-oriented businesses, and storage.

Most of the buildings housing these businesses were built in the 1970's and 1980's.

Although the amount of commercial land use within the study area represents only about 5% of the land area, the businesses which occupy these areas play an important role in the look and feel of the Route 4 corridor and the East Street/McIntyre neighborhood, as well as the economy of the community. As such, vacant businesses could represent a potential deficiency in the services needed by the local community.

Industrial

Active industrial uses represent the largest area of private land uses in the study area. This is to be expected, as much of the study area is devoted to the Fort Edward Industrial Park. The Industrial Park itself is somewhat removed from the community by means of open space, water features, or transportation corridors. The main interface between the industrial park and the more dense residential areas is the area around East and McIntyre Streets. Although the limited potential interaction between industrial and residential uses may seem to be ideal, in practice this area also is the focus of a large concentration of truck traffic. Due to the lack of transportation access to the industrial park, the narrow interface with the neighborhood may be posing a greater

burden on these residents in terms of impacts from the nearby industrial uses.

In terms of the uses themselves, the following section outlines the industrial uses currently active in the study area.

Trius: Trius is located within the Fort Edward Industrial Park. This facility is the third location for the Long-Island based company, which sells and repairs municipal and contracting equipment. The specialty of Trius is snow removal trucks, parts, and equipment. Approximately 15 employees will eventually be located in the facility once it is operating at full capacity.

Stone Cast Inc.: This company manufactures architectural cast stone walls, and located to the Industrial Park in 2008, as part of an expansion of their original Queensbury facility. However, the company filed for bankruptcy in 2009. It is unclear what the status of the facility is currently.

Environmental Soil Management Companies (ESMI): Environmental Soil Management Companies, ESMI, uses low temperature thermal desorption for the remediation and recycling of contaminated soils. The Fort Edward facility is one of two operated by the Company; the other location is in Loudon, New Hampshire. The facility has the capability to remediate soils contaminated with conventional fuels, coal tars (manufactured gas plant wastes), PCB's, solvents,

energetics, and explosive residuals. These soils can then be reused in industrial and commercial applications, or transported back to generating sites. Materials received at the Fort Edward site are stored within a 30,000 square foot storage building with a storage capacity of 15,000 tons.

Real Bark Mulch: This local business is located in repurposed farm structures. The company collects yard waste and brush from public works departments in the area and converts it into mulch, suitable for use in landscape installations.

Hudson River Dredging Dewatering Facility: This facility, operated by General Electric, occupies approximately 110 acres on the east side of the railroad tracks within the industrial park. During the summer months, the site employs approximately 500 people, working 24 hours a day in 80-person shifts.

Contaminated dredge spoils arrive at the site via barge and are unloaded at the 1500' wharf. The material is sized using a trammel. The screened sediment is then run through a filter press, which removes all solids. The solids are compressed into a "cake", which is loaded along with all other contaminated material on to rail cars, which transport the materials to another state for disposal. The remaining water is run through the on-site water treatment plant twice. The treated water is then released into the Canal.

The engineering which was required to build this facility is substantial. The entire site was filled to a depth of several feet, so that a clay liner could be established. This liner prevents any stormwater or other spilled material to leave the site. All stormwater is also treated in the water treatment plant prior to being released off site. Improvements to the rail lines include approximately 7 miles of new track, to accommodate the 531 rail cars assigned to the project. Although the exact list of equipment which will remain on the site has not yet been determined, the rail lines, wharf, site liner and stormwater system, and filtration plant would be key infrastructure assets for any future redevelopment of the site.

Recreation, Community Service, and Public Service

The study area contains land uses dedicated to use by or for the public, including recreation, community services (used for the well being of the community, such as schools), and public services (used to provide services to the general public, such as utility or transportation lines).

In terms of recreation, the study area contains the Old Champlain Canal Towpath trail, on the west side of the railroad tracks. Conversations with stakeholder groups indicate that this trail is well-used; however, this segment does not link to points north as of yet. The trail does connect to the Feeder Canal Park Heritage Trail, which connects to Hudson Falls, Glens Falls, and Lake George.

The New York State Canal Corporation has currently identified the need to complete the Champlain Canalway Trail, which will eventually link Waterford to Whitehall. The trail route identified by the Canal Corporation is located on the east side of the rail tracks in the study area. However, it is unclear whether this alignment is feasible in terms of access and physical limitations. In addition, this alignment has not yet been included as part of a local community planning process.

Zoning

The study area is located within two municipalities – the Village and the Town of Fort Edward. Therefore, the land use and zoning regulations for each would apply to any future redevelopment activities.

Figure A-4 – Zoning Map shows a representation of the zoning classifications for the BOA area. Both the Village and the Town have zoning ordinances which apply to portions of the study area. Districts within the study area include:

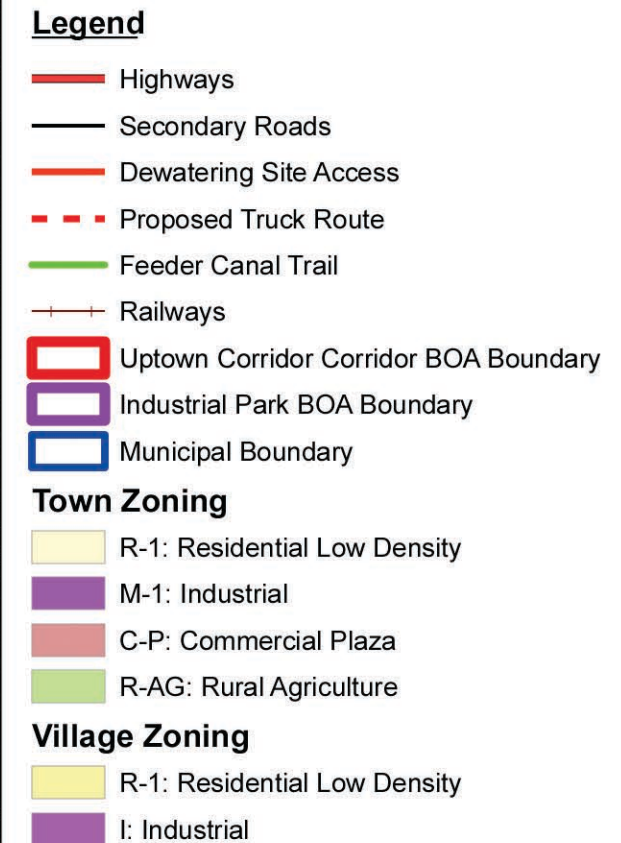
Table 4: Zoning District Use Table	
District	Relevant Issues
Town of Fort Edward	
R-1: Residential Low Density	<ul style="list-style-type: none"> Allows mainly residential uses, with some community and recreational uses allowed as a special use Minimum lot size between 10,000-20,000 square feet, depending on availability of water and sewer 20' front yard setback allows for a neighborhood-scale development pattern
M-1: Industrial	<ul style="list-style-type: none"> Allows industrial, manufacturing, and related uses. Commercial, agricultural, business, and residential uses are not permitted. The lack of commercial and business uses may pose an impediment to flexibility of redevelopment in

	<p>the future</p> <ul style="list-style-type: none"> Maximum building height is 30'; this could pose a burden on some industrial uses, which would then require a variance. Manufacturing and industrial uses are required to have one parking space for each 1,000 square feet of floor area, plus one for each four employees in the maximum working shift. The ratio method for determining number of required spaces is not directly related to the use itself. As such, it is likely that some manufacturing and industrial uses are required to have more or less parking than would actually be necessary. A method to determine the needed number of spaces based solely on the use or employee/customer base could result in greater efficiency of site design and less burden on developers.
CP: Commercial Plaza Zone	<ul style="list-style-type: none"> This district is denoted within the text of the ordinance as being applicable in certain areas of the Town, including areas otherwise designated as C-1. This is potentially confusing to developers and residents, as it is not immediately clear which use, dimensional, parking, sign, or other requirements apply. Allows a wide variety of commercial, office, service, and related uses. Gas stations, auto dealerships, tattoo, billiard and massage parlors, funeral homes, and adult bookstores are prohibited. All development uses require site plan review.

District	Relevant Issues
Town of Fort Edward	
R-AG: Rural Agriculture	<ul style="list-style-type: none"> Allows agricultural, residential, and community/public service uses. Limited commercial uses allowed by special use. The narrow width of the district makes it unlikely to be used as agricultural or residential land. However, the location of this zone along the Canal effectively limits the intensity of development which can take place along the canal shoreline.
Village of Fort Edward	
R-1: Residential Low Density	<ul style="list-style-type: none"> Allows one-family detached dwellings; an attached or detached private garage; offices for members of the learned professions; and gardens with a minimum lot size of 15,000 square feet. Residential zoning within the Village covers only a small portion of the Industrial Park/Dewatering Facility BOA sub-area.
I: Industrial	<ul style="list-style-type: none"> Allows multiple dwellings of three (3) or more dwelling units, attached or detached private garages, as well as any industrial use approved by the Planning Board.
Source: Town and Village Fort Edward	

Figure A-2
Zoning Map

Figure A-2 : Zoning Map



0 300 600 1,200 1,800 2,400
Feet

1 inch = 1,000 feet

Date: August 2012

Prepared by:



C.T. Male Associates, P.C.

Prepared for:



This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.

Economic Incentive Programs and Assistance to Businesses

There are a number of incentive programs at work in the BOA study area that could be valuable for future investment and business assistance, partnerships, and guidance. These include the Washington County Local Development Corporation, the Warren-Washington Industrial Development Agency, and the Fort Edward Chamber of Commerce.

The Washington County Local Development Corporation (LDC) is a not-for-profit organization that administers economic development programs and services to assist local businesses with financing, site selection services, taxes, utilities, labor force, transportation and coordination. Some of the business loan programs available include:

- **Micro-Enterprise Assistance Program (MAP)**

The MAP program provides loans (up to \$25,000) to qualified applicants for the start up or expansion of microenterprise businesses (5 or fewer employees). Eligible expenses include the purchase of fixed assets, working capital and real estate acquisitions. Program requirements include the creation of employment opportunities consistent with the federal CDBG program.

- **Intermediary Relending Program (IRP)**

The IRP provides financing to eligible applicants looking to start-up or expand an existing business employed primarily in manufacturing, warehousing, or wholesale distribution. Loans in the amount of \$25,000 to \$150,000 are available for the purchase of fixed assets; working capital; and real estate acquisition.

- **Economic Development Loan Program**

This program provides funding assistance to eligible applicants for the purchase of fixed assets; working capital; and/or real estate acquisitions. Eligible applicants include start ups or expansions primarily employed in the following business activities: manufacturing, warehousing, or wholesale distribution. Applicants can apply for \$15,000 per job created, with \$25,000 loan minimum. Creation of employment must adhere to the guidelines established by the federal CDBG program.

- **Community Development Loan Fund**

Community Development Loan Fund monies are available to eligible applicants who will lease or rent assets to an otherwise eligible borrower. Funds can be used for inventory and receivables, permanent working capital, real

estate purchase, building construction or renovation and any other use deemed appropriate by the Board of Directors. There is no minimum loan amount to apply for this program, and the maximum amount of financing may not exceed the ratio of \$50,000 per each employment opportunity to be created or retained.

The LDC is also responsible for administering the existing Empire Zone businesses within the County, and provides site selection assistance, and information regarding tax credits and utility programs.

Additional details regarding the programs administered by the Washington County Local Development Corporation can be found at their website: <http://www.wcldc.org/programs.html>.

The Warren-Washington Industrial Development Agency (IDA) is a public benefit corporation formed to attract, retain and expand businesses within the two counties through the provision of financial incentives. The IDA can promote, develop, and assist private entities in the acquisition, construction/reconstruction, improvement, maintenance, and furnishing of industrial, manufacturing, warehousing, commercial, research and recreational facilities.

The IDA has the authority to issue Industrial Development Revenue Bonds, lease/sale agreements, installment sale agreements as well as various tax advantages. Although the

private companies benefiting from Agency participation are technically exempt from local city, town, village, school and county property taxes, a Payments in Lieu of Taxes Agreement (PILOT) is entered into between the Agency and any applicant for Industrial Development Agency involvement.

Fort Edward Chamber of Commerce provides marketing and networking opportunities to local businesses, as well as health insurance for members. The Chamber maintains a website with a business directory as well, and sponsors events in the community.

Land Ownership

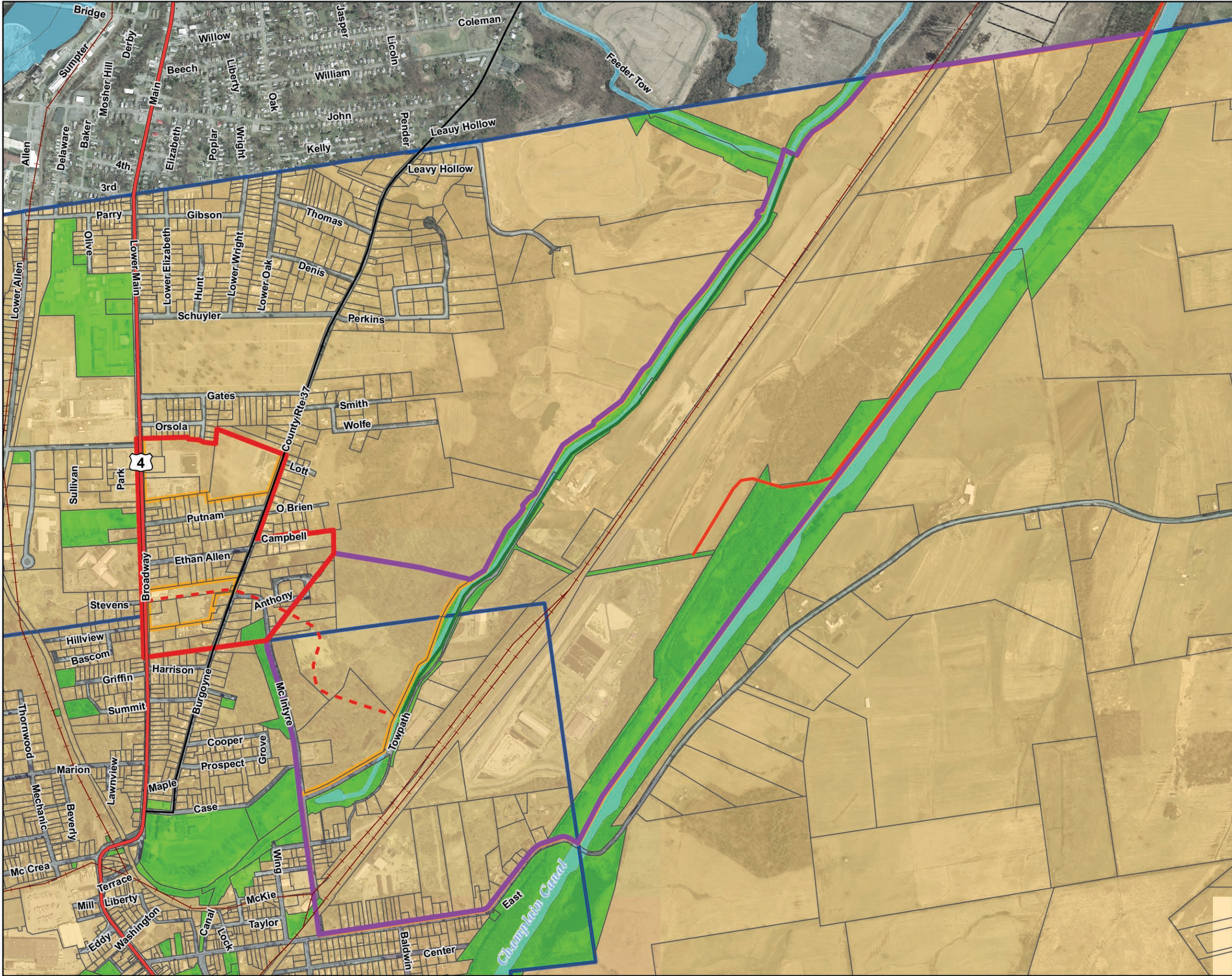
Most of the land within the BOA is privately owned. However, several parcels are publicly owned, as seen in **Figure A-3 – Land Ownership Patterns Map**.

Within the BOA district, there are several important landowners which control significant portions of the study area. These include:

Table 5. Land Ownership Composition	
Owner	Total within Study Area (Acres)
Wcc, LLC	401.16
New York State	88.79
Delaware & Hudson Railway Corp	47.61
Maloy Inc, James H.	28.22
Dickinson Trust, Frederick J	18.97
Hogan, Francis	15.62
Environmental Soil Management	15.48
Binley Real Estate Holding LLC	12.08
Fort Edward Village	11.09
Hudson Falls Central School	9.66
Source: Washington County Real Property	

Due to the size, location, and/or configuration of these parcels, these landowners represent the potential to be significant partners as redevelopment efforts are undertaken. Several landowners within the study area have been involved in the BOA process as key stakeholders, having been interviewed and expressed their concerns and desires. They have also attended both Advisory committee meetings and public meetings, contributing important input to the process.

Figure A-3
Land Ownership Patterns Map



Fort Edward Northeast Industrial Development and Reuse Strategy

Nomination Study

Figure A-3: Land Ownership Map

Significant land owner	Acreage in Study Area
WCC, LLC	401.16
New York State	88.79
D&H Railway Corp.	47.61
James H. Maloy Inc.	28.22
Francis Hogan	15.62
Environmental Soil Management	15.48
Binley Real Estate Holding LLC	12.08
Fort Edward Village	11.09
Hudson Falls Central School	9.66

Legend

- Highways
- Secondary Roads
- Dewatering Site Access
- Proposed Truck Route
- Feeder Canal Trail
- Railways
- Uptown Corridor Corridor BOA Boundary
- Industrial Park BOA Boundary
- Fort Edward Industrial Park
- Municipal Boundary

Ownership

- Private
- Public

N

W

E

S

0

300

600

1,200

1,800


2,400


Feet


1 inch = 1,000 feet

Date: August 2012


Prepared by:


Planning • Design • Landscape Architecture PLLC


Real Estate Advisors


C.T. Male Associates, P.C.

Prepared for:


NEW YORK STATE
DEPARTMENT OF STATE

This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.

Transportation Systems

Access to the study area includes both challenges and opportunities. The existing conditions pertaining to the transportation modes are discussed below.

Vehicular/Truck Access

The primary route to access the Fort Edward community is via US Route 4 (Route 4). Route 4 is a major transportation corridor throughout the region and accommodates truck traffic related to the Industrial Park. Route 4 is an Access Highway for larger vehicles and is listed on the National Highway System.

In May 2007, the Town of Fort Edward completed the Fort Edward Industrial Park Truck Access Route Study (TARS). This report examined the existing transportation and traffic systems in great detail, and contains a wealth of information regarding access to the Industrial Park, including roadway conditions, traffic counts for vehicles and trucks, and level-of-service analysis for key intersections. Selected findings from this report are summarized below:

- The existing truck route (see Figure 6) is difficult for trucks to traverse, given the acute angles at the intersection of County Route 40 (Schuyler Avenue) and

County Route 37 (Burgoyne Avenue). This intersection is also heavily used by trucks as a cut-off to access NYS Route 196, north of the study area.

- NYS Route 4 experiences between 50-60 cars per hour between 8:00 a.m. and 3:00 p.m.; the average daily truck volume in the Industrial Park in 2006 was 92 trips per day (entering and exiting).
- Truck access on East Avenue within the Village of Fort Edward is limited by local statute.

The TARS analyzed a series of 12 alternatives to provide truck access to the Industrial Park. These were examined in terms of several evaluation criteria, to determine which option would provide the most beneficial balance of impacts and benefits. These criteria included:

- Conflicts with pedestrian travel to McIntyre Park
- Relocation of Residents
- Number of residences fronting proposed route
- Impacts to environmental resources
- Impacts to cultural and historical resources
- Economic impact
- Direct access for truck traffic
- Use of existing infrastructure
- ROW acquisition/easements required
- Engineering considerations
- Located within Town/Village

- Impacts to Canal bike path
- Consistent with Village Master Plan

From this quantitative evaluation, the “Empire Zone” route was selected, as shown on Figure 6. This route was determined to have the most desirable balance between potential impacts and benefits.

This proposed transportation improvement will provide a means of more direct truck access to the west side of the industrial park, and will address the need to relieve traffic impacts on the County Route 40/37 intersection. However, this route does not address the need for additional direct access to the east side of the industrial park, nor does it provide a more direct route to Route 196.

Rail Access

The study area boasts excellent freight and passenger rail access via the Delaware and Hudson (D&H) Canadian Main rail line. This track is the principal north/south rail corridor in this area, carrying both freight and passenger rail traffic. This rail line is the only track to have access all the way to NYC on the east side of the Hudson River. In 2007, there were two Amtrak passenger trains each day in each direction, for a total of four passenger trains per day.

Freight traffic on the rail line has increased significantly in recent months due to the GE dewatering facility. Approximately 7 miles of new track were laid in the study area, to accommodate the approximately 530 rail cars assigned to the dewatering project. These trains, with 81 cars per train, carry the contaminated solid materials away from the dewatering facility to solid waste disposal facilities in Utah and Idaho. These privately leased rail cars are dedicated solely to the dewatering project. The new rail lines were built to full standard specifications and are anticipated to have a functional life of about 50 years. The tracks also have the ability to weigh the cars in motion.

In addition to the GE facility, these tracks service local freight to industries such as Finch Pruyn in Glens Falls and Irving Tissue in Fort Edward. These cars utilize D&H’s Fort Edward Rail Yard, located near Factory Street, which provides tracks for rail car switching and storage. In 2007, the typical rail freight volume between Fort Edward and Glens Falls was one train per day in each direction.

At-grade crossings of the rail tracks are provided on East Avenue, Wing Street, and Lincoln Avenue. The crossing at Wing Street is in poor condition, as noted in the TARS, and uses a passive (signs-only) warning system on the north side of the crossing. There are no signs on the south side of the crossing. The East Street crossing is active, with signalized

accommodations. As noted previously, there are no at-grade crossings within the industrial park itself.

Public Transit

The BOA study area is currently served by two nearby stops on the Greater Glens Falls transit bus line, Route #4. This line has stops on NYS Route 4 at the Washington County office building and the intersection of East Avenue. During the week, the bus makes 12 stops, with 7 on Saturday.

Parking

The individual commercial and industrial uses within the study area each have their own parking areas. On-street parking is allowed on the residential cross-streets within the study area. It is anticipated that parking capacity for the area can be accommodated on site for any new development.

Pedestrian/Bicycle

Pedestrians within the study area are served by a combination of sidewalks and trails. Along Route 4, the sidewalks are in excellent condition, having been recently reconstructed as part of the NYSDOT streetscape improvements. Sidewalks along the local roads vary in condition from good to poor. Pedestrian access to the west side of the industrial park is through the Towpath Trail. There is no dedicated pedestrian

infrastructure to the east side of the industrial park. Residents had used the canal service road as a walking path; however, access to this roadway was limited when the dewatering facility was built.

Cyclists in the study area also use the system of local streets and trails. The Feeder Canal Towpath Trail is multi-use and allows for bicycle access. In the remainder of the study area, cyclists share the road with vehicles.

Waterborne

The eastern boundary of the study area is defined by the Champlain Canal. One of our nation's first canals, the Champlain Canal opened up critical shipping routes from New York City to the St. Lawrence Seaway. Today, the Canal is 63 miles in length and provides transportation and recreation opportunities.

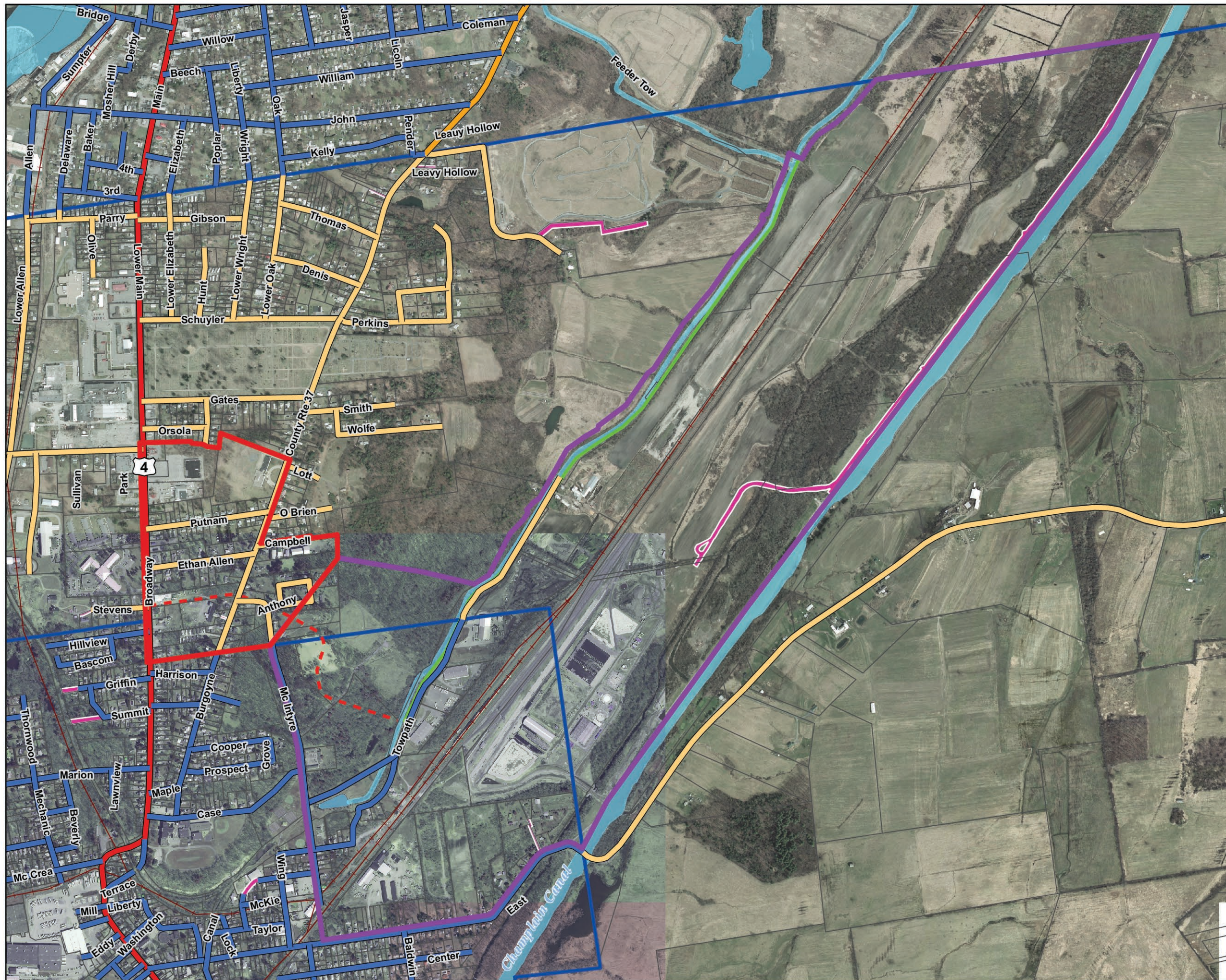
A part of the Lakes to Locks Passage, the Champlain Canal is a nationally designated scenic byway. The Canal is also included in the Erie Canal National Heritage Corridor.

Lock 8 of the Canal is located adjacent to the Industrial Park and a 1,500 foot wharf located south of Lock 8 also provides unfettered access between the Canal and the Dewatering Facility site.

Figure A-4
Transportation Map

Fort Edward Northeast Industrial Development and Reuse Strategy *Nomination Study*

**Figure A-4: Transportation
Systems Map**



Legend

- Uptown Corridor Corridor BOA Boundary
- Industrial Park BOA Boundary
- State Roadways
- County Roadways
- Town Roadways
- Village Roadways
- Proposed Truck Route
- Feeder Canal Trail
- Railways
- Municipal Boundary
- Private ROW



0 300 600 1,200 1,800 2,400
Feet

1 inch = 1,000 feet

Date: December 2012

Prepared by:



Prepared for:



This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.

Infrastructure and Utility Analysis

The study area is currently serviced by various water, sewer and utility infrastructure. The intent of this utility analysis is to provide a general discussion as to type, condition and capacity of the existing utility systems available for proposed redevelopment strategies within the Northeast Industrial BOA study area. The utilities addressed include, water, sanitary sewer, storm sewer, electrical and gas service. It is acknowledged that a detailed utility study will be required as the redevelopment strategies move from the concept to schematic phase. Required utility capacities will be more adequately addressed as the point in project redevelopment when the type and magnitude of uses is identified.

The study area is serviced by the Village water and sanitary sewer systems. Existing water mains service the area and are typically located within the street right-of-way (ROW). The water mains range in diameter size from 6" to 12". There is an 8" line servicing the Industrial Park. Current water line pressure tests are not available nor were they conducted for this study. Stakeholder interviews conducted as part of this study indicate that pressure to the north portion of the industrial park could be greatly improved by providing a water line "loop" on Factory Street. In addition, improvements to the water tower are required, specifically a cathodic upgrade.

The study area also contains natural gas and electric service which is provided and maintained by National Grid. Natural gas mains are located below ground and electric lines are overhead. The utility companies field locate their respective utilities when a specific site is proposed for a defined project that is seeking funding, review and approvals. The electric service to the dewatering facility was recently upgraded, with a new substation located on site. The site is now serviced by three phase 480 watt power. Cable and telephone are also available throughout the entire study area which has been developed.

The following information regarding Washington County Sewer District No. 2 provided through the District's Facility Plan and Plan for Future Growth, which was developed as part of this BOA effort by team member CT Male. A copy of the Facility Plan and Plan for Future Growth Washington County Sewer District No.2 is provided in Appendix 4.

Washington County Sewer District No. 2 (WCSD) owns and operates a 2.5 million gallon per day (MGD) wastewater treatment plant that is in need of upgrading. The proposed upgrades will increase the treatment capacity and reduce the amount of wastewater that is discharged to the Hudson River during wet weather events. Additionally, the treatment plant

is operating at capacity which has led to multiple and frequent permit violations.

The wastewater plant was built in the mid 1980s and most of the critical mechanical components such as blowers and pumps are original. At present there are numerous new developments and redevelopment projects within the sewer district which will add more flow to the wastewater plant.

Receiving and treating septage flows by outside haulers has been an important revenue source. However, as of January 1, 2012, the WCSD will not be able to accept the flow due to its limited capacity. Limited capacity along with growth and economic pressures have made it necessary to project future growth, estimate future flows, and expand the wastewater plant accordingly. Any proposed upgrades will need to be consistent with the requirements of the Combined Sewer Overflow Long Term Control Plan (CSOLTCP), which includes proposed wastewater treatment plant upgrades as well as sewer improvements.

An evaluation of determined that the average day loadings are within the treatment capabilities of the wastewater plant. However, the wastewater plant does not have the capacity to treat peak loads, which has led to recent discharge permit violations. The WCSD's staff has identified interim measures to prevent permit violations such as stopping the acceptance

of septage waste from private haulers, and using its second aeration tank.

To determine the permanent solution, an approximate future service area for the district was determined and the total additional flows were estimated at 0.5 MGD. By combining the future flows and accounting for the peak loads, the new design loadings were estimated. It is recommended that the new discharge permit be increased from 2.5 MGD to 3.0 MGD after the proposed upgrades are constructed.

The combined upgrades are divided into phases as follows:

- Phase I – sanitary sewer replacement and combined sewer separation
- Phase II – WWTP upgrades for permit compliance
- Phase III – WWTP upgrades and sewer projects to address the CSOLTCP
- Phase IV – upgrades for solids treatment and composting

The sewer district will seek to finance the phased projects through the NYS CWSRF.

Figure A-5
Infrastructure Systems Map

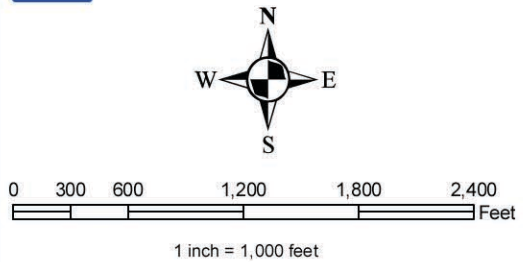


Fort Edward Northeast Industrial Development and Reuse Strategy

Nomination Study

Map A-5: Infrastructure Systems Map

- Legend**
- Dewatering Site Access
 - Proposed Truck Route
 - Feeder Canal Trail
 - Railways
 - Uptown Corridor Corridor BOA Boundary
 - Industrial Park BOA Boundary
 - Municipal Boundary



Date: August 2012

Prepared by:

ELAN

Planning • Design • Landscape Architecture • LLC

the Williams group

Real Estate Advisors

C.T. Male Associates, P.C.

Prepared for:

NEW YORK STATE

DEPARTMENT OF STATE

This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.

Natural Resources and Environmental Features

The following section describes natural resources and environmental features of the study area.

Bodies of Water

The study area contains portions of the Champlain and Old Champlain Canals. These waterways, though originally constructed by man, now serve important ecological functions and provide habitat to a variety of species.

Floodplains

The study area is not located within a FEMA-designated floodway. The floodplain for Fort Edward is illustrated in **Figure A-6 – Natural Resources Map**.

Wetlands

The study area contains significant wetland systems, as seen in the Natural Resources Map. These are mainly located at the northeast portion of the study area. These wetlands are listed on the National Wetlands Inventory, and represent a combination of freshwater emergent and freshwater forested/shrub wetlands. There are currently no NYSDEC-designated wetlands within the study area; however, it is

possible that the DEC would claim jurisdiction over one or more wetlands in the future.

The wetland systems pose a significant impediment to development in this portion of the study area. The Town recognizes that existing wetlands are protected areas and any future development will be mindful of these important natural resources. Any construction activities, including transportation improvements, would require careful siting and design to minimize impacts. Wetland permits from the Army Corps of Engineers or the NYSDEC may also be required.

Slopes

The BOA contains an area of moderate slopes, as shown on the Natural Resources Map. It is important to note that the slope areas shown on the map are based on soil types, not on topographic surveys or other measurement of physical conditions. The moderate slopes, which range from 6-15%, are located along McIntyre Street. These slopes are part of a larger ridgeline which extends outside the study area. The slopes do not pose a significant impediment to development; however, careful design and/or engineering may be required for construction activities which take place in this area.

Soils

There are a variety of soil types within the study area, summarized below. Some of these have characteristics which may pose impediments to development. In particular, there are significant areas of soils which are associated with a shallow depth to the seasonal high water table, shown on Natural Resources Map.

Shallow depth to the water table may pose potential impediments to structures with basements. In the case of the GE dewatering facility, which is located in an area with very shallow depth to water table, the site was engineered with 4-5' of fill material, including the clay liner, which neutralized the impediments to development posed by the high water table.

Table 6. Soil Composition and Characteristics

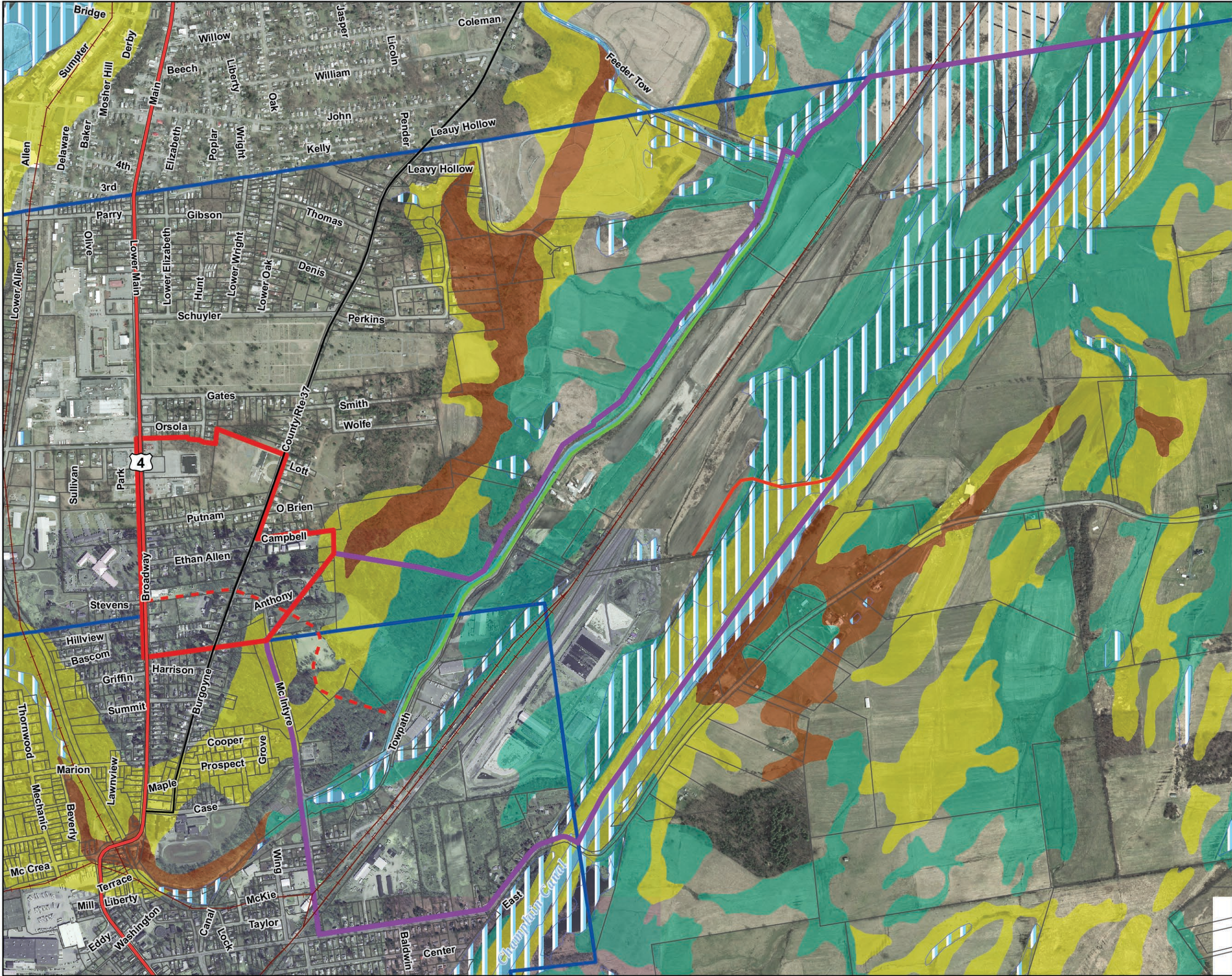
Soil Types in BOA Area	Depth to Bedrock (feet)	Depth to Seasonal High Water Table (feet)	Drainage
Claverack (CIA, CIB)	>6.0	1.5 – 2.0	Moderately Well-Drained
Kingsbury (KbA, KbB)	>3.5	0.5 – 1.5	Poorly Drained
Oakville (OaC, OaB)	>6.0	>2.0	Excessively Drained
Vergennes (VeB, VeC, VeD)	>3.5	1.5 – 2.0	Well Drained
Source: NYS Department of Environmental Conservation			

Wildlife and Ecosystems

According to the NYSDEC Environmental Resources Mapper, the study area does not contain any known instances of rare, threatened, or endangered species, any rare plant or animal species, or any significant natural habitat. However, just across the Champlain Canal to the east is an area which may contain rare species, specifically a Raptor Winter Concentration Area. According to anecdotal accounts, the area contains many species of birds which are of interest to local bird-watchers.

The lack of generalized instances of rare or significant wildlife on the property in and of itself poses no impediments to development in the future. However, given that much of the Industrial Park is relatively undisturbed area, wetlands, or former farm fields, individual natural resource inventories may be warranted. This could occur as sites are developed on a case-by-case basis; however, a comprehensive natural resources inventory conducted as part of a Generic Environmental Impact Statement would provide a more complete picture of natural resources, while taking the burden of the inventory off of individual developers.

Figure A-6
Natural Resources Map



Fort Edward Northeast Industrial Development and Reuse Strategy

Nomination Study

Figure A-6: Natural Resources Map

Legend

- Dewatering Site Access
- Proposed Truck Route
- Feeder Canal Trail
- Railways
- Uptown Corridor Corridor BOA Boundary
- Industrial Park BOA Boundary
- Municipal Boundary
- Federal Wetland Inventory
- Soil Depth to Watertable**
 - 0-18" Depth
- Soil Slopes**
 - Moderate: 6-15%
 - Steep: >15%



0 300 600 1,200 1,800 2,400 Feet

1 inch = 1,000 feet

Date: August 2012

Prepared by:



Prepared for:



This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.

Parks and Open Space

Fort Edward is served by numerous municipal parks and open spaces, including: Bradley Beach, the Little League Park, Community Swimming Pool, McIntyre Park, the Fort Edward Yacht Basin, and the Feeder Canal bike trail.

Bradley Beach

Bradley Beach is a passive recreation area along the banks of the Hudson River, near the Little League Park and Community Swimming Pool. The site offers visitors beautiful views of the River, as well as picnic tables and facilities for outdoor grilling.

Little League Park

The Fort Edward Little League Park is located on Rogers Street, near the BOA Study Area. The Park has the distinction of becoming the first lighted Little League Park in the United States.

Community Swimming Pool

Village and Town of Fort Edward residents can utilize the community pool from late June to early September.

Mullen Park (McIntyre Street)

Mullen Park provides residents and visitors with access to tennis and basketball courts, playground equipment and two ball fields.

Feeder Canal Bike Trail

The Old Champlain Canal Towpath trail, located on the west side of the railroad tracks within the Study Area. The trail is a stone surfaced outdoor walking/bike trail that runs along the shores of the canal from the Feeder Dam in Queensbury down to the Champlain Canal outside of Hudson Falls. The trail does connect to the Feeder Canal Trail, which connects to Hudson Falls, Glens Falls, and Lake George, but this segment does not link to points north as of yet.

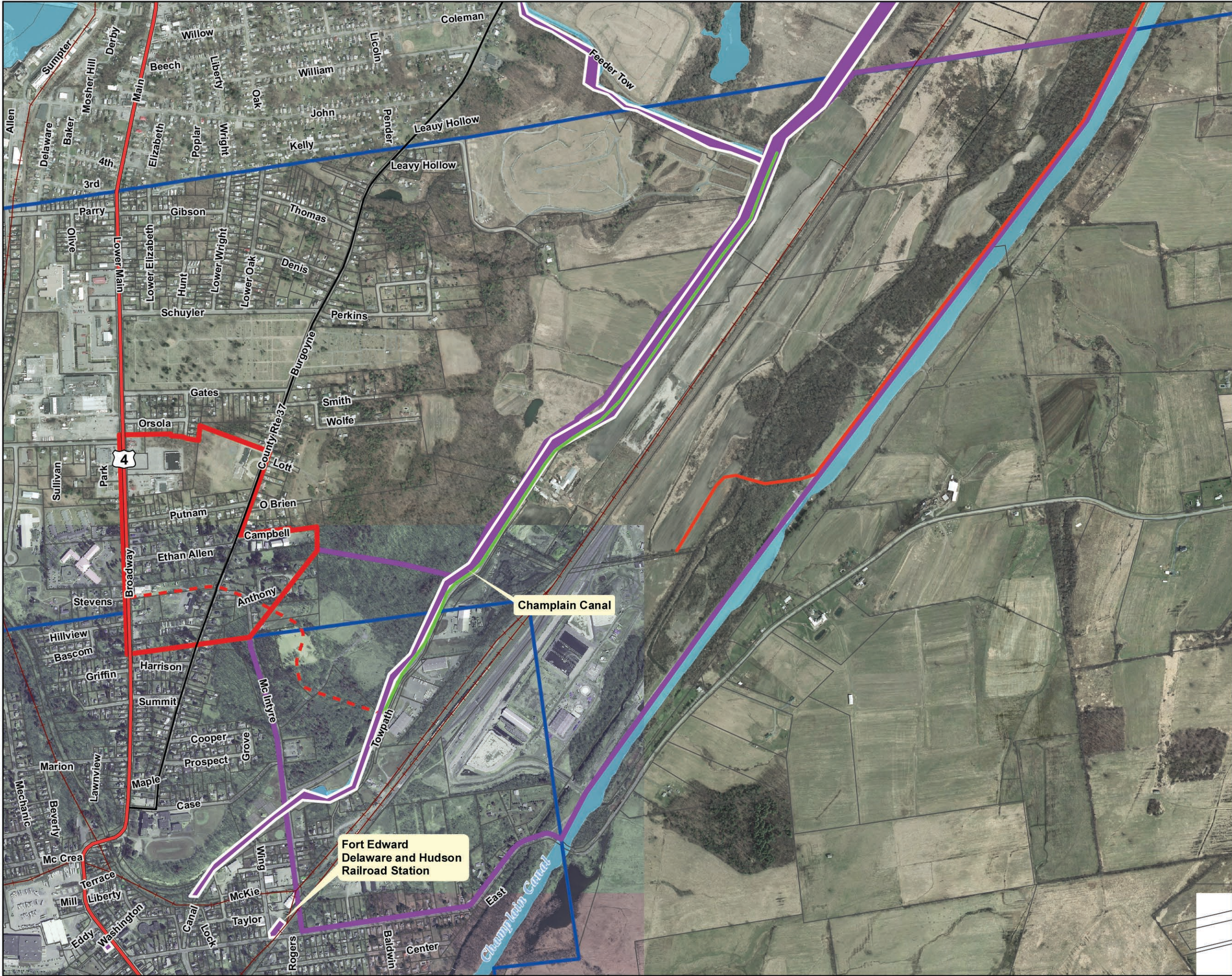
As Fort Edward starts to transition toward a more diversified economy, it should be prepared to accommodate the preferences and diversity needs of businesses and their employees. University of Toronto professor Richard Florida's widely cited work, "Competing in the Age of Talent: Environment, Amenities and the New Economy" identified that one of the preferences of knowledge workers are communities that can provide a wide range of outdoor activities and recreation. In order to provide a higher quality of life for current residents and to attract new investment to the Northeast BOA, improvements should be made to existing recreational resources. Opportunities exist to link existing bike hike trails to the Feeder Canal bike-hike trail to the north, and to provide residents with increased recreation activities.

Historic or Archeologically Significant Areas

Within the study area, the sole Historic Register listed resource is the Old Champlain Canal, which is listed on the National Register of Historic Places. However, given the study area's proximity to the Canal, the majority of the area is considered archeologically sensitive, according to the NYS Office of Parks, Recreation, and Historic Preservation (OPRHP) website.

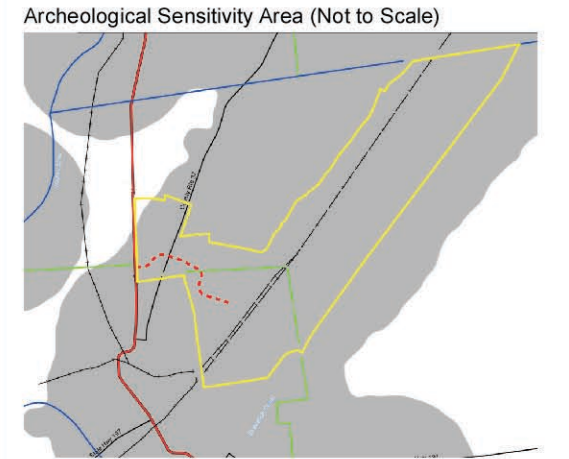
The presence of archeologically sensitive areas may result in the need for additional historic resource inventories to be completed prior to redevelopment of vacant areas, especially those closest to the Old Canal and Canal. These inventories, called Cultural Resource Surveys (CRS), are conducted under guidance from OPRHP. When conducted individually, the review period related to the different phases of a CRS can sometimes result in project delays. However, it is also possible to conduct a CRS for an area as part of a Generic Environmental Impact Statement, which would reduce the project review burden on individual developers and business owners.

Figure A-7
Historic or Archeological Significant Sites Map



Fort Edward Northeast Industrial Development and Reuse Strategy Nomination Study

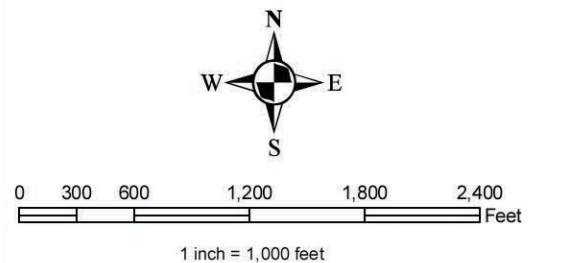
Figure A-7: Historic or Archeological Significant Sites



Note: Gray areas indicate archeological sensitivity. Boundaries based on comparison of NYSOPRHP web mapping to available GIS data, and should be used for illustrative purposes only.

Legend

- Dewatering Site Access
- Proposed Truck Route
- Feeder Canal Trail
- Railways
- National Register of Historic Places
- Uptown Corridor Corridor BOA Boundary
- Industrial Park BOA Boundary
- Municipal Boundary



Date: August 2012

Prepared by:



Prepared for:



This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.

Economic and Market Trends Analysis

Prepare. Attract. Grow. The purpose of conducting an economic and market trends analysis is to identify ways to: prepare the community for new opportunities, attract new businesses and jobs to the area, and grow and diversify the economy.

Specifically, this analysis will help Fort Edward to identify the best prospects for employment growth in the community submarket within a strategic planning framework. The final work product will provide the community with a list of target industries and companies that have a reasonable potential for locating in the Fort Edward BOA.

Methodology

The economic and market trends analysis is an evaluation of current economic drivers, market demographics, and the real estate market that will assist in understanding the factors driving new development and re-development in the Greater Fort Edward Region. In order to complete this task, a comprehensive approach was used which included the following activities:

- Evaluated national (macro) and local (micro) market and economic trends

- Reviewed local and regional demographics focusing on the ability to support varying land uses (skill of labor force, housing, education, quality of life)
- Conducted a Competitive Market Analysis to identify assets, real estate market trends, and how Fort Edward can distinguish itself in the market place
- Conducted Stakeholder Interviews (public and private sector)
- Conducted a Target Industry Analysis to identify the best prospects for economic development employment growth in the BOA, which included an evaluation of the following criteria:
 - ✓ Presence of clusters of similar businesses
 - ✓ Potential for Fort Edward to accommodate quality of life, workforce availability, cost of doing business, access to customers and east of development of the targeted location
 - ✓ Availability of incentives
 - ✓ Potential partnerships
- Provided recommendations for industry targeting that match the local skill set with local and globally growing industries.

National and Local Trends

Fort Edward can take advantage of positive economic projections due to its clusters of manufacturing and agriculture sectors, but positioning and incentives will be key

factors to success. According to the Bureau of Labor Statistics, the US economy is expected to proceed from recession to recovery from 2010-2018. It was widely recognized by economic experts as the most severe recession since World War II. The average annual growth in the eight years ahead is projected to be 0.8%, slower than the historical rate of 1.1%. It is also projected that unemployment will be 5% by 2018. International trade is expected to grow by 3.9% annually, while consumer spending is expected to slow from peak to 2.5%. Opportunities do exist – Fort Edward already has a skilled workforce and infrastructure in place to be compete in green energy and technology related manufacturing industries, aging baby boomers will need more health services (new equipment, social services and specialized housing), and green-related products are attracting corporate attention all around, and is attractive to young, educated and sophisticated businesses and consumers.

According to the Adirondack Regional Chamber of Commerce, most of the largest employers in Washington County are operating in the health care and social services, and manufacturing sectors. The majority of these businesses are located within a 10 – 15 miles commute from Fort Edward.

Health Care: Glens Falls Hospital, Park Street Glens Falls, 6 mile commute, (2,800+ employees), Fort Hudson Health System, Inc., Fort Edward, (400+)

Social Services: Community, Work & Independence, Inc., Queensbury, (575+)

Manufacturing: Irving Tissue, Inc., Fort Edward (300+)
General Electric, Fort Edward (200+), Telescope Casual Furniture, Inc., Granville, (250+), Hollingsworth & Vose, Greenwich, (200+)

Financial Services: Glens Falls National Bank & Trust Co, Glens Falls, (470), TD Bank, Glens Falls (325)

Utilities: National Grid, Glens Falls (220+)

Locally, Fort Edward's industry clusters will be the focus of new business targeting and the plan for the Northeast Industrial BOA. The goal is to match growing business trends with local industry strength.

As illustrated in the table below, the local employment base reflects the regional economy and is skewed towards education and health care services. The manufacturing sector is still notable but on the decline, and while retailing serves the resident population, manufacturing, health and educational services draw customers/businesses from the region, nationally, and internationally.

It is of note that a recent New York Times article reported that for the first time in many years, the manufacturing sector

is now being recognized as an area of strength in the national economy. In December of 2011, manufacturing employment grew by 23,000 jobs, with the biggest increases experienced in transportation equipment (+9,000), fabricated metals (+6,000), and machinery (+5,000).

Table 7: Employment

Number of Employees (selected major as % of whole)	10 Minute Drive Time	20 Minute Drive Time	30 Minute Drive Time
Paper products	2.3%	3.2%	1.8%
Commercial machinery and computer related equipment	2.2%	1.1%	0.8%
Freight	2.1%	1.1%	0.9%
Wholesale trade	6.9%	5.1%	3.2%
Food stores and eating places	8.7%	8.6%	11.5%
Educators	17.3%	13.6%	10.7%
Health services	4.4%	7.2%	11.1%
Social services	5.0%	3.6%	4.4%
Public order and safety	8.2%	3.8%	3.6%
Construction and special trades	4.6%	2.4%	1.7%
Measuring equipment	0.4%	3.0%	1.6%
Source: US Census, The Williams Group			

Fort Edward is home to Irving Tissue, Inc., General Electric and a range of smaller firms including ESMI, Pallet, Inc., and Waste Management.

Key industrial companies located within the Fort Edward Industrial Park include:

- Trius sells and repairs municipal and contracting equipment (15 employees).
- Stone Cast Inc. manufactures architectural cast stone walls.
- Environmental Soil Management Companies (ESMI) uses low temperature thermal desorption for the remediation and recycling of contaminated soils.
- Red Bark Mulch collects yard waste and brush from public works departments in the area and converts it into mulch, suitable for use in landscape installations.
- GE Dewatering Facility employs approximately 500 people during the summer months, working 24 hours a day in 80-person shifts.

In addition to industrial uses, there are 17 commercial uses present within the study area. The majority of these businesses are located along Route 4 and the East Street/McIntyre Street area, and include a wide range of business types, such as retail, food service, office, professional services, auto-oriented businesses, and storage.

Demographics

The basic demographics of the study area have been further examined and summary evaluations provided in Table 8 – Key

Demographic Data below for populations located within a 10- and 30- minute drive of Fort Edward. These drive times are consistent with typical when determining the market area of a community. National averages have been provided to serve as benchmarks.

Table 8: Key Demographic Data			
	10 Minute Drive Time	30 Minute Drive Time	US Average
Population 2009	21,245	150,684	306,000,000
Households	8,764	61,157	115,000,000
HH Growth 2009-2014	4.3%	5.7%	5.1%
HH Income	\$51,400	\$65,800	\$69,000
% Hispanic/ % Non White	0.7%	1.7%	1.9%
Average Age	40 (Males 38.0, Females 41.4)	40	36
Housing Age/Type	1939 detached single family	1939 detached single family	1939 detached single family
% Owns Home	66%	69%	70%
Source: US Census, The Williams Group			

Demographic information for the region indicates that the average household income, racial diversity and rate of homeownership increases respective to drive time from Fort Edward. Conversely, household growth rates and average age decreased.

Table 9: Educational Attainment provides an overview of the labor force located within the Fort Edward market area.

Table 9: Educational Attainment			
Educational Attainment %	10 Minute Drive Time	30 Minute Drive Time	US Average
No High School	15%	12%	11%
High School	44%	37%	33%
Bachelor	8%	11%	14%
Master or Higher Degree	3%	6%	8%
Source: US Census, The Williams Group			

The current education attainment levels for residents of the Fort Edward region are lower than the national average. This trend, coupled with the demographic data from the previous table indicates a need to develop good quality jobs for youth to stop the loss of young educated professionals in the area.

The current opportunities/issues related to demographics include:

- High skilled labor force
- Older housing stock yields opportunity for new housing inventory
- Lower than average educational attainment indicates a trend of educated young people are leaving Fort Edward for more opportunity

- High blue collar workforce present with good work ethic
- An aging population indicates the need for senior services
- Lower than average management and professionals in the workforce

Competitive Market Analysis

A Competitive Market Analysis was conducted of 25 regional Industrial and Tech Parks. The study area reached from Lake George, located in Warren County to Coxsackie in Greene County. **Table 10: Industrial Tech Parks**, located on the following page, provides a summary of the location, size, vacancy rates and theme of existing Industrial and Tech parks located in the region.

Overall, the analysis revealed that there is approximately 6,000 acres in inventory, with an overall 30% vacancy rate in the regional market. Many of the competitor sites have superior interstate access to the Fort Edward Industrial Park, and regional nanotechnology growth such as Global Foundries, may absorb some of the best vacant space around the Saratoga Market. In order to create an attractive marketing package, Fort Edward must promote its assets and mitigate any exiting issues.

Assets

When assessing the types of industries that have the strongest potential to grow the Fort Edward economy, it was important to first conduct a competitive analysis to identify the community's economic development assets – both business and physical. The project team's initial findings identified the community's strategic location within in New York's Tech Valley and close proximity to Global Foundries, as one of the strongest business assets. Tech Valley is a 19-county region that spans from the Canadian border (near Montreal) to just north of New York City, and is starting to receive national attention as one of the best places to locate a company. This designation was awarded based on factors including educational opportunities, health care costs, logistics and infrastructure, knowledgeable work force and quality of life. At the heart of Tech Valley are the College of Nanoscale Science and Engineering, R.P.I., and the Albany NanoTech Complex, a fully-integrated research, development, prototyping, and educational facility.

Global Foundries, a computer chip manufacturing plant which is considered to be the largest economic development project in Upstate New York's history, is located within an easy 30 mile commute of the Study Area.

Industrial and Tech Parks - Lake George (Warren County) to Coxsackie (Green County)									
Project/ Location	County	Interstate Access	Park Inception Year	# of Acres	Total # Lots/ sq.ft. build-out	Lots Sold as of 2011	Average Lot Size	Vacancy	Park Theme
Quaker Ridge Tech Park / Queensbury	Warren	I-87 exit 19	2011	84	6 / 500,000	0	2 to 29	100%	Mixed use Retail, Tech, R&D, lite manufacturing - airport driven
Queensbury Business Park	Warren	I-87 Exits 18 & 19 (5 mi)	2009	56	10	1	2 to 9 acres	90%	Tech Manufacturing, Assembly, R & D
Tech Meadows / Glens Falls - Luzerne Rd.	Warren	I-87 Exit 18 (1/2 mile)	2010	40	8	0	5	100%	Tech Manufacturing, Assembly, R & D - airport driven - global foundries -
Glens Falls / Queensbury Tech Park / Dix Road	Warren	I-87 exit 18 (4 miles)	1970's	50 acres	Not Avail	85%	Not Avail.	14%	Flex Space
Carey Park / Queensbury	Warren	I-87 Exit 18 immediately	2005	200 acres				62%	R&D, Distribution, Office, lite manufacturing
Energy Park / Ft. Edward	Washington	I-87 Exit 17	Not on Market	300				NAV	
Moreau Industrial Park	Saratoga	I-87 Exit 17 (approx. 5-8	1991	243	25	16.37 acres	2.7 to 26.9	93%	Heavy Industrial Permitted.
WJ Grande Industrial Park / Saratoga	Saratoga			217				NAV	
Saratoga Tech & Energy Park (STEP) / Malta	Saratoga	I-87 exit 12		280					Clean Energy - Office, lab, and light manufacturing.
Luther Forest Technology Campus / Malta/Stillwater	Saratoga	I-87 exit 12		1,414				in 2012 estimated less than	Office, lab, light manufacturing.
East Greenbush Technology Park-East Greenbush	Rensselaer	I-90 - exit 9	2000					NAV	
Mill Creek Corporate Park East Greenbush NY	Rensselaer	I-90 Exit 9 - 1.7 mi.	2011		TBD - orig. 6 lots / 470,000 sf	6		100%	Mixed-use office, R&D, data center, lite manufac.
Capital Corporate Campus-Town of Schodack	Rensselaer	.25 miles- Exit 10 Inst90	2000	28,000- 178,000 sqft					
U Albany Biotech Park-East Greenbush	Rensselaer	81 Columbia Turnpike	1996	95					
RPI Technology Park-Town of North Greenbush	Rensselaer		1982	1250				4%	Technology - 450 acres; Housing 150 acres; Open Space 500 acres; Riverfront 150 acres - hotel/conference -arena - recreation - addl. residential or corporate facilities.
Glenville Business &Tech Park / Glenville	Schenectady	I-87 Exit 26 - 1.5 mi.	1935	152	1.1 million sf			17%	
Rotterdam Corporate Park Schenectady	Schenectady	I-87 Exit 25A - 2.5 miles	1918	245	4.5 million sf			7%	
Corporate Park at Kamer Circle / Albany	Albany	Inter 87&90I90	1979 ?					NAV	
Northeastern Industrial Park / Guilderland	albany	RTE 146 5 miles from I90	1935	586	3 million sf			20%	
Island Park in th village of Green Island NY	Albany	1/8 mile to I787, I87and		15				30 Acres	
The Arsenal at Watervliet	Albany	I-787 exits 7 and 8	1999	143	2.1 Million Sq.Ft.			NAV	
Vista Technology Center / Bethlehem	Albany	I-87 Exit 24 (1.5 miles so		440 / 1.4 mil sq ft build	15			NAV	Mixed-Use / Office, Research, Manufacturing , Retail, Medical, Residential
Harriman Research and Tech Campus / Albany	Albany	I-90 Exits 3 & 4		300				NAV	
Albany NanoTech Complex at SUNY	Albany	I-90 exit 2						NAV	
Kalkberg Commerce Park / Cocksackie & New Baltimore	Greene	I-87 exit 21B	2005	60	as needed			25%	Mixed use manufacturing ancillary retail
Greene Business & Tech Park / Coxsackie	Greene	I-87 Exit 21B	2002	90	as needed			30%	Mixed Use hi tech ancillary retail
Totals	Total	25 Parks		5,857	Acres estimated total			30%	Market estimate vacant

NAV = Not Available

In addition to a strategic location within Tech Valley, Fort Edward has a number of key assets in place that will allow the community to distinguish itself from the markets within in regional. These assets include: established industry clusters, a skilled manufacturing workforce, significant road, rail and water borne infrastructure, the Interagency Working Group, a series of planning initiatives in place or underway, and a high quality of life for residents and business owners.

Established Clusters: Fort Edward has established industry clusters in the paper, manufacturing, specialized trades, measuring and analyzing equipment, agriculture, soil and water cleanup, fuses, circuit breakers, and transformers industries. The BOA's close proximity to the Global Foundries site provides opportunities to provide supplier links within these industry clusters.

The Town of Fort Edward is also a leader in the "Green" industry cluster. The presence of firms like ESMI, who is an established leader in soil clean up technology, Real Bark Mulch, who has implemented a green approach to recycling, and the dewatering facility make the Fort Edward market unique. The physical infrastructure, as well as the people and technology needed to grow this sector, is already in place and ready to be marketed.

Workforce: The community already has an established skilled manufacturing workforce in place, as well the unique field of

specialized clean up services and green technology. Fort Edward has a history of a high percentage of employed individuals, which suggests a strong work ethic.

Infrastructure: Fort Edward has significant infrastructure in place, including access to major interstates, and very good access to rail freight and water borne transportation for commodities.

Interagency Cooperation: The Fort Edward Interagency Working Group (IAWG) is a model of interagency cooperation among federal, state and local government agencies. The group was established to provide a forum for state and federal agencies to meet and provide financial, administrative and technical assistance to the local government regarding the one of the country's largest dredging remediation projects. The working group includes representatives from key federal and state organizations, such as the Environmental Protection Agency and the NYS Department of State, as well as Washington County, and local and regional environmental and economic development agencies.

Having this Interagency Working Group already in place is a tremendous asset in terms of the future development of Fort Edward. These partners are already at the table providing technical assistance and resources to ensure the successful physical and economic revitalization of the community.

Planning Initiatives: The Town of Fort Edward continues to demonstrate its commitment to revitalization through the implementation of a series of significant planning initiatives. The community has completed a Step 1: Pre-Nomination Study for the Northeast Industrial Reuse Strategy, the Rogers Island Visioning Plan, U.S. Route 4 Corridor Plan, a truck access study, a Local Waterfront Revitalization Plan (LWRP), and is currently developing a BOA revitalization strategy for the Downtown.

Quality of Life: Fort Edward offers residents and business owners a high quality of life including low cost residential, commercial and industrial properties, low crime rates, short commutes, and a quiet, fresh rural setting. The average housing cost in Fort Edward is approximately \$124,000, well below US average. The Town is located within a five mile drive to the Adirondack Northway (Interstate 87), a modern expressway that runs from Albany to Canada, making the site easily accessible to the Adirondack Park and the City of Albany. Access to the highway system provides residents with an average commute time of less than 20 minutes. Driving distances to nearby municipalities range from 18 miles to Saratoga Springs, 44 miles to Albany, 170 miles to Montreal, and 195 miles to Midtown Manhattan.

Issues

It is important to note that an economic and demographic analysis indicates that opportunities outweigh existing issues as related to business attraction. In order to create an attractive marketing package, Fort Edward must work to minimize or mitigate the following key issues:

- Limited services to the Downtown
- Older housing stock in submarket as well as a high level of social services
- Dependence on a few key employers
- Higher level of education attainment possible if closer links with universities are provided as well as a revitalization of the downtown and the provision of consistent higher paying jobs in management and professions
- The Fort Edward Industrial Park needs to distinguish itself from other Tech Parks in the region and improve truck access

The Advisory Committee anticipates that by following the recommendations outlined in the Fort Edward BOA Northeast Industrial Reuse strategy, these issues will be resolved.

Stakeholder Interviews

Key stakeholders were interviewed in a comprehensive process that attempted to collect concerns and recommendations about the current conditions within the BOA study area. Interviews were conducted with local business and property owners, as well as key village, town and county personnel. Appendix 3 includes the full market analysis and results of the stakeholder interviews. A summary of the findings is provided below:

Infrastructure:

- A high capacity power line was installed from the intersection of Towpath Lane and Factory Street to the dewatering plant. The exact capacity of the line is unclear. Limited or no power lines located in the area northeast of the dewatering plant, between the rail line and canal.
- An 8" water line located on Towpath Lane, terminating at Environmental Site Management Companies (ESMI) site. A connection between Factory Street and Towpath Lane would benefit the Fort Edward Industrial Park by looping the water line. A 4-6" water line also services the dewatering plant from East Street. The water tower currently needs to be painted and needs a cathodic system upgrade.

Access:

- A truck access road between Broadway and Burgoyne was cited as a high priority for all stakeholders.
- Additional road access to the northeast portion of the Industrial Park would be helpful if these areas were to be developed in the future.
- Truck traffic on McIntyre, Factory and Wing Streets contribute to the need for additional pavement maintenance. Truck traffic on East Street is also a concern, as the roadway is very narrow and contains a high concentration of residential properties.
- Reducing truck and vehicle traffic at the Schuyler/Burgoyne intersection is a high priority.

Rail:

- Multiple stakeholders cited the need for an additional rail crossing to provide access to the east side of the Fort Edward Industrial Park.

Trails:

- There are regional plans for a trail connection along the canal through the study area, but it is not clear that these plans have any local support or backing. Residents used to utilize the service road along the canal as a trail, but access was limited once the dewatering plant came on line.
- Sidewalks are needed along truck route.

- The current trail along the old canal is useful, but will need to find a way to cross the rail line at Route 196 in Kingsbury. Great opportunity exists to expand bikeway.

Quality of Life:

- Local experience is that 85% of high school graduates remain in the area, attending SUNY Adirondack Community College or BOCES. Most have the expectation of getting jobs at GE, Irving or the County, but these opportunities are now limited.
- Attracted to area because of low rents.
- There is a limited ability of the local school systems to introduce a high-tech program for high school students, but the capacity to partner with SUNY Adirondack is a real possibility.
- Retail is an ongoing challenge. There is a need for a drug store and other retail services. Businesses should not be in competition with the downtown.

One important issue identified by stakeholders, and supported by demographic data, is the need to retain young educated professionals in Fort Edward. Retaining the youth and recent college graduates is tied to the development Industrial Park and downtown redevelopment. Retaining the youth revolves around two key issues; Practical, well paying, and attractive employment opportunities; and improving the image of downtown Fort Edward which is considered “quiet” to the

20’s and 30’s demographics and lacks many essential retail and cultural services.

The quality of life within the Town and greater region directly relates to attracting and retaining a workforce supportive of the study area redevelopment. Downtown image is tied to youth attraction, and downtown housing, which is sporadic and significantly underutilized, requires improved activity level. In order to attract businesses and keep younger residents, a newer housing inventory is required. If mitigated, the housing issue may be turned into an asset

Findings and Industry Targeting

A target industry analysis was conducted to identify industries (or types of industries) that have the strongest potential to expand or relocate to the Fort Edward region and offer the best prospects for “good jobs” – those that offer higher quality of life (security, higher wages, training, flexibility, etc.).

The project team identified a number of growing industry segments at the national level ranging from high tech to distribution. To develop a list of target industries and companies within these clusters that have a reasonable potential for locating in the Fort Edward BOA, additional screens were applied.

After the project team identified those industry sectors that offer significant economic development opportunity and employment growth potential, a screen was applied to identify those clusters that best match the economic characteristics of the region, the resources and advantages associated with the study area, and local workforce requirements.

The team also took into consideration the top 10 criteria that industry site specialists utilize when determining a location for relocation and growth potential. The top 10 expansion/relocation criteria for companies include:

1. Quality of life (cost of living, access to quality housing and education, climate, access to culture, shopping, recreation, and a vibrant downtown)
2. Workforce availability (skilled labor, education and links to higher education)
3. Cost of doing business (labor costs, operation costs including real estate utilities)
4. Presence of clusters of similar businesses
5. Access and transportation
6. Access to customers
7. Availability of incentives
8. East of development of targeted location
9. Taxes
10. Ease of doing business – friendliness of community toward business and development

The Target Industry Analysis yielded twelve major industry segments that have a strong potential to expand or relocate to the Fort Edward BOA and provide residents with “good jobs”. These industries include:

- Nano-technology
- Photovoltaic
- Intermodal/Port Activity
- Measuring Equipment
- Specialty Recycling
- Clean/Green Energy
- Health Services
- Tourism
- Manufacturing Rail Parts
- Distribution
- Retail (Downtown Link)
- Agriculture Distribution

Nanotechnology

Nanotechnology, which is science, engineering, and .technology conducted at the nanoscale (about 1 to 100 nanometers) is a rapidly growing 200 billion dollar industry. Regionally, the nanotechnology cluster is growing, with over \$5 billion in local investments.

The Advisory Committee assigned a ranking of 1-5 (with 5 being the highest) to each industry sector based on the

potential for relocation and employment growth in the Fort Edward submarket. The nanotechnology sector was awarded a score of 5 based on the BOA's proximity to the Global Foundries site, the \$5 billion in regional investment in nanotechnology, and the potential to bring long-term, skilled, high paying jobs to the community. The potential also exists to provide workforce training in high technology fields to increase regional job growth. Specialized trade schools like Lincoln Education (NJ) and De Vry Institute (IL) have experienced a 22% and 25% growth in attendance respectively.

Target nanotechnology companies include AZ Electronic Material, an award winning Global Foundries supplier based in Germany, and local firms

Photovoltaic

Photovoltaics is one of the fastest growing industries in the world. The *2011 JRC PV Status Report* indicates that the photovoltaic (PV) industry production more than doubled during the year 2010.⁷

Concentrated Photo Voltaic (CPV) is one of the newest forms of solar energy technology. CPV uses optics to concentrate a

large amount of sunlight onto a small area of solar photovoltaic materials to generate electricity. Because the concentration allow for the production of a much smaller area of solar cells, it is much less expensive to produce electricity using this process. The industry is currently dominated by four system manufacturers: Concentrix Solar GmbH (Germany), Soltec S.A. (France), Amonix, Inc. (CA), and SolFocus Inc. (CA). These companies have increased viability by creating strong strategic partners such as defense contractor Boeing engineering, and construction firms like Behctel (Montvale, NJ) and Mortenson (MN).

The Advisory Committee assigned a ranking of 5 to the Photovoltaics industry sector. Their decision was based on the potential for local businesses to provide green power to the nearby Global Foundries site, as well as the opportunity to partner with institutions such as the College of Nanoscale Engineering and Science and the New York State Energy Research and Development Authority, the Advisory Committee which are both based in Albany. The committee anticipates that targeting the photovoltaic industry will provide skilled manufacturing jobs to residents of the study area. The potential also exists for the creation of Installation and Tech Job training which could position the local workforce to reap the benefits of this growing industry.

7

http://ec.europa.eu/dgs/jrc/index.cfm?id=1410&tobj_id=13810&tdt_code=NWS&lang=en

Target companies for the photovoltaic industry include: General Electric, First Solar and Energy companies such as Tenaska Solar, Cogentrix and Sol Orchard.

Intermodal/Port Activity

Intermodal transportation is the movement of freight using multiple modes of transportation including road, rail and ship. Intermodal transportation has been identified as an economical and green way to distribute bulk goods especially supply chain goods that are transferred from boat to rail such as fertilizer, wood products, and stone.

The Advisory Committee assigned a ranking of 4-5 to this industry cluster based on the presence of outstanding rail and waterborne freight access within the BOA, the existing supply chain links with goods coming into the Fort Edward subarea by rail (especially for Global Foundries), and the potential to create jobs through associated on-site processing. Bulk commodity distribution puts Fort Edward in the Global Foundries supply chain, but requires significant land acreage and provides few jobs. Potential expansion could include on-site processing, increasing associated job growth.

Target companies for Intermodal/Port Activity include 307 Warehousing, 3PL Solutions, and API Logistics.

Measuring Equipment

Reliable measurement and measuring equipment servicing is an integral part of the semiconductor industry. Fort Edward's location in Tech Valley and its close proximity to Global Foundries and Albany's Nanotech Complex provides an opportunity for the businesses located in the FEIP to become an integral part of the regional semiconductor industry supply chain. For this reason, the industry sector was assigned the highest ranking (5) by the Advisory Committee. The potential exists to expand on the existing regional nanotechnology cluster and provide skilled manufacturing jobs for BOA residents.

Target companies include Nikon Instruments, Inc. (Japan) Send DEC (NY) who provides electronic manufacturing services and products like printed circuit boards, hour meters, tachometers and battery/liquid fuel gauges to commercial and industrial consumers. Local companies include Gurley-Precision Instruments (Troy, NY), Specialty Silicone Product in Ballston Spa, NY, and MTI Instruments based in Albany.

Specialty Recycling

As energy costs, metal prices and concerns about pollution from discarded electronics continue to rise, the economic and social benefits of recycling have spurred continued growth in the Recycling Industry.

Fort Edward already has an existing presence in Specialty Recycling. Companies like ESMI (1,700 employees); PC Recycler (Watervliet, NY and Chantilly, VA), E-Lot (Troy, NY), and Tech Valley Recycling (Clifton Park, NY) have demonstrated that they are leaders in this in this unique growing industry.

The expansion and growth of the Specialty Recycling industry in Fort Edward will provide residents with high paying, skilled labor jobs. Targeted companies include Waste Management and related suppliers and services.

Clean/Green Energy

The clean (or renewable) energy sector includes alternative energy technologies such as solar PV, solar thermal, hydropower, passive cooling, biofuel, geothermal, and wind power. Renewable energy is part of an overall ever growing green industry. New government policies, technological advances, and increasing private investment dollars have made it possible for these alternative energy sources to successfully compete in mainstream energy markets.

Opportunity exists to grow the Clean/Green Energy sector in Fort Edward. The Town's existing manufacturing facilities are seeking options to give them a "green" edge and reduce energy costs. This same technology could be used in the Fort Edward Industrial Park thus providing the Park with the competitive advantage it needs to distinguish itself from other

parks in the region. Finally, the potential also exists to link alternative energy sources to the community's existing agriculture presence which could reduce costs and increase profitability for local businesses.

Target renewable energy companies include Integrated Power Systems (NY), a \$5M company that sets of power systems for manufacturing and recently experienced a 200% growth, and Environmental Lubricants of IA, a \$5M company that experienced 600% growth.

Health Industry and Health Sciences

There are two forces driving this industry – rising costs of health care and the continued economic stress and government policies, increased means of transparency, and the integration of nontraditional players in the sector. Tighter credit markets are expected to squeeze hospital corporations. In the life science sectors, biotechnology, pharmaceuticals, and medical devices are facing global challenges. They need venture capital start-up funding. R&D companies are feeling budget cuts as well. However long term, they are expected to absorb the economic bump well and will be an area of opportunity. Based on government policy changes, it is expected that with additional oversight and efficiency, the following areas may have growth opportunities based on predicted changes to the system:

- ✓ Systems that will prevent variation in cost of similar items such as drugs, or surgeries across the board
- ✓ EMR—widespread use of electronic medical records
- ✓ Expanding medical home model of delivery health care
- ✓ Shifting episode based payment system to a reward system for coordination and care and avoidance of complications.

All of the areas mentioned above require businesses strong in health care and technology. Transparency will require changes in technology across the board with streamlined systems for pricing of devices and procedures.

The Fort Edward region, with its strong back bone in health services, has robust possibilities in this area for future growth with careful positioning. Existing dominant businesses in the area are: Glens Falls Hospital, (2,800+ employees), Fort Hudson Health System, Inc., CR Bard, Navilyst Medical, AngioDynmaics, and Praxis Technology.

Local prospects in the health industry and health sciences may include linking new university research with market trends as seen with Stem Cell funding. The life sciences are expected to be guardedly positive for 2011 as biotechnology firms and device manufacturers focus on transformation. Traditional physician focused sales has to change to a creation of products demanded directly by the consumer. In the health sciences sector, demographics and economics are converging.

In 2008 the oldest baby boomers were 62 and were receiving partial social security. By 2018 this group will be fully retired. Nursing care facilities are expected to grow by 2 million jobs. The growth in registered nurses is expected to increase by 22% and personal home care workers to increase by 46%.

Tourism

The Travel and Tourism industry ranks as one of the fastest growing sectors worldwide. With the rapid growth nationally in the cultural and heritage tourism sector, Fort Edward is poised to capitalize on their rich history and abundance of natural resources.

Fort Edward is located along the shores of the Hudson River, at the foothills of the Adirondacks. This strategic location has provided the community with a rich history that includes Native American occupations dating back to 1200 BC. The Village of Fort Edward was often referred to as the “Great Carrying Place” as it served as the portage between the Hudson River and Lake Champlain. During the 1700’s, the community played a key role in the French and Indian, and Revolutionary wars. In recognition of the community’s rich history, Fort Edward participates in regular battle re-enactments and hosts an annual Heritage Days celebration. Other historic resources include the Rogers Island Visitors Center.

The Town's natural and recreational resources include the Champlain Canal, the Feeder Canal bike trail, and the Fort Edward Yacht Basic. With its location at the foothills of the Adirondacks, the community has the potential to meet the needs of the active tourist. The Advisory Committee anticipates that bringing new industries to the area will spur the growth of retail businesses in the downtown and along the Route 4 corridor. These businesses have the potential to support both residents and tourists alike.

Transportation Equipment Manufacturing - Railcar

This industry sector includes the manufacturing, rebuilding and repair of railroad, street, and car equipment for operation on rails for freight and passenger service.

The local presence of rail giants like CSX and Amtrak, recent improvements to the existing rail lines within the BOA (new switch, 1 mile of new rail), a skilled workforce, and an existing link to distribution and manufacturing indicate that Fort Edward could support industries related to railcar manufacturing, parts and service.

Despite these advantages, the Advisory Committee assigned a low priority ranking (2) to this industry based on the fact that Simmons Tool, a local leader in the industry, is located in nearby Menands, and upon learning that several multi-modal facilities are currently in progress in the region. It is anticipated that as demand grows for this industry, and if the

proposed for similar manufacturing and repair companies will increase and if Fort Edward captures increased intermodal/port activity, then the Town will increase its business attraction activities for this sector.

Target companies include local industry leaders such as American Railcar, based in Selkirk, NY and Simmons Tool in Menands, as well as Seaboard and Rescar Companies.

Distribution - Truck

North America has extensive highway and rail networks which efficiently move goods and services. In general, rail transport is the preferred way to distribute goods due to its lower cost, but sometimes the type of product being transported or logistics makes truck distribution the preferred alternative.

Train distribution is often slower and rougher than truck transport. As a result, it can be difficult to move perishable or expensive/delicate items (like electronics) by rail. Rail can also be less flexible in terms of hubs and schedule.

The Fort Edward Industrial Park's access to existing rail lines and close proximity to Global Foundries provides target businesses with a supply chain link to goods coming into the area by rail. Logistics require that these good be moved to their final destination by truck. The top ten companies for trucking, and potential targets, include UPS, Fed EX,

Schneider, Roadway Express, Yellow Transportation, FedEx Freight, JB Hunt, Swift, ConWay and Overnite Transportation.

While opportunities exist for distribution of goods by truck in the area, the Advisory Committee assigned this industry sector the lowest ranking. Factors that influenced their decision included the Town's proximity to I-87 (7 miles) which is not ideal for the movement of freight, the fact that the industry provides few, low skilled jobs, and that the industry typically has large space requirements and pays low rent.

Local Retail

Fort Edward has the potential to include targeted retail at the Tech park site or in the downtown retail core. The local economy is currently not the regional retailing hub. There are a number of big box stores and a mall located in nearby communities of Queensbury and Wilton.

As illustrated in **Table 11: Retail Gap Analysis** within the 30 miles drive time, most retail sectors in the region are in oversupply. An analysis was performed of retail sectors where consumer demand (spending potential) exceeds supply there is an abundance of retail with a significant oversupply of furniture and related goods, sporting goods and food and building materials.

Table 11: Retail Gap Analysis			
	10 Minute Drive Time	30 Minute Drive Time	SF supportable at \$400/sf and 20% capture rate
Major retail categories where demand exceeds supply			
Overall Gap (Oversupply)	\$16M	(\$890M)	
Furniture and related	\$3M	(\$1M)	
Electronics	\$3M	\$9M	
Convenience stores	\$2M	\$9M	
Health and personal care	\$1M	\$3M	
Clothing	\$11M	\$12M	
Sporting goods	\$4M	(\$8M)	
General merchandise	\$23M	(\$162M)	
Major Oversupply – food and building materials	(\$39M)	(\$80M)	
Total SF for undersupplied retail only	118,600 SF	82,500 SF	23,720 SF
Source: The Williams Group			

Locally (within a 10 minute drive time), there is severe shortage of retail services including clothing, convenience and general merchandise. This shortage translates to approximately 118,000 sf of undersupplied retail space in Fort Edward which could be provided along the Route 4 corridor.

Agriculture Distribution

There is a parallel path being researched by SUNY ESF Center for Brownfield Studies which proposes a new rail and water transport system be established on the current GE Dewatering

Facility site. The proposed project would build on Fort Edward's existing agriculture presence through creation of a "freight village." This European Union concept includes the construction of a giant food distribution center located adjacent to existing rail lines that would be used for transporting goods and process foods that are grown in upstate New York.

Buildable Area Analysis

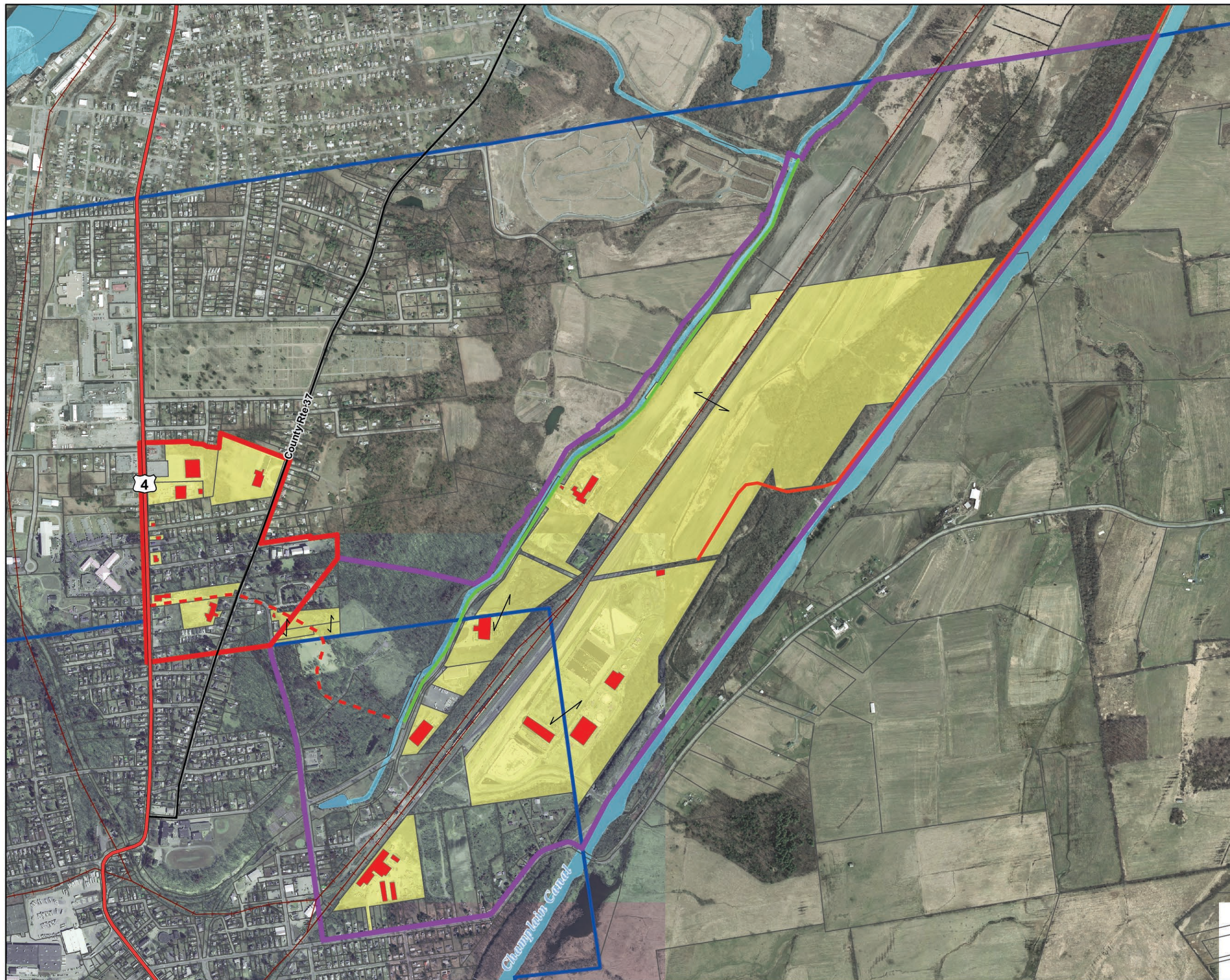
Throughout the course of evaluating existing conditions within the study area, it was noted that a notable portion of the study area contains environmental constraints. To accurately determine what portion of the study area is appropriate for development, the Project Team conducted a Buildable Area Analysis. This mapping exercise removed all the constraints lands (wetlands, steep slopes, etc) so that the 'buildable' lands remained. These areas represent locations that development is likely to occur. The results identified just over 300 acres of the 800 acre study area are buildable. While this is a rough analysis, it does assist the community in understanding reality-based redevelopment opportunities.

Figure A-8: Building Inventory Map illustrates key buildings located within the study area, and **Figure A-9: Buildable Areas Map** illustrates the buildable areas.

Figure A-8
Building Inventory Map

Fort Edward Northeast Industrial Development and Reuse Strategy *Nomination Study*

Figure A-8: Building Inventory



Legend

- Highways
- Secondary Roads
- Dewatering Site Access
- Proposed Truck Route
- Feeder Canal Trail
- Railways
- Uptown Corridor BOA Boundary
- Industrial Park BOA Boundary
- Priority Sites
- Building Inventory
- Municipal Boundary



0 300 600 1,200 1,800 2,400
Feet

1 inch = 1,000 feet

Date: August 2012

Prepared by:



Prepared for:



This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.

Figure A-9
Buildable Areas Map

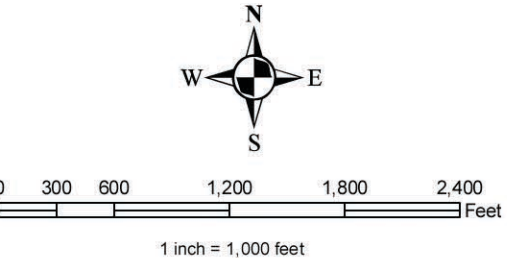
Fort Edward Northeast Industrial Development and Reuse Strategy

Nomination Study

Figure A-9: Buildable Areas


Area	Acres
Rt. 4 - A	20.38
Rt. 4 - B	7.69
Industrial Park - East	210.32
Industrial Park - West	56.51
Total	294.90

- Legend**
- Dewatering Site Access
 - Proposed Truck Route
 - Feeder Canal Trail
 - Railways
 - Uptown Corridor Corridor BOA Boundary
 - Industrial Park BOA Boundary
 - Buildable Areas
 - Municipal Boundary




Date: August 2012

Prepared by:




ELAN

Planning • Design • Landscape Architecture • LLC




the Williams group

Real Estate Advisors



C.T. Male Associates, P.C.

Prepared for:



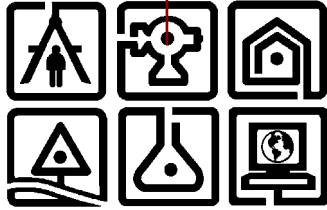
NEW YORK STATE

DEPARTMENT OF STATE

This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.

Technical Appendix 4
Facility Plan and Plan for Future Growth
Washington County Sewer District No. 2

July 2011



DRAFT
Facility Plan and Plan for Future
Growth
Washington County Sewer District
No. 2
Fort Edward
Washington County, New York

Prepared for:

Town of Fort Edward
118 Broadway
Fort Edward, New York 12828

Washington County Sewer District No. 2
17 Cortland Street
Fort Edward, New York 12828

This document was prepared with state
funds provided through the NYS
Department of State Brownfield
Opportunity Areas Program.

Prepared by:

C.T. MALE ASSOCIATES
50 Century Hill Drive
Latham, New York 12110
(518) 786-7400
FAX (518) 786-7299

C.T. Male Project No: 10.1591

**FACILITY PLAN AND PLAN FOR FUTURE GROWTH
WASHINGTON COUNTY SEWER DISTRICT NO. 2**

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- Figure 6-2 Phase II Wastewater Treatment Plant Upgrades
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Appendix

Appendix A	SPDES Permit
Appendix B	Average values for BOD ₅ and TSS for Septage Waste
Appendix C	WWTP Process Summary Data
Appendix D	Future Flow Estimates
Appendix E	NYS DEC Correspondence on Septage Waste
Appendix F	Process Information on Aerator Bio Wheel
Appendix G	CSO LTCP prepared by CDM dated December 2010
Appendix H	Preliminary Report prepared by Burley-Guminiak & Associates

1.0 EXECUTIVE SUMMARY

Washington County Sewer District No. 2 (WCSD) owns and operates a 2.5 million gallon per day (MGD) wastewater treatment plant that is in need of upgrading. The proposed upgrades will increase the treatment capacity and reduce the amount of wastewater that is discharged to the Hudson River during wet weather events.

Additionally, the treatment plant is operating at capacity which has led to multiple and frequent permit violations. The wastewater plant was built in the mid 1980s and most of the critical mechanical components such as blowers and pumps are original.

At present there are numerous new developments and redevelopment projects within the sewer district which will add more flow to the wastewater plant. Receiving and treating septage flows by outside haulers has been an important revenue source. However, as of January 1, 2012, the WCSD will not be able to accept the flow due to its limited capacity.

Limited capacity along with growth and economic pressures have made it necessary to project future growth, estimate future flows, and expand the wastewater plant accordingly.

Any proposed upgrades will need to be consistent with the requirements of the Combined Sewer Overflow Long Term Control Plan (CSOLTCP), which includes proposed wastewater treatment plant upgrades as well as sewer improvements.

This evaluation determined that the average day loadings are within the treatment capabilities of the wastewater plant. However, the wastewater plant does not have the capacity to treat peak loads, which has led to recent discharge permit violations.

The WCSD's staff has identified interim measures to prevent permit violations such as stopping the acceptance of septage waste from private haulers, and using its second aeration tank.

To determine the permanent solution, an approximate future service area for the district was determined and the total additional flows were estimated at 0.5 MGD. By combining the future flows and accounting for the peak loads, the new design loadings

were estimated. It is recommended that the new discharge permit be increased from 2.5 MGD to 3.0 MGD after the proposed upgrades are constructed.

The combined upgrades were divided into phases as follows:

- Phase I – sanitary sewer replacement and combined sewer separation at a cost of \$650,000
- Phase II – WWTP upgrades for permit compliance at a cost of \$6,500,000
- Phase III – WWTP upgrades and sewer projects to address the CSOLTCP at a cost of \$13,484,000
- Phase IV - upgrades for solids treatment and composting at a cost of \$700,000

The total anticipated project cost is \$21,334,000.

The sewer district will seek to finance the phased projects through the NYS CWSRF.

2.0 INTRODUCTION

The Washington County Sewer District No. 2 (WCSD) owns and operates a sewer collection system and wastewater treatment plant that provides wastewater service to the Villages of Fort Edward and Hudson Falls plus portions of the Town of Fort Edward and the Town of Kingsbury. The District's 2.5 million gallons per day (MGD) wastewater treatment plant (WWTP) was built in 1986 and has not been upgraded except for installing the UV disinfection system in 2009.

The District's sewer system is a combined sewer system treating sanitary wastewater and storm water. Combined sewer systems can discharge untreated flows during wet weather events. Because of these overflows, the WWTP has been mandated by the New York State Department of Environmental Conservation (DEC) to increase its capacity as follows:

- 13 MGD through the influent pump station and headworks
- 7 MGD through primary treatment and disinfection
- 4 MGD through secondary treatment

These requirements are included in the WWTP's State Pollutant Discharge Elimination System (SPDES) discharge Permit. See Appendix A for a copy of the SPDES permit.

In addition to the mandated upgrades, the current loads to the WWTP have increased and cause frequent SPDES permit violations. In 2010, the influent loads for Total Suspended Solids and Biological Oxygen Demand (TSS and BOD₅) exceeded 95% of the permitted loadings during eight months.

As stated in 6 NYCRR Part 750, which governs SPDES permits, the District is required to prepare a Plan for Future Growth to estimate the future flows and loads to the WWTP and to prepare a plan to upgrade the WWTP to adequately treat the current and anticipated loads.

This report quantifies the existing loads and projects the future loads including proposed redevelopment, proposed sewer extensions, and the proposed industrial park.

The future flows and loads were evaluated and coordinated with the proposed upgrades to the WWTP from the CSO Long Term Control Plan to produce a facility plan that addresses both needs.

3.0 EXISTING FACILITY REVIEW

3.1 Influent Flows and Loads

To establish existing conditions at the WWTP, the monthly operational data for 2009, 2010, and through June 2011 was reviewed. Table 3-1 summarizes the data.

Table 3-1
Influent Flows and Loads

Month/Year	Flow (MGD)		BOD ₅		TSS	
	ADF	MDF	Mg/l	Lbs/day	Mg/l	Lbs/day
1/09	1.7	2.2	278	3,941	343	4,863
2/09	1.7	3.0	326	4,622	498	7,061
3/09	3.1	4.0	190	4,912	236	6,102
4/09	2.6	3.4	305	6,614	592	12,837
5/09	2.1	2.8	249	4,361	377	6,603
6/09	2.0	3.2	216	3,603	293	4,887
7/09	1.9	2.9	197	3,122	268	4,247
8/09	2.1	3.6	235	4,116	374	6,550
9/09	1.7	2.8	332	4,707	508	7,202
10/09	2.2	5.0	338	6,202	557	10,220
11/09	2.3	3.7	192	3,683	308	5,908
12/09	2.3	3.7	226	4,335	233	4,469
1/10	2.0	4.6	237	3,953	363	6,055
2/10	1.9	4.2	256	4,057	424	6,719
3/10	2.7	3.8	243	5,472	362	8,152
4/10	2.6	3.2	186	4,033	452	9,801
5/10	2.0	2.5	220	3,670	324	5,404
6/10	1.8	2.3	307	4,609	595	9,932
7/10	1.5	2.7	267	3,340	416	5,204
8/10	1.5	3.9	278	3,478	321	4,016
9/10	1.4	4.4	294	3,433	412	4,811
10/10	2.2	4.1	215	3,945	262	4,807

11/10	2.1	2.7	194	3,398	349	6,112
12/10	2.0	3.6	311	5,187	529	8,824
1/11	1.4	1.7	287	3351	392	4,577
2/11	1.4	2.5	300	3,503	379	4,425
3/11	3.2	4.9	149	3,977	221	5,898
4/11	3.2	4.4	111	2,962	340	9,074
5/11	3.3	4.1	75	2,064	98	2,697
6/11	2.4	3.1	147	2,942	321	6,425
Avg.	2.14	3.43	239	4,053	372	6,429
Max.	3.30	5.00	338	6,614	595	12,837
Min.	1.40	1.70	75	2,064	98	2,697

Notes:

1. Septage flows and plant recycle flows are included in the influent loadings.
2. The flow peaking factor based on max day flow and average day flow is 1.6.
3. The BOD₅ peaking factor based on max day and average day loading is 1.6.
4. The TSS peaking factor based on max day and average day loading is 2.0.

Based on the current loadings to the WWTP, Table 3-2 summarizes the existing flows and loadings.

Table 3-2
Existing Capacity Summary

Parameter	Existing Capacity	Existing Condition
Avg. Day Flow	2.5 MGD	2.14 MGD
Max. Day Flow		5.0 MGD
Avg. BOD ₅	4,170 lbs/day	4,053 lbs/day
Max. Day BOD ₅		6,614 lbs/day
Avg. TSS	4,170 lbs/day	6,429 lbs/day
Max. Day TSS		12,837 lbs/day

3.2 Septage, Industry and Leachate

The WCSD has one permitted industry (Trash and Burn Plant in Hudson Falls) and its wastewater is limited to cooling water which is pre-treated before discharging to the sewer. The GE facility and Irving Tissue have their own WWTP with direct discharges to the Hudson River for their process wastewater. Therefore, there is no significant industrial discharge to the WWTP.

There are three landfills adjacent to the WCSD but their leachate is not discharged to the sewer system or trucked to the WWTP.

Septage hauler waste is a significant contributor to the WWTP and typically accounts for 30% to 50% of the BOD₅ load to the WWTP. Currently septage is received at the WWTP Monday through Friday during day time working hours. Data from 2009 through June 2011 shows that septage flows vary from 5,000 gpd to 32,000 gpd with the low flows occurring in the winter months.

There is no sampling data available for the typical BOD₅ and TSS load received from the septage flow since the septage is discharged at a point where it is mixed with raw influent water and WWTP return flows.

To characterize the load from the septage flow, the WCSD stopped receiving septage during the month of May 2011. As noted on Table 3-1, that month had historical low values for both BOD₅ and TSS loads. By using the loads from May 2011 as the control, the BOD₅ loads were compared to the overall 2.5 year average, April 2011, June 2011, May 2010, and May 2009 to estimate the pounds of BOD₅ contributed by the septage flow.

Thus, the BOD₅ load is estimated to be 30,000 gpd and 1,500 lbs/day of BOD₅.

A similar analysis of the TSS load shows that the septage accounts for 50% to 70% of the TSS loading to the WWTP and 4,000 lbs/day of TSS.

Both the BOD₅ and TSS estimated load values are consistent with published values for septic waste as included in Ten States Standards which list average values for BOD₅ of 6,480 mg/l and TSS of 12,862 mg/l. See Appendix B.

Based on operating data, the primary tanks are removing a large percentage of the BOD₅ and TSS (30% and 50% respectively) before the wastewater enters the aeration tanks.

3.3 Unit Process Capacity Evaluation

The major unit processes at the WWTP were evaluated to design standards from the Great Lakes-Upper Mississippi River Board of State and Provincial Public Health and Environmental Managers Recommended Standards for Wastewater Facilities (Ten States Standards).

The design standards in the 1980s were similar to the current Ten States Standards, however, the plant was originally designed to treat 2.0 MGD for average day flow and 5.0 MGD for peak flows.

The current discharge permit limit of 2.5 MGD and listed capacity loads of 4,170 lbs/day BOD₅ and TSS are based on many years of successful operation experience but the WWTP was originally designed for 2.0 MGD and loads of 2,920 lbs/day for BOD₅ and TSS. The existing WWTP has been able to treat the higher flows and loads without any upgrades to the equipment or tanks.

Table 3-3 summarizes the design capacity of the existing unit process.

Table 3-3
Unit Process Design Capacity Summary

Unit Process	Existing Design Capacity	Current Loading
Influent Pumps	8 MGD	7 MGD (1)
Grit Chambers	5.75 MGD	7 MGD
Primary Clarifiers	7.0 MGD	7 MGD
Aeration Tanks	40 lb BOD ₅ /d/1000 cf	37 lb BOD ₅ /d/1000 cf (2)
Blowers	3,200 scfm	4,616 scfm (3)

Secondary Clarifiers	5.7 MGD	4 MGD (4)
RAS Pumps	1,400 gpm	3,600 gpm (5)
UV Disinfection	7.5 MGD	7.5 MGD (6)
(1) Currently CSO 2 limits the peak flows to 7.0 MGD (2) based on primary tanks removing 33% of influent BOD ₅ load (3) Currently only two blowers are operational (4) Flows to secondary treatment are controlled and limited to 4.0 MGD (5) Loading based on 100% of permitted ADF of 2.5 MGD (6) UV Disinfection was installed May 2009		

This process summary shows that current flow controls (CSO 2 and secondary blending) ensure that the plant is operating within its hydraulic capacity. Due to the high BOD₅ and TSS reduction at the primary clarifiers, the average day loading to the aeration system is within the WWTP capacity. However, the peak loads, which are used to design blower capacity, exceed the capacity of the WWTP. Additional process summary information is included in Appendix C.

Thus, the WWTP, as currently constructed and operated, is capable of treating the average day flows but can not reliably treat peak flows.

4.0 PLAN FOR FUTURE GROWTH

Based on the Annual Flow Certification Form for 2010, which indicated that the loads to the WWTP had exceeded 95% of the capacity for more than eight months and that there were permit violations for effluent limits on TSS and BOD₅ for more than four months, the District is required to prepare a Plan for Future Growth per Title 6 of the Official Compilation of Codes, Rules and Regulations of the State of New York Part 750 (Part 750).

Exceeding the regulatory triggers indicates that the WWTP is operating at full capacity and is no longer able to consistently meet its discharge permit. Thus, a WWTP upgrade project is needed. The Plan for Future Growth objective is to quantify the existing flows and loads at the WWTP, estimate the future flows and loads, prepare a plan to enhance current WWTP performance, control new connections, identify upgrades needed, and outline the funding needed for the upgrades.

4.1 Flows and Loads

As noted in section 3.0, flows from 2009 through June 2011 were reviewed to establish existing flows and loads. Section 3.0 also discussed that the septic hauler loads to the WWTP vary from 30% to 50% of the total plant loads for TSS and BOD₅.

To estimate future flows and loads, the District's service area was analyzed to quantify the proposed developments both inside the current district boundaries and outside the boundaries. Two significant revitalization plans are currently being studied through the Brownfield Opportunity Areas (BOA) Program. The Downtown BOA is a Main Street commercial revitalization. The Northeast BOA is focusing on development of an industrial technology park and the Route 4 corridor re-use. Figure 4-1 shows the existing District's boundaries and the potential service area and revitalization areas.

Table 4-1 summarizes the future flow projections.

Table 4-1
Future Flow Projections

Type of Facility	Flow, gpd	Comment
Pending Projects	57,360	Includes Brookview Apt, NAPA Building, Schemerhorn Senior Housing, King Edward Knolls, Drifting Ridge Subdivisions.
Infill Development	13,840	Vacant parcels in the WCSD No. 2 including Downtown BOA using 10% re-development of 370 vacant parcels and 200 new jobs.
Technology Park	30,000	Northeast BOA Technology Park up to 3,000 new jobs
Sewer Extension No. 1	112,640	Killian View Subdivision with 352 single family homes at full build out.
Out of District Users	104,000	Includes 75 parcels in Fort Edward adjacent to existing out of district users.
Out of District Users	168,320	Includes Kingsbury 2006 sewer study and 96 parcels not included in 2006 sewer study
Total	486,160 gpd	
Use	0.5 MGD	

Pending projects are known projects with quantifiable units at full built out whose flow projections are based on the DEC design standards.

The planning efforts for the two BOA projects are ongoing. The estimate for the Downtown BOA was based on the existing vacant parcels and the creation of 200 new jobs.

The Northeast BOA proposes to create commercial jobs on the Route 4 corridor and in a technology park. The current planning efforts for this area are evaluating nano-tech industry and photovoltaic panels manufacturing among other users. The land available in the study area could provide for ten to fifteen 90,000 square-foot facilities located on 10-acre to 20-acre lots. Currently, it is anticipated that up to 3,000 new jobs could be created in the technology park.

A sewer district extension is proposed that would contain a total of 352 single family lots at full build out.

There are many existing out of district users in the towns of Fort Edward and Kingsbury. In Fort Edward, there are approximately 75 developed properties adjacent to out of district users which have a high probability of connecting to the sewer district over the next 20 years as their septic systems fail and properties are turned over.

The Town of Kingsbury prepared a sewer study to determine what portion of the Town should connect to the District in 2006. The limits identified in that study were used to define the future growth for the WCSD in Kingsbury.

Appendix D has the future flow estimate calculations.

By using the estimated 0.5 MGD future load and applying typical sanitary wastewater characteristics (220 mg/l BOD₅ and 220 mg/l TSS), the proposed loads were estimated. Additionally, the existing peaking factors for flows and loads were applied to the future loads. Table 4-2 summarizes the data and lists the proposed design loads.

Table 4-2
Proposed Design Loads Summary

Parameter	Additional Future Loads	Existing Condition	Proposed Design Loads
Avg. Day Flow	0.50 MGD	2.14 MGD	3.0 MGD
Max. Day Flow	0.80 MGD	5.0 MGD	5.0 MGD
Avg. BOD ₅	917 lbs/day	4,053 lbs/day	5,000 lbs/day
Max. Day BOD ₅	1,468 lbs/day	6,614 lbs/day	8,100 lbs/day
Avg. TSS	917 lbs/day	6,429 lbs/day	7,400 lbs/day
Max. Day TSS	1,834 lbs/day	12,837 lbs/day	14,700 lbs/day

The future flows were estimated at 0.5 MGD. It is recommended that the permit flow be increased by 0.5 MGD to a total of 3.0 MGD to maintain the built-in excess capacity.

The maximum day flow is recommended at 5.0 MGD since the original plant was designed for a peak flow of 5.0 MGD and the existing clarifiers are rated for 5.0 MGD.

Recommended BOD₅ and TSS loadings are based on existing conditions plus future loads.

It is critical that the new design provide sufficient capacity for the peak day loads to avoid permit violations.

4.2 Maximize WWTP Performance

The WCSD has identified two opportunities for the WWTP to operate within its SPDES discharge limits while planning, design and construction of the needed upgrades are proceeding:

- Stop accepting septage loads at the WWTP
- Place the second aeration tank and blower in service

The septage waste load has been estimated to be 30% to 50% of the total daily WWTP load. Additionally, the loads are received as slug loads during the workday hours. Even though the primary clarifiers remove the majority of the loadings associated with the septic haulers, reducing septage loads would immediately mitigate the high loads brought to the WWTP. However, stopping the septage haulers would significantly affect the WCSD financially, and cannot be considered a long term solution.

The second opportunity available is the use of the second aeration tank and blower. The WWTP has operated with one aeration tank and one blower for over 10 years and has been able to meet the permit parameters consistently. However, due to continued increases in loads, the second aeration tank could be used to maximize the treatment capacity. The effect of operation with both tanks is that the WWTP is then operating without any spare or stand-by capacity. There are only two blowers operational and they are both at the end of their mechanical lives.

Both these operational changes have been tried at the plant during the preparation of this report with success. During the month of May 2011, the WWTP did not receive any septage waste and the loads to the plant lowered as expected and operations went well.

The use of both aeration tanks was started in June 2011 while the WWTP resumed accepting septage waste. Based on operating data, the WWTP is able to provide full treatment with both aeration tanks in operation. More data will be collected through the end of 2011.

4.3 New Connections

WCSD has the authority to impose a connection moratorium. However, a better approach to dealing with its current capacity issues is to stop accepting septage waste. As noted previously, the septage can contribute from 30% to 50% of the influent loading to the treatment plant and loading, rather than flows, is the limiting factor at the WWTP.

This approach would both allow the economic activity that is still viable in the service area to proceed, and maximize the treatment capacity. Correspondence, in which the DEC has agreed to this approach, is in Appendix E.

4.4 Proposed Upgrades

As part of the CSO control measures, various improvements to the WWTP have been proposed to increase its hydraulic capacity during wet weather events. Since the WWTP is now operating at its BOD₅ and TSS loading capacity and there are many efforts and pressures to expand the sewer service area, an upgrade to the aeration system is needed.

Based on the proposed design loads, the existing tanks can be upgraded to add capacity without constructing more aeration tanks. The upgrades will include:

- replacing the three blowers with three 100 hp turbo blowers
- correcting the air leaks in the aeration system piping
- replacing the diffuser system with more diffusers with greater efficiency

- adding a DO control system
- adding piping and valves to operate in step feed and contact stabilization mode
- increasing the RAS pumping capacity
- adding baffles to the secondary clarifiers

4.5 Funding Plan

The WCSD will be applying to the New York State Clean Water State Revolving Loan Fund, which is administered through the Environmental Facilities Corporation (EFC), for financing the proposed upgrades. Based on preliminary information, WCSD would be able to take advantage of EFC's triple AAA bond rating to close on a market rate loan. Additional consideration will be given by EFC for a reduced rate loan based on factors such as the project scoring, the median household income, and the number of users in the system.

5.0 ALTERNATIVE EVALUATION

The existing aeration system needs to be upgraded to ensure compliance with its current SPDES permit, allow for future growth, receive revenue from septage haulers, comply with the CSO long term control plan, and replace 25 year old mechanical equipment.

The proposed improvements will upgrade the aeration system to treat 3.0 MGD for monthly average flows and 4.3 MGD for maximum day flows at an influent plant loading of 5,000 lbs/day and 8,100 lbs/day of BOD₅. The average day flows are similar to existing capacity (2.5 MGD and 4,700 lbs/day), however the WWTP was originally designed for 2.0 MGD and 1,991 lbs/day of BOD₅ and the current capacity is based on the plant's performance not its available equipment or tank sizes.

5.1 Aeration Upgrades

To upgrade the existing aeration system, a conventional energy-efficient system is proposed. The upgrade would generally consist of the following major components:

- Energy-efficient Turbo blowers
- Fine bubble diffusers with gas cleaning system
- D.O. control system
- New air piping
- Secondary treatment flow control structure
- Miscellaneous railing and grating repairs
- RAS pumps replacement and add one pump (three total)
- WAS pumps replacement (two pumps)
- RAS and WAS Flow meters
- Clarifier upgrades (Crosby/Stanford baffles)

The new system would be very similar to the existing system, but with the typical energy efficient components (turbo blowers, fine bubble, D.O. control) of a new aeration system.

Due to the age of the plant the air piping would need to be replaced since leaks are known to exist. Some of the railing and grating needs replacement due to normal wear and tear.

The WAS pumps do not need to be upgraded for capacity since the secondary control structure will limit the amount of wastewater that will be treated to 4.0 MGD. However, due to the age of the equipment and the controls being past their useful life, the pumps, drives and controls are recommended for replacement.

A third RAS pump is recommended to increase the capacity to 100% of the design flow and to maximize the activate sludge system.

The current RAS and WAS flow meters are not functioning and are in need of replacement. The new meter will be equipped with transmitters that can be tied to a plant wide SCADA system.

To improve the performance of the secondary clarifiers, it is recommended that current density baffles be installed (Crosby/Stanford baffles).

5.2 Green Technology Alternative

As an alternative to a traditional aeration system upgrade per the above section, the use of an aerator bio wheel system was considered. With the use of aerator bio wheels, the aeration system does not need any diffusers, air piping, or blower. The wheel is a partially-submerged unit made of multiple segmented pipe sections (40 pipe sections per wheel) that trap air as the pipe sections enter the water and are rotated into the tank.

The aerator bio wheels provide a fixed film that supplements the activated sludge in treating the wastewater. Because of the addition of fixed film into an aeration tank, higher MLSS concentrations can be maintained. This allows more wastewater to be treated in the same tank size as that of a conventional activated sludge system.

The sizing calculations for the aerator bio wheel are included in Appendix F as provided by the manufacturer. Based on the design parameters with six wheels, one aeration tank can treat 3.0 MGD with full redundancy of wheels. Thus, by retrofitting both aeration tanks, there would be excess capacity beyond that anticipated with future loadings, which would allow for ammonia reduction of the wastewater.

The excess capacity would allow the WWTP to have extensive flexibility in controlling the treatment process. For example, the operator could lower the SVI to maximize clarifier performance, or provide nitrification if future regulations require it from the WWTP.

The major system components consist of:

- Six aerator bio wheels per aeration tank
- 7.5 hp motor per wheel VFD rated
- D.O. control system
- Piping modification for contact stabilization and step feed
- Secondary treatment diversion structure
- Miscellaneous railing and grating repairs
- RAS pumps replacement and add one pump (three total)
- WAS pumps Replacement (two pumps)
- RAS and WAS Flow meters
- Clarifier upgrades (Crosby/Stanford baffles)

The amount of horse power needed for this alternative for aeration is 90 HP (twelve wheels at 7.5 HP each) compared to 200 HP (two 100 HP blowers plus one spare) for a conventional aeration system.

A simple payback analysis of both systems operating at average loads shows that the bio wheel alternative would save approximately \$50,000 per year in electric costs. Based

on capital cost difference of \$462,000, the simple payback would be approximately nine years.

5.3 CSO Long Term Control Plan

The CSO Long Term Control Plan prepared in December 2010 identified improvements to reduce combined sewer overflows and to comply with the SPDES discharge permit requirements to maximize wet weather treatment at the WWTP.

The recommended improvements and their estimated cost are summarized as follows:

- 13 MGD influent pump station and headworks at a cost of \$10.1 million
- A third secondary clarifier at a cost of \$900,000
- Add backwater gate to CSO3 at a cost of \$34,000
- Rehabilitate the Feeder Canal Truck Sewer at a cost of \$1.2 million
- New sewer TV inspection camera at a cost of \$100,000
- SCADA system for the pump stations at a cost of \$150,000
- Additional Route 4 sewer separation \$1.0 million

The total estimated cost of these improvements is \$13,484,000. Appendix G includes a copy of the CSO LTCP.

5.3.1 2011 Sewer Replacement and Separation Project

The goal of the CSO LTCP is to reduce the amount of wastewater that is discharged to the Hudson River. Sewer replacement and separation provides the benefit of reducing infiltration (reduce base flow) and eliminating inflow (reduce wet weather flow). However, the cost of a complete sewer separation has been estimated at \$245,000,000 for the WCDSD collection system. However, selective sewer separation and replacement when economically feasible should be performed to reduce the load on the sewer system.

A good opportunity for sewer replacement and separation is available with the Village of Fort Edward's water replacement project. The Village of Fort Edward is performing a water line replacement on Griffin Avenue, Pickett Drive, Beverly Street, and Bascom Drive and it is recommended that the sewers in these streets be replaced at the same time.

Griffin Avenue has a combined sewer which can be separated. On the other streets, they are primarily separated sewers and would be replaced in-kind.

The estimated cost for this project is \$650,000 for the sewer work portion.

5.4 Sludge Process and Compost Facility

The sludge process consists of sludge thickening, digestion and composting. The primary sludge is mixed with thickened secondary sludge and pumped to the anaerobic digesters. Sludge from the digester is pumped through the belt press and trucked to the composting facility where it is beneficially used as fertilizer and soil amendment.

The sludge process operates on average 6-7 hours per day for 2-3 days per week. Since the existing equipment could be operated for longer periods, the sludge process has capacity for the future loads.

The methane gas generated in the digesters is used to produce electric power at the WWTP. To improve the mixing efficiency and thus produce more power, an upgraded mixing system is needed.

The composting facility has experienced difficulty since 2009 in meeting pathogen and vector attraction reduction requirements. In 2010 and 2011, the WCSD commissioned engineering reports to review the issues. The recommended improvements from those studies are included in this section. See Appendix H for copies of previous engineering studies.

The recommended improvements are:

- Replacement to the digester gas mixer
- New Trommel Screen

- Windmill
- Replacement of 5 HP blowers
- Paving for outside storage of cured compost and site traffic
- Feed Stock Building impervious floor
- Push Wall improvements
- Steel building structural member recoating
- Stationary mixer with conveyor

The estimated capital cost for these improvements is \$500,000.

Additionally, the sludge thickener, sludge pumps and belt press are original equipment that needs various mechanical upgrades to refurbish the units. The budget cost for these upgrades is \$200,000.

6.0 PROJECT PLAN

With the recommended improvements to address current capacity issues, requirements for addressing the combined sewer overflows, and sludge processing, the Washington County Sewer District No. 2 is anticipating capital projects totaling \$21,334,000. Currently, the anticipated upgrades are proposed as follows:

Phase I 2011/2012 sewer replacement project at a cost of \$650,000 for sewer improvements, see Figure 6-1. This phase consists of:

- Sewer separation on Griffin Avenue
- Sewer replacement on Pickett Drive, Beverly Street, Griffin Avenue, and Bascom Drive

Phase II - Wastewater treatment plant upgrades for permit compliance at a cost of \$6,500,000. Figure 6-2 depicts the proposed upgrades which include:

- Energy-efficient Turbo blowers
- Fine bubble diffusers
- D.O. control system
- Replacement of air piping
- Secondary treatment diversion structure
- Miscellaneous railing and grating repairs
- RAS pumps Replacement
- WAS pumps Replacement
- RAS and WAS Flow meters
- Clarifier upgrades (Crosby/Stanford baffles)
- Septage receiving station

- WWTP SCADA system
- Secondary flow control
- North Burgoyne Pump Station force main relocation

Phase III – Wastewater treatment plant upgrades and sewer projects to address the CSO long term control plan at a cost of \$13,484,000. Figure 6-3 depicts the proposed upgrades which include:

- New influent pump station
- New headworks
- Add third secondary clarifier
- Add backwater gate to CSO 3
- Rehabilitate/Replace the Feeder Canal Truck Sewer
- New sewer TV inspection camera
- SCADA system for the pump stations
- Additional sewer separation

Phase IV – Sludge processing and compost facility upgrades at a cost of \$700,000. This phase consists of the following items:

- Replacement to the digester gas mixer
- Mechanical upgrades to the sludge process equipment
- New Trommel Screen
- Windmill
- Replacement of 5 HP blowers
- Paving for outside storage of cured compost and site traffic

- Feed Stock Building impervious floor
- Push Wall improvements
- Steel building structural member recoating
- Stationary mixer with conveyor

Financing of the recommended work will drive the implementation schedule. Phase I work will take place in 2011/2012 and represents a relatively low dollar amount.

Implementation of Phase II, which is needed to achieve SPDES permit compliance, is expected to take occur from 2012 through 2015.

Implementation of Phase III, which achieves CSOLTCP compliance with the SPDES permit, could be performed following Phase II or 2015 through 2018.

Phase IV improvements could be done concurrently with either of the above phases.

The above schedule is preliminary and will need to be revised based on the availability of financing and regulatory requirements.

Technical Appendix 5

Site Profile Forms

**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.10-1-46.3 **BOA Site #:** A

Name: Former Grand Union

Address: 354 Broadway

Owner: Town of Fort Edward.

Municipality: Town of Fort Edward

Publicly Owned: ☐ No ☒ Yes

Foreclosure List: ☐ No ☐ Yes

Size: 5.9 Acres

Existing Buildings: Former retail food store, one story concrete block encompassing 31,456 square feet

Condition: Poor due to a recent fire and on-going vandalism. Several code violations exist for the structure.

Zoning: CP Commercial Plaza / C-1: Commercial

**Assessment of Overall
Importance and Ranking:**

High: ☒

Medium: ☐

Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: ☒

NYS Environmental Zone: ☐

Urban Renewal Area: ☐

Federal Enterprise Business Zone: ☐

Other: ☐

Business Improvement District: ☐

Special Assessment District: ☐

Historic District: ☐

Archeologically Significant Area: ☒

Utilities: *(check all that apply)*

Municipal Water: ☒

Municipal Sewer: ☒

Natural Gas: ☒

Electrical Service: ☒

Telecom. Service: ☒

Access:

Closest Highway: US Route 4

Miles to Highway: 0.0

Access Road: US Route 4

Rail Service: 1.6± miles to station

Closest Airport: 5± miles to Floyd Bennett Memorial Airport

Closest Interstate: I87

Miles to Interchange: 8± miles

Site Status: The site has been unoccupied for 10 or more years.

Property Description: This commercial property was previously used as a Grand Union grocery store. The building sits at the rear of the property with several paved parking areas being located in front of the building. The parking areas are in poor condition.

Description of Adjacent Land Uses:
West: McDonalds, Pizza Hut
East: Hudson Falls District Office
South: Agway
North: Residential

Use and Environmental History:

The site was used as a Grand Union Supermarket beginning in 1970 based on a review of City Directories. Prior to that time it appears that a portion of the site was used as a gravel pit, and may have been later filled. Investigations conducted between 2004 through 2006 confirmed the presence of PCB-contaminated soils on the subject property. PCB-contaminated soils remain on the northern portion of the site and near the southwest corner of the building, and these contaminated soils may extend beneath the structure. A Phase I ESA completed for the site in December 2010 also identified other environmental concerns including the finding of elevated concentrations of cyanide in groundwater, the former use of an on-site septic system, and the presence of debris, concrete, bricks, tires and metal parts buried in the subsurface. The site is listed as a generator of hazardous waste and has recently been added to the CERCLA hazardous waste site list.

Status of Remedial Investigation:

Several soil removal actions were conducted between 2004-2006; however, it appears that work stopped on the property prior to completion of removal activities. EPA has recently issued an enforcement cleanup measure under CERCLA.

Use Potential and Redevelopment Opportunities:

This site is located along the most heavily traveled road which traverses Fort Edward (Route 4/Broadway) and is adjacent to other viable businesses. Since its closing, the community has lacked a full service supermarket forcing residents to shop in neighboring communities. Since the site building has been vacant for such a long period and has been subjected to vandalism, it is unlikely that the site building would be able to be salvaged. Additionally, future cleanup endeavors may jeopardize the building's integrity.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.10-1-45 **BOA Site #:** B

Name: Agway

Address: 344 Broadway

Owner: MHW Properties LLC

Municipality: Town of Fort Edward

Publicly Owned: ☒ No ☐ Yes

Foreclosure List: ☒ No ☐ Yes

Size: 2.97 Acres

Existing Buildings: Retail farm and garden store encompassing 10,432 square feet.
The site building appears to be in good condition encompassing retail and warehouse space.

Condition:

Zoning: CP Commercial Plaza / C-1: Commercial

**Assessment of Overall
Importance and Ranking:**

High: ☒

Medium: ☐

Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: ☒

NYS Environmental Zone: ☐

Urban Renewal Area: ☐

Federal Enterprise Business Zone: ☐

Other: ☐

Business Improvement District: ☐

Special Assessment District: ☐

Historic District: ☐

Archeologically Significant Area: ☒

Utilities: *(check all that apply)*

Municipal Water: ☒

Municipal Sewer: ☒

Natural Gas: ☒

Electrical Service: ☒

Telecom. Service: ☒

Access:

Closest Highway: US Route 4

Miles to Highway: 0.0

Access Road: US Route 4 (Broadway)

Rail Service: 1.6± miles to station

Closest Airport: 5± miles to Floyd Bennett
Memorial Airport

Closest Interstate: I87

Miles to Interchange: 8± miles

Site Status: The site has been used as an Agway retail farm/garden store since 1975.

Property Description: The site is improved with a retail store which includes cold storage warehouse space. The building sits back from the road with several paved parking areas located in front of the building. Some of the parking area is used for bulk storage of gardening products (mulch, soil, etc.).

Description of Adjacent Land Uses: West: Commercial (bank/convenience store & gasoline station)
East: BOCES-Hudson Falls District Office
South: Residential
North: Former Grand Union and Pizza Hut

Use and Environmental History:

The site was used as an Agway since 1975. A 1932 Sanborn Fire Insurance Map indicates the site was occupied by an auto sales and service facility. The 1942 and 1958 Sanborn Fire Insurance Maps also depicted an auto sales and service facility with three gasoline storage tanks between the sales and service building and Broadway. The sales and service building was located near Broadway, considerably west of the current Agway building location. The use of oils and hazardous substances including solvents is likely based on the past use of the site as related to automobile service.

Status of Remedial Investigation:

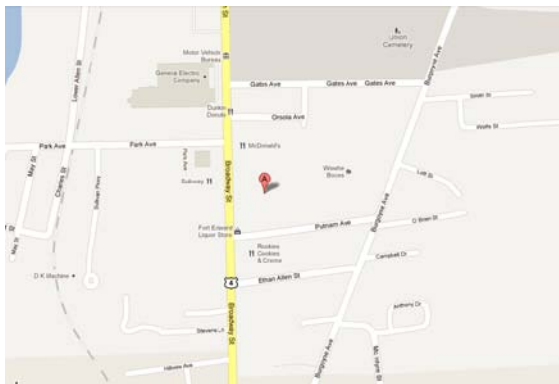
No known remedial investigations have been conducted to date. Agway has a Petroleum Bulk Storage registration indicating a 1,000 gallon underground gasoline storage tank and a 550 gallon underground diesel storage tank were installed at the site in 1975 and removed in 1991. Based on their installation date, these tanks do not appear to be the same tanks depicted on the Sanborn Fire Insurance Maps. The Agway site is located adjacent to the Grand Union site which is listed as a CERCLA hazardous waste facility. Excavations on the Grand Union property approach the northern property line of Agway indicating the possibility of contamination from Grand Union extending onto the Agway property.

Use Potential and Redevelopment Opportunities:

This property is ideal for commercial use being located on a busy thoroughfare and has the potential to expand onto neighboring BOA sites.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.10-1-26 **BOA Site #:** C
Name: BOCES/Hudson Falls District Office
Address: 1153 Burgoyne Avenue
Owner: Hudson Falls Central School District
Municipality: Town of Fort Edward
Publicly Owned: ☐ No ☒ Yes
Foreclosure List: ☒ No ☐ Yes
Size: 9.66 Acres
Existing Buildings: School building encompassing 28,584 square feet.
Condition: The building appears to be in good condition.
Zoning: R-1 – Residential, Single Family

**Assessment of Overall
Importance and Ranking:**

High: ☒
Medium: ☐
Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input checked="" type="checkbox"/>
Other:	<input type="checkbox"/>		

Utilities: *(check all that apply)*

Municipal Water	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

Access:

Closest Highway:	US Route 4	Access Road:	Direct access to Burgoyne Avenue
Miles to Highway:	0.4	Rail Service:	1.2± miles to station
Closest Interstate:	I87	Closest Airport:	5± miles to Floyd Bennett Memorial Airport
Miles to Interchange:	8.2± miles		

Site Status: The site is occupied by a public educational office, having once been used as an elementary school.

Property Description: The site building sits in close proximity to Burgoyne Avenue with a circular driveway and a few parking spaces located in the front of the building and a larger paved parking area to the rear of the building. The western portion of the site is primarily open field.

Description of Adjacent Land Uses: West: Former Grand Union
East/South/North: Residential

Use and Environmental History:

Sanborn Fire Insurance Maps do not provide coverage of this area of Fort Edward; however, City Directories indicate the use of the property as an elementary school dates to the 1950s having been occupied by Union Free School District No. 9 according to 1950 and 1959 directories. In 1970 the occupant was listed as Burgoyne Avenue Elementary School. The building was later converted into the BOCES Administrative Center and Hudson Falls School District Office.

Status of Remedial Investigation:

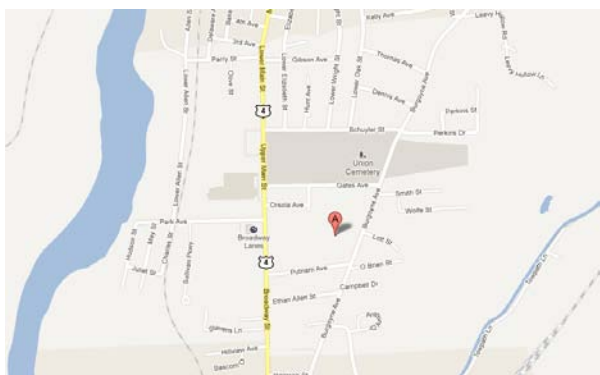
No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste. The property abuts the Former Grand Union site, a listed CERCLA hazardous waste facility, where the presence of debris, concrete, bricks, tires and metal parts were identified to be buried in the subsurface. It is suspected that this debris may also be present on the BOCES site.

Use Potential and Redevelopment Opportunities:

This facility consists of an outdated elementary school on one of the largest parcels of land located along Burgoyne Avenue in the Town of Fort Edward. The site topography is fairly level and the lot is generally comprised of open land other than the site building.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.14-1-16 **BOA Site #:** D

Name: Sprague's Mermaid Pools

Address: 300 Broadway

Owner: Daniel Sprague

Municipality: Town of Fort Edward

Publicly Owned: ☒ No ☐ Yes

Foreclosure List: ☒ No ☐ Yes

Size: 2.91 Acres

Existing Buildings: Retail swimming pool store with hair salon encompassing 6,000 sf

Condition: The building appears to be in good condition.

Zoning: Western portion: CP Commercial Plaza, Eastern Portion: R-1 – Residential Single Family / R-1: Residential Low Density

**Assessment of Overall
Importance and Ranking:**

High: ☒

Medium: ☐

Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone:	<input checked="" type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input checked="" type="checkbox"/>
Other:	<input type="checkbox"/>		

Utilities: *(check all that apply)*

Municipal Water	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input checked="" type="checkbox"/>		

Access: Frontage on both US Route 4 and Burgoyne Avenue

Closest Highway:	US Route 4	Access Road:	US Route 4
Miles to Highway:	0.0	Rail Service:	1.2± miles to station
		Closest Airport:	5± miles to Floyd Bennett Memorial Airport
Closest Interstate:	I87		
Miles to Interchange:	7.7± miles		

Site Status: The site has been occupied by Sprague's Mermaid Pools since 1975.

Property Description: The site is a multi use commercial property which spans from Broadway to Burgoyne Avenue. Development of the property is along Broadway with the area near Burgoyne Avenue being vacant wooded land.

Description of Adjacent Land Uses:

West: Residential, Fort Hudson Nursing Home

East: Residential

South: Fat City Motors/Luccarelli property, mini storage and Sealy's Restaurant

North: Residential

Use and Environmental History:

Commercial use of the site appears to span the past 35 years by Sprague's and was preceded by residential use along Broadway according to 1932, 1942 and 1958 Sanborn Fire Insurance Maps. There is no listing for the site in City Directories for the years 1966 and 1971. The current tenant is listed in the 1974, 1976 and 1985 directories.

Status of Remedial Investigation:

No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

This property is the only property within the study area that spans between Broadway and Burgoyne Avenue. The property is a portion of the proposed truck route for the industrial park.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.14-1-17 **BOA Site #:** E

Name: Zenya Properties

Address: 1099 Burgoyne Avenue

Owner: Zenya Properties

Municipality: Town of Fort Edward

Publicly Owned: ☒ No ☐ Yes

Foreclosure List: ☒ No ☐ Yes

Size: 2.70 Acres

Existing Buildings: 14,736 square foot concrete block commercial garage building.
Several overhead doors are located on the west facing wall of the building making the building functional for an automobile repair business. The building appears to be an older structure.

Condition:

Zoning: Western portion: CP Commercial Plaza
Eastern portion: R-1 Residential Single Family

**Assessment of Overall
Importance and Ranking:**

High: ☒

Medium: ☐

Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: <input checked="" type="checkbox"/>	Business Improvement District: <input type="checkbox"/>
NYS Environmental Zone: <input type="checkbox"/>	Special Assessment District: <input type="checkbox"/>
Urban Renewal Area: <input type="checkbox"/>	Historic District: <input type="checkbox"/>
Federal Enterprise Business Zone: <input type="checkbox"/>	Archeologically Significant Area: <input checked="" type="checkbox"/>
Other: <input type="checkbox"/>	

Utilities: *(check all that apply)*

Municipal Water: <input checked="" type="checkbox"/>	Electrical Service: <input checked="" type="checkbox"/>
Municipal Sewer: <input checked="" type="checkbox"/>	Telecom. Service: <input checked="" type="checkbox"/>
Natural Gas: <input checked="" type="checkbox"/>	

Access:

Closest Highway: US Route 4	Access Road: Burgoyne Avenue / County Route 37	
Miles to Highway: 0.3± miles	Rail Service: 1.1 ± miles to station	
Closest Interstate: I87	Closest Airport: 5± miles to Floyd Bennett Memorial Airport	
Miles to Interchange: 7.7± miles		

Site Status: The site is currently occupied by Fat City Motors.

Property Description: Fat City Motors currently operates an automobile repair facility and is improved with a single building. The site has limited frontage on Broadway, but has a gravel parking lot to the rear of the building.

Description of Adjacent Land Uses: This site is situated behind several residences which face Burgoyne Avenue. Sprague's Mermaid Pools lies north and a mobile home park lies to the south. A storage facility lies west of the site facing Broadway.

Use and Environmental History:

Although Sanborn Fire Insurance Maps do not provide coverage of this area of Fort Edward, City Directories indicate the property was developed as early as 1950 at which time the occupant was Brown's Trucking. 1959 and 1970 City Directories indicate the site was occupied by Burgoyne Truck Leasing Corp. and the 1980 and 1985 indicate the occupant as Kaymr Installations Fabrication Shop. The use of oils and hazardous substances including solvents is likely based on the past use of the site as related to trucking and fabrication.

Status of Remedial Investigation:

No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

Although the property currently has limited road frontage, the site adjoins the proposed truck route for access to the Industrial Park which would allow for a variety of uses.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.14-1-33 **BOA Site #:**F

Name:

Address: 290 Broadway

Owner: Wear Realty Mini-Storage, Inc.

Municipality: Town of Fort Edward

Publicly Owned: ☒ No ☐ Yes

Foreclosure List: ☒ No ☐ Yes

Size: 1.70 Acres

Existing Buildings: 1 1,446 sq. ft. 1.5 story, 2 bedroom residential unit built in 1900 and a detached one story old-style garage/barn.

Condition: These older style buildings appear to be in fair to good condition.

Zoning: CP Commercial Plaza

**Assessment of Overall
Importance and Ranking:**

High: ☒

Medium: ☐

Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: ☒

NYS Environmental Zone: ☐

Urban Renewal Area: ☐

Federal Enterprise Business Zone: ☐

Other: ☐

Business Improvement District: ☐

Special Assessment District: ☐

Historic District: ☐

Archeologically Significant Area: ☒

Utilities: *(check all that apply)*

Municipal Water: ☒

Municipal Sewer: ☒

Natural Gas: ☒

Electrical Service: ☒

Telecom. Service: ☒

Access:

Closest Highway: US Route 4

Miles to Highway: 0.0

Access Road: US Route 4

Rail Service: 1.2± miles to station

Closest Airport: 5± miles to Floyd Bennett Memorial Airport

Closest Interstate: I87

Miles to Interchange: 7.7± miles

Site Status: The site is a mixed use property which appears to be used for residential purposes and as a business for outside storage of recreational equipment (boats/RVs etc).

Property Description: This commercially zoned property has historically been used for residential purposes. The buildings occupy the north central portion of the site and open gravel parking areas are located south and west of the residential building. The northeastern portion of the site contains undeveloped lawn areas.

Description of Adjacent Land Uses:
West: Residential
East: Zenya Property
South: Getty Station
North: Sprague Pools

Use and Environmental History:

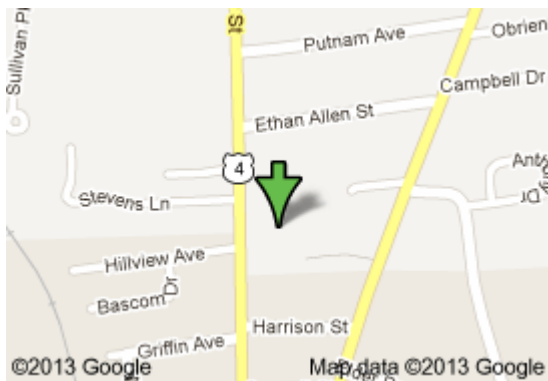
1932, 1942 and 1958 Sanborn Fire Insurance Maps depict the current residential building and garage/barn on the site as well as a shed.

Status of Remedial Investigation:

No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

This site is located along the most heavily traveled road which traverses Fort Edward (Route 4/Broadway) and is adjacent to other viable businesses. The site also adjoins the proposed truck route for access to the Industrial Park which would allow for a variety of uses. The site is located adjacent to other BOA properties.

Ranking Explanation:**Site Location****Site Photo**

**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.14-1-34

Name: Seeley's Restaurant

Address: 298 Broadway

Owner: Terry and Kathleen Seeley

Municipality: Town of Fort Edward

Publicly Owned: ☒ No ☐ Yes

Foreclosure List: ☒ No ☐ Yes

Size: 131 x 146

Existing Buildings: Residential building and restaurant building.

Condition: The site buildings appear to be in good condition.

Zoning: CP Commercial Plaza

**BOA Site
#G:**

**Assessment of Overall
Importance and Ranking:**

High: ☒

Medium: ☐

Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: ☒

NYS Environmental Zone: ☐

Urban Renewal Area: ☐

Federal Enterprise Business Zone: ☐

Other: ☐

Business Improvement District: ☐

Special Assessment District: ☐

Historic District: ☐

Archeologically Significant Area: ☒

Utilities: *(check all that apply)*

Municipal Water: ☒

Municipal Sewer: ☒

Natural Gas: ☒

Electrical Service: ☒

Telecom. Service: ☒

Access:

Closest Highway: US Route 4

Miles to Highway: 0.0

Access Road: US Route 4 (Broadway)

Rail Service: 1.2± miles to station

Closest Airport: 5± miles to Floyd Bennett

Closest Interstate: I87

Miles to Interchange: 7.7± miles

Memorial Airport

Site Status: The site has been used as a restaurant since at least 1958.

Property Description: The site is improved with a small diner type restaurant and a dwelling. There are a few paved parking areas located on-site for restaurant patrons.

Description of Adjacent Land Uses:

West: Residential

East: Car lot

South: Car Lot/Residential

North: Zenya Property

Use and Environmental History:

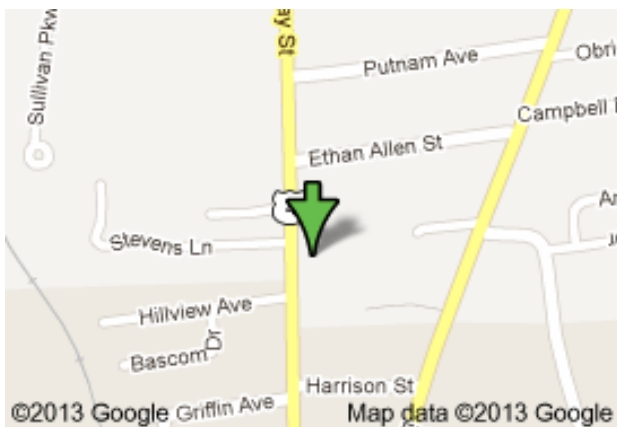
1932 and 1942 Sanborn Fire Insurance Maps indicate the site was occupied by a greenhouse and auto storage garage. The 1958 Sanborn Fire Insurance Maps depict what appear to be the current restaurant and residential buildings.

Status of Remedial Investigation:

No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

This site is located along the most heavily traveled road which traverses Fort Edward (Route 4/Broadway) and is adjacent to other viable businesses. The site also adjoins the proposed truck route for access to the Industrial Park which would allow for a variety of uses. The site is located adjacent to other BOA properties.

Ranking Explanation:**Site Location****Site Photo**

**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.14-1-32 **BOA Site #:** H
Name: Leemilts Getty Station
Address: 280 Broadway
Owner: Leemilts Petroleum, Inc.
Municipality: Town of Fort Edward
Publicly Owned: ☒ No ☐ Yes
Foreclosure List: ☒ No ☐ Yes
Size: 0.99 Acres
Existing Buildings: One story concrete block two bay garage and one and a half story house.
Condition: The buildings appear to be in fair to good condition.
Zoning: CP Commercial Plaza/ C-1: Commercial

**Assessment of Overall
Importance and Ranking:**

High: ☒
Medium: ☐
Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: <input checked="" type="checkbox"/>	Business Improvement District: <input type="checkbox"/>
NYS Environmental Zone: <input type="checkbox"/>	Special Assessment District: <input type="checkbox"/>
Urban Renewal Area: <input type="checkbox"/>	Historic District: <input type="checkbox"/>
Federal Enterprise Business Zone: <input type="checkbox"/>	Archeologically Significant Area: <input checked="" type="checkbox"/>
Other: <input type="checkbox"/>	

Utilities: *(check all that apply)*

Municipal Water <input checked="" type="checkbox"/>	Electrical Service: <input checked="" type="checkbox"/>
Municipal Sewer: <input checked="" type="checkbox"/>	Telecom. Service: <input checked="" type="checkbox"/>
Natural Gas: <input checked="" type="checkbox"/>	

Access:

Closest Highway: US Route 4	Access Road: Broadway (US Route 4)
Miles to Highway: Adjacent	Rail Service: 1.1± miles to station
Closest Interstate: I87	Closest Airport: 5± miles to Floyd Bennett Memorial Airport
Miles to Interchange: 7.6±	

Site Status: The gasoline station is currently unoccupied.

Property Description: This commercial property is improved with two buildings and paved parking areas. The garage contains three bays for automotive service.

Description of Adjacent Land Uses:
West: residential
East: Mobile home park
South: residential and office building
North: Mini storage

Use and Environmental History:

The site's use as a gasoline station dates to at least 1958 based on a review of Sanborn Fire Insurance Maps. The tenant of the site is listed as B&W Sinclair Service in the 1959 City Directory. The 1932 and 1942 Sanborn maps show the site as vacant. The use of oils and hazardous substances including solvents is likely based on the past use of the site as related to automobile service.

Status of Remedial Investigation:

The Town of Fort Edward is completing a Phase I Environmental Site Assessment on this property.

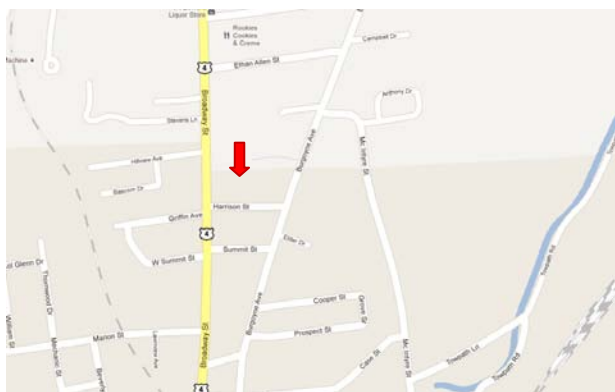
In addition to a Petroleum Bulk Storage Registration (PBS) for this facility, there are five spills listed for this facility. The PBS registration for this facility indicates there were several underground storage tanks associated with the site, six that were closed prior to 1991, one in 2002 and four in 2009. The PBS registration notes that the facility is currently unregulated. One of the spills (No. 0904706) documents the tank removal activities from 2009 indicating that evidence of residual contamination of the tank grave, pump island and piping chase post was not identified following the completion of tank removal activities. The spill fact sheet for spill No. 0601577 indicates that impacts to groundwater were not identified at this facility during a spill assessment of a leaky meter. The spills listed for Getty are listed as closed.

Use Potential and Redevelopment Opportunities:

This property fronts Broadway (Route 4) a major traffic route from I87 into Vermont. This property is ideal for smaller commercial/retail use being located on a busy thoroughfare. Development for higher volume use is limited by the size of the property.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.15-1-4/163.-2-20.1 **BOA Site #:** I
Name: GE Dewatering Facility
Address: 1400 Towpath Lane
Owner: WCC LLC
Municipality: Village and Town of Fort Edward
Publicly Owned: ☒ No ☐ Yes
Foreclosure List: ☒ No ☐ Yes
Size: 51 acres/28 acres (79 acres total)
Existing Buildings: 41,280 square foot and 40,000 square foot manufacturing buildings built in 2008
Condition: Operating condition currently configured as a dewatering facility.
Zoning: M-1: Industry / I: Industrial

**Assessment of Overall
Importance and Ranking:**

High: ☒
Medium: ☐
Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone:	<input type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input checked="" type="checkbox"/>
Other:	<input type="checkbox"/>		

Utilities: *(check all that apply)*

Municipal Water	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>
Municipal Sewer:	<input type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>
Natural Gas:	<input type="checkbox"/>		

Access:

Closest Highway:	Route 197	Access Road:	Dewatering facility access road
Miles to Highway:	2.1± miles	Rail Service:	Abuts active railroad bed
		Closest Airport:	7± miles to Floyd Bennett Memorial Airport
Closest Interstate:	I87		
Miles to Interchange:	13± miles		

Site Status: The site is leased to General Electric for use as a dewatering facility in conjunction with the Hudson River PCBs dredging project.

Property Description: This property was developed specifically for use as a dewatering facility. The site was reportedly lined prior to its development to deter impacts from the handling of PCB contaminated dredge spoil. Improvements include various industrial buildings housing the wastewater treatment equipment and machinery, 7 miles of newly installed railroad bed, 1,500 feet of dock along the Champlain Canal, detention ponds and other ancillary structures.

Description of Adjacent Land Uses:

West: Active railroad bed
East: Champlain Canal
South: Vacant and residential
North: Vacant light industrial land

**Use and Environmental
History:
Status of Remedial
Investigation:**

The site was vacant land prior to the development of the dewatering facility in 2008.

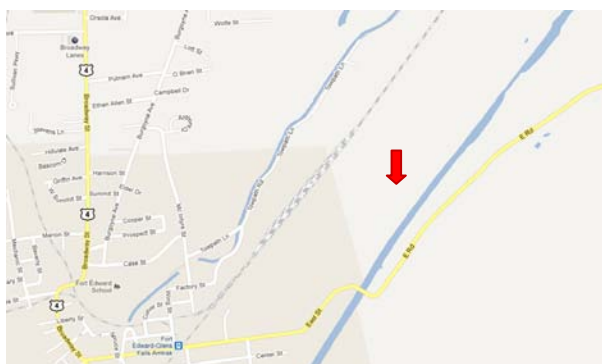
The site is being utilized to handle, transport and treat PCB contaminated sediments and water. Site development activities included precautionary measures to limit impacts to soil and groundwater due to its intended use including the lining of the site and sealing buildings with an epoxy coating. Following the completion of the dewatering project, impacts resulting from the use of the property will be mitigated to the satisfaction of EPA.

There are a number of spills listed for the site which have been designated a closed status.

**Use Potential and
Redevelopment
Opportunities:
Ranking Explanation:**

The PCB dredging project is projected to continue until 2017±. As the site is currently leased, the property will have potential reuse opportunities at that time.

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.15V-1-6 **BOA Site #:** J
Name: 274 Towpath Lane
Address: 274 Towpath Lane
Owner: Asphalt Holdings LLC
Municipality: Village of Fort Edward
Publicly Owned: ☒ No ☐ Yes
Foreclosure List: ☒ No ☐ Yes
Size: 1.97 Acres
Existing Buildings: None
Condition: Unknown
Zoning: I: Industrial

**Assessment of Overall
Importance and Ranking:**

High: ☒
Medium: ☐
Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: <input checked="" type="checkbox"/>	Business Improvement District: <input type="checkbox"/>
NYS Environmental Zone: <input type="checkbox"/>	Special Assessment District: <input type="checkbox"/>
Urban Renewal Area: <input type="checkbox"/>	Historic District: <input type="checkbox"/>
Federal Enterprise Business Zone: <input type="checkbox"/>	Archeologically Significant Area: <input checked="" type="checkbox"/>
Other: <input type="checkbox"/>	

Utilities: *(check all that apply)*

Municipal Water <input checked="" type="checkbox"/>	Electrical Service: <input checked="" type="checkbox"/>
Municipal Sewer: <input checked="" type="checkbox"/>	Telecom. Service: <input checked="" type="checkbox"/>
Natural Gas: <input checked="" type="checkbox"/>	

Access:

Closest Highway: US Route 4	Access Road: Towpath Lane
Miles to Highway: 0.7± miles	Rail Service: 0.5± miles to station, adjacent to active rail line
Closest Interstate: I87	Closest Airport: 5± miles to Floyd Bennett Memorial Airport
Miles to Interchange: 7.5± miles	

Site Status: The site was formerly used in conjunction with a recycling facility previously located adjacent to the south of the site (now occupied by Trius).

Property Description: The lot is primarily paved but is unused with the exception of ancillary storage (box trailers, equipment, bulk tanks etc.).

Description of Adjacent Land Uses:
West: Old Champlain Canal
East: Active rail line
South: Trius (occupied commercial/industrial use)
North: Vacant commercial/industrial building

Use and Environmental History:

This site was once used in conjunction with a paper and plastic recycling facility located adjacent to the south. Historically, the site was used as farmland.

Status of Remedial Investigation:

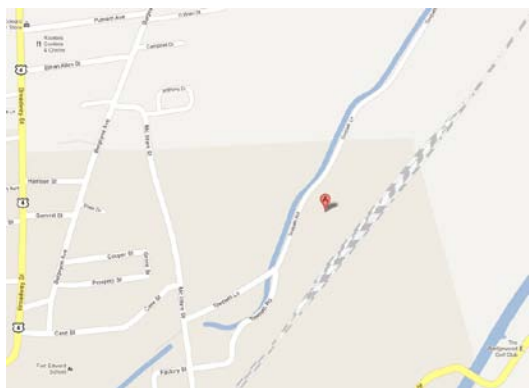
No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

The site is located within the Industrial Park and is already partially improved with paved driveways and parking areas. The site has the potential to be used in conjunction with the occupied parcel to the south (Trius) for expansion, or with the parcel to the north which contains a commercial/industrial building.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.15V-1-7 **BOA Site #:** K
Name: 284 Towpath Lane
Address: 284 Towpath Lane
Owner: Stone Cast Inc.
Municipality: Village of Fort Edward
Publicly Owned: ☒ No ☐ Yes
Foreclosure List: ☒ No ☐ Yes
Size: 2.91 Acres
Existing Buildings: Modern steel building occupying 31,200 square feet
Condition: The building appears to be in good condition.
Zoning: I: Industrial

**Assessment of Overall
Importance and Ranking:**

High: ☒
Medium: ☐
Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: <input checked="" type="checkbox"/>	Business Improvement District: <input type="checkbox"/>
NYS Environmental Zone: <input type="checkbox"/>	Special Assessment District: <input type="checkbox"/>
Urban Renewal Area: <input type="checkbox"/>	Historic District: <input type="checkbox"/>
Federal Enterprise Business Zone: <input type="checkbox"/>	Archeologically Significant Area: <input checked="" type="checkbox"/>
Other: <input type="checkbox"/>	

Utilities: *(check all that apply)*

Municipal Water <input checked="" type="checkbox"/>	Electrical Service: <input checked="" type="checkbox"/>
Municipal Sewer: <input checked="" type="checkbox"/>	Telecom. Service: <input checked="" type="checkbox"/>
Natural Gas: <input checked="" type="checkbox"/>	

Access:

Closest Highway: US Route 4	Access Road: Towpath Lane
Miles to Highway: 0.7± miles	Rail Service: 0.5± miles to station, adjacent to active rail line
Closest Interstate: I87	Closest Airport: 5± miles to Floyd Bennett Memorial Airport
Miles to Interchange: 7.5± miles	

Site Status: The site building is currently unoccupied.

Property Description: This property is developed for commercial/industrial use but is currently unoccupied. The building has an overhead door accessible from a paved driveway.

Description of Adjacent Land Uses:
West: Old Champlain Canal
East: Active rail line
South: Vacant paved commercial lot
North: ESMI

Use and Environmental History:

Assessment records indicate this property was developed in 1992 and was formerly occupied by North American Pulp and Paper Corporation. Historically the site was used as farmland.

Status of Remedial Investigation:

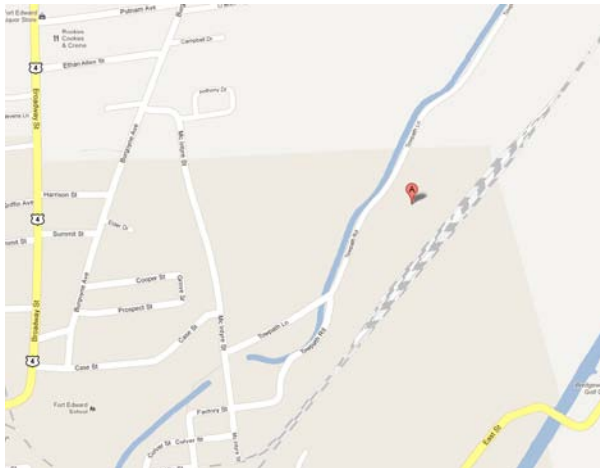
No known remedial investigations have been conducted to date. One spill was listed for the site which involved the release of transformer oil into a containment structure. The spill did not impact surrounding soil and the spill was issued a closed status. The site was not otherwise listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

The site is ideally located within the Industrial Park and could be used for a variety of commercial/industrial purposes.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.-2-20 **BOA Site #: L**

Name: Real Bark Mulch LLC

Address: 1380 Towpath Lane

Owner: WCC LLC

Municipality: Town of Fort Edward

Publicly Owned: ☒ No ☐ Yes

Foreclosure List: ☒ No ☐ Yes

Size: 165.55 acres

Existing Buildings: Site building consists of an older farmhouse, dairy barn, milk house and silo.

Condition: Buildings are of an older style and may need updating.

Zoning: M-1: Industrial

**Assessment of Overall
Importance and Ranking:**

High: ☒

Medium: ☐

Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: <input checked="" type="checkbox"/>	Business Improvement District: <input type="checkbox"/>
NYS Environmental Zone: <input type="checkbox"/>	Special Assessment District: <input type="checkbox"/>
Urban Renewal Area: <input type="checkbox"/>	Historic District: <input type="checkbox"/>
Federal Enterprise Business Zone: <input type="checkbox"/>	Archeologically Significant Area: <input checked="" type="checkbox"/>
Other: <input type="checkbox"/>	

Utilities: *(check all that apply)*

Municipal Water: <input type="checkbox"/>	Electrical Service: <input checked="" type="checkbox"/>
Municipal Sewer: <input type="checkbox"/>	Telecom. Service: <input checked="" type="checkbox"/>
Natural Gas: <input type="checkbox"/>	

Access:

Closest Highway: Route 4	Access Road: Unpaved portion of Towpath Lane on the west, Dewatering Facility access road on east side
Miles to Highway: 1± miles	Rail Service: Active railroad bed traverses site
Closest Interstate: I87	Closest Airport: 6.5± miles to Floyd Bennett Memorial Airport
Miles to Interchange: 7.8± miles	

Site Status: The site is an active facility used to create landscape quality soils/mulch.

Property Description: Facility operations are confined to the western side of the railroad bed. The site has been converted to its current use from a former dairy farm and still has the appearance of a dairy farm containing dairy barns, silos and a farm house. There are multiple gated entrances to the western portion of the site from Tow Path Lane.

Description of Adjacent Land Uses:

West: Old Champlain Canal/farmland

East: Champlain Canal

South: ESMI and Hudson River Dewatering Facility

North: Vacant light industrial land

Use and Environmental History:

Historically this property was used as a dairy farm, dating to circa 1900. As a farm there is a potential for the past use and disposal of herbicides and pesticides and the use of oil and other petroleum products.

Status of Remedial Investigation:

No known remedial investigations have been conducted to date. The site is listed as a RCRA Generator with the designation as a transporter of waste under the name R Galusha Transport LLC. The site also has PBS registrations one of which is noted as active under the name R. Galusha Transport, LLC for an above ground storage tank and one that is listed as unregulated under the name Real Bark Mulch LLC for two above ground storage tanks. The site was not otherwise listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

The eastern portion of the site is now traversed by the access road to the dewatering facility providing opportunity to develop this portion of the site which had limited previous access. Much of the northern portion of the site is vacant land.

Ranking Explanation:**Site Location****Site Photo**

**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.-2-22 **BOA Site #:** M
Name: 1382 Towpath Lane
Address: 1382 Towpath Lane
Owner: WCC LLC
Municipality: Town of Fort Edward
Publicly Owned: ☒ No ☐ Yes
Foreclosure List: ☒ No ☐ Yes
Size: 52.01 acres
Existing Buildings: None
Condition:
Zoning: M-1: Industrial

**Assessment of Overall
Importance and Ranking:**

High: ☒
Medium: ☐
Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: ☐
NYS Environmental Zone: ☐
Urban Renewal Area: ☐
Federal Enterprise Business Zone: ☐
Other: ☐

Business Improvement District: ☐
Special Assessment District: ☐
Historic District: ☐
Archeologically Significant Area: ☒

Utilities: *(check all that apply)*

Municipal Water ☐
Municipal Sewer: ☐
Natural Gas: ☐

Electrical Service: ☒
Telecom. Service: ☐

Access

Closest Highway: Route 196

Access Road: Dewatering Facility access road
Active railroad bed traverses the site

Miles to Highway: 1± miles

Rail Service: 6.3± miles to Floyd Bennett

Closest Interstate: I87

Closest Airport: Memorial Airport

Miles to Interchange: 12.4± miles

Site Status: The site is inactive other than use for agricultural purposes.

Property Description: The site is a vacant parcel of land comprised primarily of open field with some wooded areas.

Description of Adjacent Land Uses: West: Old Champlain Canal
East: Champlain Canal
South/North: Vacant light industrial land

Use and Environmental History:

Sanborn Fire Insurance Maps do not provide coverage of the site. Assessment records classify this property as vacant land and do not suggest previous development of the property. Historically this property was used as farmland.

Status of Remedial Investigation:

No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

The eastern portion of the site (east of the railroad bed) is now traversed by the access road to the dewatering facility providing opportunity to develop this site which previously had limited access. The site is zoned light industrial and is located within a designated industrial park.

Ranking Explanation:**Site Location****Site Photo**

**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.-2-1.3 **BOA Site #:** N
Name: Industrial Park Northern Portion
Address: Towpath Lane
Owner: WCC LLC
Municipality: Town of Fort Edward
Publicly Owned: ☒ No ☐ Yes
Foreclosure List: ☒ No ☐ Yes
Size: 65.69 acres
Existing Buildings: None
Condition:
Zoning: M-1: Industrial

**Assessment of Overall
Importance and Ranking:**

High: ☒
Medium: ☐
Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: ☒
NYS Environmental Zone: ☐
Urban Renewal Area: ☐
Federal Enterprise Business Zone: ☐
Other: ☐

Business Improvement District: ☐
Special Assessment District: ☐
Historic District: ☐
Archeologically Significant Area: ☒

Utilities: *(check all that apply)*

Municipal Water: ☐
Municipal Sewer: ☐
Natural Gas: ☐

Electrical Service: ☒
Telecom. Service: ☐

Access:

Closest Highway:	Route 196	Access Road:	Unpaved portion of Towpath Lane on west side, Dewatering Facility access road on east side
Miles to Highway:	1± miles	Rail Service:	Active railroad bed traverses the site
Closest Interstate:	I87	Closest Airport:	6.3± miles to Floyd Bennett Memorial Airport
Miles to Interchange:	12.4± miles		

Site Status: The site is an inactive, other than use for agricultural purposes.

Property Description: The site is a vacant parcel of land comprised primarily of open field with some wooded areas.

Description of Adjacent Land Uses:
West: Old Champlain Canal
East: Champlain Canal
South: Vacant light industrial land
North: Vacant land

Use and Environmental History:

Sanborn Fire Insurance Maps do not provide coverage of the site. Assessment records classify this property as vacant land and do not suggest prior development of the property. Historically this property was used as farmland.

Status of Remedial Investigation:

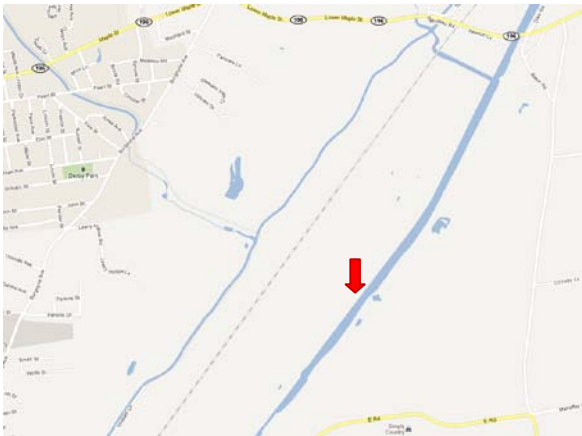
No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

The eastern portion of the site is now traversed by the access road to the dewatering facility providing opportunity to develop this site which previously had limited access. The site is zoned light industrial and is located within a designated industrial park.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.10-1-41 **BOA Site #:** O

Name: Fort Edward Liquor Store

Address: 334 Broadway

Owner: Salvatore and Theresa Fattorusso

Municipality: Town of Fort Edward

Publicly Owned: ☒ No ☐ Yes

Foreclosure List: ☐ No ☒ Yes

Size: 0.1 Acres

Existing Buildings: One story commercial/retail building occupying approximately 1,024 square feet.

Condition: The site building appears to be in good condition.

Zoning: CP Commercial Plaza / R-1: Residential Low Density

**Assessment of Overall
Importance and Ranking:**

High: ☐

Medium: ☒

Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: <input checked="" type="checkbox"/>	Business Improvement District: <input type="checkbox"/>
NYS Environmental Zone: <input type="checkbox"/>	Special Assessment District: <input type="checkbox"/>
Urban Renewal Area: <input type="checkbox"/>	Historic District: <input type="checkbox"/>
Federal Enterprise Business Zone: <input type="checkbox"/>	Archeologically Significant Area: <input checked="" type="checkbox"/>
Other: <input type="checkbox"/>	

Utilities: *(check all that apply)*

Municipal Water: <input checked="" type="checkbox"/>	Electrical Service: <input checked="" type="checkbox"/>
Municipal Sewer: <input checked="" type="checkbox"/>	Telecom. Service: <input checked="" type="checkbox"/>
Natural Gas: <input checked="" type="checkbox"/>	

Access:

Closest Highway: US Route 4	Access Road: Broadway (Route 4) and Putnam Avenue
Miles to Highway: Adjacent	Rail Service: 1.3± miles to station
Closest Interstate: I87	Closest Airport: 5± miles to Floyd Bennett Memorial Airport
Miles to Interchange: 7.8± miles	

Site Status: This site is currently occupied by a liquor store.

Property Description: This corner property is improved with a single site structure surrounded by paved parking areas with access from Route 4 and Putnam Avenue.

Description of Adjacent Land Uses: West: Fort Hudson Health Systems
North/East/South: Residential

Use and Environmental History:

The use of this site as a gasoline station dates to 1958 or earlier and is mapped on a 1958 Sanborn Fire Insurance Maps as a gasoline station. A review of City Directories confirm the use as a gasoline station with the tenant noted as Mac's Service Station on the 1950 and 1959 directories. City Directories list the tenant as Toomey's Wines and Liquors in 1966 and 1970.

The gasoline pump island is still evident to the front of the building.

Status of Remedial Investigation:

No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

This property is ideal for smaller retail use being located on a busy thoroughfare at an intersection. Development for higher volume use is limited by the size of the property.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.10-3-30 **BOA Site #:** P
Name: Law Office
Address: 326 Broadway
Owner: Linda and David Rooke
Municipality: Town of Fort Edward
Publicly Owned: ☒ No ☐ Yes
Foreclosure List: ☒ No ☐ Yes
Size: 0.20 Acres
Existing Buildings: One story wood frame office building.
Condition: The building appears to be in good condition.
Zoning: CP Commercial Plaza / R-1: Residential Low Density

**Assessment of Overall
Importance and Ranking:**

High: ☐
Medium: ☒
Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: <input checked="" type="checkbox"/>	Business Improvement District: <input type="checkbox"/>
NYS Environmental Zone: <input type="checkbox"/>	Special Assessment District: <input type="checkbox"/>
Urban Renewal Area: <input type="checkbox"/>	Historic District: <input type="checkbox"/>
Federal Enterprise Business Zone: <input type="checkbox"/>	Archeologically Significant Area: <input checked="" type="checkbox"/>
Other: <input type="checkbox"/>	

Utilities: *(check all that apply)*

Municipal Water <input checked="" type="checkbox"/>	Electrical Service: <input checked="" type="checkbox"/>
Municipal Sewer: <input checked="" type="checkbox"/>	Telecom. Service: <input checked="" type="checkbox"/>
Natural Gas: <input checked="" type="checkbox"/>	

Access:

Closest Highway: US Route 4	Access Road: Broadway (Route 4)
Miles to Highway: Adjacent	Rail Service: 1.3± miles to station
Closest Interstate: I87	Closest Airport: 5± miles to Floyd Bennett Memorial Airport
Miles to Interchange: 7.8± miles	

Site Status: The site is occupied by a law office which is currently for lease.

Property Description: The site is improved with a one story wood frame office building with several paved parking areas.

Description of Adjacent Land Uses: West: Fort Hudson Health Systems
North/East: Residential
South: Rookies Ice Cream

Use and Environmental History:

The use of this site as a gasoline station dates to 1932 or earlier and is mapped on 1932, 1942 and 1958 Sanborn Fire Insurance Maps as a gasoline station. The Sanborn Fire Insurance Maps depict three underground storage tanks associated with the site. A review of City Directories confirm the use as a gasoline station with the tenant noted as John Campbell Gas and Oils in the 1941. The current site building does not appear to be the same building that was used as the gasoline station which was depicted closer to Broadway.

Status of Remedial Investigation:

No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

This property is ideal for smaller retail/commercial use being located on a busy thoroughfare. Development for higher volume use is limited by the size of the property.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.10-3-27 **BOA Site #:** Q
Name: Adirondack Medical Associates
Address: 318 Broadway
Owner: 318 Broadway LLC
Municipality: Town of Fort Edward
Publicly Owned: ☒ No ☐ Yes
Foreclosure List: ☒ No ☐ Yes
Size: 0.41 Acres
Existing Buildings: One story office building occupying 2,984 square feet.
Condition: The building appears to be in good condition.
Zoning: CP Commercial Plaza / R-1: Residential Low Density

**Assessment of Overall
Importance and Ranking:**

High: ☐
Medium: ☒
Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: <input checked="" type="checkbox"/>	Business Improvement District: <input type="checkbox"/>
NYS Environmental Zone: <input type="checkbox"/>	Special Assessment District: <input type="checkbox"/>
Urban Renewal Area: <input type="checkbox"/>	Historic District: <input type="checkbox"/>
Federal Enterprise Business Zone: <input type="checkbox"/>	Archeologically Significant Area: <input checked="" type="checkbox"/>
Other: <input type="checkbox"/>	

Utilities: *(check all that apply)*

Municipal Water: <input checked="" type="checkbox"/>	Electrical Service: <input checked="" type="checkbox"/>
Municipal Sewer: <input checked="" type="checkbox"/>	Telecom. Service: <input checked="" type="checkbox"/>
Natural Gas: <input checked="" type="checkbox"/>	

Access:

Closest Highway: US Route 4	Access Road: Broadway (Route 4) and Ethan Allen Street	
Miles to Highway: Adjacent	Rail Service: 1.3± miles to station 5± miles to Floyd Bennett	
Closest Interstate: I87	Closest Airport: Memorial Airport	
Miles to Interchange: 7.8± miles		

Site Status: The site is used as a medical office.

Property Description: Adirondack Medical Associates is a medical practice with three doctors whose specialties include General Dentistry, Infectious Disease Medicine, and Internal Medicine. The structure has been present on the site since 1985. There are several paved parking areas on the property.

Description of Adjacent Land Uses: West: Fort Hudson Health Systems
North/East/South: Residential

Use and Environmental History:

The use of this site as a gasoline station dates to 1932 or earlier and is mapped on 1932, 1942 and 1958 Sanborn Fire Insurance Maps as a gasoline station. Based on a review of the Sanborn Fire Insurance Maps, there were at least two gasoline storage tanks associated with the gasoline station. City Directories confirm the use of the site as a gasoline station listing the tenant as Charles WB Smith Gas and Oils on the 1941 directory and A&A Shell Super Service Station on the 1950 directory.

Status of Remedial Investigation:

No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

This property is ideal for smaller commercial use being located on a busy thoroughfare at an intersection. Development for higher volume use is limited by the size of the property.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.10-2-39
163.10-2-39.1
163.10-2-39.2 **BOA Site #:** R
Name: Cooper Property, Murray Property and
Malloy Property
Address: 2 Anthony Drive, 98 McIntyre Street,
McIntyre Street
Owner: Richard Cooper, Adlor Murray and James H.
Maloy, Inc.
Municipality: Town of Fort Edward
Publicly Owned: ☒ No ☐ Yes
Foreclosure List: ☒ No ☐ Yes
Size: 3.07 Acres, 1.10 Acres and 1.3 (5.47 acres total) Map shows 5.39 acres
Existing Buildings: Mobile home (Cooper Property) and mix use building (Murray Property)
Condition: Both buildings appear to be in good condition.
Zoning: Residential Single Family

**Assessment of Overall
Importance and Ranking:**

High: ☒

Medium: ☐

Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: ☐

NYS Environmental Zone: ☐

Urban Renewal Area: ☐

Federal Enterprise Business Zone: ☐

Other: ☐

Utilities: *(check all that apply)*

Municipal Water ☒

Municipal Sewer: ☒

Natural Gas: ☒

Business Improvement District: ☐

Special Assessment District: ☐

Historic District: ☐

Archeologically Significant Area: ☒

Electrical Service: ☒

Telecom. Service: ☒

Access:

Closest Highway: US Route 4

Miles to Highway: 0.5

Access Road: McIntyre Street & Anthony Drive

Rail Service: 0.7± miles to station

Closest 5.4± miles to Floyd Bennett

Closest Interstate: I87

Miles to Interchange: 7.8± miles

Airport: Memorial Airport

Site Status: The Murray property contains two apartments and a shop and is currently for sale. The Cooper property is improved with a mobile home which appears to be occupied.

Property Description: Development of the parcels is primarily confined to the western portions along McIntyre Street with a mobile home being present at the corner of McIntyre Street and Anthony Drive and a mixed use building being present on the southwestern portion of the property. The rear of the property is a vacant open field.

Description of Adjacent Land Uses: West: Vacant wooded
East: Old Fort Edward Landfill
South: Gravel pit and vacant wooded land
North: Residential along Anthony Drive

Use and Environmental History:

Assessment records indicate the 2 Anthony Drive parcel has been used for residential uses (mobile home) since the 1970s. The first floor of the building located at 98 McIntyre (Murray parcel) is reportedly used as a shop for small engine repair. The use of oils and hazardous substances including solvents is likely based on the past use of the site for engine service.

Status of Remedial Investigation:

No known remedial investigations have been conducted to date. The Murray property is listed as a land clearing debris landfill. The site was not otherwise listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

The Cooper Parcel is the first parcel of land traversed by the proposed Industrial Park Road to the east of McIntyre Street. The northeastern corner of the Murray property is also traversed by the proposed Industrial Park Road. The road continues through the central portions of the Malloy parcel.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.14-2-6.1/163.-2-23 **BOA Site #:** S

Name: Old Fort Edward Landfill

Address: 50 McIntyre Street

Owner: James Maloy, Inc./Dickinson Trust

Municipality: Village and Town of Fort Edward

Publicly Owned: ☒ No ☐ Yes

Foreclosure List: ☒ No ☐ Yes

Size: 22.80 acres/20.1 acres (42.9 total)

Existing Buildings: None

Condition: The landfill has been capped and a chain link fence restricts public access.

Zoning: Zoned Industrial within the Village and Residential, Single Family in the Town

**Assessment of Overall
Importance and Ranking:**

High: ☐

Medium: ☒

Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: <input type="checkbox"/>	Business Improvement District: <input type="checkbox"/>
NYS Environmental Zone: <input type="checkbox"/>	Special Assessment District: <input type="checkbox"/>
Urban Renewal Area: <input type="checkbox"/>	Historic District: <input type="checkbox"/>
Federal Enterprise Business Zone: <input type="checkbox"/>	Archeologically Significant Area: <input checked="" type="checkbox"/>
Other: <input type="checkbox"/>	

Utilities: *(check all that apply)*

Municipal Water: <input type="checkbox"/>	Electrical Service: <input type="checkbox"/>
Municipal Sewer: <input type="checkbox"/>	Telecom. Service: <input type="checkbox"/>
Natural Gas: <input type="checkbox"/>	

Access: Limited

Closest Highway: US Route 4	Access Road: McIntyre Street/Towpath Lane
Miles to Highway: 0.4± miles	Rail Service: 0.9± miles to station
Closest Interstate: I87	Closest Airport: 5± miles to Floyd Bennett Memorial Airport
Miles to Interchange: 8± miles	

Site Status: A portion of the property is used as a gravel pit, otherwise, the site is vacant land.

Property Description: The property consists of wooded land, a former landfill and a gravel pit. A majority of the site has moderate to steep slopes.

Description of Adjacent Land Uses:

West: Vacant wooded land and residential

East: Old Champlain Canal

South: Vacant wooded

North: Vacant wooded and residential

Use and Environmental History:

Portions of these two parcels contain the Old Fort Edward Landfill, a Class 4 NYSDEC Inactive Hazardous Waste Disposal Site. The landfill was historically used by the Town and Village of Fort Edward as an open dump. According to NYSDEC's fact sheet, waste was dumped over a bank and frequently burned. General Electric dumped approximately 310 tons of scrap capacitors containing PCB oil.

Status of Remedial Investigation:

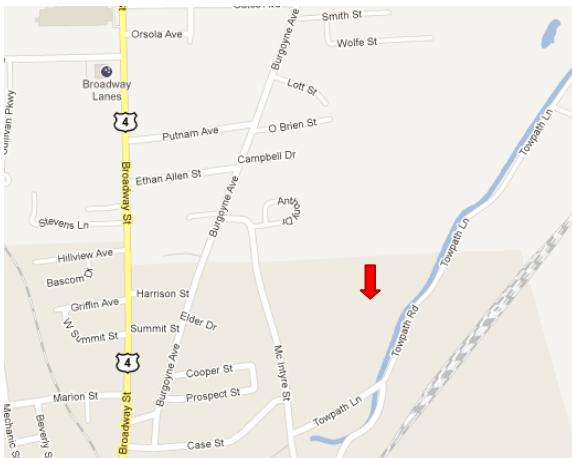
Remedial work was completed by General Electric under a Consent Order. Remediation involved the construction of a clay cap, a leachate collection system with horizontal under-drains and a waste treatment system. The remedy is reportedly performing properly and is effective. An off-site investigation was completed by the NYSDEC in 1999 and concluded that no further action related to off-site areas was needed. Long term monitoring and maintenance are on-going.

Use Potential and Redevelopment Opportunities:

The western most portion of lot 163.14-2-6.1 is a portion of the proposed truck route for access to the Industrial Park. It is recommended that the capped landfill and monitoring areas remain undisturbed.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.14-2-4 **BOA Site #:** T

Name: 50 McIntyre Street

Address: 50 McIntyre Street

Owner: James H. Maloy, Inc.

Municipality: Village of Fort Edward

Publicly Owned: ☒ No ☐ Yes

Foreclosure List: ☒ No ☐ Yes

Size: 6.06 Acres

Existing Buildings: None

Condition:

Zoning: Industrial/ I: Industrial

**Assessment of Overall
Importance and Ranking:**

High: ☐

Medium: ☒

Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: ☐

NYS Environmental Zone: ☐

Urban Renewal Area: ☐

Federal Enterprise Business Zone: ☐

Other: ☐

Business Improvement District: ☐

Special Assessment District: ☐

Historic District: ☐

Archeologically Significant Area: ☒

Utilities: *(check all that apply)*

Municipal Water: ☒

Municipal Sewer: ☒

Natural Gas: ☒

Electrical Service: ☒

Telecom. Service: ☒

Access: Frontage on McIntyre Street

Closest Highway: US Route 4

Miles to Highway: 0.5

Access Road: McIntyre Street

Rail Service: 0.7± miles to station

Closest Airport: 5.4± miles to Floyd Bennett Memorial Airport

Closest Interstate: I87

Miles to Interchange: 7.8± miles

Site Status: The site is unused other than providing access to the adjoining gravel pit.

Property Description: The site is a vacant parcel of wooded land traversed by recreational trails and unimproved access driveway.

Description of Adjacent Land Uses:

West: Vacant-ravine

East: Gravel pit and Old Fort Edward Landfill

South: Vacant wooded

North: Residential

Use and Environmental History:

Sanborn Fire Insurance Maps do not provide coverage of the site. Assessment records classify the site as vacant land and do not suggest prior development of the property.

Status of Remedial Investigation:

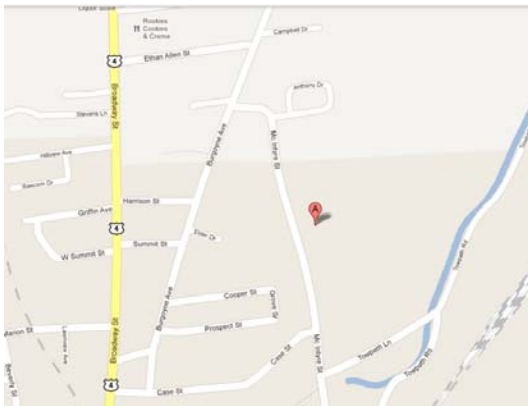
No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

The southeastern portion of the property is adjacent to the proposed truck route for the industrial park.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.14V-2-6 **BOA Site #:** U
Name: McIntyre Street @ Towpath Lane
Address: McIntyre Street
Owner: WCC LLC
Municipality: Village of Fort Edward
Publicly Owned: ☒ No ☐ Yes
Foreclosure List: ☒ No ☐ Yes
Size: 16.17 Acres
Existing Buildings: None
Condition:
Zoning: Industrial / I: Industrial

**Assessment of Overall
Importance and Ranking:**

High: ☐
Medium: ☒
Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: ☒
NYS Environmental Zone: ☐
Urban Renewal Area: ☐
Federal Enterprise Business Zone: ☐
Other: ☐

Business Improvement District: ☐
Special Assessment District: ☐
Historic District: ☐
Archeologically Significant Area: ☒

Utilities: *(check all that apply)*

Municipal Water: ☒
Municipal Sewer: ☒
Natural Gas: ☒

Electrical Service: ☒
Telecom. Service: ☒

Access:

Closest Highway:	US Route 4	Access Road:	McIntyre Street and Towpath Lane
Miles to Highway:	0.5	Rail Service:	0.7± miles to station 5.4± miles to Floyd Bennett
Closest Interstate:	I87	Closest Airport:	Memorial Airport
Miles to Interchange:	7.8± miles		

Site Status: The site is a vacant parcel of wooded land. The property is currently for sale.

Property Description: This vacant lot occupies the corner of McIntyre Street and Towpath Lane at the entrance to the Industrial Park. A sign is located on the property listing the tenants of the park.

Description of Adjacent Land Uses:
West: Apartment Complex
East: Old Champlain Canal
South: vacant land with a pond
North: Vacant wooded land and Old Fort Edward Landfill

Use and Environmental History:

Sanborn Fire Insurance Maps do not provide coverage of the site. Assessment records classify the site as vacant land and do not suggest prior development of the property.

Status of Remedial Investigation:

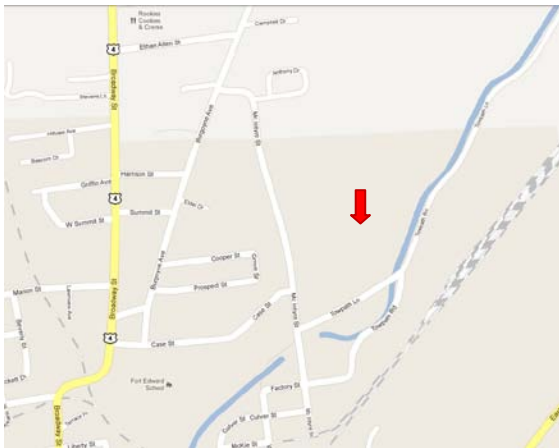
No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

The site is ideally located at the main entrance to the industrial park with frontage on both McIntyre Street and Towpath Lane. The northeastern portion of the property contains the proposed truck route for the industrial park which will provide even greater access to this tract of land.

Ranking Explanation:

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 164.18V-3-35 **BOA Site #:** V

Name: CP Rail Yard

Address: 16 Factory Street

Owner: Delaware & Hudson Railway Corp

Municipality: Fort Edward, NY

Publically Owned: No

Foreclosure List: No

Size: 27.60 acres

Existing Buildings: Yes

Condition:

Zoning:

**Assessment of Overall
Importance and Ranking:**

High: ☐

Medium: ☒

Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone:

☒

NYS Environmental Zone:

☐

Urban Renewal Area:

☐

Federal Enterprise Business Zone:

☐

Other:

☐

Business Improvement District:

☐

Special Assessment District:

☐

Historic District:

☐

Archeologically Significant Area:

☒

Utilities: *(check all that apply)*

Municipal Water

☒

Municipal Sewer:

☒

Natural Gas:

☐

Electrical Service:

☒

Telecom. Service:

☒

Access:

Closest Highway: US - 4

Miles to Highway: 0.3 miles

Closest Interstate: I-87

Miles to Interchange: 6.4 miles

Access Road:

Factory St

Rail Service:

0.0

Closest Airport:

Queensbury

Site Status:

Property Description: Rail yard

Description of Adjacent

Land Uses: Industrial Park

**Use and Environmental
History:**

Railyard

**Status of Remedial
Investigation:**

Not relevant

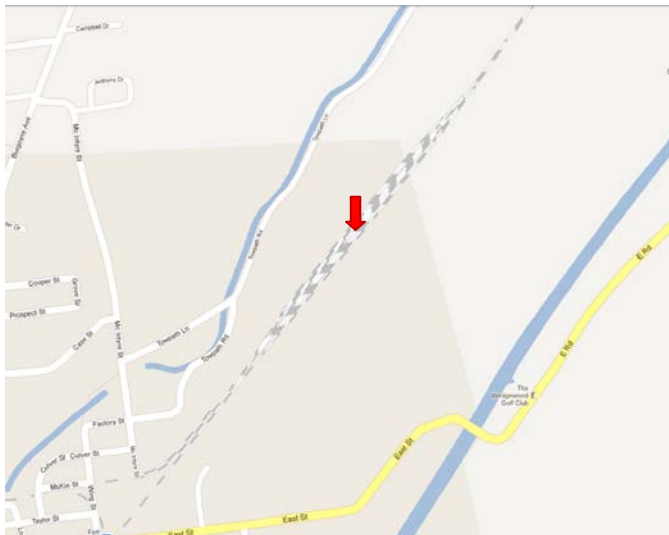
**Use Potential and
Redevelopment
Opportunities:**

Industrial park support

Ranking Explanation:

Site Location

Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.18-3-26 **BOA Site #:** W

Name: Pallets, Inc.

Address: 99 1/2 East Street

Owner: Binley Real Estate Holdings

Municipality: Village of Fort Edward

Publicly Owned: ☒ No ☐ Yes

Foreclosure List: ☒ No ☐ Yes

Size: 12.08 Acres

Existing Buildings: The facility contains several free standing and connected buildings used for manufacturing and warehousing.

Condition: The buildings appear to be in good condition. Several of the buildings are un-insulated and used for cold storage.

Zoning: I: Industrial / R-1: Residential Low Density

**Assessment of Overall
Importance and Ranking:**

High: ☐

Medium: ☒

Low: ☐

Zone and/or District Status: (Check all that apply)

NYS Empire Zone: ☒

NYS Environmental Zone: ☐

Urban Renewal Area: ☐

Federal Enterprise Business Zone: ☐

Other: ☐

Business Improvement District: ☐

Special Assessment District: ☐

Historic District: ☐

Archeologically Significant Area: ☒

Utilities: (check all that apply)

Municipal Water: ☒

Municipal Sewer: ☒

Natural Gas: ☒

Electrical Service: ☒

Telecom. Service: ☒

Access: Frontage on East Street

Closest Highway: US Route 4

Miles to Highway: 0.6

Access Road: East Street

Rail Service: 0.3± miles to station

Closest Airport: 6.5± miles to Floyd Bennett Memorial Airport

Closest Interstate: I87

Miles to Interchange: 7.5± miles

Site Status: Active family owned wood manufacturing company that specializes in designing, engineering and manufacturing wooden pallets, skids, crates and agriculture bins.

Property Description: This triangular shaped property has limited access to East Street. The property contains several buildings used for manufacturing and storage and contains parking spaces and outdoor storage areas.

Description of Adjacent Land Uses:
West: Railroad bed
East: Vacant
South: Residential
North: Industrial Park/dewatering facility/railroad bed

Use and Environmental History:

A review of City Directories does not indicate tenants of the site in 1941 and 1946. The tenant is listed as Northern Pine Corp. Wholesale on the 1950 and 1959 directories and by 1970 the tenant is listed as Pallets, Inc.

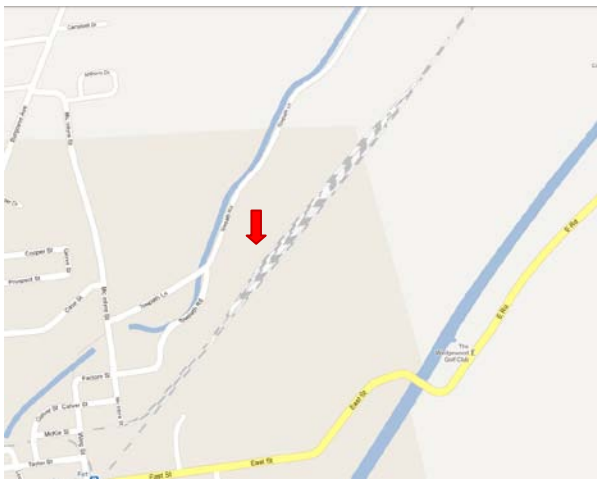
Status of Remedial Investigation:

Pallets, Inc. has a petroleum bulk storage registration which is noted as being “unregulated”. Three underground tanks have been removed from the facility; one in 1997 and two in 1998. Two spill incidents were listed associated with these tanks. Spill No. 9603230 was associated with a 1,000 gallon gasoline tank which failed and was subsequently removed. An Emergency Response Notification (ERNS) number (495878) was also assigned to this incident. Spill No. 9811838 was associated with the closure of underground gasoline and diesel storage tanks. Impacts to soil and groundwater were identified during their removal and subsequent remedial investigations and actions were undertaken. Both spills were issued a closed status. This facility is also listed as a conditionally exempt small quantity generator and is listed as a registered solid waste management facility for C& D processing.

**Use Potential and Redevelopment Opportunities:
Ranking Explanation:**

Although the property has limited road frontage, it adjoins other industrial facilities with the potential for expansion to these adjoining land parcels.

Site Location



Site Photo



**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.19-1-1, 163.19-1-3.1 and 163.19-1-21 **BOA Site #:** X

Name: East Street Properties

Address: East Street

Owner: WCC LLC

Municipality: Village of Fort Edward

Publicly Owned: ☒ No ☐ Yes

Foreclosure List: ☒ No ☐ Yes

Size: 5.30 Acres, 6.5 Acres and 7.5 Acres (19.35 Acres total)

Existing Buildings: None

Condition:

Zoning: I: Industrial / R-1: Residential Low Density

**Assessment of Overall
Importance and Ranking:**

High: ☐

Medium: ☒

Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: <input checked="" type="checkbox"/>	Business Improvement District: <input type="checkbox"/>
NYS Environmental Zone: <input type="checkbox"/>	Special Assessment District: <input type="checkbox"/>
Urban Renewal Area: <input type="checkbox"/>	Historic District: <input type="checkbox"/>
Federal Enterprise Business Zone: <input type="checkbox"/>	Archeologically Significant Area: <input checked="" type="checkbox"/>
Other: <input type="checkbox"/>	

Utilities: *(check all that apply)*

Municipal Water: <input checked="" type="checkbox"/>	Electrical Service: <input checked="" type="checkbox"/>
Municipal Sewer: <input checked="" type="checkbox"/>	Telecom. Service: <input checked="" type="checkbox"/>
Natural Gas: <input checked="" type="checkbox"/>	

Access:

Closest Highway: US Route 4	Access Road: East Street
Miles to Highway: 0.6	Rail Service: 0.3± miles to station
	Closest Airport: 6.5± miles to Floyd Bennett Memorial Airport
Closest Interstate: I87	
Miles to Interchange: 7.5± miles	

Site Status: The site encompasses three vacant lots comprised of field and scrub brush.

Property Description: The three vacant lots form a “U” shaped parcel with limited frontage on East Street.

Description of Adjacent Land Uses: West: Pallets, Inc.
East/South: residential
North: Industrial Park/dewatering facility/railroad

Use and Environmental History:

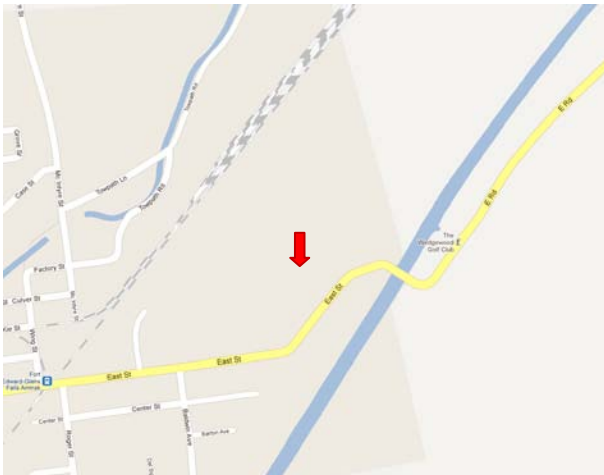
Sanborn Fire Insurance Maps do not provide coverage of the site. Assessment records classify the site as vacant land and do not suggest prior development of the property. Historically, the property was used as farmland.

Status of Remedial Investigation:

No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

Although the property has limited road frontage, it adjoins other industrial facilities with the potential for expansion opportunities to these adjoining land uses.

Ranking Explanation:**Site Location****Site Photo**

**Brownfield Nomination
Descriptive Site Profile**

Tax Map #: 163.15-1-5 **BOA Site #:** Y

Name: Trius

Address: 268 Towpath Lane

Owner: FGV Realty, LLC

Municipality: Village of Fort Edward

Publicly Owned: ☒ No ☐ Yes

Foreclosure List: ☒ No ☐ Yes

Size: 3.09 Acres

Existing Buildings: Metal clad manufacturing/warehouse building occupying 31,200 square feet.

Condition: The building appears to be in newer condition having been built in 1989.

Zoning: I: Industrial

**Assessment of Overall
Importance and Ranking:**

High: ☐

Medium: ☒

Low: ☐

Zone and/or District Status: *(Check all that apply)*

NYS Empire Zone: ☒

NYS Environmental Zone: ☐

Urban Renewal Area: ☐

Federal Enterprise Business Zone: ☐

Other: ☐

Business Improvement District: ☐

Special Assessment District: ☐

Historic District: ☐

Archeologically Significant Area: ☒

Utilities: *(check all that apply)*

Municipal Water: ☒

Municipal Sewer: ☒

Natural Gas: ☒

Electrical Service: ☒

Telecom. Service: ☒

Access:

Closest Highway: US Route 4

Miles to Highway: 0.7± miles

Closest Interstate: I87

Miles to Interchange: 7.5± miles

Access Road: Towpath Lane

Rail Service: 0.5± miles to station, adjacent to active rail line

Closest Airport: 5± miles to Floyd Bennett Memorial Airport

Site Status: The site has been developed since 1989 and has since been used for commercial/industrial purposes.

Property Description: Lot is improved with the site building, loading dock and paved driveways/parking areas.

Description of Adjacent Land Uses:
West: Old Champlain Canal
East: Active rail line
South: Residential
North: Vacant commercial paved lot

Use and Environmental History:

The site is currently occupied by Trius, Inc., a family-owned company that is one of the largest suppliers of municipal and contractors' equipment in the Tri-State area. Trius purchased the site recently from Adirondack Plastic and Paper Recycling which used the site as a recycling facility for plastics and paper. Adirondack Plastic and Paper Recycling had reportedly occupied the site since 2002. Prior to that time the site was used by Dick Emerson for warehousing paper.

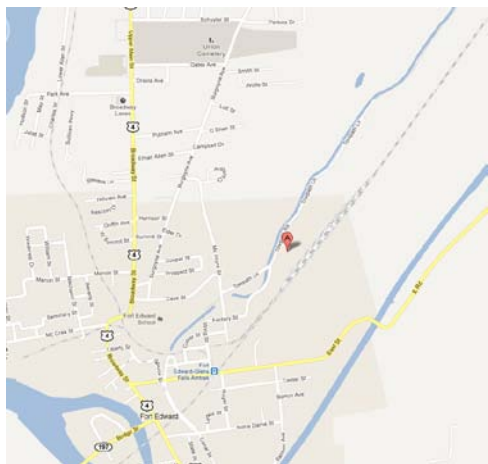
The site building is indicated to have been constructed in 1989 and was occupied by American Plastics Recycling, a plastic recycling operation for post consumer bottles. Prior to construction of the building, the site is reported to have been vacant farm land.

Status of Remedial Investigation:

No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Use Potential and Redevelopment Opportunities:

The site is located within the Industrial Park and located adjacent to other potentially developable properties for which current or future businesses may be able to expand in the future.

Ranking Explanation:**Site Location****Site Photo**

Brownfield Nomination Descriptive Site Profile

Tax Map #:	163-2-20.2 and 163.15-1-1	BOA Site #:	Z	<div style="border: 1px solid black; padding: 5px; background-color: #f0f0f0;"> Assessment of Overall Importance and Ranking: High: <input type="checkbox"/> Medium: <input checked="" type="checkbox"/> Low: <input type="checkbox"/> </div>
Name:	ESMI			
Address:	304 Towpath Lane			
Owner:	Environmental Soil Management of NY			
Municipality:	Town and Village of Fort Edward			
Publicly Owned:	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes			
Foreclosure List:	<input checked="" type="checkbox"/> No <input type="checkbox"/> Yes			
Size:	9.12/7.53 Acres (16.65 Acres total) Map shows 15.48 Acres			
Existing Buildings:	Soil treatment facility occupying 30,000 square feet and modern office building occupying 1,452 square feet.			
Condition:	The site buildings appear to be in newer condition having been built in 1995.			
Zoning:	M-1: Industrial / I:Industrial			
Zone and/or District Status: (Check all that apply)				
NYS Empire Zone:	<input checked="" type="checkbox"/>	Business Improvement District:	<input type="checkbox"/>	
NYS Environmental Zone:	<input type="checkbox"/>	Special Assessment District:	<input type="checkbox"/>	
Urban Renewal Area:	<input type="checkbox"/>	Historic District:	<input type="checkbox"/>	
Federal Enterprise Business Zone:	<input type="checkbox"/>	Archeologically Significant Area:	<input checked="" type="checkbox"/>	
Other:	<input type="checkbox"/>			
Utilities: (check all that apply)				
Municipal Water	<input checked="" type="checkbox"/>	Electrical Service:	<input checked="" type="checkbox"/>	
Municipal Sewer:	<input checked="" type="checkbox"/>	Telecom. Service:	<input checked="" type="checkbox"/>	
Natural Gas:	<input checked="" type="checkbox"/>			
Access:				
Closest Highway:	US Route 4	Access Road:	Towpath Lane	
Miles to Highway:	0.7± miles	Rail Service:	0.5± miles to station, adjacent to active rail line	
Closest Interstate:	I87	Closest Airport:	5± miles to Floyd Bennett Memorial Airport	
Miles to Interchange:	7.5± miles			
Site Status:	ESMI is actively used and has operated a thermal desorption plant at this location since 1995. The facility has the capability to treat soils contaminated with oils, solvents, PCBs, coal tars, conventional fuels as well as other organic constituents.			
Property Description:	Lot is improved with a modern office building, treatment facility and paved driveways/parking areas.			
Description of Adjacent Land Uses:	South: Unoccupied warehouse building, North: Real Bark Mulch, West: Old Champlain Canal, East: active rail line			

Use and Environmental History:

ESMI has occupied the site since 1995 and which was previously used as farmland.

Status of Remedial Investigation:

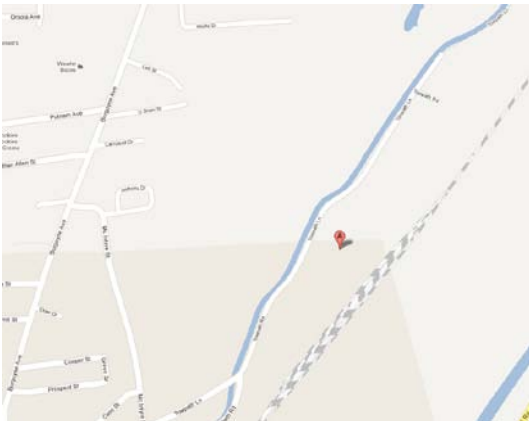
No known remedial investigations have been conducted to date. The site has a RCRA generator ID, however, the facility is noted as being no longer regulated. Although there are four spills listed for the facility, they have been issued a closed status. As the facility is used as a treatment facility, it is registered as a solid waste management facility and has an active status. ESMI also has a petroleum bulk storage registration with seven registered above ground tanks; three of which are in service and four which have been closed by removal.

Use Potential and Redevelopment Opportunities:

The site is located within the Industrial Park and located adjacent to other potentially developable properties for which the current or future businesses may be able to expand in the future.

Ranking Explanation:

Site Location



Site Photo

