- The former Egberts & Bailey Mill site;
- The "First Power Mill" site
- City Hall;
- St. Bernard's Church;
- Joshua R. Clarke House;
- David Van Auken House;
- William Moore House;
- First Baptist Church;
- Vineyard Community Church; and
- United Church of Cohoes.

Olmsted Street Historic District

This district is directly adjacent to the Downtown Cohoes Historic District, but covers only four acres. Located along two blocks of Olmsted Street, this district is representative of the City's economy at its peak during the mid- to late 19th century. Within this district is a former textile mill complex (Ogden Mill), a section of the original Erie Canal (now filled-in), and three blocks of row houses constructed for millworkers. The mill was used to manufacture clothing until late into the 20th century and has recently been converted into a mixed-use complex with apartments, retail and office space. The three blocks of row houses are now used to provide affordable housing through the Section 8 program. The Olmsted Street Historic District was added to the National Register of Historic Places in 1973.

Harmony Mills Historic District

Although this historic district covers almost 200 acres, only 1.5 acres fall within the Study Area. When it opened in 1872, Harmony Mills was located along the Mohawk River and the old Erie Canal and was the largest cotton mill complex in the world. The Harmony Mills Historic District was listed on the National Register of Historic Places in 1978; it was further declared a National Historic Landmark in 1999. In 2007, the Clover Architectural Group renovated some of the mill structures into high-end residential lofts (i.e., The Lofts at Harmony Mills). The Lofts at Harmony Mills complex is located approximately ¼ mile outside of the northwestern boundary of the Study Area.

Enlarged Erie Canal Historic District

This linear historic district was established in 2003 as a "discontiguous" historic district of five lock "units" from the enlarged Erie Canal, with three of these units located in the Study Area. To facilitate the increase in the amounts of materials transported and the decrease in waiting time for "locking through," the original Clinton's Ditch was modified and expanded between 1836 and 1842. The canal route was moved west from its original location, generally running along the route of present-day Central Avenue. Unit 1 is comprised of Lock 9, a double lock constructed in 1842, is located between Spring Street and Alexander Street, in the central portion of the Study Area. The lock is maintained by the City of Cohoes as part of the linear George Street Park, and events like the Halloween Haunted Locks are held regularly at the site.

Unit 2 is comprised of lock 10, located north of lock 9 within the George Street Park. This lock was also a double lock constructed in 1842, however, most of the lock and canal bed has been filled in. The remnants of the limestone western wall are located just west of the George Street Park baseball diamond. Unit 3 is comprised of locks 14 and 15, however only lock 14 is located within the Study Area. Also constructed in 1842, lock 14 is located along the eastern edge of Standish Place. Only the top portion of the original lock wall is visible along Standish Place, however the southern portion of the lock is visible behind the Cohoes Bowl bowling alley.

3.9.2 National Register Historic Sites

There are three National Register Historic Sites located within the Study Area, only one of which has a structure still standing as of March 2013:

Cohoes Music Hall

Built in 1874, the Cohoes Music Hall is located at 56 Remsen Street and is located within the Downtown Cohoes Historic District. This four-story brick building is characterized by an unusually decorative front façade and is considered the best example of the Second Empire architectural style in the City of Cohoes. The music hall was added to the National Register of Historic Places in 1971 and, in 1984, was listed as a contributing property when the Downtown Cohoes Historic District was added to the National Register of Historic Places. After falling into disrepair during the middle of the 20th century, the music hall began putting on performances again following an extensive renovation during the early 1970s. In addition to being the fourth oldest music hall currently in use in the country, the building is also home to the City's Visitor Center.

Delaware and Hudson Railroad Freight House

Officially added to the National Register of Historic Places in 1998, this historic freight house was located on property owned by the Delaware and Hudson Railroad between Cohoes Road and Mohawk Street. As with the Silliman Memorial Presbyterian Church, this site remains on the National Register despite the demolition of structure.

Silliman Memorial Presbyterian Church

Built in 1896 and originally located at the intersection of Ontario Street and Mohawk Street, this Romanesque Revival sandstone structure was demolished in 1998. This structure was first listed on the National Register of Historic Places in 1979 and still appears on the list even though it is no longer standing.

3.9.3 Locally Designated Historic Sites

Juncta

The "Juncta" is a local and state-designated historic site located approximately 200 feet south of the intersection of Saratoga Street and Main Street. The juncta is the location of the historic

intersection of Clinton's Ditch and the Champlain Canal. Although only remnants of the Champlain Canal locks exist at present in the vicinity of the site, a historic marker was erected in 2000 by the Spindle City Historic Society and the New York State Department of Transportation to mark the historic location of the juncta.

3.9.4 Historic Preservation Efforts within Cohoes

Historic Preservation Code

The City of Cohoes established a mechanism for promoting Historic Preservation through the City's Zoning Code in Chapters 285-21 through 285-24. The Historic Preservation Code established the City of Cohoes Historic Preservation and Architectural Review Board and includes a procedure for designating properties as local historic landmarks. The ordinance also requires that a property owner must obtain a Certificate of Appropriateness from the Historic Preservation and Architectural Review Board when a property owner proposes alteration, addition, reconstruction or demolition of historic structure within the designated Historic Overlay District.

Certified Local Government

At present, the City of Cohoes is not currently designated as a Certified Local Government (CLG). The program strengthens efforts at the local level by assisting communities with preservation goals and the development of a plan for historic preservation. Benefits to the City of Cohoes in becoming a CLG include direct access to the technical expertise of National Park Service staff, access to federal grant funding and the ability to market Cohoes as a place committed to preserving its history for future generations. The New York State Historic Preservation Office (SHPO) administers the CLG program through a variety of services designed to help communities protect, preserve, and celebrate their historic resources. At minimum, a community must take the following steps to become a CLG:

- Establish a qualified historic preservation commission;
- Enforce state and local legislation for the designation and protection of historic properties;
- Maintain an inventory of local historic resources; and
- Provide for public participation in the program.

KEY FINDINGS: HISTORIC AND CULTURAL RESOURCES

1. At the junction of the Erie Canal and the Champlain Canal, the City of Cohoes served as one of the most prominent centers for textile manufacturing and waterway transportation in American History.

2. A significant number of historic structures and districts are in place to be marketed as attractions that can serve as redevelopment catalysts in the City and make the BOA a destination for heritage tourism.

3. The City lacks a sufficiently prominent signage and wayfinding program within the Cohoes Boulevard Study Area to promote historic resources and educate the public and visitors.

4. The formal designation as a Certified Local Government (CLG) is a logical next step following the established mechanisms in the Historic Preservation Code.

3.10 Transportation Systems

3.10.1 Roadways

The City's downtown core is characterized by a well organized road network, with a traditional grid pattern street system typical of small, historical cities in upstate New York. The grid pattern street system is interrupted by larger, arterial streets and highways constructed in the former beds of the Erie Canal, Champlain Canal and Mohawk River. The roadway network within the Cohoes Boulevard Study Area is illustrated on Map 10.

The Cohoes Boulevard BOA Study Area is traversed by just over 15 miles of roadways, of which almost 6 miles are classified as New York State (NYS) Routes (i.e., NYS Route 32, NYS Route 470, and NYS Route 787). As noted previously, access into the Study Area is provided by the following roadways:

- Columbia Street (NYS Route 470) from the west;
- Saratoga Street (NYS Route 32) from the north and south;
- Ontario Street (NYS Route 470) from Simmons and Van Schaick Islands to the east;
- Bridge Avenue from Van Schaick Island to the east;
- Dyke Avenue from the southeast; and
- NYS Route 787 from the south.

The NYS Route 32/NYS Route 787 corridor is the dominant transportation corridor within the Study Area. Running parallel to one another along the eastern edge of the Study Area, these two roadways create a visual and physical barrier between the downtown to the west and the island neighborhoods to the east. The primary east-west roadway for vehicles traveling through the Study Area is Ontario Street (NYS Route 470). Unlike NYS Route 787, this state road is situated on a local street and is thus better integrated into the urban fabric. City streets carry all other vehicular traffic, providing arterial, collector and local level roadways that link together neighborhoods, commercial centers, municipal services and the larger transportation context.

3.10.2 Traffic Volumes

Traffic volumes provide an indicator for both safety and economic potential. While larger and faster traffic flows are considered a positive when siting commercial and retail development, they are also a potential impediment to pedestrian connectivity and safety, or form a barrier between two neighborhoods, as it does with Cohoes.

The Route 787 corridor represents an additional detriment to the City of Cohoes by routing travelers around the City's central business district, bypassing the downtown. Identifying a balance between safety, visibility, economic interests and the needs and functions of the transportation network are critical to making land use recommendations within the BOA.

Traffic volumes along major roadway segments within the BOA are provided in Figure 11, as obtained from the NYS Department of Transportation. Average Annual Daily Traffic (AADT) is the total volume of vehicle traffic of a highway or road for a year divided by 365 days. These figures are typically estimated through traffic counts conducted over the course of several days and extrapolated.

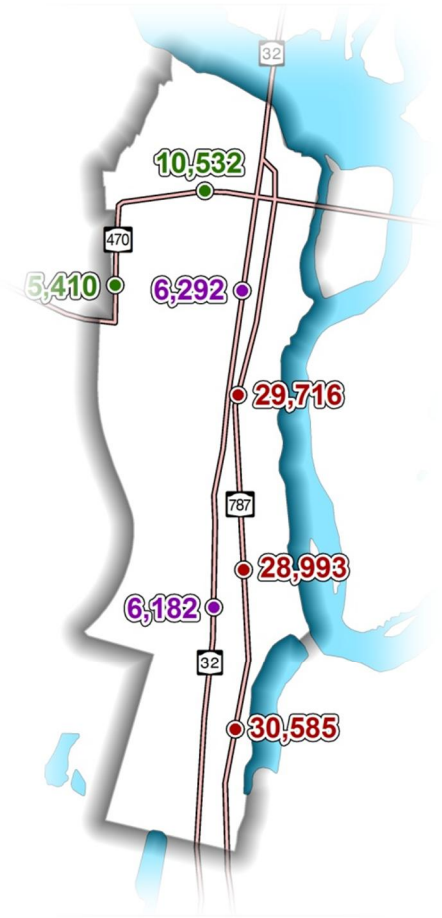

Figure 11. AADT Values for State Roads in the Study Area (2008)

In addition to existing AADT data, a corridor capacity analysis was performed for both morning and evening peak periods within the Study Area. The following provides a brief summary of findings; further information can be found in Appendix E.

Corridor Capacity Analysis and Observations

Traffic conditions within the Study Area are categorized into three different classifications: Good, Fair and Poor (refer to Appendix E for relevant figures). "Good" sections of the roadway are illustrated in green and indicate minimal to negligible delays. "Fair" sections are illustrated in yellow and indicate minimal to excessive delays. "Poor" sections are illustrated in red and indicate excessive delays, requiring improvement. Both NYS Route 787 and Route 32 operate at Fair to Good condition and no traffic congestion issues were observed during field observation in the morning peak. Poor traffic conditions were observed northbound along NYS Route 787 between NYS Route 32 and Ontario Street during the evening peak period. Evening peak traffic on NYS Route 32 between NYS Route 787 and Ontario Street was also observed to be delayed northbound through the Ontario Street intersection, as well as on Ontario Street eastbound between NYS Route 787 and NYS Route 32.

Roadway intersections are typically analyzed using a measurement called "Level of Service," or "LOS," which assesses the operational conditions of the intersection and the perception of problems at that intersection by motorists and passengers. The LOS of an intersection falls into one of six categories, ranging from "LOS A," in which an intersection has low volumes, high speeds and low traffic density, to an "LOS F," where an intersection regularly experiences forced flow with low speeds and low volumes. Within the study area, the intersection of North Mohawk Street and Vliet Street was observed to experience an overall Level of Service (LOS) B during the morning peak and an overall LOS A during the evening peak. Northbound approach has the worst approach LOS C and LOS B during morning and evening peaks respectively. The remaining roadway sections within the study area experience Fair to Good conditions.

Future Traffic Conditions

The Master Plan for redevelopment in the Brownfield Opportunity Areas envisions a three-phased build out over a 20 year time-frame. This development will be mixed use consisting of residential, commercial, office, flex space, recreational and park land. A review of the street network indicates that, except for NY 787 and NY 32 at NY 787, the existing street network is expected to continue to function with acceptable levels of traffic capacity level of service with the planned development.

The North/South Corridor Study prepared by CDTA in 2009 considered the establishment of Bus Rapid Transit (BRT) service along the Hudson River corridor between Albany and Mechanicville, traveling through Cohoes. Bus Rapid Transit is a public transportation system which utilizes buses to provide faster and more efficient service through measured improvements to existing infrastructure, buses and route scheduling. The study concluded that the River Corridor possesses high potential benefits in the provision of new BRT services through Cohoes, due to high ridership and new commercial and residential growth in Cohoes within close proximity to the River Corridor.

Potential Mitigations

Overall, the greatest area of traffic concern within the Study Area is the intersection of NY 787 with NY 32, occurring primarily during the afternoon commute. Long delays northbound on NY 787 occur on a daily basis and will continue to increase as development takes place. The anticipated traffic flow impacts of the phased Master Plan build out was modeled for the afternoon period using SYNCHRO Version 7 and SIMTRAFFIC. The results indicate that improvements on NY 787 at the intersection with NY 32 can be obtained if a northbound NY 787 to northbound NY 32 free flowing right turn lane were to be incorporated into the operation. A concept sketch of this right turn lane is included in Appendix E, the construction of which would improve the overall intersection from a Level of Service F to E. Additional mitigations, such as the installation and monitoring of a real time Adaptive Traffic System could help improve congestion and reduce delay.

The continued use best-practices for access management can also reduce traffic congestion during future development scenarios by minimizing driveway curb cuts and providing cross

access between parcels. In addition, multi-modal improvements for pedestrians and bicyclists such as convenient sidewalks, bikeways and trails should be included to encourage alternative forms of transportation.

3.10.3 Rail Service

The Canadian Pacific railroad traverses the Study Area, running to the west of NYS Route 32. The rail line runs centrally through an industrial area of the City in the south, and primarily functions as a freight railway. Although passenger rail service isn't accessible within the Study Area, Amtrak passenger rail service is located within a 20-minute drive from the Study Area in downtown Rensselaer. Amtrak provides service to regional cities in New York, including Buffalo, Rochester, Syracuse, and New York City, as well as national service.

3.10.4 Public Transportation

The City of Cohoes and Cohoes Boulevard Study Area are served by the Capital District Transportation Authority (CDTA). Several bus routes are available that connect the City of Cohoes to outlying areas, particularly the City of Albany. Bus routes 29 and the Northway Express enter the City of Cohoes primarily from the north and south along NYS Route 9. Bus Route 29 additionally extends west of the City, and connects to Bus Route 432 north of Peebles Island. The North/South Corridor Study prepared by CDTA in 2009 identifies the City of Cohoes as a potential bus rapid transit (BRT) stop location, and identifies the Route 32 corridor as a future potential BRT route. Availability of BRT within the City of Cohoes would improve the efficiency of transit service available to residents, reducing commute times and delays.

3.10.5 Parking

An assessment of existing parking resources within the study area, both on-street and off-street, was performed to assess utilization and excess capacity of existing parking within the Study Area. Aerial and Google Streetview™ photography was utilized to approximate the amount of on-street and off-street parking spaces within the Study Area. There are approximately 4,675 parking spaces within the Study Area. On-street parking within the Study Area accounts for approximately 2,129 spaces (46 percent) within the Study Area, while off-street parking accounts for approximately 2,546 spaces (54 percent) within the Study Area. Of the 2,546 off-street parking spaces within the Study Area, approximately 408 are on publically-owned parcels, while approximately 2,138 spaces are on privately-owned land.

In order to determine access and utilization of parking within close proximity to downtown Cohoes, the Study Area was segmented into two distinct "pedestriansheds." A northern pedestrianshed is centered at the intersection of Ontario Street and Remsen Street, and a southern pedestrianshed is centered at the intersection of Columbia Street & Remsen Street (see Figures 12 and 13). In-field verification was then conducted for public off-street lots and for on-street parking along main thoroughfares within each pedestrianshed.

A "pedestrianshed" is the area within ¼ mile walking distance of a key intersection in downtown Cohoes.

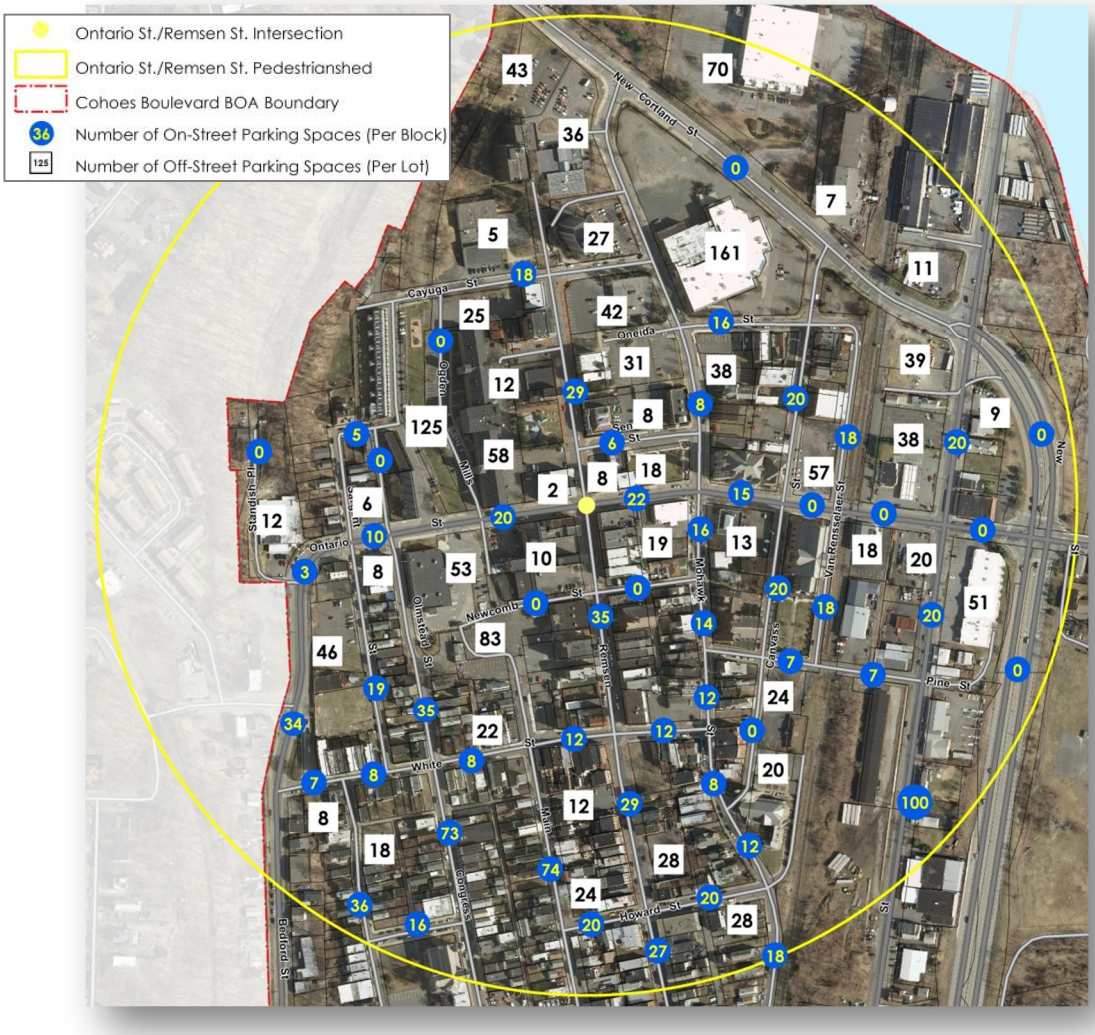

Figure 12: Northern Pedestrianshed at Ontario & Remsen Streets

Based on review of aerial and Google Streetview photography, approximately 4,200 parking spaces were identified within the Remsen Street/Ontario Street and Remsen Street/Columbia Street pedestriansheds. A breakdown by pedestrianshed is included below.

Remsen Street/Ontario Street Pedestrianshed

- On-Street Parking: 927 spaces
- Off-Street Parking: 1,393 spaces
    - Publically-Owned Off-Street Parking: 248 spaces
    - Privately-Owned Off-Street Parking: 1,145 spaces

An in-field survey of both "pedestriansheds" was documented during a typical weekday, both during daytime and evening hours, in order to assess actual utilization of existing public parking. Within both pedestriansheds, utilization averaged approximately 50 percent of capacity for public parking lots. Within downtown Cohoes, on-street parking was observed to be approximately 100 percent utilized, with few free on-street parking spaces. Outside of downtown Cohoes, on-street parking was observed to be approximately 50 percent utilized during the day. However, during the evening, on-street parking was observed to be approximately 100 percent utilized outside of the core.

Figure 13: Southern Pedestrianshed at Remsen & Columbia Streets

Remsen Street/Columbia Street Pedestrianshed

- On-Street Parking: 1,249 spaces
- Off-Street Parking: 579 spaces
    - Publically-Owned Off-Street Parking: 94 spaces
    - Privately-Owned Off-Street Parking: 485 spaces

3.10.6 Pedestrian & Bicycle Infrastructure

In addition to the pedestrian and bicycle trails discussed in Section 3.7 of this Nomination Study, the Study Area contains a comprehensive network of sidewalks throughout the Study Area. The grid-based pedestrian sidewalk system maximizes pedestrian-level accessibility between the central business district of the City and the surrounding residential commercial and industrial properties. State Bike Route 9 traverses the Study Area west along Route 470 from Troy and north on SR 32 to Waterford. In addition, the portion of the proposed Cohoes Heritage Trail along Columbia Street and Bridge Avenue is slated to serve as a locally-designated on-road bicycle route upon completion of the trail in 2013.

KEY FINDINGS: TRANSPORTATION SYSTEMS

1. Because redevelopment within the study area will generate new traffic patterns, a detailed assessment of the traffic and pedestrian control devices in the BOA should be considered to determine if changes in the operation would help to improve traffic and pedestrian flow as development occurs.

2. Additional studies are needed to assess the congestion issues on NY 787, and should include an analysis of the timing and coordination of the traffic signals on NY 787, as well as the traffic signals located on NY 32.

3. On-street parking spaces are typically filled to capacity during evening hours. However, off-street parking generally has 50 percent availability at all times. Wayfinding should be considered to direct visitors to available parking in off street lots as an alternative to on-street parking.

4. While traffic within the Study Area is not an issue during the morning commute, it becomes a significant issue for the evening commute, resulting in extensive congestion on Route 32, Ontario Street and SR 787.

5. Access to pedestrian, bicycle and public transportation routes is plentiful throughout the Cohoes Boulevard Study Area.

6. The City should investigate the feasible development of a bus rapid transit (BRT) station in proximity to SR 787 in support of the CDTA's recent planning endeavors to establish BRT lines along SR 787 between Cohoes and downtown Albany.

3.11 Public Infrastructure

The ability of existing infrastructure to support additional demand is an important aspect to consider during community revitalization efforts. Upgrades to these infrastructure components is time consuming and very expensive. Prior knowledge of service and capacity limitations will help determine development phasing and financing strategies.

3.11.1 Water Service

The City of Cohoes obtains its water supply from the Mohawk River. Water is drawn from the source to a 75 million gallon capacity storage reservoir, located on Upper Vliet Boulevard, where it is treated before distribution. The City provides water to approximately 15,551 people, via residential and industrial services. The City additionally supplies water to a small section of the Town of Colonie. In 2009, the average daily demand was 1.9 million gallons, while the maximum demand was 2.7 million gallons.

A number of capital improvements were proposed for fiscal year 2010 to improve the City's water infrastructure. These improvements included the following:

- Installation of new meters in the filtration plant;
- Replacement of pipe supports in pipe gallery;
- Pipe gallery masonry repairs;
- Upgrading the computer SCADA software program; and
- Replacement of water main on Vliet Street, from Garner Street to Summit Street.

The City of Cohoes will pursue water system infrastructure improvements using a $587,000 Community Block Development Grant (CDBG) awarded in 2010.

3.11.2 Combined Sewer Service

The entire Study Area is serviced by a combined public sewer system that collects sanitary sewage and stormwater runoff and distributes it to the Albany County Sewer District's South Plant. This treatment facility is located in the Port of Albany and treats 29 MGD of waste. The Cohoes Boulevard Study Area contains two Combined Sewer Overflows (CSO's). One CSO (CSO 15) is located just south of the intersection of Columbia Street and Central Avenue in the west-central portion of the Study Area. CSO 15 discharges directly into the Salt Kill, which ultimately drains into the Hudson River. The second CSO, CSO 18, is located near the intersection of Saratoga Street and Main Street, and discharges directly into the Mohawk River.

In 2010, the City of Cohoes received a $792,000 grant from the New York State Clean Water Revolving Loan Fund for sewer upgrades to separate combined sewer lines in the hill portion of

the City. Infrastructure upgrades are anticipated to alleviate flooding that has occurred in this area of the City due to the limited capacity of the combined sewer system. The sewer separation will also positively impact the sewer budget, due to the reduction of waste that will need to be sent to Albany for treatment.

The City of Cohoes is also an active member of the Stormwater Coalition of Albany County, a partnership between all of the regulated MS4 municipalities located in Albany County. The coalition was formed to ensure each municipality has the capacity and resources to fully comply with the MS4 permit requirements established by the New York State Department of Environmental Conservation. These requirements are designed to address factors relating to stormwater including public education and outreach, public involvement and participation, detection and elimination of illicit stormwater discharges, construction site stormwater runoff control, post-construction stormwater management and pollution prevention for municipal operations.

KEY FINDINGS: PUBLIC INFRASTRUCTURE

1. Existing potable water infrastructure within the Study Area has sufficient capacity to allow for expansion in the future.

2. As potable water is drawn directly from the Mohawk River, water quality issues upstream have a significant impact on the City of Cohoes.

3. The presence of Combined Sewer Overflows (CSO's) within the Study Area indicate a lack of existing capacity for both sanitary and storm sewer effluent, and can result in significant water quality impairments to receiving waterbodies.

3.12 Natural Resources

The natural characteristics of a community have a critical impact on overall land use patterns and on the choice between conservation and development. In some instances, these natural characteristics are limitations that will create impracticalities to development because of associated costs of land preparation, improvements, or construction. In other instances, critical and unique areas would be forever lost if development were to proceed unencumbered. Efforts must be made to protect valuable natural resources which still exist. Development can also highlight or enhance the utilization of natural resources, such as the Mohawk River, resulting in the best design alternative for the community and environment. The following provides a summary of relevant Natural Resources located within the Study Area. A more detailed analysis can be found in Appendix F.

3.12.1 Waterbodies

In addition to the Mohawk River flowing along the Study Area's eastern boundary, there are also several minor tributaries to the Mohawk River that flow through the area.

Watersheds
Watersheds are those areas of land from which groundwater and surface water drain into a particular waterbody. Watersheds into which the Study Area drains include the Lisha Kill watershed (HUC-11) and the Mohawk River watershed (HUC-8). As the Lisha Kill subwatershed is located at the terminus of the Mohawk River watershed, it serves as a receiving point for drainage within the region, and therefore is more susceptible to impacts associated with erosion, sedimentation and general water quality impairment.

The City of Cohoes draws its potable drinking water from the Mohawk River, requiring a greater level of drinking water treatment priory to distribution to mitigate potential impairments. Additionally, the erosion of riverbanks and contamination on riverfront properties has the potential to impact water quality for municipalities located further down the Mohawk and Hudson Rivers.

Mohawk River
The Mohawk River and Hudson River are the two predominant natural features in the City of Cohoes. Specific to the Study Area, the Mohawk River travels along its eastern boundary for more than a mile before it turns north and drains into the Hudson River. The Mohawk River is classified by the New York State Department of Environmental Conservation (NYSDEC) as a "Class C" waterbody from the mouth to the dam above Cohoes Falls. A Class C waterbody is defined by NYSDEC as a waterbody most suitably used for fishing and fish, shellfish, and wildlife propagation and survival. The water quality is also suitable for primary and secondary contact recreation, although other factors may limit the use for these purposes." A number of small tributaries to the Mohawk River flow through the northern and southern portions of the Study Area and are classified by NYSDEC as "Class C," while the tributaries in the southern portion are classified as "Class D." Class D waterbodies are defined by NYSDEC as streams best used for fishing and primary/secondary contact recreation. The segment of the River from which potable water is drawn, from the dam above Cohoes Falls to Crescent Dam, is a "Class A" waterbody and is suitable as a water supply source.

3.12.2 Water Quality

Based on water quality monitoring and reporting done on the portion of the Mohawk River adjacent to the Study Area, the NYSDEC has classified this section of the river as having *Minor Impacts*. Waterbodies having *Minor Impacts* are those where less severe water quality impacts

are apparent but uses are still considered fully supported. According to the *2002 Mohawk River Basin Waterbody Inventory and Priority Waterbodies List*:

> *Aquatic life support and recreational uses (fishing, swimming) in this portion of the Mohawk River are affected by silt/sediment loads, elevated nutrient concentrations and pathogens. Urban runoff and municipal CSOs [combined sewer overflows] are considered the primary sources. Although there is no agriculture along this reach of the river, nonpoint source loadings from agricultural activities throughout the basin are also thought to contribute to impacts in this reach. Hydro-modification and flow diversions also impact water uses.*

The Mohawk River, above Cohoes Falls, is a "Class A" waterbody; suitable as a source of water supply for drinking, primary and secondary contact recreation, and fishing. The river is stressed for water supply and recreation, due to suspected nutrients (phosphorus), pathogens, and silt/sediment from suspected agriculture, municipal, urban/storm runoff sources.

Drinking water supply and recreational uses (fishing, swimming) in this portion of the Mohawk River, are known to experience minor impacts and threats from silt/sediment loads, elevated nutrient concentrations and pathogens. Urban runoff and municipal wastewater discharges in the watershed are considered the primary sources. Although there is no agriculture along this reach of the river, nonpoint source loadings from agricultural activities throughout the basin are also thought to contribute to impacts in this reach. A source water assessment of this water supply reach of the Mohawk found an elevated (very high) susceptibility to contamination from pathogens and protozoa due to the extensive amount of agricultural pastureland as well as the total amount of wastewater discharges in the watershed. This assessment was conducted through the NYSDOH Source Waters Assessment Program (SWAP) which estimates the potential for untreated drinking water sources to be affected by contamination and does not address the quality of treated finished potable tap water. This reach of the Mohawk River is one of only a handful of surface water supplies in the state that received assessments as high as "very high" susceptibility.

3.12.3 Flood Hazard Areas

Flooding is a natural and recurring event that results from heavy or continuous rainfall that exceeds the soil's absorptive capacity and the flow capacity of rivers and streams. Once these capacities are exceeded, the waterway overflows its banks and spills into adjacent low-lying areas called the floodplain. Floodplains have the potential for recurring inundation, and urban expansion in these areas presents a broad range of issues, including water quality and property impacts. Of primary concern to the Federal Emergency Management Agency (FEMA) is the economic loss due to structural damage from flood waters. When floodplains are developed, flood elevations are increased resulting in serious consequences for existing development.

Based on an analysis of the Federal Emergency Management Agency's (FEMA) Q3 flood data, approximately 27 percent of the Study Area is within a mapped floodplain. Most of these