SECTION II
INVENTORY AND ANALYSIS
A. **ISSUES, PROBLEMS AND OPPORTUNITIES**

Albany's Hudson riverfront represents a unique opportunity for the City to initiate the restoration of the waterfront to a position of importance in the life of the City. Albany's central business district has, and will continue to, generate a substantial level of new development and revitalization. Waterfront development can stimulate and enhance this revitalization by improving the City's image as a business, financial and educational center and as a vital, active place to live and work.

Where conditions are appropriate, a revitalized waterfront would contribute to the economic development, residential quality and environmental preservation of various areas of the waterfront.

1. **Profile of Opportunities**

   **a. Patroon Island Sub-Area**

   * Vacant and underutilized sites in the North Broadway corridor offer excellent possibilities for the redevelopment of warehouse and light industrial uses.

   * Advanced planning for reuse of the demolition landfill site has been a stimulus to economic expansion in the area.

   * Relatively abundant fish and wildlife on the waterfront offer the possibility of habitat enhancement and increased passive, nature-oriented recreation.

   **b. Downtown Sub-area**

   * Prime development sites are available on Broadway, north and south of Union Station.

   * Historic buildings north of Clinton Avenue are suitable for rehabilitation and development for a variety of residential and commercial uses.

   * The Corning Preserve is a public open space with a special significance to City residents, providing outdoor recreation opportunities for downtown employees and City residents. Passive recreation opportunities should be maintained and enhanced while modest recreationally-oriented commercial development could also be permitted.
Access to the Corning Preserve could be improved by a pedestrian overpass in the central downtown area, or by providing a pedestrian access right-of-way from the Preserve parking areas to the Albany Urban Cultural Park area.

The tidal pools could conceivably be filled to provide additional land area.

c. **South End Sub-Area**

Continuation of the riverwalk and public access should be a priority as residential or mixed-use development occurs in this area.

Existing industrial and commercial buildings offer opportunities for rehabilitation and conversion for residential or mixed uses.

Residential redevelopment is currently underway in the adjacent neighborhoods to the west.

A small, proposed park in the southernmost part of this sub-area will provide neighborhood level access to a waterfront recreation area.

d. **Port Sub-Area**

Albany’s role as a river port with access to the sea has long been advantageous to the City’s development. Albany’s port is the only upstate port with access to ocean-going vessels that operates ice-free, year round. The City’s later emergence as a highway and rail center, in part fostered by the attraction of the Port and its facilities, has further contributed to that development.

There exists an opportunity to promote the availability of Port sites for solid waste management processing facilities such as the scrap metal and bulk paper recycling operations that have existed at the Port for some time.

2. **Problems/Constraints**

The Interstate arterial system (I-787) which parallels the waterfront along the River is a substantial barrier to vehicular or pedestrian access to the waterfront from the developed areas to the west, cutting off the City and its residents from direct access and enjoyment of its riverfront lands.
* Pedestrian access to the waterfront from the downtown area is only available via the narrow sidewalks of the Water Street underpass or the Hamilton Street underpass.

* Vehicular access is limited and possible improvements would involve expensive overpass construction and/or an underpass connection requiring an at-grade rail crossing.

* At-grade railroad tracks impede the development of increased pedestrian access to the waterfront for neighborhoods to the west.

* The entire WRA is in the 100-year floodplain.

* Parking would absorb too much open land.

B. EXISTING LAND AND WATER USE

The Patroon Island and Downtown sub-areas are, in a sense, bisected by I-787 so that the character of the land use is fairly consistent on either side in each sub-area. On the east, or river side of the highway, the land is generally distinguished by open space and recreational sites; the west, or inland side being oriented toward residential, commercial and industrial uses (See Map No. 3).

1. Patroon Island Sub-Area

This sub-area falls into three different areas: Patroon Island itself; the demolition landfill area; and the Broadway corridor.

* Lower Patroon Island: Covering approximately 77 acres, between I-787 and the Hudson in the northeast corner of the sub-area, this area is currently an undeveloped public open space, accessible only by pedestrians or bicyclists from the south or north, and by maintenance or emergency vehicles. An existing bicycle path is part of a trail system that extends along the river's edge from the Corning Preserve to the City of Watervliet. The only recreational facilities are several picnic tables and exercise stations. Apart from the two experimental rice paddies in the southern section and relatively thick stands of trees at the water's edge, the area is characterized by open fields and dense thickets, especially along the edges of the bicycle path. A boat launch is located near the D&H railroad bridge at the southern end of Patroon Island.
Demolition Landfill Area: Between Erie Boulevard and I-787, north of I-90. This approximately 60-acre area, formerly the site of the Albany Sewage Disposal Plant, is intended for future industrial development.

Broadway Corridor: This area is part of the larger North Albany industrial district, characterized by a large number of older industrial structures, many of which are vacant or in various stages of deterioration. A low intensity industrial corridor along Broadway extends to Erie Street north of I-90, and as far east as I-787 in the area south of I-90. This corridor includes relatively sparsely developed land, supporting light and heavy industry and wholesale and storage uses. Several single family houses are closely mixed with industrial uses in the five blocks immediately north of I-90.

2. Downtown Sub-Area

This sub-area also falls into three different areas: the area adjacent to the Central Business District; the Corning Preserve; and the area north of Clinton Avenue.

Central Business District: This section of the Downtown sub-area is distinguished by a mix of high-density commercial, governmental, educational and institutional uses. Between Broadway and I-787, existing development includes the State University Headquarters in the old D&H Building which is an important landmark clearly visible from the Interstate; the main Post Office and Union Station which now serves as the headquarters for the Norstar Corporation containing office space with an attached two-level parking deck. Vacant parcels on either side of Union Station offer major development opportunities in this area. Currently, these sites are partly occupied by surface parking which comprises the area between the Post Office and I-787.

Corning Preserve: The main feature of this public open space of almost 18 acres is a pair of tidal pools located in the center of the Preserve. Landscaping is minimal except at the water's edge, where a dense border of sumac and trees obscures views to the river during the summer. In recent years, the Preserve has been upgraded with additional picnic tables, a children's play cluster and a permanent rest room/maintenance facility. The park provides a unique waterfront recreation facility for downtown employees and visitors and experiences moderate to heavy use during the warmer months. Some of the Preserve's primary features are its bicycle/pedestrian path, picnic areas and other passive use facilities. It supports wildlife in the form of ducks and other waterfowl, and
recreational fishing in the Preserve has become common, both in the tidal pools and the River itself.

* Blocks North of Clinton Avenue: This area includes a complex of historic structures, including Quackenbush House, the oldest surviving residential building in Albany, now converted into a restaurant; and the City of Albany Urban Cultural Park, which exists within a complex of industrial buildings that previously housed the City of Albany Water Works. A major expansion of the Albany Urban Cultural Park, which now includes a planetarium, was completed during 1991.

3. South End Sub-Area

The South End sub-area, extending roughly from Rte. 20 to just south of Gansevoort St., is one of Albany's oldest residential districts. Unlike the previous sub-areas, the South End is relatively homogeneous on the west side of I-787 and continues to function primarily as a residential area, interspersed with neighborhood-oriented commercial activity.

On the river side of the arterial, off of Quay Street, is the Snow Dock, so named for the City's practice of dumping snow from it in the winter. This is a recently landscaped facility providing docking for moderately-sized pleasure boats such as the Dutch Apple II. Directly south of the Snow Dock is U-HAUL's Albany warehouse, van yard and only airborne truck. Further south, between Broadway and I-787, are several other industrial/warehousing buildings currently occupied by a number of small-scale wholesale and storage companies whose functions have no relationship to the river.

South of Route 20 and west of I-787 are two residential development projects: the Pastures, which comprises the Pastures Historic District, involved the restoration of several buildings dating from the first half of the 19th century; and Steamboat Square, an adaptive reuse and new public housing project lying partially within the South End/Groesbeckville Historic District.

Residential development continues south of Rensselaer Street dominated by the five 12-story towers of public housing which anchor the Steamboat Square neighborhood. On adjacent sites are new townhouse construction for low income residents. This development has stimulated some private renovation activity in the low scale rowhouse area to the south and west.

4. Port Sub-Area

This sub-area is comprised of the Albany Port District. The Port of Albany is the northern-most inland port in North America that operates, ice-free, on a
twelve-month basis. The largest industrial district in the City, the Port is a facility of great regional importance handling the distribution of a wide range of products.

Most of the land in this district, lying between the area south of Gansevoort Street and the City's border with the Town of Bethlehem, is owned by the Albany Port District Commission (APDC) and is leased, generally, to industrial and commercial tenants, some of whose functions are neither water-dependent nor even port related. A recent Port study indicates that of the 29 port tenants, only 14 are marine-related. (Appendix A - Inventory of Port Leases). Water-dependent commercial concerns along the River in this sub-area include companies primarily involved in petroleum, automobile products, grain, molasses, wood pulp, scrap metal and other recyclable materials.

Other uses in the Port sub-area include the 31.4 acre Albany County Sewage Waste-water Treatment Plant and heavy industrial uses west of Church Street, such as scrap metal and construction companies utilizing railroad lines.

Along South Pearl Street are two residential areas: the town houses constructed by Interfaith Homes along Old South Pearl Street and the Ezra Prentice Homes (public housing) at the foot of Mt. Hope Drive.

There is vacant land west of So. Pearl Street along the banks of the Normans Kill, which has always been considered undesirable for development due to erosion hazards and the threat of flooding. Steep slopes and unstable soils characterize the Normans Kill valley at this location.

C. WATER-DEPENDENT AND WATER-ENHANCED USES

1. Patroon Island Sub-Area

* Bicycle Path: One of this sub-area's prime water-enhanced features is the bicycle path which parallels the Hudson from the southern end of the Corning Preserve to the Village of Menands, providing scenic vistas of the River.

* Boat Launch: Boating opportunities are provided by the public boat launch located on the River near the D&H Railroad bridge at the south end of this sub-area.
b. **Downtown Sub-Area**

* **The Corning Preserve:** This 18-acre park preserve provides ample scenic vistas of the Hudson which enhance the use of the bike path continued from the Patroon Island Sub-Area. Primarily, the Preserve, with its close proximity to Downtown, is ideal for open-air picnics, festivals and large-scale public gatherings, all of which are enhanced by vistas of the River. The Corning Preserve is also the site of a sculling regatta held in June of each year. (See Section IV - Proposed Land and Water Uses and Proposed Projects). As in the Patroon Island Sub-area, there are opportunities for sport fishing from the Preserve’s shores.

c. **South End Sub-Area**

* **The Snow Dock:** This site was recently landscaped by the State as a parking lot for 50 cars. The Snow Dock provides opportunities for sport fishing and scenic vistas of the River. It is also adequate for docking of festival ships such as the Clearwater or Dutch Apple II.

* **Island Creek Park:** When completed, this waterfront park will offer passive recreational opportunities, as well as a boat launching facility. See Section IV for additional information.

d. **Port Sub-Area**

The Port, by nature, is primarily a water-dependent facility, however, as stated in Part B. of this section, of the 29 Albany Port District Tenants, only 14 are marine-related (See Appendix A; and Part B, "Existing Land and Water Uses.")

The Port's marine and industrial facilities and activities prohibit public access to this sub-area’s shoreline, restricting scenic vistas and opportunities for sport fishing and public access.

The 31.4 acre Albany County South Wastewater Treatment Plant takes its in-plant water supply entirely from the City Water Department system, however, it is dependent on the Hudson for effluent discharge.
D. PUBLICLY-OWNED LANDS

A survey of publicly-owned land, prepared for this document in 1986 using City tax assessment maps, located 36 publicly-owned parcels in the WRA (See Map Nos. 4A-4D.) Parcels range in size from 90.9 acres (owned by the Albany Port District Commission) to various parcels of 0.1 acres. (See Appendix B - Survey of Publicly-Owned Lands). A few smaller parcels were found, but these scattered splinters of land are generally too small to be considered for significant redevelopment. Though the publicly-owned parcels west of I-787 are relatively small and widely-distributed, virtually all of the land east of the highway is in public ownership.

In the WRA, publicly-owned land totals 666 acres, which represents approximately 42% of the 1,647 acres of land that comprise the WRA. By contrast, 987 acres, or approximately 58% of the land in the WRA remains in private ownership. Refer to Map Nos. 4A-4D which display these property ownership trends within the WRA.

Following is a breakdown of how publicly-owned lands in the WRA are distributed:

1. **Patroon Island Sub-Area** - 11 Parcels totalling 147.8 acres.
2. **Downtown Sub-Area** - 12 Parcels totalling 31 acres.
3. **South End Sub-Area** - 5 Parcels totalling 13 acres.
4. **Port Sub-Area** - 8 Parcels totalling 243.6 acres.

Lands within the WRA boundary which are submerged under the waters of the Hudson River and the Normans Kill total 231.3 acres are owned by the New York State Office of General Services and the City of Albany respectively.

Right-of-ways of the two highways, I-90 and I-787, which pass through the WRA are owned by the New York State Department of Transportation.

Please note that all lands within the boundaries of the Albany Port District Commission are owned by that agency.

Publicly-owned parcels targeted for major projects are: 1) Lower Patroon Island - landscaping and enhancement of passive, nature-oriented recreation and reinforcement of existing wildlife values; 2) Corning Preserve - increased landscaping and restoration of the existing comfort station building; 3) The 1.4 acre parcel at the intersection of Broadway and Church Street - establishment of a small riverfront park site. Linked together by the bicycle path that parallels the River from the Snow Dock to the Menands line, it is intended for these parcels to form a chain of open greenspace preserved along Albany's waterfront. (See Section IV - Proposed Land and Water Uses and Proposed Projects and Map Nos. 9A - 12B.)
Map No. 4C  DOWNTOWN SUB-AREA

PUBLICLY-OWNED LANDS

KEY:
- new york state
- united states of america
- city of albany
- county of albany

Local Waterfront Revitalization Program

The preparation of this map was financially aided through a Federal Grant from the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration under the Coastal Zone Management Act of 1972, as amended. This map was prepared for the New York State Department of State.
Map No. 4D

PUBLICLY-OWNED LANDS

PATROON ISLAND SUB-AREA

KEY:

- city of albany
- n.y. state
- Local Waterfront Revitalization Program
- i.d.a.
- alb. city industrial development agency
- d.o.t. corridor

The preparation of this map was financially aided through a Federal Grant from the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration under the Coastal Zone Management Act of 1972, as amended. This Map was prepared for the New York State Department of State.
Also, vacant sites on the Erie Boulevard corridor in the Patroon Island Sub-Area will be considered for relocation of non-water-dependent industries from the Port.

E. ABANDONED AND DETERIORATED PROPERTIES

A survey of abandoned and deteriorated parcels was undertaken in July 1984. This survey found 161 such properties in the WRA as follows: 69 commercial properties; 36 vacant properties; 24 residential properties; 12 parking lots; 11 industrial properties; 6 properties of mixed commercial and residential use; and 4 fenced properties used for storage and other purposes. (See Appendix C.)

A few parcels are as large as 5.5 acres (850 South Pearl Street), though most are not much larger than an average building lot (40 ft. x 100 ft.). A 1.4 acre parcel at the intersection of Broadway and Church Street is targeted for a small 1.4 acre riverfront park. (See Section IV - Proposed Land and Water Uses and Projects). Some vacant sites on Erie Blvd. may be considered for relocation of non-water-dependent industries from the Port. Vacant and abandoned properties on Broadway, north and south of Union Station, may be considered for commercial development.

The Survey - (Appendix C)

In the case of properties with buildings, the following use categories are:
- Commercial or office use
- Industrial use
- Residential use

The following categories describe them:

- **Poor** - Buildings needing major renovation: roof or foundation reconstruction, replacement of doors and windows, complete facade restoration.

- **Fair** - Buildings requiring less substantial repairs: brick repointing, window and door repair, landing entry replacement.

- **Good** - Buildings undergoing restoration or needing only painting and minor repairs.

Other parcels that are vacant, overgrown or in other states of disuse are described accordingly.

Parcel conditions are described as either unimproved surface, weed-covered or as being littered with building debris. The site of the lot was approximated using number of building lots as the unit.
From the information collected here, the following can be determined:

* The only vacant lands suitable for water-dependent or water-enhanced uses are on Broadway in the South End Subarea.
* The only large parcels of vacant land in the WRA are located on Erie Boulevard in the Patroon Island Subarea.
* Most of the vacant properties are located on Broadway in the Patroon Island Subarea or on So. Pearl Street in the South End or Port Subareas.

Much of the blight can be eliminated by three programs:

* A continuation of rehabilitation activities along Broadway and So. Pearl Street.
* A more earnest enforcement of the City’s zoning ordinance and non-residential property code in regard to vacant lot and parking lot grading, drainage and screening.
* The development of a comprehensive parking system, since parking is a crucial function of many of Albany’s vacant lots and a key to the continued improvement of the Downtown Business District.

F. PUBLIC ACCESS AND RECREATION

1. General Context

Interstate 787 is the primary barrier to improved access to the waterfront, particularly in the Patroon and Downtown Sub-areas. There are only four points of access to the shoreline along these sub-areas. (See Map No. 5.)

2. Access

a. Patroon Island Sub-Area

* Existing Access: Presently, access by pedestrians and cyclists to Patroon Island itself is possible only by an eight to ten foot wide paved path leading north from the boat launch.

* Access Possibilities/Constraints: Access for two-way public traffic would require an expansion of the existing path by 30 feet in width for a minimum distance of 500 yards.
b. Downtown Subarea

* Existing Access: Access to the Corning Preserve is presently available only from the south, crossing under I-787 at either the Broadway-Water Street intersection, or at Quay Street, south of the Dunn Memorial Bridge. Northbound on and off ramps from I-787 also lead to the Preserve, merging with a one-way northbound frontage road which skirts the western boundary of the park providing exits at Colonie Street and Clinton Avenue.

* Access Possibilities/Constraints: Access points are difficult to find. The Quay Street entrance is almost half a mile south of the Preserve and the Colonie Street entrance is also remote. Needed is a pedestrian overpass crossing I-787 at a central location, such as Maiden Lane or Steuben Street, providing access to the Preserve from the heart of Downtown. A pedestrian bridge has already been considered and the State Department of Transportation has investigated the possibility of a pedestrian underpass leading from Downtown to the Preserve.

c. South End Subarea

* Existing Access: Vehicular underpasses at Quay Street and Fourth Avenue connect to a two-way extension of Broadway running parallel to the River’s edge.

There is relatively unobstructed pedestrian access to the Snow Dock along Quay Street, which is the starting point of the waterfront pedestrian/bike path leading north to Menands.

* Access Possibilities/Constraints: South of the Snow Dock, the City holds title to a number of undeveloped right-of-ways, including the River’s edge along the entire length of the subarea. This represents an excellent opportunity for continuation of the waterfront walkway as far south as the proposed Island Creek Park, and would complete a three-mile Hudson Riverwalk leading from the South End subarea to the Village of Menands.

The Quay Street and Fourth Avenue access points are only about a third of a mile apart and since the circulation system in the South End sub-area is all two way, there is no need for increased accessibility except under very intense levels of development on the waterfront.

Access is restricted by at-grade railroad tracks. To connect any of the other streets through to Broadway, Arch, Rensselaer, Cherry or Bassett
Streets, would involve further at-grade railway crossings which impose inordinate operational and liability burdens on the railroad company.

d. Port Sub-Area

Access to the port by pedestrians and cyclists is undesirable because of the expansive shipping facilities which dominate the waterfront in this subarea. Expanding pedestrian access facilities in the Port sub-area would conflict with its industrial character.

Currently, vehicular access via Church Street and So. Pearl Street adequately serves the port and its tenants.

3. Recreation

Recreation is primarily confined to the Patroon Island Subarea and the Corning Preserve in the Downtown and South End sub-areas. Recreation in the Port is precluded by the Port’s dominant industrial character. The following is a brief profile of active and passive recreation forms in the four sub-areas of the LWRP:

a. Patroon Island Subarea

* Pedestrian/Bicycle path; parallels the Hudson providing scenic vistas of the River.
* Fitness trail
* Sport fishing/Bird Watching
* Boat launch

b. Downtown Subarea

* Corning Preserve: This 18-acre riverfront park is the centerpiece of Albany’s coastal area providing picnic areas, open recreation space and the site of the annual Empire State Sculling Regatta.
* Pedestrian/Bike path
* Outdoor festivals, gatherings
* Sport fishing
* Scenic Vistas
c. **South End Subarea**

* Docking for festival ships at the Snow Dock
* Passive recreation in the neighborhood park
* Sport fishing
* Scenic vistas

G. **HISTORIC RESOURCES**

1. **General Context**

Historic resources in the WRA are located mainly in the Downtown and South End subareas (See Map No. 6). Structures in the City's historic districts date primarily from circa 1820 to 1930's.

In addition to being listed on the National Register of Historic Places, all historic districts and structures discussed in this section are covered under a local ordinance for design review. It should be noted that a large number of historically significant structures have been successfully rehabilitated to office and commercial uses while retaining their historic integrity. A comprehensive inventory of all residential and commercial structures in the WRA has not yet been undertaken.

a. **Patroon Island Sub-Area**

No formally recognized historic resources have been identified in the Patroon Island subarea at this time.

b. **Downtown Sub-Area**

The Downtown sub-area has the highest concentration of historic sites and districts in the LWRP area. It includes portions of two historic districts, as well as six individual structures, all of which are listed on the National Register of Historic Places.
Historic Districts

Downtown Albany Historic District: This historic district, a large portion of which is located in the WRA, includes Albany’s Central Business District. It is a mixed district of residential, commercial, governmental and educational uses comprised primarily of buildings dating from the mid-19th century to the 1930’s.

Broadway/North Pearl Street Historic District: Only a fragment of this district of largely residential, mid-19th century structures is within the WRA. It is significant in regard to this program in that it abuts the waterfront area at its border along Broadway.

Historic Structures

Quackenbush Waterworks Complex: Actually a complex of two and three-story brick buildings, this structure is located at 23 Quackenbush Street on a one-acre parcel on the northwest corner of Montgomery and Quackenbush Streets. The oldest structure in the complex was built in 1862, with others being added between 1875 and 1897. Since the late 19th century, the complex served as a pumping station for the City’s water system. It is now the headquarters and Visitors’ Center of Albany’s Urban Cultural Park.

Quackenbush House: Considered the oldest remaining residential structure in Albany, this two and a half story brick building located at 683 Broadway dates from 1736 and stands as a remnant of the Dutch settlement of colonial Albany. It is exceptionally important to the City as the earliest known remaining example of an urban architecture once characteristic of Albany.

Union Station: Located north of State Street at 575 Broadway in Albany’s Downtown Historic District, this three story stone structure was designed in 1899 in an effort to accommodate Albany’s increasing rail traffic and to give an impression of a prosperous and progressive city. Upon its completion in 1900 it served 96 trains daily and was widely considered to be one of the most modern railroad stations of the country. Served by the New York Central Railroad, Union Station attracted industry and commerce to Albany and was one of the most significant buildings in the day-to-day lives of the citizens of Albany. Vacant for a number of years, the building was renovated in 1986 by Fleet/Norstar Bank Corporation for use as their headquarters.
Old Post Office: Begun in 1879, this building, located on the northeast corner of State Street and Broadway in the Downtown Historic District, was fully occupied by Federal revenue offices and the U.S. Post Office by the end of 1883. This structure, along with the D&H Railroad Building and the First Trust Company Building, forms one of the most visually dynamic urban compositions in Albany.

D&H Building: Located on Broadway at the base of State Street, this Flemish and Gothic Revival structure is one of the City's most important architectural attractions. A component of Marcus Reynold's "Plaza" concept, it was completed in 1918 and served as a rail station and corporate headquarters for the Delaware and Hudson Railroad. The D&H Building provides an exciting visual terminus for the eastern end of State St. It now houses the headquarters of the State University of New York Central Administration.

c. South End Sub-Area

The oldest residential section in the City, the South End sub-area includes two historic districts listed on the National Register of Historic Places.

South End/Groesbeckville Historic District: Buildings in the South End first appeared along South Pearl Street in the 1820's and 1830's and on parallel and intersecting streets through the late 19th century. The development occurred on land owned by Philip Schuyler and the Schuyler Mansion (listed on the National Historic Register) itself is located in this district.

Developed in the mid-19th century, Groesbeckville was a small unincorporated village adjacent to the South End district at Third Avenue. It was annexed to the City in 1870. Existing structures are mostly residential, two-three story frame and brick row houses dating from the 1840's - 1930's with the majority built in the second half of the 19th century.

Pastures Historic District: This is the oldest remaining residential area in Albany. The majority of the surviving structures here date from 1810 to 1850. It has been the focus of major renovation of existing structures as private homes, condominiums and rental property. The Pastures was formerly a mixed neighborhood of residential and industrial use.
d. **Port Sub-Area**

No formally recognized historic resources have been identified in the Port sub-area at this time.

2. **Archeological Resources**

The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) Field Services Map indicates that the entire WRA and adjacent areas are considered zones of highly sensitive historic and prehistoric archeological resources. These zones are too numerous and expansive to be displayed individually.

**H. VISUAL QUALITY**

Albany's major contribution to the scenic quality of the coastal area is its well-known and impressive city skyline. Approach views to downtown, however, are diminished by an unattractive foreground of major rail and freeway installations and scattered industrial development. The waterfront sub-areas could play an important role in providing attractively landscaped entrances to the City, both from north and south, and focussing more attention on its special riverfront location.

Various zoning and land use regulations control new construction throughout the City. These controls will keep any new construction from interrupting the view from the waterfront area toward Albany's downtown to the greatest extent practical while permitting the development needed for the City to achieve its goal of a 24 hour downtown.

Several neighborhoods in the Downtown and South End Sub-areas are under the jurisdiction of the City's Historic Resources Commission (See Part G. - "Historic Resources.") The Commission monitors and makes recommendations on any new construction or alterations that would be visible from the street. All new construction requires approval under a City-wide site plan review ordinance.

During 1988 the City adopted a new Historic Resources Commission Ordinance which provides greater control over development and design, as compared to the previous Historic Sites Commission Ordinance.

Another significant concern involves the proliferation of unsightly and obtrusive billboards along the interstate highway right-of-ways in the WRA. These large signs obscure views of the City skyline from the waterfront and views of the waterfront from various vantage points within the City. This should be addressed through revisions to the City's sign ordinance that would eliminate billboards and unnecessary signs within visually sensitive waterfront areas.
Map No. 5 EXISTING PUBLIC ACCESS

PORT SUB-AREA

SOUTH END SUB-AREA

DOWNTOWN SUB-AREA

PATROON ISLAND SUB-AREA

CITY OF ALBANY

Local Waterfront Revitalization Program

The preparation of this map was financially assisted through a Federal Grant from the Office of Ocean and Coastal Management, U.S. Department of Commerce, under the Local Waterfront Revitalization Program.

Scale: 1" = 1600'

KEY:

- highway/barrier
- vehicular access
- pedestrian access
addition, the NYS Department of Transportation should consider a prohibition of signs and billboard permits within the interstate highway corridors that they control.

The City is also concerned with preserving views from the River to a shoreline that has not been fully developed. The shoreline along Albany’s waterfront is in most cases properly vegetated and attractive when viewed from the River. Exceptions are the Port and South End Sub-areas. The Port by nature is a working waterfront that cannot, and should not, be embellished with vegetation or screening for aesthetic purposes. However, the shoreline in the South End Sub-area is in a somewhat bedraggled condition which reduces the visual and scenic quality of the waterfront in this vicinity. An improvement plan for this sub-area should focus on appropriate redevelopment, maintenance and enhancement of public access to the shoreline.

I. WETLANDS

No State or federally-designated wetlands exist within the City’s Waterfront Revitalization Area.

J. AGRICULTURE

On Lower Patroon Island in the Patroon Island Sub-area, between I-787 and the River, two rice paddies covering approximately six acres were established as a cooperative experiment between a Jamaican rice grower, the City of Albany and the Albany County Cooperative Extension. Use of this area for rice cultivation has continued on a small scale basis.

There is no other agricultural development of any significance in the WRA.

K. SURFACE AND GROUNDWATER RESOURCES

Surface and groundwater resources in the WRA are limited to its two major streams: the Hudson River and the Normans Kill. Water tables in the WRA, though generally high, are in no way a source or resource of public water supply. The City of Albany is served by two public reservoirs: 1) the Alcove Reservoir, located 12 miles to the southwest of the City in the Town of Coeymans; and 2) the Basic Creek Reservoir, located 15.8 miles to the southwest in the Town of Westerlo.

The Hudson River: The Hudson River rises from its source near Mt. Marcy in the Adirondack Mountains in northern New York State and flows south for 350 miles where it empties into New York Harbor. At Waterford, 14 miles north of the Port of Albany and some 2.5 miles above the Federal lock and dam at Troy, the River connects with the New York State Barge Canal System. Canals in this system run to Oswego on Lake Ontario, west to the Niagara River, and north to Lake Champlain and the St. Lawrence River.
The Hudson River Channel, upon which the Port of Albany depends, is maintained by the Army Corp of Engineers to a depth of 32 feet. Along the Albany Waterfront, the River varies from 1,100 to 650 feet in width and has an average tidal fluctuation of 4.7 feet.

The River’s water at this point maintains a "C" classification, meeting State standards. This classification designates the water as suitable for sport fishing, boating and all other uses except drinking and bathing. (See Part N - Water Quality.)

The River also supports significant habitats for fish, waterfowl and mammals. (See Section U, Fish and Wildlife Habitats.)

The Normans Kill: The Normans Kill is located on the west side of the Hudson River on the boundary between the City of Albany and the Town of Bethlehem. It is a relatively large, medium gradient, perennial warmwater stream with a drainage area of over 170 square miles. The lower mile of this stream falls within the tidal range of the Hudson River.

The Normans Kill is the largest tributary stream in Albany County. It is one of four major tributaries which empties into the northern portion of the Hudson River estuary.

The Normans Kill begins at the overflow dam at the City of Watervliet reservoir, which is located in the Town of Guilderland. It flows through the Towns of Guilderland, New Scotland and Bethlehem, where it flows beneath Route 85. From this point, the Normans Kill follows Albany’s boundary with the Town of Bethlehem, flowing through the WRA for a total of 1.2 miles to its terminus at the Hudson River just south of the WRA.

The Normans Kill passes through a more secluded and diverse environment than the Hudson, not being exposed to the highway noise and industrial intrusion of the River locale. In addition, there are a variety of cover types present along the banks of the Normans Kill: woods, open brushland, and exposed rock cliffs.

The classification and standards for the Normans Kill from its mouth on the Hudson to the Route 443 bridge, on the Albany/Bethlehem line approximately 3 miles northwest of the WRA are "C". Freshwater inflows from the Normans Kill are important for maintaining water quality in the Hudson River estuary.

Portions of this stream provide favorable habitat conditions for a variety of regionally common fishes and small mammals. (See Part U - Fish and Wildlife Habitats.)

In addition, a two mile segment of the Normans Kill, from its mouth at the Hudson River to an upstream falls located near the NYS Thruway (I-90) bridge, has been designated by the New York State Secretary of State as a coastal fish and wildlife habitat of statewide significance.
L. FLOODING HAZARD

The 100-year flood elevation is 21 feet above the mean sea level, placing almost the entire waterfront area within a Flood Hazard Area, as delineated by the Federal Emergency Management Agency. (See Map No. 7.)

Flooding of the City's WRA is a very real issue. It is hypothesized that, while the Hudson River reservoir system controls smaller floods, the right combination of a series of wet years, filling the Sacandaga Reservoir which lies approximately 45 miles to the northwest in Fulton County, together with a large tropical storm is all that is needed to produce a major flood in Albany. During such an event, it is likely that the Patroon Island and Port Sub-areas would suffer the greatest damage. These areas would probably be chosen by the swollen river as the floodways, bearing hazardous flow velocities of powerful erosion potential, carrying with it large debris.

The natural floodplain in the City has been filled in. The interstate highway system may act as a levee, channeling floodwaters until the highway system heads up the valley walls, and the topography flattens out in the Port Sub-area. From this point on, it is likely a new floodway would be carved out farther inland.

During a major flood, the highway banks would be scoured and might collapse in some areas. Areas west of I-787 would be swamped by slow or still waters. Erosion damage would be heavy and since wet soils, especially clays, weaken with wet loads, building foundations could be shifted, and structural damage would result.

The Federal Insurance Administration Flood Insurance Study for the City of Albany, New York of October 1979, established the boundaries of the hundred year floodplain (See Map No. 7), but did not designate a probable floodway. The FIA reported that, since the Hudson River along Albany is an estuary, "water surface elevations during floods are ... a complex function of discharge, flood volume, tide levels and wind effects." Because there is no "unique relationship between water-surface elevation and (floodwater) discharge ... no floodway can be computed."

Redevelopment Considerations

While major floods have been a rare occurrence this century, the City should remain aware of their inevitability. Good floodplain management must be incorporated into the redevelopment and revitalization plans for our waterfront. This is not a serious constraint to recreational development in the area, but imposes a severe cost premium on any other type of development which must be flood-proofed to a foot above the 100-year flood elevation, or constructed over non-habitable space, such as parking.

The City presently has a local ordinance in place that establishes procedures to promote public health and safety considerations and the minimization of property damage and disruption of commerce during a 100-year flood.
The City itself may find it important to further investigate the designation of a floodway. The ordinance defines floodway as "an extremely hazardous area" where it would "prohibit encroachment, including fill, new construction, substantial improvements, and other developments unless a technical evaluation demonstrates that encroachment shall not result in any increase in flood levels during a 100-year flood."

Types of redevelopment compatible with close proximity to the floodway are highways, preserves, agriculture, and outdoor recreational facilities such as parks, walkways, marinas, baseball fields, bike paths, and gardens.

M. COASTAL EROSION HAZARDS

Although no part of the Albany waterfront has been identified as an erosion hazard area and erosion potential is not seen as a serious disincentive to waterfront development in Albany, local actions can have significant regional consequences and the LWRP, therefore, must include comprehensive erosion control measures. Any shoreline development in the Patroon Island Sub-area or Corning Preserve area of the Downtown Sub-area should meet strict design and construction standards.

Erosion could be a problem in the future for the light industrial facilities in the South End sub-area. Edge stabilization will be required to provide for new residential development.

N. WATER QUALITY

1. The Hudson River and the Normans Kill

The waters of the Hudson River along the Albany waterfront maintain a "C" classification which meets State standards. (See below).

The classification and standards for the Normans Kill from its mouth on the Hudson to the Route 443 bridge on the Albany/Bethlehem line approximately 3 miles beyond the WRA, are "C."

2. Industrial Waste Restrictions

Discharging wastewater into the Hudson is regulated according to its impact on fish habitat. It is prohibited to release visible amounts of oil, toxic substances, colored, heated or acidic waters into the River.

All present industries in the Patroon Island Sub-area and the Port Sub-area release their wastewater into the City sewer system. Any new industries locating in these areas of Albany will be subject to the same restrictions.
Map No. 7

FLOOD - HAZARD AREAS

PORT SUB-AREA
SOUTH END SUB-AREA
DOWNTOWN SUB-AREA
PATROON ISLAND SUB-AREA

KEY:

- 100-year floodplain
- 500-year floodplain

Scale: 1" = 1500'
The Albany County Sewer District determines which types of industrial wastes are acceptable for discharge to the sewer and which, being hazardous or untreatable by the County treatment plant, require pre-treatment by the industry.

3. **Non-Point or Storm Water Pollution**

According to the City Engineer, there are no non-point or storm water pollution problems in the WRA.

4. **State Water Classifications**

"A" Source of drinking water; suitable for all other uses; water treatment required.

"B" Suitable for bathing and all other uses except drinking.

"C" Suitable for fishing and all other uses except drinking and bathing.

"D" Suitable only for fish survival.

O. **AIR QUALITY**

1. **General Context**

Federal ambient air quality standards exist for five major pollutant categories:

1. Total Suspended Particles
2. Carbon Monoxides
3. Sulfur Dioxides
4. Nitrogen Oxides
5. Ozone

The air quality in the WRA exceeds the particulate standards in the Port Sub-area. As a result, any new industry facility seeking to locate or significantly expand in the Port Sub-area would not be allowed to emit more than the pollutant concentration presented in the following table.

Air emission standards for new industrial sites in the Patroon Island Sub-area would be somewhat less stringent.

The following tables are adapted from Section 231.10, Title 6 of the New York State Conservation Law.
1. **Air Standards for the Port Sub-area**

   Significant Impacts for Non-Attainment Areas

<table>
<thead>
<tr>
<th>Air Contaminant</th>
<th>Averaging Time</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Annual</td>
</tr>
<tr>
<td></td>
<td>(micrograms per cubic meter)</td>
</tr>
<tr>
<td>Suspended particulates</td>
<td>1.0</td>
</tr>
<tr>
<td>Sulfur dioxide</td>
<td>1.0</td>
</tr>
<tr>
<td>Nitrogen dioxide</td>
<td>1.0</td>
</tr>
<tr>
<td>Carbon monoxide</td>
<td></td>
</tr>
</tbody>
</table>

2. **Air Standards for the Patroon Island Sub-area**

   Prevention of Significant Deterioration

<table>
<thead>
<tr>
<th>Air Contaminant</th>
<th>Maximum Allowable Increment (micrograms per cubic meter)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Suspended particulates:</td>
<td>24</td>
</tr>
<tr>
<td>Annual standard (geometric mean)</td>
<td></td>
</tr>
<tr>
<td>24 hour standard maximum</td>
<td>37</td>
</tr>
<tr>
<td>Sulfur dioxide: annual standard (arithmetic mean)</td>
<td>20</td>
</tr>
<tr>
<td>24 hour standard maximum</td>
<td>91</td>
</tr>
<tr>
<td>3 hour standard maximum</td>
<td>512</td>
</tr>
</tbody>
</table>
1. **Percentages of Soil Types in the LWRP Area:**

   * 60% - Urban land: greater than 85% of area covered by impervious surfaces.
   * 25% - Urban land complex of disturbed soils, cut and fill areas, impervious surfaces.
   * 10% - Undisturbed natural soils.
   * 5% - Madeland, landfills of non-soil materials.

2. **Urban Land**

   The soils in the Port, Downtown, and South End Sub-Areas are "Urban Land." This soil type is more than 85% covered by impervious surfaces such as parking lots, roadways and buildings. Identification of the soils in this area was considered impractical by the soil surveyors.

3. **Madeland**

   The "Madeland" areas are located in the Patroon Island Sub-Area at the demolition and construction landfill and in the former barge canal channel bordering lower Patroon Island on the west. These areas are extremely unpredictable depending on the fill content. The landfill material may be unstable, poorly drained and subject to erosion and settling. Any development must be very carefully chosen and designed.

4. **Natural Soils**

   The small percentage of natural soils found in the WRA are on the undeveloped slopes near the Normans Kill or in that stream's floodplain. These can be summarized as modern floodplain deposits (Alluvium) and lake-deposited clays, silts and sands. They are all severely limited for development due to high water tables, flooding, low bearing strength, slope instability and frost heave potential.
Q. GEOLOGY AND BEDROCK

1. Geology

The WRA is included within the area referred to by geologists as the Hudson River Flood Plain.

The following is a vertical geological profile of the WRA:

<table>
<thead>
<tr>
<th>Feet Below Surface</th>
<th>Geological Material</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-5</td>
<td>Fill, approximately five feet thick except in old creek beds which may hold fifteen feet of it.</td>
</tr>
<tr>
<td>5-30</td>
<td>River deposits, silt, sand and/or gravel.</td>
</tr>
<tr>
<td>10-90</td>
<td>Layer of lake clays of varying thicknesses with a possible underlying layer of till less than ten feet thick.</td>
</tr>
<tr>
<td>30-100</td>
<td>Bedrock, depth to bedrock is mainly 50 feet in the area of So. Pearl Street.</td>
</tr>
</tbody>
</table>

Development Constraints

Because of the degree of variability, each building site must be studied for its soil and geological characteristics and limitations. The following can be generally stated:

* River deposits are normally poorly drained with a seasonally high water table. Thick clay layers generally increase construction costs. They have a low bearing strength and are highly unstable when wet.

* Flooding hazard is the most significant natural development constraint on riverfront properties. (See Part L - Flooding Hazards).

* The underlying bedrock in Albany’s WRA is called Snake Hill Shale. It is judged as a fair to poor foundation for heavy structures, and is generally found 50 feet below the soil surface.
2. **Topography**

The most dramatic feature of waterfront topography is the steep gorge-like valley cut by the Normanskill as it flows into the Hudson River floodplain. At this point, the valley is characterized by relatively gentle slopes.

Steep slopes also occur on Lower Patroon Island where I-787 intersects with I-90.

Except for the slopes of fill areas under the highway and some berms in the Corning Preserve, the waterfront is relatively low-lying and level, at an average elevation of about 10 feet above the mean water level.

In the Corning Preserve, excavation spoils from the tidal pools have been disposed throughout the park to form a more varied topography at elevations from 12 to 20 feet in the southern section. Ridges, to 22 and 30 feet above water level, have been formed along the western edge of the Preserve, providing some screening of the Frontage Road and I-787 from the central park area.

R. **INFRASTRUCTURE**

1. **Public Water Supply in the WRA**

With the exception of the area to the west of I-787 on Patroon Island, the waterfront area is serviced by the City’s water supply system.

2. **Public Sewage System in the WRA**

The City maintains a system of combined collection sewers, while the Albany County Sewer District maintains treatment plants located within the Port and within the Village of Menands.

The combined system is old, prone to breakdowns and as in many older communities, needs upgrading and separation.

3. **Solid Waste Disposal**

The City of Albany provides a public landfill and waste processing facility off Rapp Road in the western portion of the City. Residential curbside collection is provided by the City to structures containing 4 or fewer dwelling units.
4. **Infrastructure Adequacy**

Although the public water supply and sewage systems are old, they do not pose a significant constraint to existing or proposed WRA development.

S. **HIGHWAYS, ROADS AND MASS TRANSPORTATION SERVICES**

1. **Highways**

The waterfront area is served by two highways: Interstate-90, which runs east-west; and Interstate-787, which runs north-south. Each of these highways serve regional commuters to downtown, as well as inter- and intra-state traffic.

I-787 originates from Exit 23 on I-87 (commonly known as the NYS Thruway as it stretches from New York City to Montreal) in the southwestern portion of Albany. It enters the WRA just a few hundred feet south of McCarty Avenue’s juncture with South Pearl Street. It leads north, passing between the residential areas of the South End Sub-area and the river. It continues north, passing through Downtown Sub-area between the Central Business District and the Corning Preserve and continues through the Patroon Island Sub-area to Menands and on to its termination 4.3 miles north of Albany near the Town of Green Island.

I-787 intersects with I-90 in the Patroon Island Sub-area. Access points to Downtown Albany include on-off ramps connecting to Clinton Avenue and to Hamilton Street, which leads to the Empire State Plaza and Capitol buildings.

I-90 passes through the WRA in the Patroon Island Sub-area where it connects with I-787. This highway provides service east as far as Boston and west to Schenectady, Syracuse and Buffalo. I-90 also connects with I-87 at Exit 24 in western Albany.

2. **Roads**

a. **Patroon Island Sub-area**

This sub-area is served by Erie Boulevard which extends from the Downtown Albany Sub-area north to Menands, paralleling the D&H Railroad tracks. This road serves as the main thoroughfare in this sub-area, providing access to the several industrial sites in this district.
b. Downtown Sub-area

The main road serving this sub-area is Broadway, which runs north-south, paralleling the WRA boundary from the north end of the Patroon Island Sub-area to the South End Sub-area. Major streets carrying traffic into the sub-area from uptown are State Street and Clinton Ave.

c. South End Sub-area

Access to this sub-area from uptown is provided primarily by Madison Avenue and Morton Avenue. Broadway continues from the Downtown Sub-area and passes beneath the I-787 interchange at the north end of the South End Sub-area. Broadway leads south out of this sub-area and connects directly to Church Street, the main access road into the Port Sub-area.

d. Port Sub-area

Church Street continues south from Broadway in the South End Sub-area. It is the main access road into the shipping/industrial section of the Port.

South Pearl Street continues south from the South End Sub-area into the Port Sub-area and becomes Route 32 just south of its juncture with Kenwood Road.

The remainder of this sub-area is not served by public roadways or streets, as it is dominated by industrial sites and shipping facilities.

While the existing system of roads and highways adequately serve the WRA, I-787 poses a substantial public access barrier to the River and its shoreline.

3. Bus Service

The Capital District Transportation Authority (CDTA) serves the Downtown and South End Sub-areas with several bus lines, most of which terminate at North Pearl Street just west of the WRA boundary.

Two bus lines provide service into the Downtown Sub-Area: 1) Bus line #14 which follows State Street, Madison Avenue and Broadway and leads across the Dunn Memorial Bridge with access to the Town and County of Rensselaer; 2) Bus line #24 which follows South Pearl Street and Broadway and leads across the Dunn Memorial Bridge providing access to the City of Rensselaer and City of Troy.
There is no direct bus service to the Corning Preserve, Snow Dock or the Patroon Island and Port Sub-areas.

Located in the Downtown Sub-area are a Greyhound bus depot (at Hamilton and Liberty Streets), and a Trailways depot (at Division Street and Broadway).

A proposed shuttle bus system will carry passengers between the Empire State Plaza and points adjacent to the Corning Preserve, establishing more efficient access patterns between the waterfront and points uptown.

4. Rail Service

Though there is no passenger rail service into the WRA or Albany itself, two railroads provide freight service. The Delaware and Hudson Railroad provides minimal service to the Patroon Island Sub-area to accommodate the industrial sites along Erie Boulevard.

Rail work involving access to Port Transit sheds was started in 1986 and continued in 1987. This involved grading at rail crossings and improving access to the north and central areas of the Port.

Amtrak passenger rail service is available from the City of Rensselaer train station across the river and from the Town of Colonie station located a few miles northwest of Albany.

T. EXISTING ZONING

The Waterfront Revitalization Area encompasses 10 different zoning classifications. Three of these zoning classifications were recommended by the LWRP and adopted by the Common Council in July 1990 for waterfront properties located east of I-787 in the South End, Downtown and Patroon Island Sub-areas. These three classifications are WF-1 (Waterfront Residential/Commercial), WF-2 (Waterfront Recreation) and LC (Land Conservation).

The WF-1 Classification is designed to encourage residential, mixed use development or renovation primarily within the South End portion of the waterfront.

The WF-2 classification is primarily designed to permit moderate-intensity recreational development within and adjacent to the Corning Preserve and boat launch area. The designation will permit the development of a wide range of public or private recreational activities, while still maintaining the open-space character of the Preserve area.

The LC classification is designed to protect, maintain and enhance passive, open-space recreation areas in the Patroon Island and other publicly-owned preserve, park or greenspace properties throughout the City.
The Patroon Island Sub-area is composed of the LC zoning classification along the waterfront and the M-1 Heavy Manufacturing zoning district along the Erie Boulevard and Broadway industrial corridors.

The Downtown Sub-area includes a WF-2 (Waterfront Recreation) designation for the Corning Preserve and the C-3 Central Business District classification for that portion of the Downtown Business district located within the WRA boundary.

The South End Sub-area is composed of WF-1 (Waterfront Residential/Commercial), WF-2 (Waterfront Recreation) and C-M Light Industrial zoning districts east of I-787 and an amalgam of C-1 Neighborhood Commercial and Residential districts to the west of the arterial.

The Port Sub-area is designated entirely M-1 Heavy Manufacturing and contains mainly port-related and solid waste management facilities.

U. WILDLIFE

General Context

Although much of Albany's waterfront is characterized by a high degree of development, some areas do provide suitable habitats to support a relative abundance and diversity of regionally common wildlife. These areas are the shoreline of the Hudson River at the Corning Preserve and in the Patroon Island Sub-area, and the Normans Kill where it passes through the WRA in the Port Sub-area.

These coastal green belts provide important opportunities for sport fishing, bird-watching, wildlife photography and other wildlife-related activities in close proximity to an urban population center. Nonetheless, actual utilization of these areas is significantly below capacity.

There is one aspect in which these areas share common wildlife values: the wooded slopes along the Normans Kill, and isolated areas of the Patroon Island Sub-area support significant populations of muskrat, rabbit, raccoon, and other small mammals common to a tidal zone. These areas also support small populations of such larger mammals as deer and red fox.

Following is a general description of bird and fish habitats in these areas:

1. The Hudson River

In the Corning Preserve and in the eastern portion of the Patroon Island Sub-area, it is possible to observe common species of waterfowl, predatory birds, songbirds and other species such as mallards, red-tailed hawk, orioles, kingbirds, and flickers.
Most of the habitat can be described as maintained open field dominated by grass sod. The rest of the area includes meadows, a tree and shrub line between river and field, and six acres of what was formerly rice paddies, virtually abandoned and reverting gradually to a natural state.

The river habitat supports an abundance of fish, and sport fishing opportunities in the Hudson are excellent. In addition, the River supports a significant population of short-nosed sturgeon, an endangered species whose range is up to the Troy dam. But while general water quality and fish habitat are improving, toxic contamination prohibits the consumption of the River’s fish.

Species diversity along the river bank in the Patroon Island Sub-area could be furthered by the following: leaving more land in meadow; constructing nesting boxes for wood ducks; and encouraging re-vegetation of the rice paddies so as to protect the habitats of breeding mallards and other wildfowl who have come to rely on these sites for nesting.

2. The Normans Kill

The considerable length of stream channel accessible to migratory fish, and the lack of significant human disturbances in the upper portion of the Normans Kill, provide favorable habitat conditions for a variety of anadromous, as well as resident freshwater, fish species.

A two-mile segment of the Normans Kill, from its mouth on the Hudson River to an upstream falls located near the New York State Thruway (I-90) bridge, is expected to be designated by the New York State Secretary of State as a Coastal Fish and Wildlife Habitat of Statewide Significance. As an important spawning area for alewife, blueback herring, and white perch, it is one of only ten significant spawning streams for these anadromous fishes in the upper Hudson River. Detailed information on this habitat is appended, including: a quantitative evaluation of the habitat’s significance; a description of its location, physical features and fish wildlife values; a location map; and a listing of knowledgeable contacts. (See Appendix D)