

SECTION IV
PROPOSED LAND AND WATER USES
AND
PROPOSED PROJECTS

Proposed long-term land and water uses for the waterfront area are described in this section, as well as specific short-term projects. Proposed land uses are presented for each waterfront sub-area. See Map 8 which displays proposed land uses and Map 9 for project locations.

A. Proposed Land Uses

1. West End

Proposed uses largely reflect a continuation of existing development to the north of Main Street and the East-West Arterial. In this regard, single and two-family residential uses are proposed along Guy Park Avenue, Division Street, and the numerous cross streets, while retail commercial, office, and light industrial uses are proposed along Main Street. To the south of Main Street and the East-West Arterial along the immediate shoreline, public access and recreational improvements are proposed. The Guy Park State Historic Site and Lock No. 11 facility serve as key features of the City's waterfront and the development of a boat launch ramp at this site is proposed, which would enhance waterfront recreational opportunities and strengthen the site as an activity center. Also proposed within this area is development of a shoreline bicycle and walking trail which would extend along the narrow open space shoreline from the Guy Park State Historic Site eastward to a proposed waterfront park adjacent to the Downtown.

2. Downtown

To the north of the Conrail railroad, proposed land uses represent a continuation of existing development patterns. In this respect, retail commercial and office uses are proposed for the central business district, while a mix of residential and commercial uses are proposed for those blocks surrounding the business district. Of particular concern in this area is the renovation and re-use of the old rail and freight terminal building along Front Street to a commercial or institutional use which serves as a waterfront activity center. To the south of the Conrail railroad, the under-utilized open space shoreline area is to be developed for recreational uses. A waterfront park is proposed for the area adjacent to the business district and below the Route 30 bridge. The park would be utilized for picnicking and other open space recreational uses. Docks for transient recreational boaters may also be incorporated into this park. In addition, a shoreline trail extending from this park to the Guy Park State Historic Site is also proposed.

As described in the Inventory and Analysis, improved access to the Downtown shoreline is critical. Both the Conrail railroad and the arterial represent significant barriers to use of the waterfront which necessitate development of improved access through pedestrian overpasses and railroad crossing improvements.

3. East End

The proposed uses within this area reflect a continuation of existing development patterns to the north of the Conrail railroad. A mix of residential and commercial uses is proposed along the Main Street corridor, while single and two-family residential uses are proposed along the numerous cross streets from John Street to Sweeney Street. The extreme eastern portion of this area is proposed for light industrial uses. The rehabilitation, re-use, and selective demolition of old industrial structures within this area is also proposed.

The shoreline area to the south of the Conrail railroad is generally unsuitable for development because of its narrow width and flood-prone nature. As such, the proposed use for this area is as open space or for passive recreational use.

4. South Side

A continuation of the overall land use pattern is proposed for the Port Jackson neighborhood. Single and two-family residences are proposed for that portion of the area to the south of Center Street, while retail commercial uses are proposed for the area at the intersection of Center and Bridge Streets. That portion of Port Jackson between the Mohawk River shoreline and Center Street is proposed for a continuation of commercial and light industrial uses. Of particular concern is the renovation and re-use of the Chalmer's Mill, a vacant industrial facility comprised of four individual structures which dominates the waterfront in this area (see chapter C. Proposed Projects for a more detailed description).

The preservation of its historic character is a key proposal for Port Jackson. The rehabilitation of existing structures should be done in a manner which preserves their historic significance. In addition, new construction and public improvement activities should blend in and enhance the area's historic character and not detract from it.

The development of a marina or dock facility for recreational boating is proposed for the shoreline area either to the west or east of Port Jackson. The siting of such a facility should be done in a manner which does not adversely impact the designated wetlands located within the Mohawk in the eastern portion of the area. In addition, any marina development should include adequate pump-out facilities. Apart from a boating facility, the remainder of the South Side shoreline area to the west and east of Port Jackson is proposed for open space uses due to the flood-prone nature of this area. The Mohawk Trailway is an ideal use in this area, and its completion is supported.

The remaining upland portion of the South Side is largely proposed for residential uses, although commercial and light industrial uses are proposed along Route 5S.

B. Proposed Water Uses

The primary water use shall be recreational boating. Although a small amount of commercial shipping passes through the City along the Mohawk River/Erie Canal, the vast percentage of boating now consists of recreational craft. It is anticipated that recreational boat traffic will increase in the future. As described in previous chapters, a key component of the City's waterfront revitalization strategy is to take advantage of the recreational tourism potential of the Erie Canal. To this end, it is proposed that a boat launch be constructed adjacent to Lock No.11, that docks be incorporated into the design of a Downtown waterfront park, and that a marina be developed along the South Side shoreline. The first two projects are aimed at serving transient boaters passing through the City, as well as local boaters. These facilities are to be oriented for short-term docking. The larger boating facility proposed along the South Side shoreline would be designed for more long-term docking. Such a facility would include pump-out facilities and rest rooms, as well as other services. Its design would be done in a manner which minimizes adverse impacts on natural resources.

C. Proposed Projects

1. Downtown Waterfront Park

The project involves the development of a waterfront park by the City on an approximately 10 acre tract in the area below the Route 30 bridge adjacent to the Downtown. The site is presently unimproved open space owned by New York State as right-of-way land for the Erie Canal. The park would be used for picnicking and other recreational uses aimed at establishing it as a major waterfront activity center. A shoreline trail extending from the park to Guy Park Manor may also be included in the design, as well as docks for transient boaters.

The provision of improved access between this park and the Downtown will also be addressed in the design of this project due to the presence of the East-West Arterial and Conrail railroad, which act as barriers to shoreline access. Access improvements will include upgrading the winding dirt road which connects the site with Front Street, as well as signal improvements at the Conrail crossing. Due to the size of the tract and the presence of the Conrail railroad, vehicular traffic in the park will be limited. Pedestrian access may be improved through the construction of bridges which would link the site with the Downtown.

Conceptual design of the park, including the preparation of cost estimates, is anticipated to be undertaken during 1992. Permits for development of the park must also be obtained from New York State and Conrail prior to construction.

2. Chalmers Mill Redevelopment

The project involves the renovation and reuse of the Chalmers Mill, a vacant privately-owned former knitting facility located at Bridge Street and Gilliland Avenue in the Port Jackson neighborhood with direct frontage on the Mohawk River. The Chalmers Mill is comprised of four individual structures totalling 260,000 sq.ft. and represents the largest and most dominant waterfront building. The City places a high priority on redeveloping this facility into a multi-use complex which would include residential, commercial, and office units.

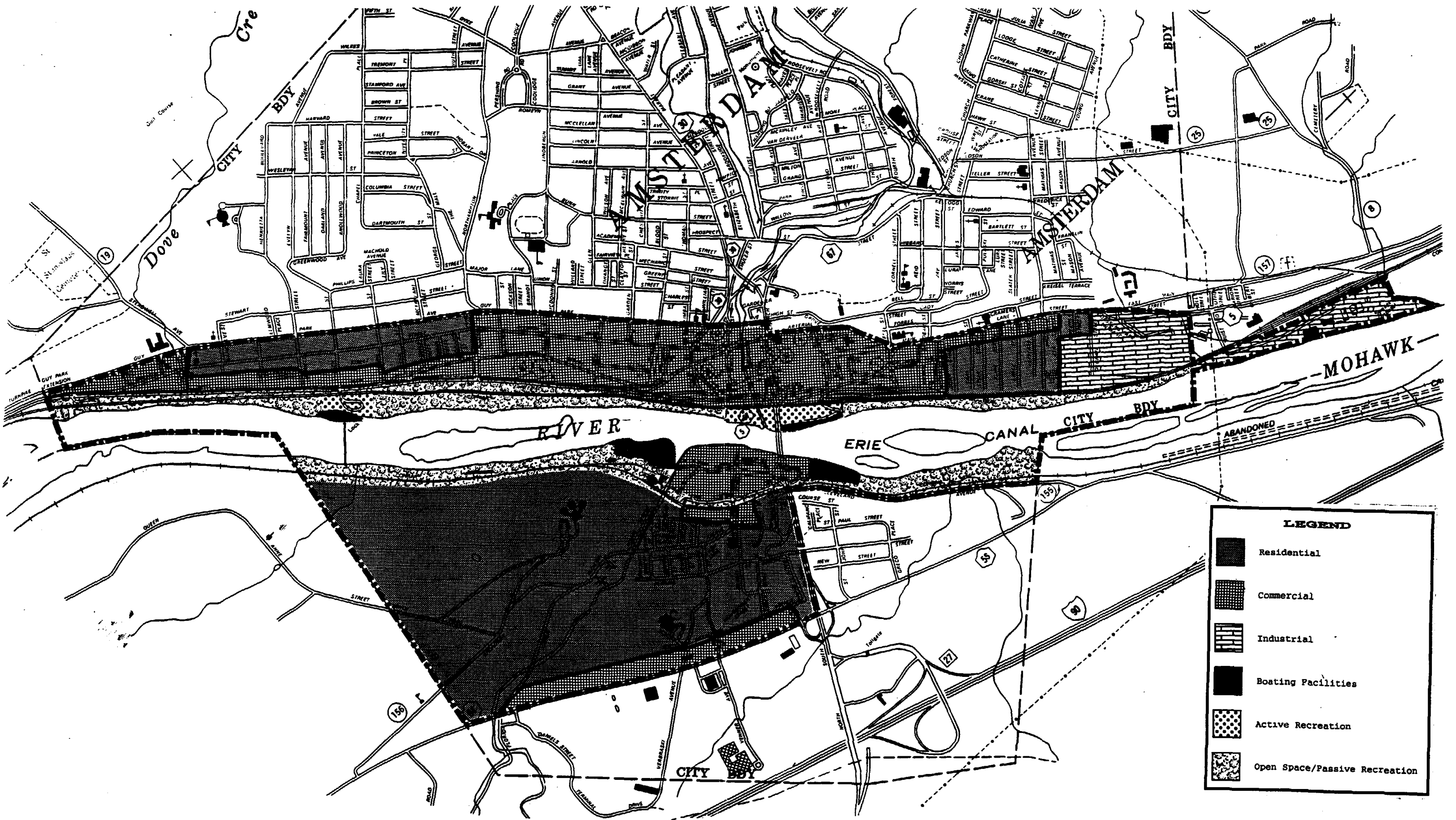
A detailed re-use feasibility study for this facility is presently being prepared under the auspices of the Montgomery County Economic Development Corporation. The study is being financed with a \$40,000 grant from the New York State Urban Development Corporation and \$10,000 from the owners of the property. Completion of this study is anticipated during 1992.

Preliminary estimates indicate that renovation costs would be about \$7.5 million, and that 60,000 sq.ft. of floor area would need to be demolished.







3. West End Boat Launch

The project consists of the construction of a public boat launch ramp by the City on State-owned land to the immediate west of Lock No.11 in the West End. In addition, floating docks would be installed, an adjacent picnic area would be developed, and roadway and parking lot improvements undertaken. The project will also necessitate signal improvements along the access road leading into the Lock 11/Guy Park State Historic Site complex from Main Street for the Conrail railroad crossing.


The 1987 estimated cost of this project, exclusive of the railroad crossing improvements, was \$50,000.



LEGEND

-  Residential
-  Commercial
-  Industrial
-  Boating Facilities
-  Active Recreation
-  Open Space/Passive Recreation

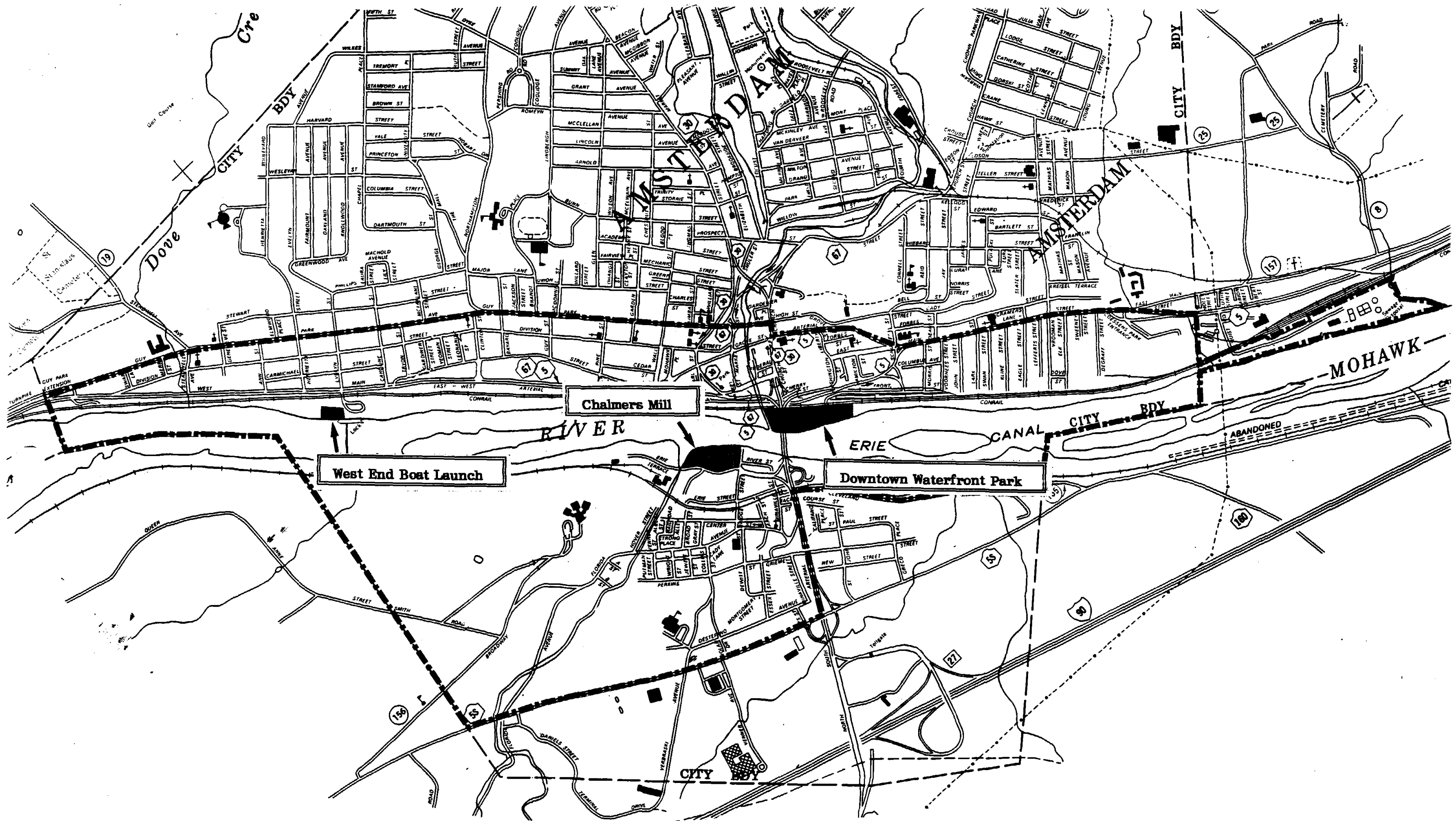
CITY OF AMSTERDAM
Local Waterfront Revitalization Program
MAP 8 - Proposed Land Uses

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New York State Department of State Division of Coastal Resources and Waterfront Revitalization

August 1991

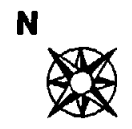
Scale: 1" = 1200'



CITY OF AMSTERDAM
Local Waterfront Revitalization Program
MAP 9 - Waterfront Projects

New York State Department of State Division of Coastal Resources and Waterfront Revitalization

August 1991



Scale: 1" = 1200'