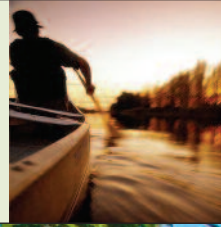


Reclaiming the Hudson

The Saratoga County Riverscape Project



Reclaiming the Hudson

The Saratoga County Riverscape Project

Rivers define communities. The Hudson River is no exception. This quintessential American river conjures up images of the past as we recall the story of Henry Hudson and his crew of the Half Moon and tales of Native Americans and early settlers who enjoyed the bounties of the upper Hudson River. For generations, the Hudson River has been the backbone of many Saratoga County communities. Together with the Champlain Canal, completed in 1822, the river brought great prosperity to the region through the 19th century.

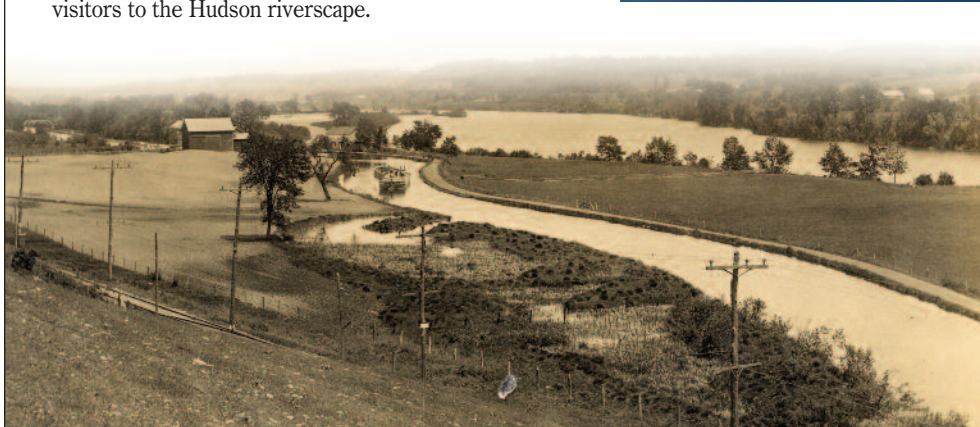
This waterway corridor links centuries of historic events, notable people, and landmarks that shaped our nation. Today, the region attracts tourists interested in heritage tourism with interpretive attractions ranging from the influential Native American era, through the American Revolution, to the importance of the Industrial Revolution, and the construction of the Champlain Barge Canal.

Many historic and recreational sites already anchor the corridor. These include the Waterford Historical Museum and Cultural Center and Peebles Island State Park in Waterford, the Saratoga Battlefield in Stillwater, and the Gerald B. H. Solomon Saratoga National Cemetery, Saratoga Monument, Schuyler House, and Victory Woods in Saratoga.

For Saratoga County residents who grew up in the towns and villages along the Hudson, the river and canal were not just about history – they represented a reliable source of employment and commerce that sustained their communities. The river and canal also provided exceptional swimming, boating, and fishing opportunities. In recent times, under the specter of environmental contamination and industrial decline, the grand Hudson River is highly underutilized and underappreciated.

The anticipated environmental cleanup of the Hudson River presents many new opportunities. We will work together to reestablish the river as one of our great regional assets and share its beauty with others. As we redefine the riverscape, all will gain a new appreciation of the river as a great natural resource.

Rivers have a way of inspiring people. Of beckoning them to creative and unusual actions. The corridor communities are poised to reclaim the river, revitalize local economies, and welcome another century of visitors to the Hudson riverscape.



The vision

With change comes opportunity. The upcoming Hudson River dredging project provides a chance to reevaluate the role of the Hudson River in our communities. New projects will be initiated to create exciting new public spaces, highlight the exceptional educational and recreational resources along the river, and spark economic development opportunities throughout the corridor. There are two corridor projects that are a shared goal for all the communities: a continuous greenway trail from Waterford to Moreau and the navigational dredging of the Champlain Canal.

The Riverscape Project is designed to illustrate the present and planned initiatives along the Hudson River/Champlain Canal corridor and how this project is framed by federal, state, and regional planning strategies.

The strategy

Together great things can be accomplished. Working collaboratively, seven municipalities – Moreau, Northumberland, Saratoga, Stillwater, Mechanicville, Halfmoon, and Waterford – will champion more than 35 projects along the Hudson River and Champlain Canal to make the waterways more accessible for both residents and visitors. By working in partnership, Saratoga County and its municipalities have developed a unified approach to The Saratoga County Riverscape Project, developing connections to a network of sites that complement one another and provide a seamless experience for visitors.

The rewards

Being responsible and creative stewards of our natural and built resources can only lead to good things – for the county and for the people who come to enjoy the region. Saratoga County has the potential to develop a major tourism corridor along the Hudson River/Champlain Canal.

Residents and visitors will enjoy a greatly improved image of Saratoga County's Hudson River corridor following the dredging of PCBs. The Saratoga County Riverscape Project will reflect and build on the unique attributes of the area.

By resurrecting the great assets of the Hudson River and Champlain Canal, civic pride will be revitalized in river communities, and the romance of the waterway and tradition of natural resource protection will be preserved.

Reclaiming the Hudson. It's a plan worth undertaking.

Federal, State, and Regional Partnerships

Federal, state, and regional programs serve as the impetus, foundation, and framework for the more than 35 individual initiatives sponsored by communities in The Saratoga County Riverscape Project.

Erie Canalway National Heritage Corridor

The U.S. Congress established the Erie Canalway National Heritage Corridor in 2000 to recognize the significance of the canal system in our nation's history. The Erie and Champlain Canals connected people, places, and ideas; they strengthened the union and fostered social reform movements celebrated in art, literature, story, and song. These canals helped establish an American identity both here and abroad.

The Erie Canalway National Heritage Corridor partners with communities, government agencies, and nonprofit organizations to ensure that the canals' history, legacy, and landscapes are saved for future generations while encouraging community revitalization and tourism.

Lakes to Locks Passage

The Saratoga County Riverscape Project is geographically tied to the Lakes to Locks Passage, which promotes the "The Great Northeast Journey," encouraging recreational boaters and other tourists to explore the sites and communities along "America's first operating waterway." The Lakes to Locks Passage provides access to 234 miles of historic and recreational sites along the waterway; the Champlain Canal Region portion is a 64-mile stretch from Waterford

to Whitehall. Route 4 is part of a federal and state Scenic Byway and one of only 20 highways to be designated as an "All-American Road" by the Federal Highway Administration.

National Park Service Visitor Center

A new facility to be developed at an appropriate location will give visitors to Saratoga National Historical Park an overview and orientation at the outset of their visit, regardless of where they begin their exploration of the park. The Old Saratoga facility will include classroom and public assembly space and a gallery highlighting sites of importance in the region. The center will be available year-round and formally staffed in high season.

Erie Canal Greenway

The Erie Canal Greenway, initiated by New York State, is designed to coordinate with the federal Erie Canalway National Heritage Corridor initiative. The Greenway will incorporate a regional approach to strengthen local ties while protecting and enhancing natural and cultural resources along the state's canal system. A high priority for the NYS Canal Corporation is the

implementation of the Canalway Trail. Upon completion, the 348-mile long Canalway Trail will be the nation's longest continuous hike/bike trail. The Champlain Canal Trail represents the Champlain Canal Hudson River segment; an overall completion date for this trail segment is planned to coincide with the 250th anniversary of the Battles of Saratoga in 2027.

Old Saratoga on the Hudson

Old Saratoga on the Hudson is a community-based intermunicipal effort to develop a linear park that connects a remarkable concentration of historic, scenic, natural, and recreational resources on both sides of the Hudson River. The geographic area that makes up Old Saratoga on the Hudson takes in some of the most beautiful, geologically important, and historically significant landscapes in our region.

Historic Saratoga-Washington on the Hudson Partnership

As a natural progression emerging from the successes of Old Saratoga on the Hudson, legislators recently approved the formation of the Historic Saratoga-Washington on the Hudson Partnership. This organization will address collaborative agriculture and open space protection, tourism development, revitalization of main streets, recreational development, and protection of natural and cultural heritage in an area known as the Historic Saratoga-Washington on the Hudson Reserve. The partnership is an innovative framework that will build and expand on existing public and private initiatives.

The Hudson Reserve consists of the towns of Northumberland, Saratoga, Stillwater, Halfmoon, and Waterford and the City of Mechanicville in Saratoga County, and the towns of Fort Edward, Greenwich, and Easton in Washington County.

Saratoga County Green Infrastructure Plan

This endeavor to identify and protect a network of green space and recreational resources has created a sustainable open space plan for Saratoga County. Saratoga PLAN (Preserving Land And Nature), initiator of the study, will be providing technical assistance to local communities to protect their natural, recreational, historic, and scenic resources.



What does it mean?

"Riverscape" refers to the exceptional scenic vistas – both of the water and from the water. The Saratoga County Riverscape Project will offer the opportunity to enjoy the natural resources of a historic waterway and the charms of nearby towns and villages.

The Saratoga County Riverscape Project *Hudson River/Ch*

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- 1 New Town Center Vision
- 2 Rebuild Royal Block House
- 3 River Trail from New State Boat Launch to Northumberland Town Line
- 4 Restore Dredge Disposal Sites

Town of Northumberland

- 5 Trail from Lock 5 Island to Stark's Knob to the Moreau Town Line
- 6 Trail from Stark's Knob to School Complex
- 7 Hudson Crossing Park
- 8 Water Access, Trail, and Park at MacBoston Site
- 9 Rehabilitation of Dix Bridge

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(includes Villages of Schuylerville and Victory)

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- 35 Redevelopment of "The Point"
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- 37 New Water Plant



Town of Moreau

"The history of the Town of Moreau and the river have been intertwined for centuries. Generations of families have enjoyed living along the Hudson, and we want to preserve that benefit for generations to come."

Harry D. Gutheil, Jr.

Harry G. Gutheil, Jr.,
Supervisor, Town of Moreau



The plan is to reconstruct a replica of the Royal Block House, an important French and Indian War historic site.

Proposed Initiatives for the Hudson River and Champlain Canal

1 New Town Center Vision

The Town of Moreau would like to purchase land to realize the vision for a new Town Center. The site would build community identity and provide a central location for residents to work, shop, visit, and play. The Town Center could offer a flexible and attractive combination of uses such as a post office, civic buildings, and possibly professional commercial office space. It would also include public spaces where residents could gather for special occasions, town assemblies, and civic celebrations. A network of paths would serve the Town Center and connect it by trail or other means to important recreational sites throughout the community, wherever feasible.



A river trail could be constructed from the new State Boat Launch to the Northumberland town line.



2 Rebuild Royal Block House

The Town of Moreau would like to acquire the historic site known as the Royal Block House, an important French and Indian War historic site. Since only remnants exist at the site, the town would like to consider constructing a replica of the original structure, a 1750s safe house and observation post built when Moreau was a frontier outpost. Public access would be developed to the site, and the town would like to eventually provide trail connections from the Royal Block House to other public resources in the area.

3 River Trail from New State Boat Launch to Northumberland Town Line

The town envisions constructing a dedicated bicycle and pedestrian trail along the West River Road from the new State Boat Launch to the town's southern boundary. This project will take advantage of exceptional views of the Hudson River and the rural countryside. The trail will require a feasibility study since there may be issues relating to land ownership, shoreline distance, and the presence of wetlands in some areas. Where feasible, the trail will include vistas, pull-offs, and pocket parks.

4 Restore Dredge Disposal Sites

The Town of Moreau has several large remnant deposits landfilled in sites along West River Road adjacent to the Hudson River. Remnant deposits were formed as a result of the removal of the Fort Edward Dam. These disposal sites, which contain sediment and debris that was removed from the river, are likely to have some accumulation of PCB contaminants. The town wishes the landfilled material to be removed so that the sites can eventually be restored for future use.



Town of Northumberland

"The Town of Northumberland is fortunate in its proximity to the Hudson River and the Champlain Canal, and we want to be sure the public can enjoy these waterways through parks, trails, and observation sites."

Willard H Peck

Willard H. Peck,
Supervisor, Town of Northumberland

Proposed Initiatives for the Hudson River and Champlain Canal

5 Trail from Lock 5 Island to Stark's Knob to the Moreau Town Line

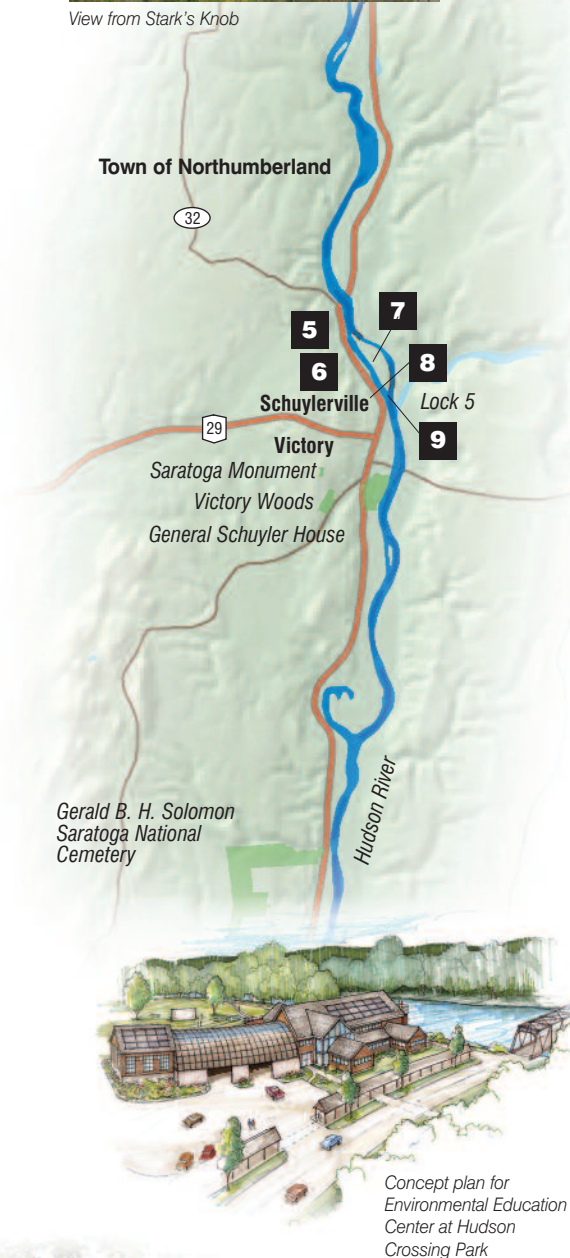
Stark's Knob, owned by the NYS Education Department, is a geological feature rising above the Hudson that has historic significance as a lookout point. The trail leading to the top is currently unimproved, steep, and otherwise devoid of amenities. This project involves constructing a trail along Route 4/32 across from the entrance to Lock 5 to Stark's Knob Pocket Park and to the top of Stark's Knob. The lower trail at Stark's Knob benefited from previous selective clearing and interpretive signage, and other planned improvements will increase the site's visibility and accessibility. These include a new trailhead with a handicapped parking area and a trail to the top, a stone wall, an overlook platform, and signage. A feasibility study related to constructing a second trail section from Stark's Knob Pocket Park north to the Moreau town line is also proposed.

6 Trail from Stark's Knob to School Complex

This project involves completing a trail loop from Stark's Knob south along the planned sidewalk extension on the west side of Route 4 where the old railroad right-of-way intersects with Route 4/32. The trail would follow this right-of-way into land owned by the Schuylerville Central School District and, eventually, the campus itself. The school district is in the process of obtaining 2.3 acres of old railroad beds, which will enable it to relieve access issues at the main entrance of the school on Route 29.



View from Stark's Knob



Concept plan for
Environmental Education
Center at Hudson
Crossing Park

7 Hudson Crossing Park

A partnership between the NYS Canal Corporation, Hudson Crossing Park, Inc. and the Towns of Northumberland and Saratoga could provide a suitable building site for the development of an Environmental Education Center. This center might offer year-round environmental classes, summer programs, and daily visitor center tours and information. This centralized island location adjacent to Lock 5 will also have a play garden, picnic pavilion, trail loops, lookout, and kayak launch/rack storage area. To the east of this man-made island lies a second natural island, which complements the Hudson Crossing Park by providing a natural wildlife habitat.

8 Water Access, Trail, and Park at MacBoston Site

The MacBoston property, a brownfield site with canalfront access, is located opposite Lock 5 Island, the site for the proposed Hudson Crossing Park. The town is seeking to acquire this land, with the property being transferred from the current owner, MacBoston 18 Truck, a non-profit agency that honors fallen firefighters. It is planned that MacBoston will give Northumberland the canalfront property to create public access and provide docking for floating classrooms associated with the Hudson Crossing Park.

9 Rehabilitation of Dix Bridge

Dix Bridge joins Saratoga and Washington Counties within the Hudson Crossing Park. The High Warren Truss bridge, built in 1900, is listed on the National Register of Historic Places and offers one of the only vantage points on public property to view the road which General Burgoyne built to allow his troops to cross the Hudson River shortly before the Battle of Saratoga. Man-made excavations in the Hudson River shoreline are clearly visible from Dix Bridge indicating where Burgoyne's "Pontoon Bridge" once floated. This bridge is presently closed to vehicular traffic and is being evaluated to re-open it for pedestrian, bicycle, and snowmobile use. Once re-opened, Dix Bridge will be a key element in providing Hudson Crossing visitors with a safe and easy crossing to the facilities of this bi-county park. Visitors will be able to tour the entire park on foot or bicycle. This historic bridge is the keystone of Hudson Crossing Park, and it will also provide a crucial link for the Champlain Canalway Trail.



Dix Bridge

Town of Saratoga *Includes Villages of Schuylerville and Victory*

"The Hudson River is part of the history of the Town of Saratoga and the Villages of Schuylerville and Victory, and these projects would provide easy access to this wonderful natural resource."

Thomas N. Wood III

Thomas N. Wood III,
Supervisor, Town of Saratoga

Proposed Initiatives for the Hudson River and Champlain Canal

10 Lock 5 Basin Rehabilitation/Canal Hand Lock Restoration/Schuylerville Harbor Rehabilitation

This initiative would repair and restore the old junction lock at the interface of the Old Champlain Canal Lock 5. This effort would once again open the watercourse to boats from the Champlain Canal, through the restored lock, down the Old Champlain Canal, and into Schuylerville Harbor.

11 Fort Hardy Park Boat Launch Improvements & Boardwalk

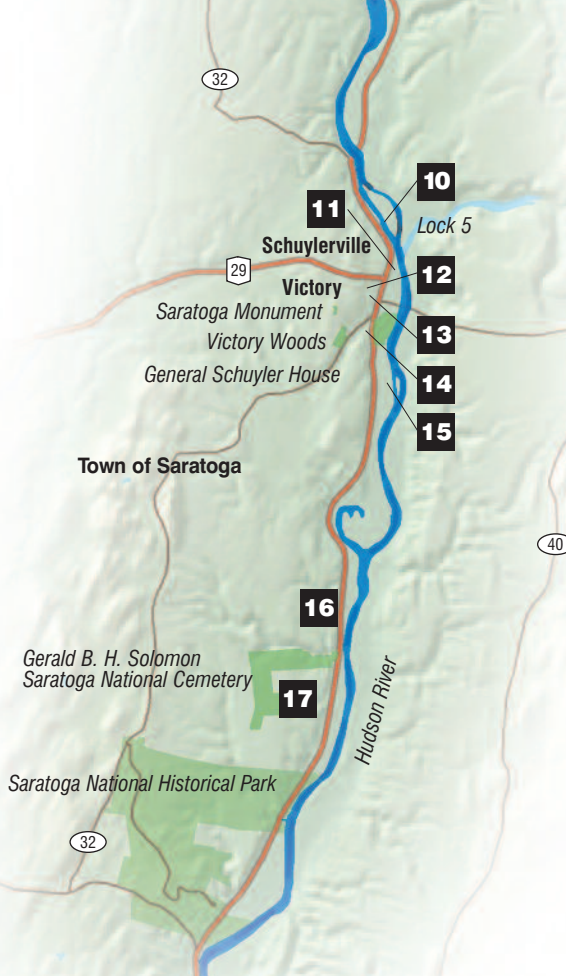
Just looking at the Hudson River is a joy in itself and the Fort Hardy project would present opportunities to view this impressive resource as well as provide active recreational venues. Currently, a gazebo and performance stage are located at the south end of the park, and a public boat launch at the northern end. This initiative calls for upgrading the boat launch and connecting the two ends of the park by extending the current boardwalk to create a closed walking loop around Fort Hardy Park. A six-foot wide boardwalk with railing, two observation decks, and exterior lighting will provide convenient access to those who wish to enjoy the river.

12 Implementation of Village Pocket Parks Plan

A series of small parks designed to interpret historically significant areas in Schuylerville and Victory is a priority project of Lakes to Locks Passage. This initiative would complete the construction of eight pocket parks, all of which have interpretive signage, picnic tables and/or seating, and parking.



Caldwell Belle, a sternwheel riverboat



Schuylerville Harbor

13 Schuylerville Main Street Improvements/Route 4 Reconstruction

As the main road through the southern part of the Lakes to Locks Passage, Route 4 is part of a federal and state Scenic Byway and has received the designation and distinction as an All-American Road (one of 20 in the U.S.). Reconstruction of Routes 4, 32, and 29 through the Village of Schuylerville is expected to begin in 2017. The project, which is a great opportunity for revitalization in the Village of Schuylerville, includes replacement of pavement and drainage systems, curbing, consolidation of signage, pedestrian improvements such as sidewalks, relocation of utility poles and overhead utility lines, ornamental lighting, streetscape improvements in the business district, street trees, and parking improvements. Other infrastructure improvements include sanitary sewer and water main replacement.

14 Fish Creek Trail

The Fish Creek Trail is a soft-surface path that would provide a critical pedestrian link between General Schuyler House to the Village of Victory, Schuyler Saw Mill Pocket Park, Victory Woods, and the sword surrender sites. The trail has the potential to interpret stories of General Schuyler's commercial operations. Establishing a trail connecting these sites would also create additional foot traffic for local businesses in Schuylerville and Victory.

15 Burgoyne Sword Surrender Fields/Water Access/Interpretation of Early French & Indian War Forts

These sites may anchor the area as a southern gateway. Conceptually, these project elements will be interpreted in a single location off the east side of U.S. Route 4. The town plans to preserve these lands as open space and may utilize appropriate areas for recreational fields and river access.

16 Town of Saratoga Boat Launch

Boating is one of the pleasures the Hudson River gives to residents and visitors, and this proposed two-lane public launch would provide easy access to the river. The town has applied for a use and occupancy permit from the NYS Department of Transportation to develop the land into a recreational facility, which will also include a separate canoe/kayak launch area, a nature trail loop, picnic area, and other amenities.

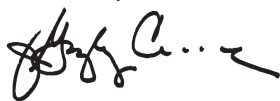
17 Canal Towpath Trail Segments

Hiking and biking along the Champlain Canal are perfect weekend outings. This project would construct two sections of a bicycle/ pedestrian trail along the Old Champlain Canal Towpath, both sections of which are part of the proposed Canalway Trail that stretches from Waterford to Montreal.



Town of Stillwater *Includes Village of Stillwater*

"Because of our strategic and historic location on the Hudson River, the Town and Village of Stillwater have great potential for attracting visitors to our communities, especially as recreational and commercial boat traffic continues to grow on the river and canal system."



J. Gregory Connors,
Supervisor, Town of Stillwater

Proposed Initiatives for the Hudson River and Champlain Canal

18 Waterfront Access and Landing Dock at Saratoga National Historical Park

A new waterfront facility on the Hudson River at the main entrance to Saratoga National Historical Park is envisioned as a landing for commercial passenger vessels and docking for visitors. A jitney or other form of transportation will transport visitors to the Saratoga Battlefield and Old Saratoga Units of the park. The site will also provide public access from the Hudson River to the proposed Revolutionary War Institute and connections to the Champlain Canalway Trail.

19 New Town Park and Launch on Hudson River

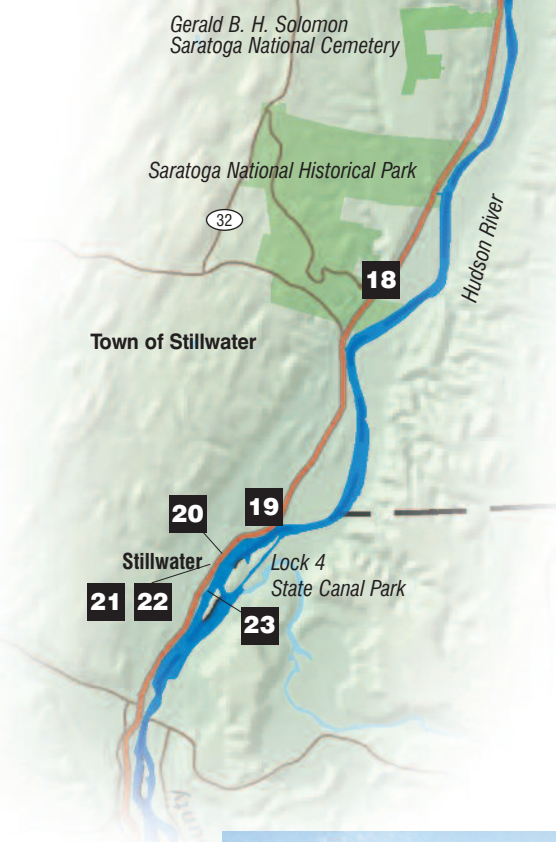
The Town and Village of Stillwater are exploring the feasibility of acquiring the Admiral's Marina property for the purpose of developing a waterfront park with public access, boat launch, and docking facility. A waterfront trail would connect to the village center. Funding for the acquisition, design, and construction of this six-acre parcel is necessary to further this initiative.

20 Old Champlain Canal Riverfront Trail Loop

A continuous multi-use recreational trail proposed along the Old Champlain Canal would form a walking/biking trail loop that would be linked with Blockhouse Park and planned walkways along the riverfront. Eventually, a trail link to the Zim Smith Trail, a cross-county trail system that begins in Mechanicville, would intersect with the Old Champlain Canal Trail. The project is a partnership of the National Park Service, Towns of Stillwater, Halfmoon, and Saratoga, City of Mechanicville, and Villages of Stillwater and Schuylerville. The first phase of the trail, to be known as the Gurba Trail, is a multi-use trail connecting the Riverside neighborhood with the Village of Stillwater and its downtown area. It will follow the Stillwater Sewer District right-of-way, cross Halfway House Road, and end at the southern entrance to the village.



Lock 4 State Canal Park



Blockhouse Park



Gerald B. H. Solomon
Saratoga National Cemetery

21 Municipal Infrastructure Improvements

The future of the town and village will be shaped by the limitations of water and sewer systems. The anticipated Luther Forest Technology Campus will result in a dramatically increased demand from associated residential development and its supporting commercial and business enterprises. The town is in the process of developing a multi-year capital improvement plan to address long-term needs for infrastructure improvements. Priority projects for significant funding include the general repair, replacement, and expansion of the sewer and water districts and improvements to the municipal stormwater systems.

22 Implement "Main Street" Improvements

The Route 4 Corridor Plan was completed for the Town and Village of Stillwater in July 2006. The plan concentrates on improving land uses along the corridor, managing transportation and traffic access, and enhancing the village gateways. Guidelines will assist in directing new construction and redevelopment activities designed to improve the aesthetic and functional qualities of the built environment. Implementation of these important "Main Street" improvements will attract visitors by creating a neat, practical, and pedestrian-friendly downtown and business district.

23 Dredge Hudson River Channel

The lack of navigational dredging erodes, on an annual basis, the economic opportunities that come from being able to safely support boating traffic of all sizes. This project proposes to restore and maintain the Hudson River Channel to encourage larger pleasure craft and commercial vessels to use the Hudson River waterway as a major north/south passage from the Atlantic Ocean (New York City) to Lake Champlain, Canada, and the St. Lawrence Seaway. In addition to the dredging of the river channel, a marketing campaign would promote the use of this water passage to both tourists and selective commercial enterprises.



City of Mechanicville

"Both in its industries and recreation, Mechanicville's history has revolved around the Hudson River. Through these projects, we can make the most of our Hudson River location, introduce people to a revitalized downtown, and become a heritage tourism destination for railroad buffs."



Thomas J. Richardson,
Supervisor, City of Mechanicville

Proposed Initiatives for the Hudson River and Champlain Canal

24 Expand Mechanicville City Dock

This project proposes to expand the existing municipal docking facility by 80 feet on state-owned lands north of and adjacent to the site. The existing launch area will be rehabilitated to safely accommodate small non-motorized boats. Other amenities proposed for the site include the addition of public restrooms, a food and beverage stand, landscaping, security lighting, and a picnic pavilion. Pedestrian pathways to other important recreational areas and neighborhoods would be identified by the community and indicated by appropriate signage.

25 New Park and Boat Launch

Any revitalization of the Hudson River is also an important marketing opportunity for Mechanicville's adjacent downtown. The city proposes that a site be identified to develop a riverside park with amenities including a public beach, playground, and formal boat launch. One potential site identified is the six-acre riverfront associated with the old school building that is adjacent to City Hall.



Reclaiming the Hudson River also creates an opportunity to revitalize Mechanicville's downtown.



Mechanicville City Dock



The former train station will be restored, along with the historic XO Tower, as a railroad museum and cultural center.

26 Feasibility Study for Greenway Trail

The Old Champlain Canal has long been paved over by streets and other development in Mechanicville. The city would like to explore the feasibility of continuing the Old Champlain Canal Trail on other public lands, making a connection where the trail ends on Route 146 in Halfmoon to the area north of Lock 3, where a soft-surface walking trail presently exists. Every effort should be made to explore potential opportunities for an off-road trail via water line or other public easement areas to the countywide Zim Smith Trail. The feasibility study should also explore a continuation of the trail via sidewalks through the city's downtown, giving hikers and cyclists the chance to explore restaurants, retail stores, and public riverfront sites.

27 Implement Downtown Revitalization Project

In its 2006 Downtown Revitalization Plan, the lack of a destination or main attraction was identified as one of the city's greatest challenges. Residents, asked to participate in the process, identified the city's railroad history as its main asset. Mechanicville's significance as a major rail center and transportation hub is well recognized in heritage tourism circles. Based on this history, the city's primary goal is to develop and implement a redevelopment plan for Railroad Street and Vial Avenue as a historic railway site. The city intends to develop this site, a streetscape, and rail plan that will draw visitors to the downtown, support existing businesses, and generate new business development. The plan proposes to restore the historic but vacant and rundown XO Tower and former train station to serve as a railroad museum and cultural center.



Town of Halfmoon

"Halfmoon is proud of its Hudson River heritage. We look forward to rejuvenating our natural and built resources and protecting and preserving our assets for local families to enjoy and visitors to explore."



Kenneth J. DeCerce,
Supervisor, Town of Halfmoon

Proposed Initiatives for the Hudson River and Champlain Canal

28 New Hudson Riverfront Park

A new Hudson Riverfront Park, associated with a hydroelectric generating facility no longer in use, is proposed to be located in the area of Brookwood Road. As envisioned in the comprehensive plan, the park would provide riverfront access for recreational uses that could potentially include a public docking area and boat launch for both motorized boats and canoes and kayaks, a walking trail loop, and a picnic area for public gatherings. The town has identified several vacant parcels for acquisition. Trail links to the Old Champlain Canal Trail will be identified and constructed as part of the Hudson Riverfront Park project.



Old Champlain Canal Trail



Site of new Hudson Riverfront Park



29 Refurbish Old Champlain Canal/Trail Improvements

The Old Champlain Canal and Towpath runs the entire length of the Town of Halfmoon along the west side of Route 4/32. The town proposes to restore access to this important resource along the 2.9 miles of the canal that is in public ownership. This project would include the removal of debris, clearing of vegetation to open waterway viewsheds, stabilization of the canal walls, and development of canoe and kayak access points. The plan also includes the construction of a multi-use trail from the Waterford to Mechanicville town lines. The town is proposing that those portions of the trail remaining in private ownership become part of an overlay district that protects the canal as a historic resource and that stipulates that any development along the corridor must provide public access. The concept also includes trail spurs that link the Old Champlain Canal Trail to future planned active and passive recreation areas, to the existing town office complex, and to the 1.4-mile section of the 8.8-mile long Zim Smith Trail.

30 New Water Line

Halfmoon's main source of municipal water is from the Hudson River. Although the water treatment plant has been upgraded to filter and eliminate contaminants such as PCBs, the town requires an alternative water supply to serve as a backup in the event of turbidity due to PCB dredging or a pollution spill in the river. The town proposes constructing a dedicated 16-inch water line from the City of Troy water line, which is located on the west side of the Troy Bridge, and running the line north to the Halfmoon municipal pump station on Brookwood Road. Troy's source of municipal water is the Tomhannock Reservoir.

31 New Sewer Line

This project proposes to extend municipal sewer service along Route 4/32 from the sewage treatment plant south to the Waterford town line. The lack of municipal sewer service in this corridor has dramatically affected the development potential and marketability of this area of the Hudson River. It is anticipated that a new sewer line will result in improved water quality of the river. This project will be a collaboration of private and public initiatives that would include mixed commercial/residential/recreational uses that would draw on the advantages of the adjacent Hudson River and Old Champlain Canal.

Lock 1 Marina



Town of Waterford *Includes Village of Waterford*

"Waterford is at a strategic location at the confluence of the Hudson and Mohawk Rivers, and The Saratoga County Riverscape Project will allow us to fully realize the potential of this wonderful waterfront setting."



John E. Lawler,
Supervisor, Town of Waterford



Waterford Tugboat Roundup

Proposed Initiatives for the Hudson River and Champlain Canal

32 Rehabilitate "Stink" Creek

"Stink" Creek is a small spring-fed watercourse that receives and transports stormwater runoff from the Old Champlain Canal and nearby residential neighborhoods. The section of the creek that needs rehabilitation, immediately adjacent to the Hudson River, is a natural way-lock that serves as an overflow area for the Hudson. When flooding occurs, this section of the creek acts like a bowl, retaining water and capturing sediment. The result is an unsightly appearance with considerable collection of debris and potential for PCB contamination. This project would assess the presence of contaminants in the stream and implement a clean-up plan for the creek.

33 Docking Improvements and Dredging Under Waterford Bridge

The area known as the "Basin" has silted in and requires dredging to enable boats of all sizes to access existing docking facilities. These docks require updating and expansion to accommodate anticipated demand for docking of larger recreational and commercial vessels.

34 Rehabilitate Battery Park Boat Launch

Battery Park, located at the confluence of the Hudson River and Erie Canal, supports a tremendous amount of boat traffic. The launch is in disrepair and requires rebuilding, which would include a restored ramp and new piers on either side of the launch.



Lock 1 - New and Original



Old Champlain Canal Towpath



35 Redevelopment of "The Point"

The Canal Corporation property known as "The Point" has been identified as a site to be developed as a private/public partnership. Loan funds have been obtained to attract an inn/restaurant to the property. To create a successful, thriving facility, a number of site amenities are recommended for the redevelopment project, including a new boat launch, parking lot, floating docks, wooden boardwalk, and new bulkhead.

36 Complete Canal Trail Segments

The existing paved Champlain Canalway Trail is a favorite way for residents and visitors to enjoy the river and canal. This project would enhance the utility of the path, creating a multi-use off-road trail for recreational cycling and walking along the Old Champlain Canal to Waterford's border with the Town of Halfmoon. Portions of the old canal towpath would be incorporated into this trail development, and the service road along the contemporary canal would be made available for self-guided tours of the waterfront along the trail. The walls of the Old Champlain Canal would also be restored as part of the project.

37 New Water Plant

The Town of Waterford is recommending the construction of a new water treatment facility. Waterford's current water treatment facility and distribution system was originally constructed in 1894 and received a major upgrade in the 1960s. This facility is in dire need of replacement, not only because of its inefficiencies but because of community growth, which has placed significantly increased demands on the system.



Reclaiming the Hudson *The Saratoga County Riverscape Project*

For information about The Saratoga County Riverscape Project proposed initiatives, please contact:

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Reclaiming the Hudson *The Saratoga County Riverscape Project*

The Saratoga County Riverscape Project is a joint effort of six towns – Moreau, Northumberland, Saratoga, Stillwater, Halfmoon, and Waterford; four villages – Schuylerville, Victory, Stillwater, and Waterford; and one city – Mechanicville. Working collaboratively, these entities will champion more than 35 projects along the Hudson River and Champlain Canal to make these waterways more accessible to both residents and visitors.

This project represents an array of opportunities that will ultimately result in a regional waterfront revitalization plan and economic development strategy that will promote a better quality of life for residents and a sustainable economy for the benefit of future generations.

For more information about the initiatives proposed by The Saratoga County Riverscape Project, please contact any of the town or city supervisors or city or village mayors listed on the inside back cover. For general questions, please contact:

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