

Chapter 8 - Canal Harbors

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APPENDIX

- A8 Market Analysis Methodology and Findings

Chapter 8 - Canal Harbors

"At each lock and basin, the latter with coal, grain and supply warehouses, there was a tavern where boat crews laying by overnight would gather, and 'the squawk fiddle and the wail of the accor-deen would mingle on the evening air with the rasp of rugged voices raised in song'."

New York: Guide to the Empire State,
American Writer Series, 1940

Since the digging of Clinton's Ditch, harbors have been important canal gathering places. Building on this tradition, the Canal Recreationway Plan contains recommendations for enhancing boating and tourist amenities at key destinations through creation of Canal Harbor projects as part of the system of Canal Landings proposed in Chapter 7. They are the largest of the Landings projects, offering the greatest variety of services and amenities. Canal Harbors will be one of the most visible results of the Plan, and best exemplify the recreational and economic development potential of the Canal System.

8.1 CRITERIA FOR CANAL HARBOR PROJECTS AND SITE SELECTION

The initial step in planning Canal Harbor projects was establishment of mandatory and desirable criteria for evaluating potential sites. Selection criteria were based on statutory requirements, consultations with the Canal Recreationway Commission and regional planning boards, and Plan goals and objectives. Nine mandatory and two desirable criteria were identified:

Mandatory Criteria

1. *Enhances Waterborne Transportation*

Projects must be within the scope of the Authority's federal and state statutory mandates for the Canal Corporation to invest highway toll revenues in recreational canal improvements. Development activities are

limited to those that enhance waterborne transportation or are consistent with traditional and historic use of the System.

2. *Utilizes Canal-Owned Land or Land Where Property Interest is Easily Conveyed to the Canal Corporation*

To invest in projects, the Canal Corporation must possess a sufficient property interest. Where state-owned canal land is insufficient or not available for a project, it is mandatory that property interest be easily conveyed to the Canal Corporation.

3. *Geographic Importance and Diversity*

Projects must conform to geographic criteria to ensure that reliable services are provided at regular intervals. Harbors should be located in population centers, and sited at canal gateways or at locations that maximize opportunities for a variety of boating and other recreational activities.

4. *Stimulates Boating, Recreation and Related Activities*

Projects must foster a wide range of programs to enhance boating, recreational and cultural opportunities which will stimulate tourism and additional landside development.

5. *Community Support*

Local community support and partnership arrangements for project implementation and facility operations are essential to ensure project success.

6. *Provides Direct Revenues to the Canal and Indirect Revenues to Local Governments and the State*

Projects must generate direct revenues to the Canal Corporation in the form of lease payments, equity shares in public/private partnerships or tolls. They should also provide indirect revenues to local governments and the state through increased tax revenues, new construction jobs, or new business enterprises.

7. *Forms a Catalyst for Other Economic Development*

Projects must be planned within the larger framework of community development and be catalysts for further economic development.

8. *Improve Access to the Canal*

While the provision of adequate services is of greater priority, projects that enhance access are highly desirable.

9. *Includes Canal Interpretation and Information-Distribution Mechanisms*

Projects should include an interpretive component and mechanisms for disseminating Canal Recreationway information to users.

Desirable Criteria

1. *Serves an Identified Market with a High Probability of Success*

Projects should be located in market areas that will support proposed development. However, because of key locational attributes, the importance of boating, or to stimulate revitalization, projects may be needed in economically depressed areas. In these instances, projects should be considered providing they meet the mandatory criteria.

2. *Contains Multiple Program Elements*

Wherever possible, projects should combine recreational boating with as many other public, private and not-for-profit activities as possible.

Nineteen potential harbor locations were assessed by the planning consultants within the context of the aforementioned criteria. A report of their findings and recommendations was presented to and endorsed by the Canal Recreationway Commission. As was stated in Chapter 7, the seven locations chosen are:

1. The Tonawandas - Western Gateway to the Canal at the Niagara River.
2. Rochester - Western Canal Midpoint at the Genesee River.
3. Seneca Falls - Gateway to the Finger Lakes.

4. Oswego - Northern Gateway to Lake Ontario and Canada.

5. Little Falls - Eastern Canal Midpoint at the Mohawk Gap.

6. Waterford - Eastern Gateway at the Hudson River.

7. Whitehall - Northern Gateway to Lake Champlain and Canada.

8.2 THE CANAL HARBOR PROJECT PARTNERSHIP

Subsequent to the Commission's endorsement of the seven sites, local elected officials and their representatives, Thruway Authority/Canal Corporation staff and Plan consultants held meetings to discuss the canal harbor concept and objectives. Communities were asked to submit project proposals reflective of both their vision and the established mandatory criteria.

Focus group meetings were held in each of the seven planning regions to solicit comments on all proposed Plan projects, including harbors. Preliminary concept plans were developed incorporating feedback from the focus groups, community meetings and local proposals.

During February and March of 1995, additional working sessions were held in each Harbor community to refine conceptual plans and ensure that projects reflected both local needs and the statewide planning perspective. As a result of these dialogues, each project has been formally endorsed by the host community.

The next step in the planning process will be development of a Memorandum of Understanding (MOU) with each Harbor community. The MOU will guide project concept refinement and detail roles of project partners. This process will involve substantive Thruway Authority/Canal Corporation staff participation and extensive coordination with local communities. A cooperative approach will greatly facilitate project implementation and success.

The final planning step will be development and issuance of a Request-For-Proposal for each Canal Harbor and selection of a qualified respondent.

The following presentation of the seven Canal Harbor projects is intended to be illustrative and conceptual. As planning progresses, projects will evolve based on technical findings, community and Canal Corporation needs, and site and market conditions.

8.3 CANAL HARBOR CONCEPT PLANS

Canal Harbors provide intensive boating and other recreational services at strategic locations by enhancing existing or providing new resources. Each Canal Harbor community has significant canal history, is an important boating location, and is the site of a canal terminal developed for the Barge Canal. Site resources include canal-owned land, vertical dock and terminal walls, tie-ups, supplemental dockage and, in some instances, Barge Canal-era terminal buildings.

Basic Elements

The concept plans and development programs incorporate four basic elements:

1. Canal infrastructure, facilities, site and other improvements which provide or enhance boater services and other recreational activities.
2. Canalway Trail improvements and linkages.
3. Economic development and community revitalization elements, and private-sector participation.
4. Public open space, visitor information and interpretive components.

Canal infrastructure, buildings and related improvements may include charter-boat bases; harbor-master facilities; docking accommodations for charter, tour, excursion, transient and locally owned boats; boat lifts; maintenance and repair facilities; recreational facilities; supporting supply,

retail and food services; utilities; and parking. Recommended elements in this category are based on a site-specific needs analysis.

Canalway Trail improvements are focused on advancing the end-to-end trail, coordinating trail and boating improvements and creating strong linkages between trails and visitor and retail attractions.

Harbor economic-development and community-revitalization elements are typically proposals for new or expanded lodging, retail or canal-related business services, and conceptual linkages to other sections of Canal Harbor communities. Directed toward key development sites, they involve proposals for existing building rehabilitation and/or new development, depending on site conditions.

Project concept plans include facilities for canal interpretation and the distribution of visitor information, and public open space for canal-related events. Interpretation will be a cooperative effort among the Canal Corporation, the local municipality, tourism representatives, and local not-for-profit cultural organizations, including the Urban Cultural Parks in Whitehall, Rochester, Seneca Falls and Waterford (RiverSpark).

Cost Estimates and Funding Allocations

Cost estimates are based on local project proposals, Syracuse Canal Harbor cost figures for similar elements, and prior organizational experience. For Plan presentation, costs have been aggregated.

Recommended funding is allocated to the Thruway Authority/Canal Corporation; "other governmental" sources, which can include local, federal and state funding (other than the Canal Corporation contribution); and the private sector. The funding mix varies depending upon total project cost, types of improvements needed, community resources and availability of "other" funding sources for particular project components.

In general, major canal infrastructure improvements, site preparation, trail segments, utilities on canal-owned land, recreational structures, and interpretation and information components will be funded by the Canal Corporation. Corporation funding can only be utilized where the Canal Corporation holds a sufficient property interest.

All Harbor communities have expressed their intent to commit funding and in-kind services to project development. Local funding contributions will typically be utilized for adjacent landside development, streetscape and park improvements, and conceptual linkages to communities.

Other state and federal funding sources will be solicited for project components eligible under existing programs and general community revitalization.

Private-sector investment will be sought for auxiliary services and amenities, and for supplemental economic-development components, including retail establishments, lodging and restaurants.

Economic Benefits, Operations and Maintenance

State and local maintenance agreements for canal infrastructure and other public spaces will be determined on a case-by-case basis during MOU development.

Leasing arrangements with private interests are the preferred method of operation of charter boating and other recreational facilities, as well as associated concessions. Lease revenues will be reinvested in the Canal System through the dedicated Canal System Development Fund.

Private-sector and local-government economic benefits will accrue as a result of visitor spending, increased sales-tax revenue, enhanced property values, and stimulation of future investment which advances community revitalization.

One element of assessing economic benefits was a market analysis for the Plan and individual market

overviews for each of the proposed projects. The methodology for the market analysis consisted of:

- a site analysis examining canal access, development trends, visibility and regional characteristics;
- a supply analysis of planned and existing uses such as boating centers and marinas;
- an economic and demographic trend analysis of population, households, income and expenditures; and
- a general demand analysis to identify sources of existing or future demand.

Details of the general market analysis methodology and findings are located in Appendix A8.

The Tonawandas Gateway at the Niagara River

(See Exhibits 8-1.1 through 8-1.5)

The "Twin Cities" of the Tonawandas, Tonawanda in Erie County and North Tonawanda in Niagara County, flank the western entrance to the Erie Canal from the Great Lakes and Niagara River. The central business districts of the two cities, which have a combined 1990 population of more than 52,000 people, face each other across an attractive urban section of the Canal. New York State's most powerful international tourism destination, Niagara Falls, is only a short distance away by boat, tour bus, car or train.

During earlier canal eras, the Tonawandas were known as the lumber capital of the world. There are canal terminal sites with vertical dock walls on both the north and south sides of the Canal, east of the historic Long Homestead site. Between the Tonawandas and Pendleton, the Canal follows the natural waterway of Tonawanda Creek. Tonawanda Creek and adjacent portions of Ellicott Creek, Little River and the Niagara River are important recreational boating centers linked to Lake Erie.

The downtown areas of the two cities are rich in visitor services, including marinas, shopping, and cultural attractions such as the Long Homestead and the Herschell Carousel Factory Museum. Shops front the Canal on both sides. On the north side of the Canal, the Packett's Inn redevelopment area, with much revitalization potential, faces the Renaissance-to-Delaware Avenue Bridges section of the Canal. Along North Tonawanda's Sweeney Street canal frontage, Pinochle Park presently provides canal access, and there are opportunities to create enhanced canalside parking, service and development areas. In this area, the Barge Canal-era wooden canal terminal building still exists.

On the south side of the Canal, immediately east of the River Road Bridge, an original river-to-canal transfer lock has recently been discovered beneath a parking lot. East of the Renaissance Bridge, space is available to create a small park overlooking the Canal and the Long Homestead.

The Tonawandas Canal Harbor Market Overview

The Erie-Niagara region, including the Tonawandas, has a large stable population of 1.198 million which is projected to grow a modest 2.2 percent by 1998 – which is, however, greater than the anticipated state rate of 1.85 percent. Although demographic growth rates are slow, the region reversed the negative growth rates of the 1980s, a strong indicator of an improving economic base.

Major supporting market factors are proximity to a large local urban/suburban population, good local, regional and national access, existing services, retail establishments and attractions, demonstrated private sector interest in canalside development, and good visibility. In addition, boating at the Tonawandas begins in an urban environment and quickly takes visitors through a major lock and into a quiet waterway lined by historic towns and open farmlands.

As a western gateway, this project has the advantages of attracting a large user group from the local and regional population. The biggest market opportunities are to capture some of the large Niagara Falls tourist market in addition to creating a new destination for visitors. A 1993 New York State study estimated 1987 Niagara-region tourist expenditures of approximately \$837 million, which has held steady annually.

Tonawanda Canal Harbor Illustrative Program

Pinochle Park

- Landscaping
- Transient docking
- Plaza and parking

Long Homestead/Ellicott Creek

- Dredging and rip-rap erosion control
- Tour/commercial boat dock, walkway, landscaping
- Charter-boat workshop and storage**
- Parking for Gateway Park
- Transient docking, north side only
- Walkway improvements

*Canal Orientation and Interpretation, Harbor-Wide**Linkages to Business District*

- Banners and lighting across Main and Renaissance Bridges
- Interpretive information and directional signage

Overlook Park

- Transient docking and landscaping

Canal Freight House Site

- Rehabilitation for charter-boat offices**, harbor master's center, and commissary
- Accommodation for floating barge restaurant

Transient Docking

- Delaware to Oliver Street (north and south side)
- Terminal wall improvements
- Landscaping and walkways

Packett Inn

- Open shelters and seasonal cafe
- Bed and breakfast

River Lock Park

- Lock restoration

Gateway Bridge

- Art sign

** Final location of charter boating components to be determined.

Total estimated cost of the illustrative program elements is approximately \$6 million. Recommended funding sources include the NYS Thruway Authority/Canal Corporation, \$4 million; other government sources, \$1 million; private sources, \$1 million.

The Twin Cities canal terminals should be enhanced for boating. The Plan proposes securing a property interest in the canal terminal building and adapting it for re-use as a boating service center, interpretive facility and visitor information center. Additional properties should be revitalized along Sweeney and Delaware Streets in the

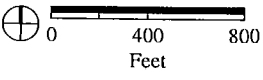
Ellicott Creek area to provide parking, service and operations-center space, and space for related community-revitalization opportunities.

The Plan proposes further revitalization of the gateway area between the Renaissance and Delaware Street Bridges as a "Canal Square." Enhancements would be made to Pinochle Park and the public spaces within the area defined by Packett's Landing and Sweeney Street on the north, the two flanking bridges, and Young and Niagara Streets on the south. Canal-oriented bed and breakfast, restaurant, and shopping facilities are desirable for the Packett's Landing row of buildings as well as for the environs of the Long Homestead. Additional dockage for seasonal and transient use would be provided along the canal edges of the square. Sites adjoining the eastern and southern boundaries of the Long Homestead property would be revitalized.

The Tonawandas are the western entrance to the end-to-end Canalway Trail system. The harbor site presents a major opportunity for successful trail linkages, as the Seaway Trail goes through both Tonawandas and the City of Tonawanda is the northern terminus of the popular Erie County Riverwalk, which follows the Niagara River through Buffalo. The Plan connects the Riverwalk, via Niagara and Young Streets, across the Ellicott Creek pedestrian bridge to the Long Homestead. The trail also links the twin downtowns, supporting business activity and canal boating centers on both sides of the Canal. An eastward path leads the Canalway Trail along the north side of the Canal to Pendleton and Lockport. Portions of this eastward extension now exist in Ellicott Creek Park, while others need to be established.

An outstanding design and interpretive opportunity exists to excavate the enlarged Erie Transfer Lock to the Niagara River, which lies intact but buried beneath the parking lot adjacent to Canaltown Toys on Niagara Street. The excavation and skillful design treatment of this historic river-to-canal lock would give special character to the Niagara River entry to the Canalway Trail.

NEW YORK STATE CANAL RECREATIONWAY PLAN

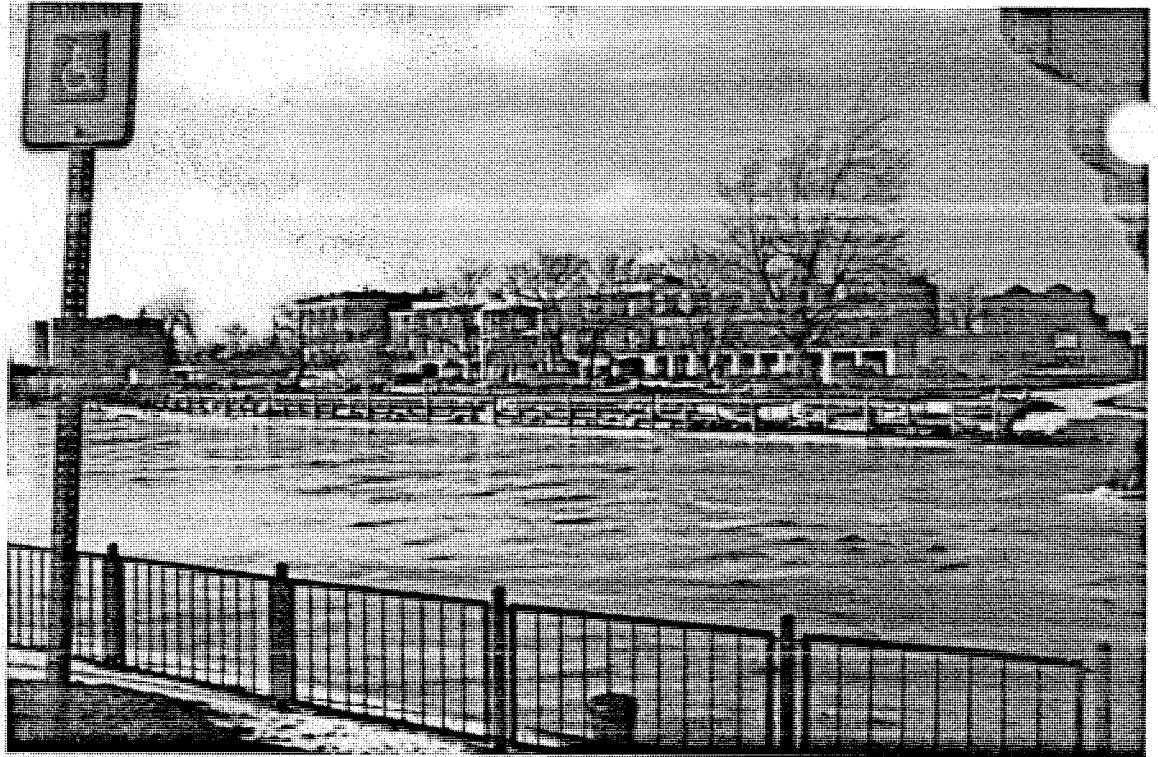


○ Canal Harbor Location

**Tonawandas Canal Harbor
Aerial Photograph**

Beyer Blinder Belle Consortium

View looking northwest
across the Erie Canal at
Pinocle Park.



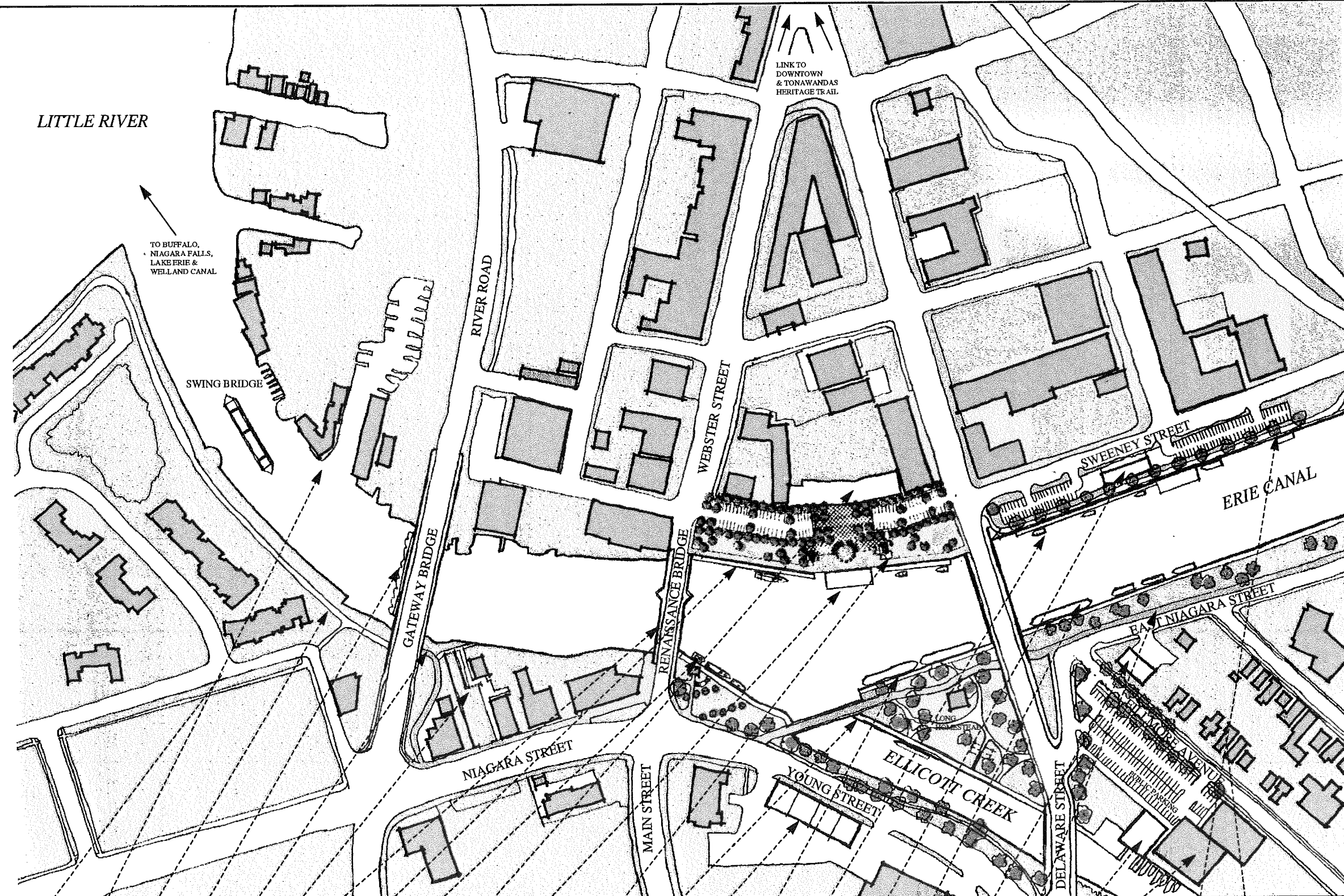
View looking northeast at
Pinocle Park and Packett's
Inn.



**Tonawandas Canal Harbor
Photographs of the Site**

Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN

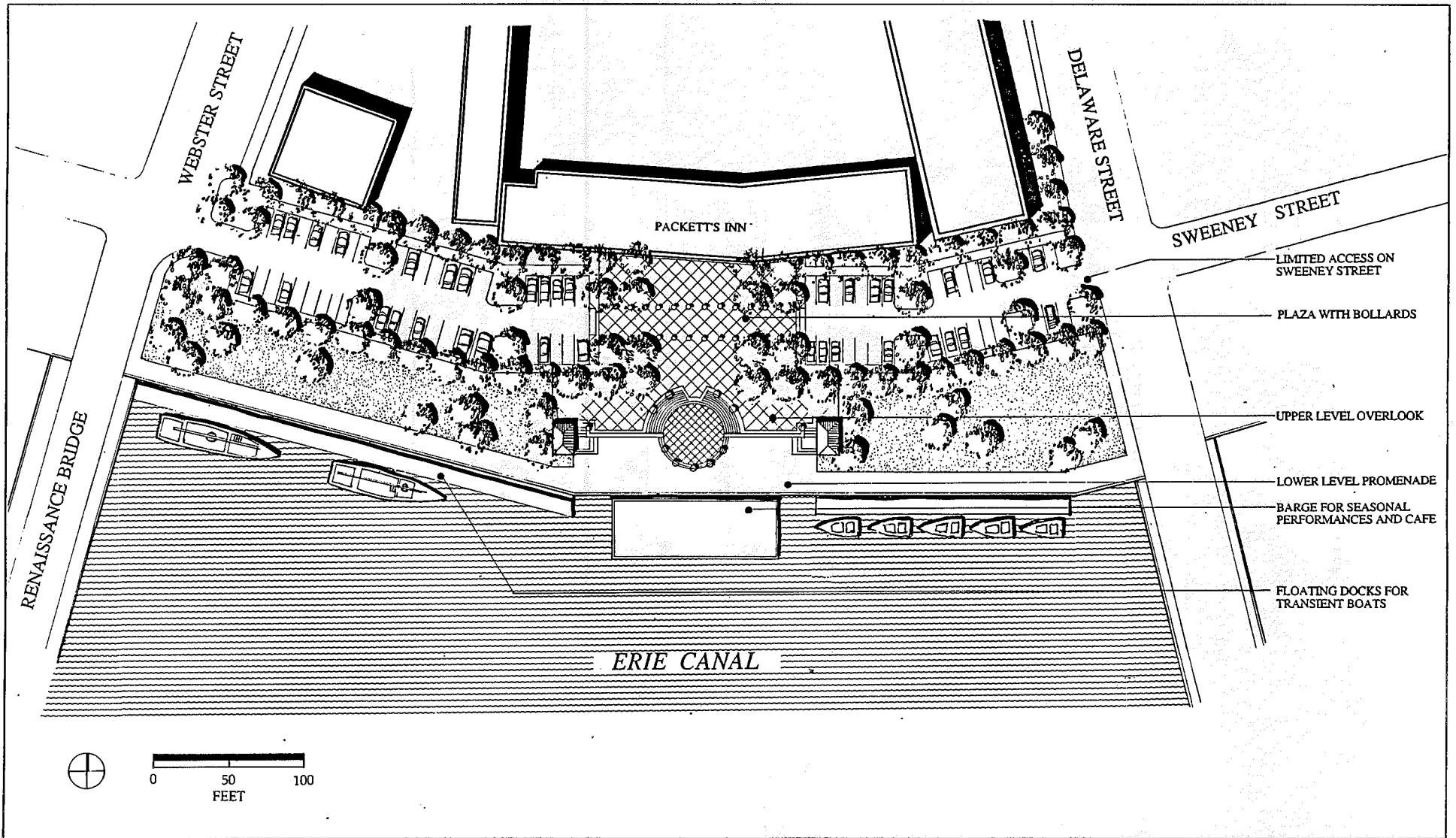


- FUTURE PRIVATE DEVELOPMENT HALLEN SITE AND WARDELL'S MARINA
- FULL SERVICE PRIVATE MARINA FOR BOATS ENTERING AND LEAVING THE CANAL
- RIVERWALK
- ART OR SIGNAGE ON BRIDGE
- BEGINNING OF CANALWAY TRAIL
- RIVER LOCK PARK
- BEGINNING OF ERIE CANAL
- TRANSIENT DOCKS
- CANAL OVERLOOK PARK AND TRANSIENT DOCKING
- PACKETT'S INN CANAL ORIENTATION CENTER
- BARGE FOR SEASONAL PERFORMANCES AND CAFE
- PINOCHLE PARK IMPROVEMENTS
- HISTORIC CANAL BOAT DISPLAY
- POTENTIAL FOR RETAIL FACING CANAL
- TOUR BOAT AND TRANSIENT DOCKS
- CHARTER BOATS
- REHABILITATE FREIGHT HOUSE FOR CHARTER BOAT OFFICES AND SUPPLIES
- TOUR BOAT MOORING AND TRANSIENT DOCKS
- POTENTIAL FOR FOOD SERVICE & BICYCLE RENTAL
- CANALWAY TRAIL
- CHARTER BOAT REPAIR SHOP, PARKING AND WINTER STORAGE
- EXISTING YACHT CLUB MARINA
- RESTORE TERMINAL WALL WITH HISTORIC FITTINGS, LIGHTS, SIGNAGE, ETC.
- COMMERCIAL AND TRANSIENT DOCKS, 300 FOOT MINIMUM LENGTH

**Tonawandas Canal Harbor
Conceptual Design Plan**

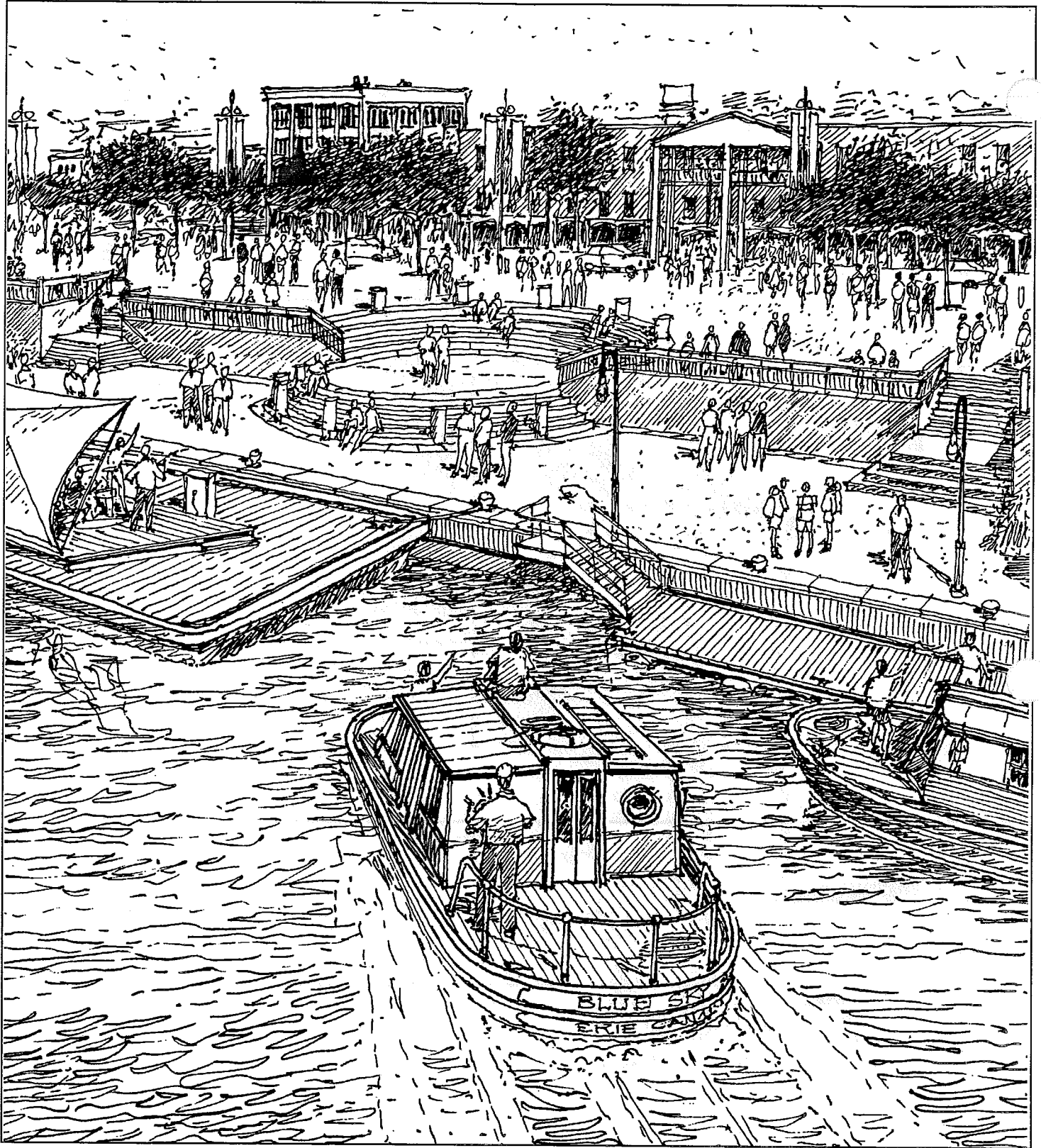
Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN



Tonawandas Canal Harbor Detail of Concept Plan

Beyer Blinder Belle Consortium



**Tonawandas Canal Harbor
Perspective Sketch**

Beyer Blinder Belle Consortium

Rochester Canal Harbor (See Exhibits 8-2.1 through 8-2.5)

Rochester's Canal Harbor is at the center of the Rochester metropolitan area, which has a population of over one million people. The Harbor site is located downtown along the Genesee River extension of the Erie Canal. Terminal and high flood-protection walls line both sides of the river, and the east side was the location of a historic Barge Canal Terminal. On the north, the site is bounded by the Court Street bridge and dam, which mark the head of navigation on the Genesee River. Nearby downtown sites with river frontage include War Memorial Auditorium, Rundel Library, and the Broad Street Aqueduct. At the western edge of the site is the in-town residential neighborhood of Corn Hill, with Exchange Boulevard neighborhood shopping and office complex, riverfront parking areas, and docking facilities. The east side of the river is lined with large institutional, business, and housing developments, with several sites available for additional development.

Existing trail connections to the south are located along both river edges, connecting the harbor with the mainline Erie Canal, the University of Rochester River Campus and Genesee Valley Park, located at the Canal/River junction. These trails also connect to the Genesee Valley trail and interpretive system, currently under development. Better trail connections are needed to cross the river at the Harbor site and to direct pedestrians and cyclists from the Harbor to downtown.

The project should bring the appropriate mix of boating and recreational services, trail connections, festival and special-events spaces, and supporting development uses to the existing harbor site at the Sam Patch/Corn Hill landing. Linkages that help visitors access the cultural and shopping attractions of downtown Rochester should be improved. The six-foot-high flood walls should be terraced to permit greater integration with adjacent sites and vistas. Plan elements should contribute to the City's long-term strategy for overall development of the river corridor. An important opportunity exists to

integrate the highly successful annual Bausch and Lomb Invitational Regatta and related plans for the Genesee Watersports Center into the planning process.

Rochester Canal Harbor Market Overview
The Rochester region's market characteristics are exceptionally varied and provide a strong foundation for canal-related development. Positive market characteristics include a large urban and suburban population, excellent access potential, good linkage from the Canal to the well-utilized Genesee River, and existing water-related development including tour boats, retail, park and commercial development.

The Rochester metropolitan area has a population in excess of one million persons which is expected to grow 5.8 percent by 1998. Median household income is relatively high at \$34,947, and expected to increase 14.1 percent by 1998. The City is home to major universities and some of the largest corporations in the world. Visitor access is facilitated by an excellent road network, including the NYS Thruway, and a modern major airport with frequent direct flights to other upstate New York cities, New York City, Boston and other U.S. cities, and Canada.

The most significant market factor underlying the region's market potential is the specific Genesee River and the Erie Canal-related development undertaken over the last ten years. There are a large number of diverse canal-related activities and development efforts at Corn Hill, Perinton and Fairport, including tour boats, canalside retail centers and other commercial development; restoration and adaptive re-use of historic inns and restaurants; and water-based recreational activities. Focused public-sector investment in the Canal Harbor, coupled with increased marketing, is expected to accelerate economic development and private-sector activity.

Corn Hill Waterfront Development and the Genesee Watersports Center will be a focal point for capitalizing on the potential of these market factors. The Rochester Canal Harbor will build on and enhance extant water-related activities and the public/private investment at this highly visible location.

Rochester Canal Harbor Illustrative Program

Corn Hill

- Site preparation including:
 - flood-wall modifications
 - earth berm/amphitheater
 - landscaping
 - riverfront promenade
- Buildings
 - Harbor master's building/interpretive center
 - Retail/restaurant
 - Marine service and charter-boat base
- Commercial/transient/tour-boat docking
- Overlook Plaza
- Watersports improvements at dam
 - Link to Court Street Bridge
- Improved parking lot

Gateway Landing

- Site preparation
- Wall improvements
- New dock

Total project costs of the illustrative program are estimated at \$8.3 million. Recommended funding sources include NYS Thruway Authority/Canal Corporation, \$4.5 million; other governmental sources, \$2.8 million; and private sources, \$1 million.

The concept plan builds upon the existing Corn Hill/Sam Patch docking area on Exchange Boulevard. The proposed boating center will serve as a charter-boating facility as well as a site for tour- and excursion-boat docking, and for expanded seasonal, transient and local boating activities. New dockage appropriate for specific types of boats will fit along a rehabilitated and redesigned canal wall. Adjacent land is regraded to make the water's edge functionally and visually accessible from Exchange Boulevard. Docking space is provided for a seasonal "barge cafe" or other commercial use.

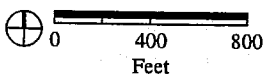
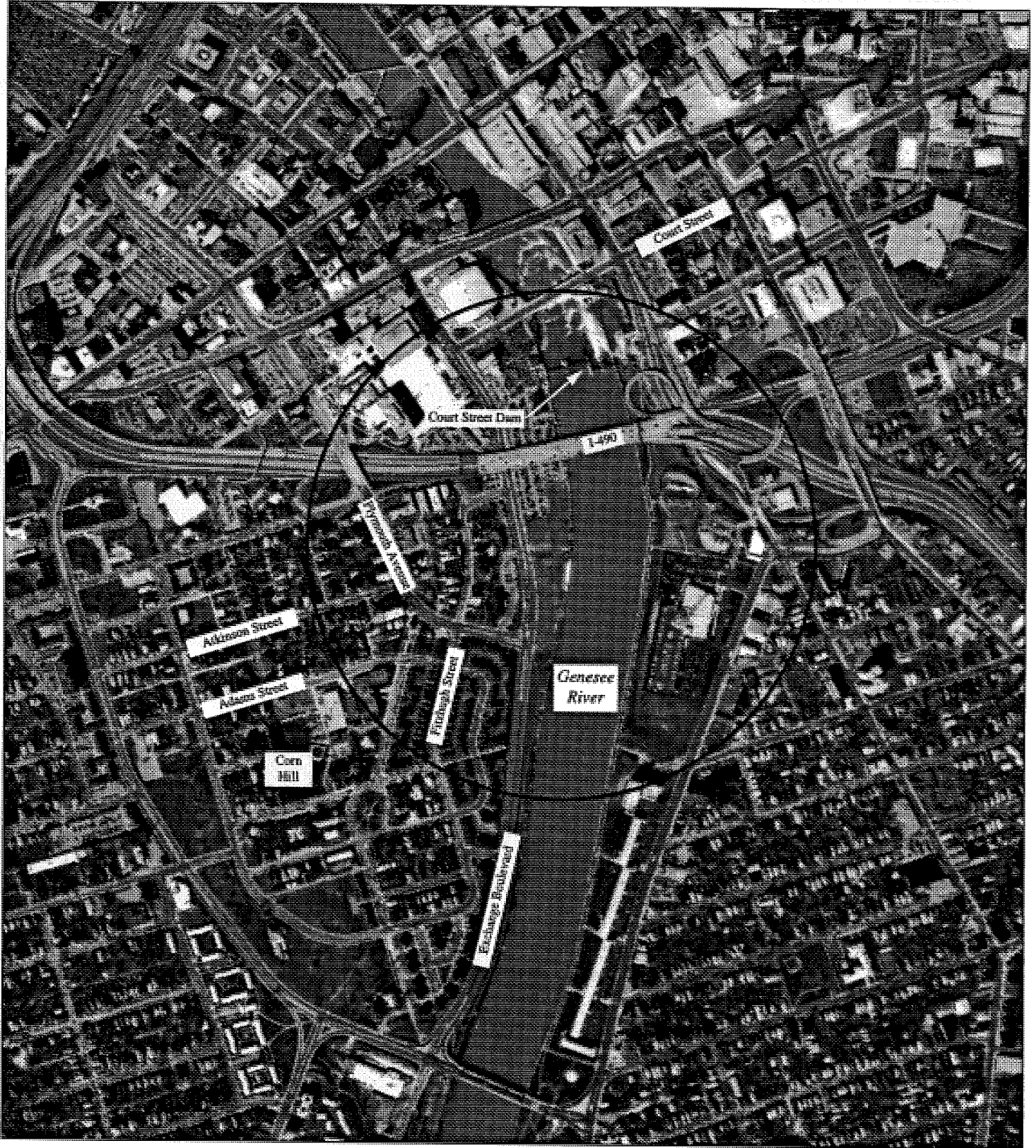
Landside accommodation for boating activities, including a harbor master's building and a marine service center/charter-boat base with a design

reminiscent of an historic canal terminal building will be provided.

The boating center should be linked to the Rochester/Genesee Watersports Center, and would be the location of the finish line and special viewing areas for the annual regatta. To the north of the I-490 bridge, a whitewater slalom course and viewing area is to be developed for competition racing.

The Canal Harbor site offers the opportunity to integrate privately-developed service and retail uses with new boating facilities. The concept plan illustrates three new structures sited around an entry plaza from Exchange Boulevard: the charter-boat base, the harbor master/interpretive building and retail/restaurant structure. The remaining northern and southern portions of the site are devoted to a mixture of public open space, an amphitheater for special events, and landscaped surface parking areas. Entrances are coordinated with existing development to the west.

Although trailway connections from the harbor site to the south are complete, there is a need for a pleasant walking connection along the river's edge to Court Street at the edge of downtown – a distance of only one block to the north. This is particularly important as Rochester is preparing to implement important redesign and rebuilding projects for both the Rundel Memorial Library on the east bank of the Genesee River and the War Memorial Auditorium on the west bank. A trail connection is illustrated along the west bank from the canal boating center north to the Court Street bridge, across the bridge to the Rundel Library and nearby downtown attractions. This trail is recommended as an early action project. Future extensions should occur along the east bank, connecting the Rundel and Washington Square areas with new and existing development, public open spaces and amenities along the Mount Hope corridor to the south.



○ Canal Harbor Location

**Rochester Canal Harbor
Aerial Photograph**

Beyer Blinder Belle Consortium

View looking southeast
along the Genesee River.



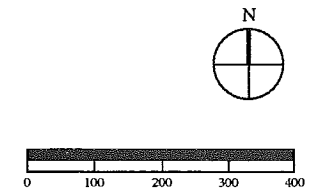
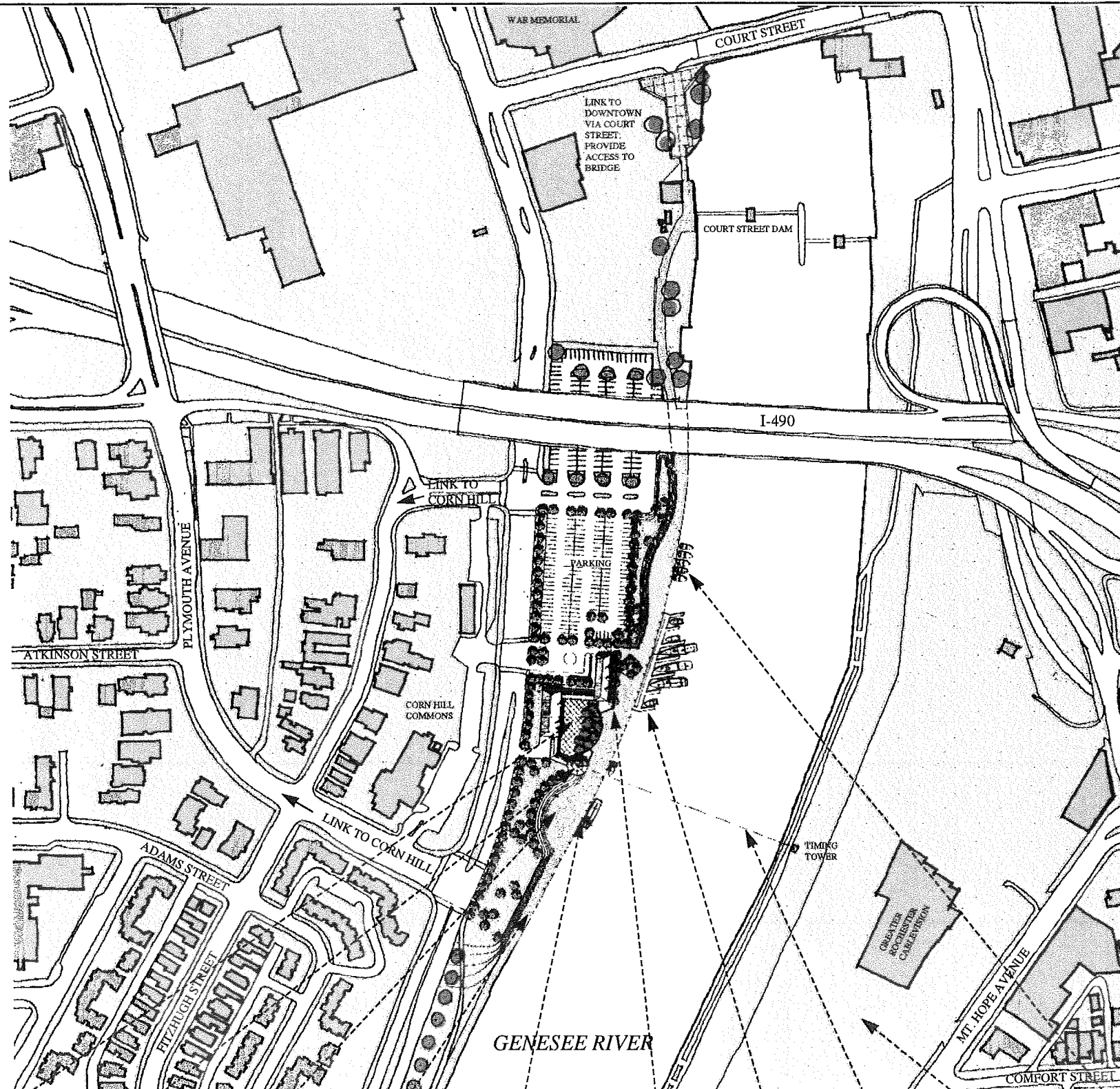
View looking northeast at
the I-490 bridge and down-
town Rochester.



**Rochester Canal Harbor
Photographs of the Site**

Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN

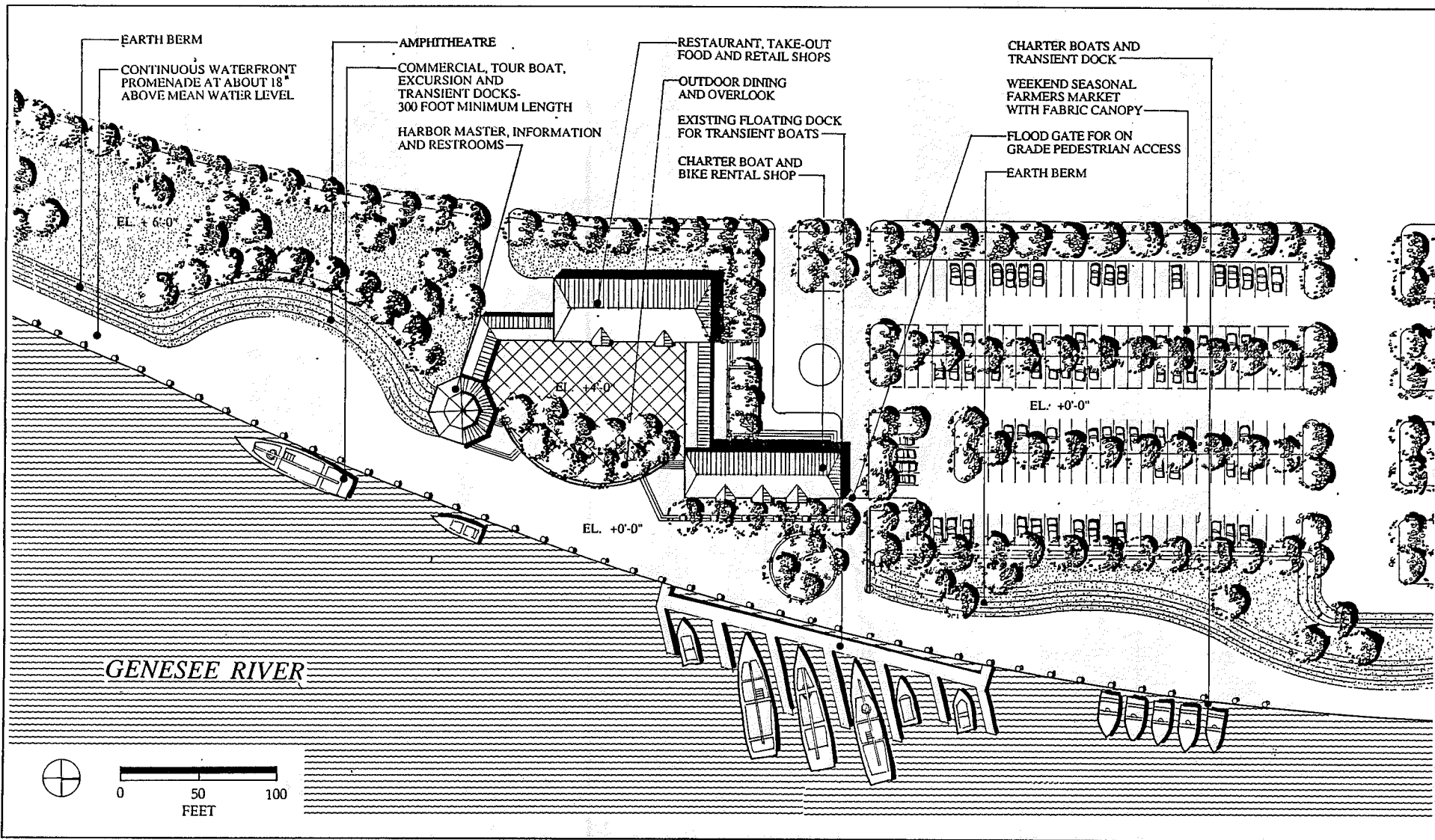


- FUTURE RETAIL WITH PLAZA AT 4 FEET ABOVE PARKING
- RESTAURANT ON GROUND FLOOR; HARBOR MASTER ON 2ND FLOOR
- AMPHITHEATER
- WEST BANK OF CANALWAY TRAIL
- COMMERCIAL, TOUR BOAT, EXCURSION AND TRANSIENT DOCKS- 300 FOOT MINIMUM LENGTH
- CHARTER BOAT HOUSE AND INTERPRETIVE CENTER
- EXISTING DOCK FOR EXCURSION BOATS AND TRANSIENTS
- FINISH LINE FOR BOAT RACES
- GATEWAY LANDING FUTURE CANAL ORIENTED MIXED USE DEVELOPMENT
- CHARTER BOAT DOCK

Rochester Canal Harbor Conceptual Design Plan

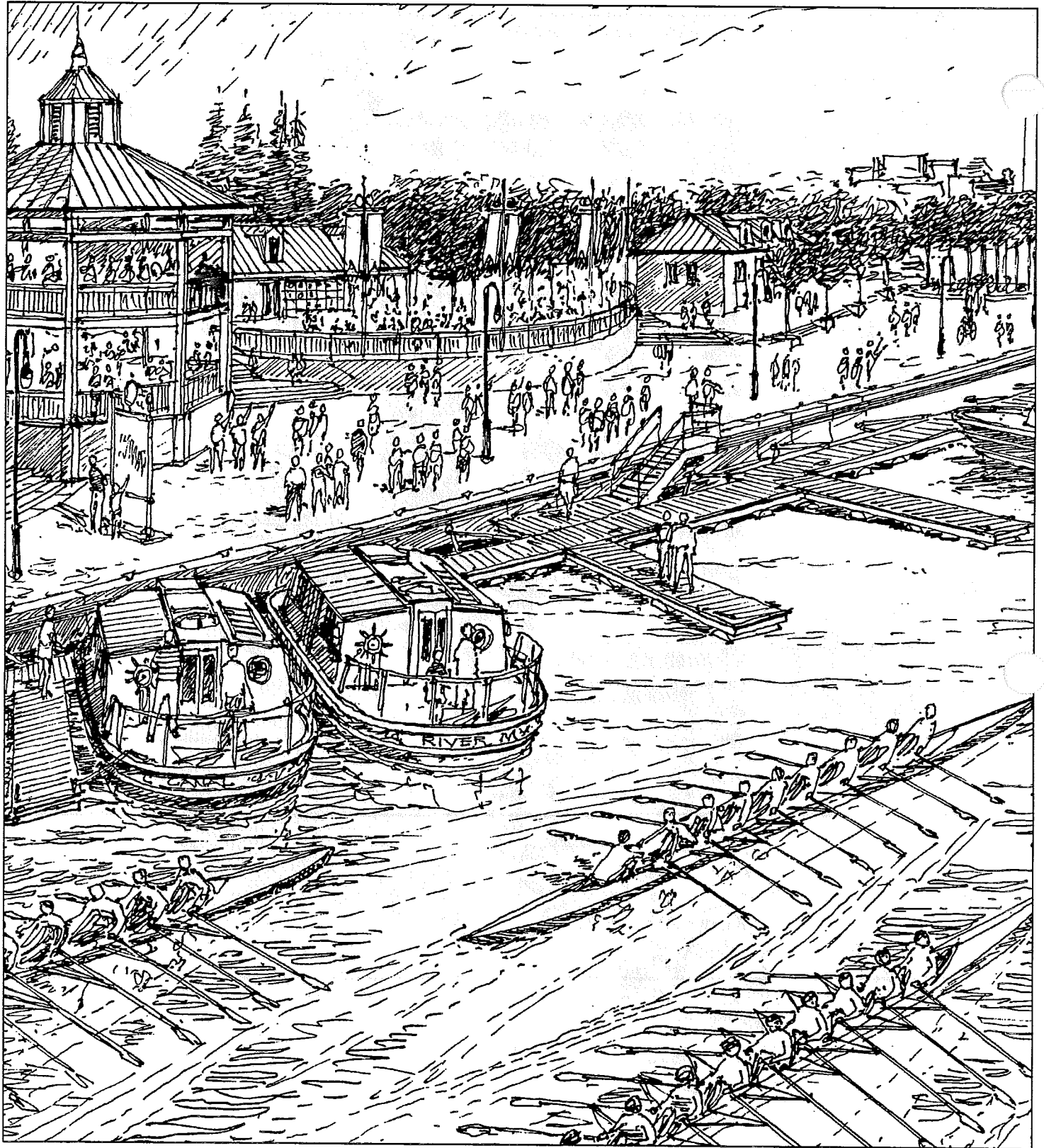
Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN



**Rochester Canal Harbor
Detail of Concept plan**

Beyer Blinder Belle Consortium



**Rochester Canal Harbor
Perspective Sketch**

Beyer Blinder Belle Consortium

Seneca Falls Canal Harbor

(See Exhibits 8-3.1 through 8-3.6)

Seneca Falls is the boating gateway to the Finger Lakes from the Canal System, the site of the Women's Rights National Historic Park and an Urban Cultural Park. The Village is located on the Cayuga-Seneca Canal between Seneca Lake at Geneva and the "Mud Lock" (C-S Lock 1) at the Cayuga Lake outlet. It is strategically located on NYS Route 5, the proposed Canal Scenic Byway, and is only four miles from the Montezuma Wetlands Complex, a key canal attraction. The Village's central business district is listed on the National Register of Historic Places.

Seneca Falls has been a canal village since creation of the "lateral canals" in the early 19th century. When the canals were expanded and deepened in the Barge Canal era (1906-1918), the Cayuga-Seneca flight of locks (Locks 2 and 3) replaced the falls and created Van Cleef Lake, flooding historic sections of the village. Beneath the surface of the lake and the expanded canal lie the remnants of older Seneca Canal stone locks and mill buildings.

As a part of the Barge Canal project, a canal terminal with dock walls was built in the heart of the present-day village center along Cowing Street, between the Ovid and Bridge Street bridges at the north edge of the Canal. The Village's main street is Fall Street, where the primary village shopping district, the Urban Cultural Park Visitor Center, the National Women's Hall of Fame, and the Women's Rights National Park Visitor Center are located. The multi-story Fall Street shops and offices form a continuous commercial block, the backs of which face the Cowing Street canal edge and terminal site. The terminal site is a popular recreational boating stop for Finger Lakes canalers today and is also the site of several village festivals and special events, including an annual canal festival. The Seneca Knitting Mills, an early canal-era stone mill complex of great beauty, fronts the southern edge of the Canal opposite Cowing Street.

At the eastern end of the Fall/Cowing Street area, Ovid Street Bridge connects downtown with the south side of the Village's historic district, where several landmarks and homes of signers of the women's "Declaration of Sentiments" are located. On the southeastern side of the bridge, the Village, State Office of Parks, and Urban Cultural Park are installing an interpretive exhibit at an overlook which provides a spectacular view of Van Cleef Lake and the surrounding village. Additional improvements are planned for the overlook.

Locks CS-2 and CS-3 and the adjacent Elizabeth Cady Stanton House are popular attractions. National Park Service tours and NPS and Urban Cultural Park programs introduce visitors to the Canal, Seneca Falls and women's history.

The challenge of the Seneca Falls Canal Harbor project is to create an active canal boating center focused on the Cowing Street canal terminal site, and connect it with Locks CS-2 and CS-3 and the south side of the Village. Boating activities should be coordinated with further revitalization and adaptive re-use of buildings on the Fall/Cowing Street commercial block, including creation of an active frontage facing the Canal, and linkages to adjacent interpretive facilities and Canalway Trail segments.

Seneca Falls Canal Harbor Market Overview

The proposed Canal Harbor in Seneca Falls will capitalize on a large, diverse Finger Lakes boating market and enable development of greater tour- and charter-boat use on the Canal System by strengthening the linkage between the Finger Lakes and Cayuga-Seneca and Erie Canals.

Supporting market factors include a positive area image, growth of Finger Lakes boating and recreational markets, a concentration of attractions, nearby services, Seneca Falls' historic setting and urban cultural park designation, good air and road access, locational ties between the Canal System and Finger Lakes, and positive economic and demographic trends.

The 1993 population for Seneca and Ontario Counties is large – 132,456 persons – and

projected to grow to 138,579 persons in 1998. The region's median household income in 1993 was \$34,947, the second highest of all canal regions, and is anticipated to grow 14.1 percent by 1998.

The most critical market advantage is the large, expanding Finger Lakes boating and recreation market and the ability to build on and link that market to the Canal through improved infrastructure, services and marketing.

Seneca Falls Canal Harbor Illustrative Program Elements

Cowing Street

- Utilities
- Waterfront promenade, landscape
- Street furniture
- Wall refurbishing
 - Wood fendering and docks, which are parallel to the wall
- Paving, curbs, drainage for road and parking
- Rehabilitate Bridge Street Bridge
- Charter-boat base (use existing building) including:
 - office
 - storage
 - boat workshop and boat hoist
 - day rentals
 - water shuttle
 - pedestrian walk-through in building
- Interpretation to supplement UCP canal exhibit
- Improvements to building facades facing Canal
- Streetscape improvements
- Development of restaurant/seasonal cafe

Improvements to Locks CS-2, CS-3, and Baldwin Site (not shown on plan)

- Transient docks (\pm 200 feet long)
- Power, water and pump-out
- Restrooms
- Landscaping

Trail on City Streets and Sidewalks

Canal Overlook Improvements

Total project costs of the illustrative program are estimated at \$6.5 million. Recommended funding sources include NYS Thruway Authority/Canal Corporation, \$4.1 million; other government sources, \$1.2 million; and private sources, \$1.2 million.

The concept plan proposes transformation of the Cowing Street canal terminal site into an active boating center. The center will be immediately adjacent to all central functions of the Village, including the Urban Cultural Park and Women's Rights National Park visitor centers.

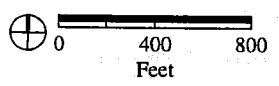
A charter-boating facility is proposed near the Ovid Street end of the Fall/Cowing Street commercial block. The lower, or Cowing Street, level of a structure would be redesigned as charter-boat office, maintenance and repair center. Floating dockage tied to the adjacent terminal wall would be dedicated to charter-boat use, as would be a portion of the adjacent surface parking spaces. Farther north along the terminal wall, facilities would be located for paddleboat and day-boat rental, a seasonal cafe structure linked to a Fall Street restaurant and dockage for transient boats, tour and excursion boats, commercial shipping and transient floating barges for retail, restaurant or performing-arts uses.

The Canal Harbor's retail, restaurant and boating facilities would become integral parts of a larger public/private economic-development package for the Fall-Cowing Street commercial block. Developer interest should be sought for potential lodging and market-rate housing development on the upper as well as lower levels of this structure, emphasizing active frontage and entrance treatments on both the Fall and Cowing Street levels. A major building pass-through or arcade between the upper and lower levels would connect the canal-front with village attractions, services and businesses.

From the east, the proposed Canalway Trail approaches Seneca Falls along the alignment of the Old Seneca Canal, which follows the north edge of the present Cayuga-Seneca Canal from the Mud Lock to C&S Locks 2 and 3. At Locks 2 and 3, the trail would cross the canal dam to the Elizabeth Cady Stanton House on the south side,

proceeding through the streets of the National Historic District to the planned overlook on the edge of Van Cleef Lake at Bayard Street, east of the Ovid Street bridge. Trail access is also proposed along the north side of the village, leading from the dam along village streets and NYS Route 5 to the north end of the Ovid Street bridge. From the bridge, the Canalway Trail would follow the Cowing Street promenade and cross the Canal again at Bridge Street. From Bridge Street westward, the trail would follow the sidewalk and street along Bayard Street to the village limits. The trail connects the principal historic areas of the Village, the National Women's Rights Historic Park, the Fall Street commercial center and the Cowing Street canal boating center.

Interpretive exhibits and places for distribution of visitor information will be located throughout the Harbor. The canal-related exhibits in the Urban Cultural Park Visitor Center should be enhanced to more comprehensively interpret canal history and its impact on the community.



○ Canal Harbor Location

**Seneca Falls Canal Harbor
Aerial Photograph**

Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN

View looking west along the terminal wall.



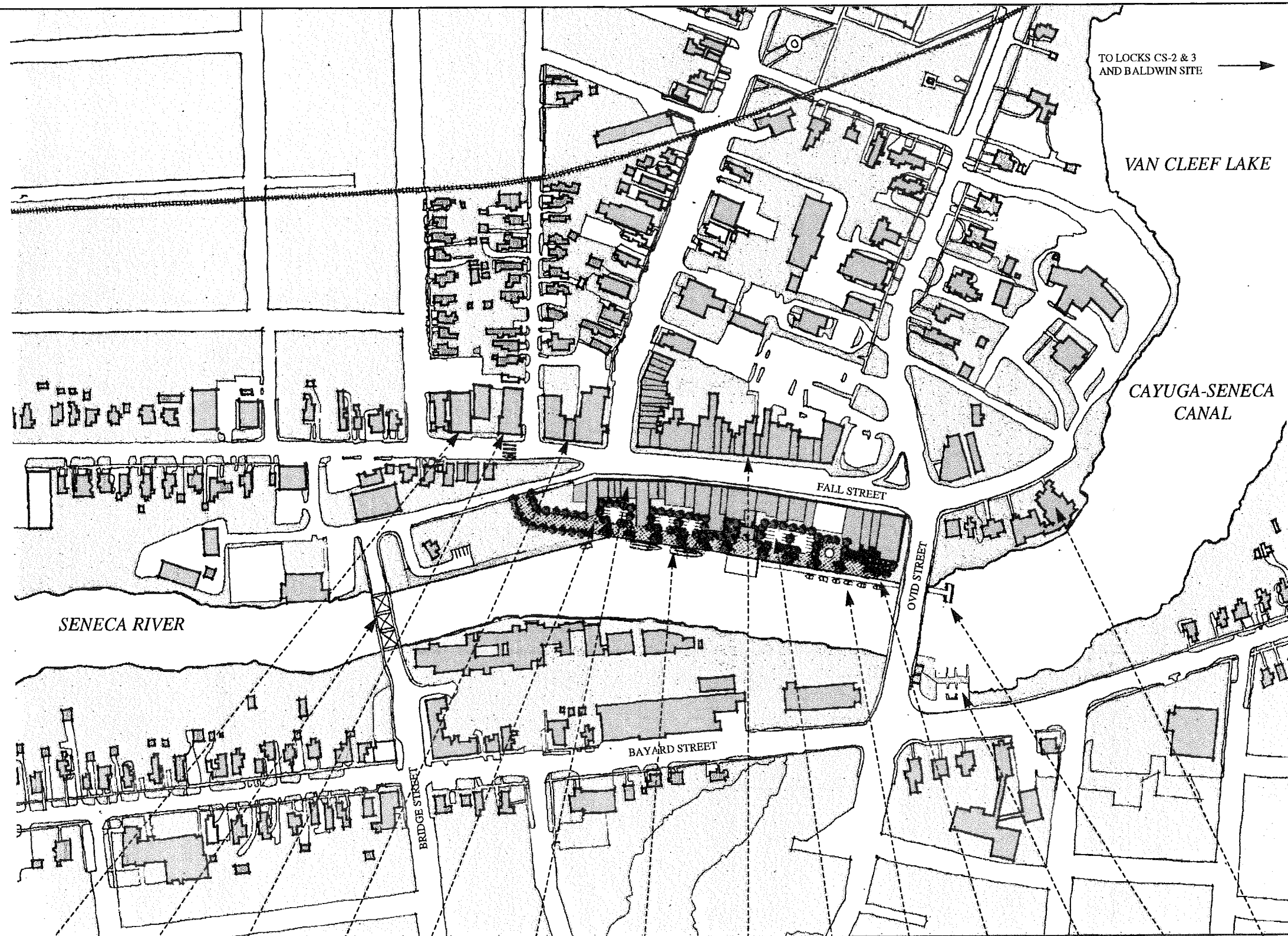
View looking northwest at the rear building facades facing the Canal.



**Seneca Falls Canal Harbor
Photographs of the Site**

Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN



NOTE:
PROVIDE PEDESTRIAN ACCESS
BETWEEN FALL STREET AND COWING STREET/CANAL
PROMENADE.

CANALWAY TRAIL OCCURS ALONG CITY SIDEWALKS
CONNECTING SITES AND ATTRACTIONS.

CHARTER BOAT FACILITY TO BE LOCATED AT LOWER
LEVEL OF FALL STREET FACING THE CANAL. IN A
BUILDING TO BE SELECTED.

WOMEN'S
RIGHTS
NATIONAL
PARK
VISITORS
CENTER

RESTORE
NATIONAL
REGISTER
BRIDGE

WESLEYAN
CHAPEL

NPS
VISITORS
CENTER

RETAIL
STOREFRONTS
ALONG
LOWER LEVEL

NYS URBAN
CULTURAL
PARK
VISITORS
CENTER

COMMERCIAL,
TOUR BOAT,
EXCURSION
AND
TRANSIENT
DOCKS-
300 FOOT
MINIMUM
LENGTH

NATIONAL
WOMEN'S
HALL OF
FAME

PARKING
ALONG
COWING
STREET

CHARTER
BOATS

SEASONAL
CAFE LINKED
TO FALL ST.
RESTAURANT

CANAL
OVERLOOK

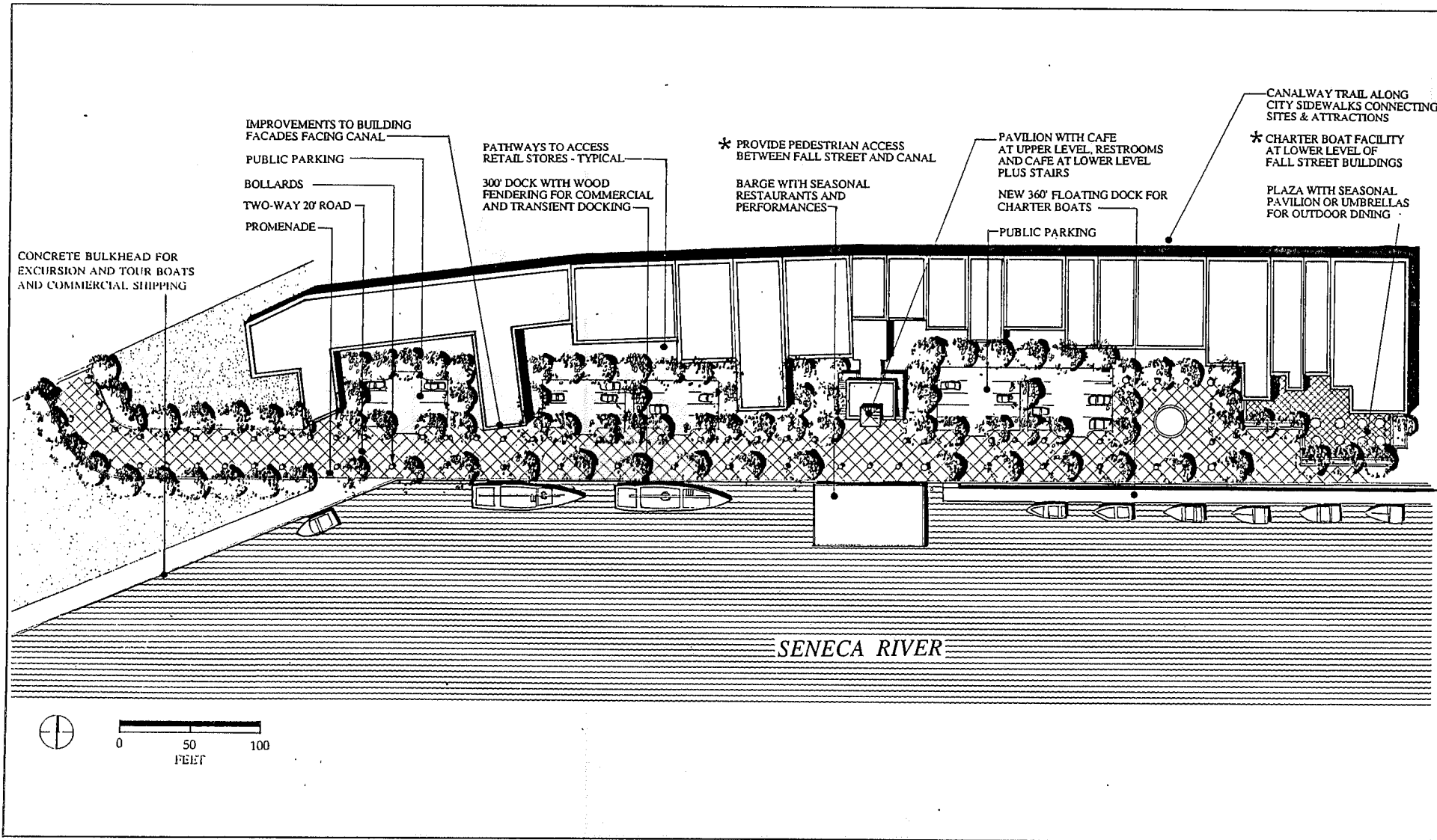
PADDLE BOAT
& DAY BOAT
RENTALS

TRINITY
CHURCH

**Seneca Falls Canal Harbor
Conceptual Design Plan**

Beyer Blinder Belle Consortium

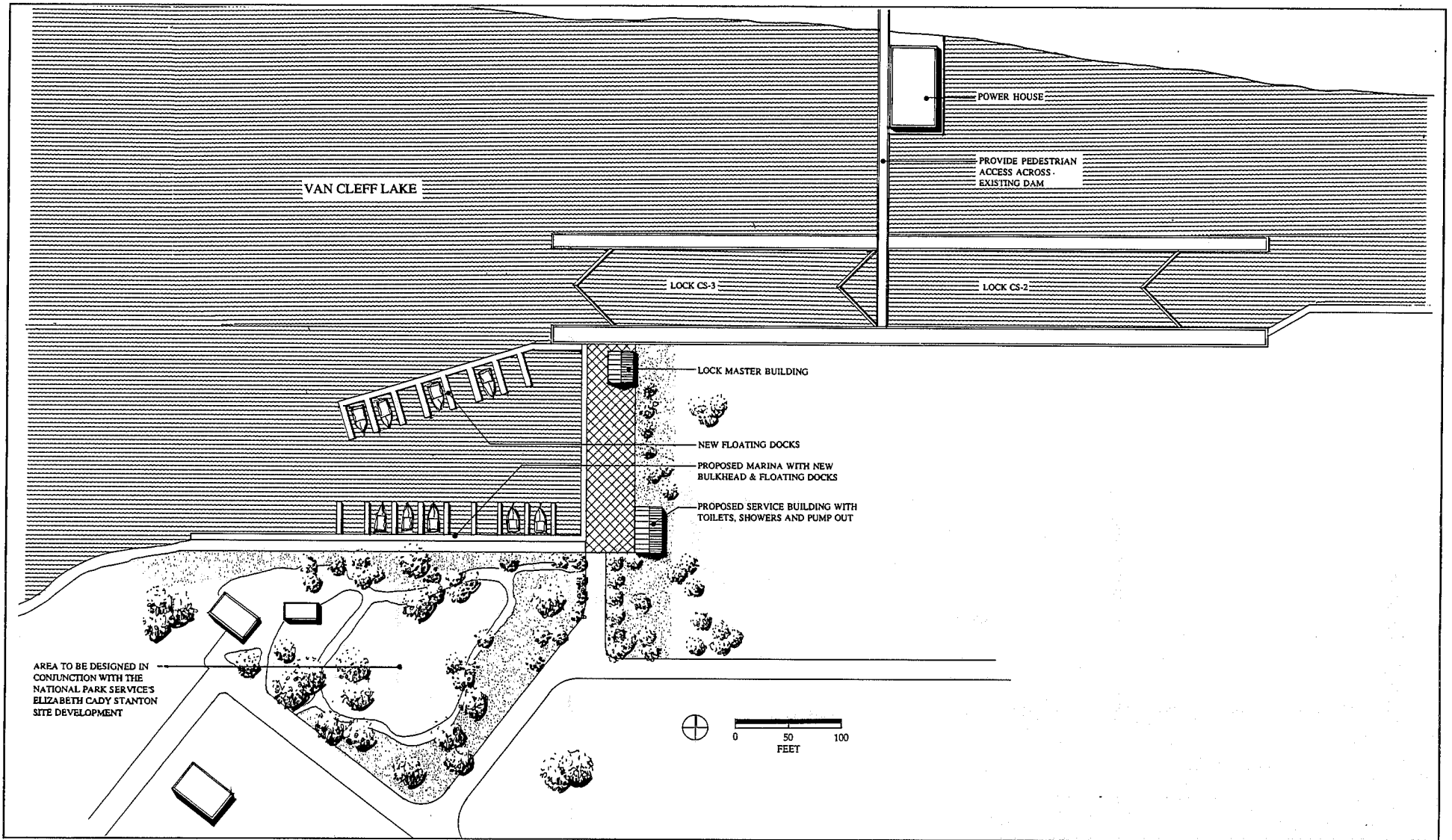
NEW YORK STATE CANAL RECREATIONWAY PLAN



Seneca Falls Canal Harbor Detail of Concept Plan

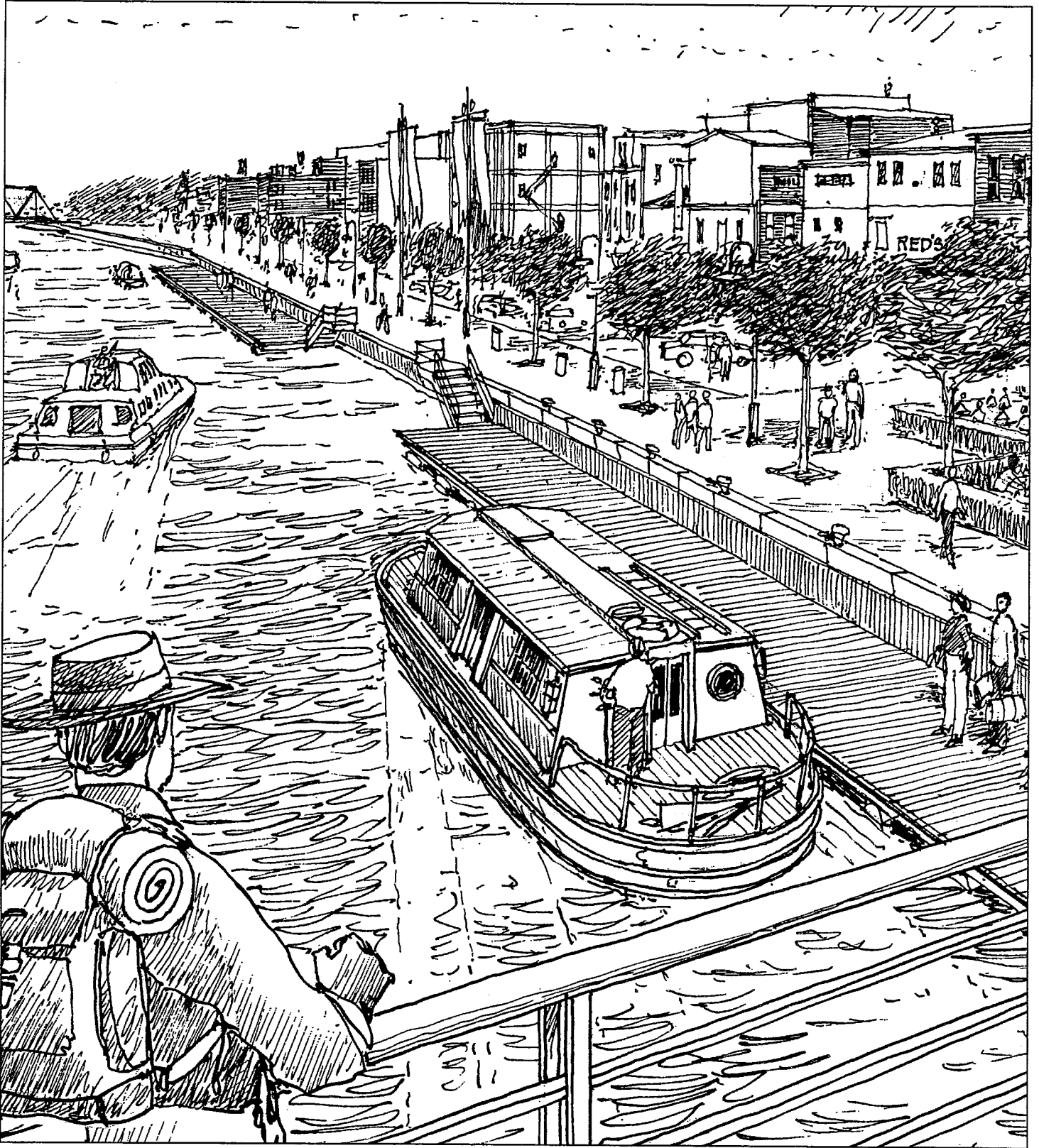
Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN



Seneca Falls Canal Harbor Locks CS-2&3 Concept Plan

Beyer Blinder Belle Consortium



**Seneca Falls Canal Harbor
Perspective Sketch**

Beyer Blinder Belle Consortium

Oswego Canal Harbor (See Exhibits 8-4.1 through 8-4.5)

As the Canal's portal to and from Lake Ontario, the City of Oswego is a strategic northern Canal System gateway. With a specially deepened channel and higher bridge clearances along most sections, the Oswego Canal forms a key link for long-distance navigation between Canada, the St. Lawrence Seaway and New York City. Oswego has been New York's principal trading center and commercial harbor on Lake Ontario for over two centuries. With its present-day city population of almost 20,000 people and its rich maritime history, Oswego has a well-developed infrastructure of commercial shipping and recreational and boating facilities and services. Major Port of Oswego and charter-fishing operations are located on the lakefront.

The Oswego River channel is a national destination for salmon fishing. The City is also the location of a number of important historic and visitor attractions, including the War of 1812 Fort Ontario, the H. Lee White Marine Museum, and the Oswego Shipbuilding Foundation, numerous public and private marinas, and lodging, retail, and other services.

The Oswego Canal Harbor project is located between Lock O-7 on the canalized river and the high Utica Street bridge, at the center of the City's three urban lock sections. The project site includes the city-owned Breneman Buildings and industrial complex. The site is adjacent to an intensely used salmon-fishing center at Leto Island. The project expands on the progress achieved by the City over the past decade in creating public promenades, trails and walkways along both banks of the river.

The Canal Harbor concept plan proposes a mixed-use development project integrally related to the Canal, including redevelopment of the project site, canal boating facilities, and Canalway Trail connections. The Harbor would be a major attraction and service center for Lake Ontario boaters exploring the Canal from the north, as well as a point of provisioning and departure for Canal-to-Lake boating travelers moving in the

opposite direction. Through the trails and promenades, the Harbor would be connected to all the tourist attractions of the city.

Oswego Canal Harbor Market Overview
This region includes two markets: Syracuse in Onondaga County, and the surrounding counties of Cayuga, Oswego and Madison, with a total 1993 population of 757,585 persons.

The City of Oswego and Oswego County constitute a northern gateway to Lake Ontario, the St. Lawrence Seaway and Canada, which is linked to the Oswego and Erie Canals and Syracuse Lake areas (Onondaga and Oneida). The county and city populations reversed 1980s declines and have stabilized at 125,864 and 19,276 persons, respectively. Both Oswego County and the City are projected to have small population increases by 1998.

Critical supporting market factors for the Oswego Harbor are not demographics and economics but rather the optimum northern-gateway location, local commitment to canalside revitalization, existing canal-related development, canal infrastructure, the City's reputation as an excellent salmon-fishing and boating location, numerous sites and attractions, and canal linear-park expansion. The Oswego Canal is highly visible in the City, and is lined by motels, restaurants and docking facilities which take full advantage of canal views and location.

Oswego Canal Harbor Illustrative Program

Canal Park

- Breneman Buildings: selective demolition and clean-up
- Restoration of water gate

Adaptive Re-use of Old Stone Mill Building at Water's Edge if feasible

- Charter-boat base
- Bed and breakfast
- Interpretive exhibit
- Parking

Market Rate Housing

- New residential building
- Parking garage

Canal Wall Improvements for Transient, Tour, and Commercial Boats

- Rubber fendering along canal wall (700 linear feet)

Lock O-7 Improvements

- Dredging
- Bulkhead
- Docks
- Boat repair and hoist

Public Promenade from Utica Street to Lock O-7

Total project cost is estimated at \$10 million. Potential funding sources include NYS Thruway Authority/Canal Corporation, \$4.5 million; other government sources, \$0.5 million; private sources, \$5 million.

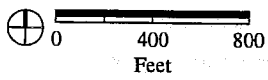
The proposed canal boating center includes a new charter-boat mooring located in the bed of the former hydraulic race east of the lock and Leto Island, and new transient boat moorings along the canal wall adjacent to the Old Stone Mill Building. The two components are in close proximity, and a proposed shared parking lot, easily accessible from NYS Route 481 and the bridge to Leto Island, is adjacent to both facilities. A charter-boating office and operations center will be located at the entry to the charter-boating raceway at the water's edge, within redesigned lower levels of the Old Stone Mill Building, if feasible. If restoration is structurally impossible or cost-prohibitive, it may be possible to incorporate part of the structure into the charter-boat center. The former hydraulic race entry would be dredged, bulkheaded and fitted with new docks, a boat-repair facility, a boat hoist and various site improvements. Rubber fendering would be used for the transient moorings along the canal wall. Both boating facilities would have excellent visibility from the adjacent NYS Route 481 highway.

In addition to the new boating operations, the Plan proposes redevelopment of the Breneman site for a variety of uses including a canal visitor

interpretive center, a restaurant, a possible provision facility, a bed and breakfast, and residential units. In its totality, the project represents a major new development undertaking for Oswego.

The recommended Canalway Trail route enters the site from the south following the alignment of the Old Oswego Canal between the present Canal and Route 481. The trail follows the east edge of the charter-boat mooring area, crosses the Leto Island/Lock O-7 bridge and merges with the planned east-bank Oswego River Promenade just north of the lock gates. From this point, the trail and promenade are joined and continue along committed and existing segments of the promenade system to the Ontario lakefront and Lock 8. In addition, the Canalway Trail will connect via a planned stair with the now-committed Historic O & W Railroad Pedestrian Promenade and Bikeway which will link the riverfront with the Fort Ontario Historic Site on Lake Ontario. The bikeway right-of-way is immediately north of the Utica Street bridge, within easy walking distance of the Canal Harbor site.

NEW YORK STATE CANAL RECREATIONWAY PLAN



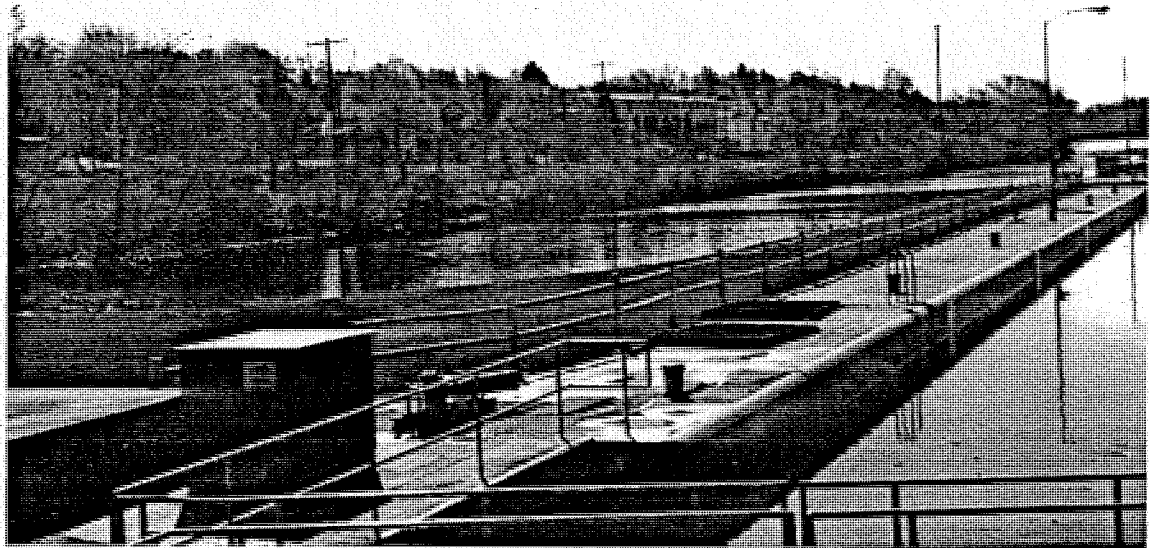
○ Canal Harbor Location

**Oswego Canal Harbor
Aerial Photograph**

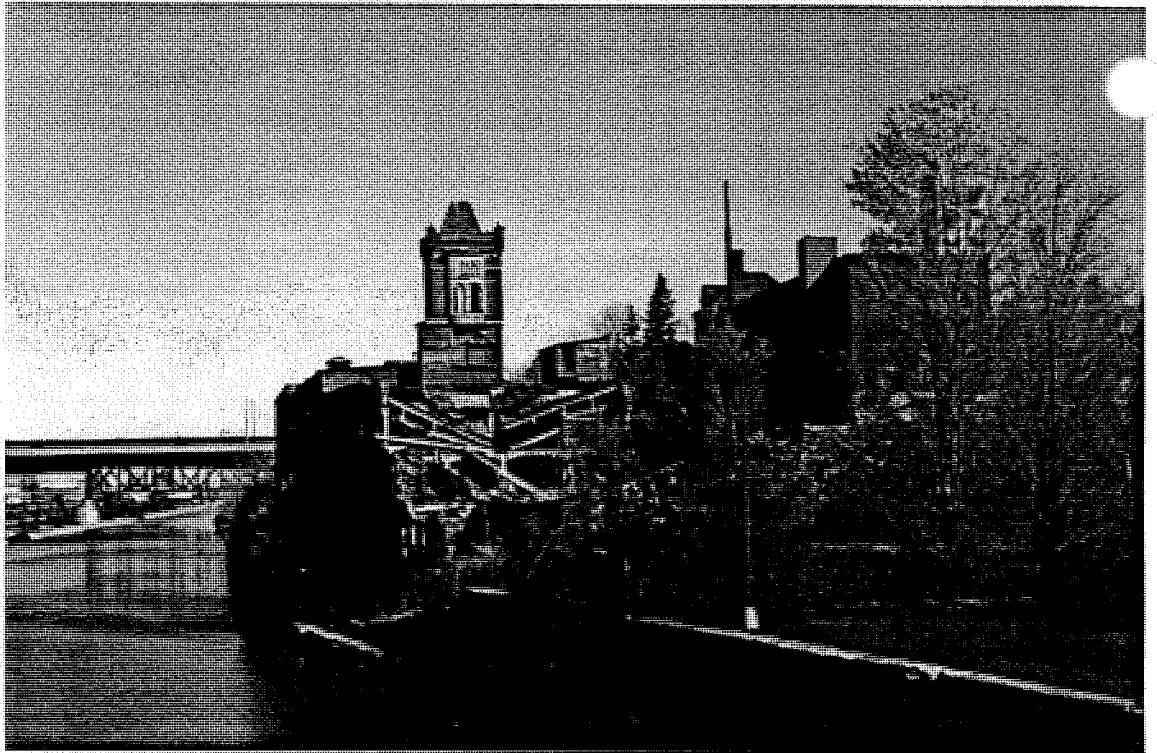
Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN

View looking southeast at the bed of the former hydraulic race east of Lock O-7.



View looking north at the Breneman building and Utica Street bridge.



**Oswego Canal Harbor
Photographs of the Site**

Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN



LINK EAST BANK OF CANALWAY TRAIL TO RIVERWALK

OLD WATER GATES FOR POWERING MILLS

CANAL PARK

SEASONAL OUTDOOR CAFE

OLD STONE MILL REHAB FOR CHARTER BOAT OFFICE, RESTAURANT, AND BED & BREAKFAST

TRANSIENT DOCK; CANAL WALL WITH HISTORIC FITTINGS AND LIGHTING

CHARTER BOAT BASIN AND MOORINGS; NEW BULKHEAD WITH RUBRAIL

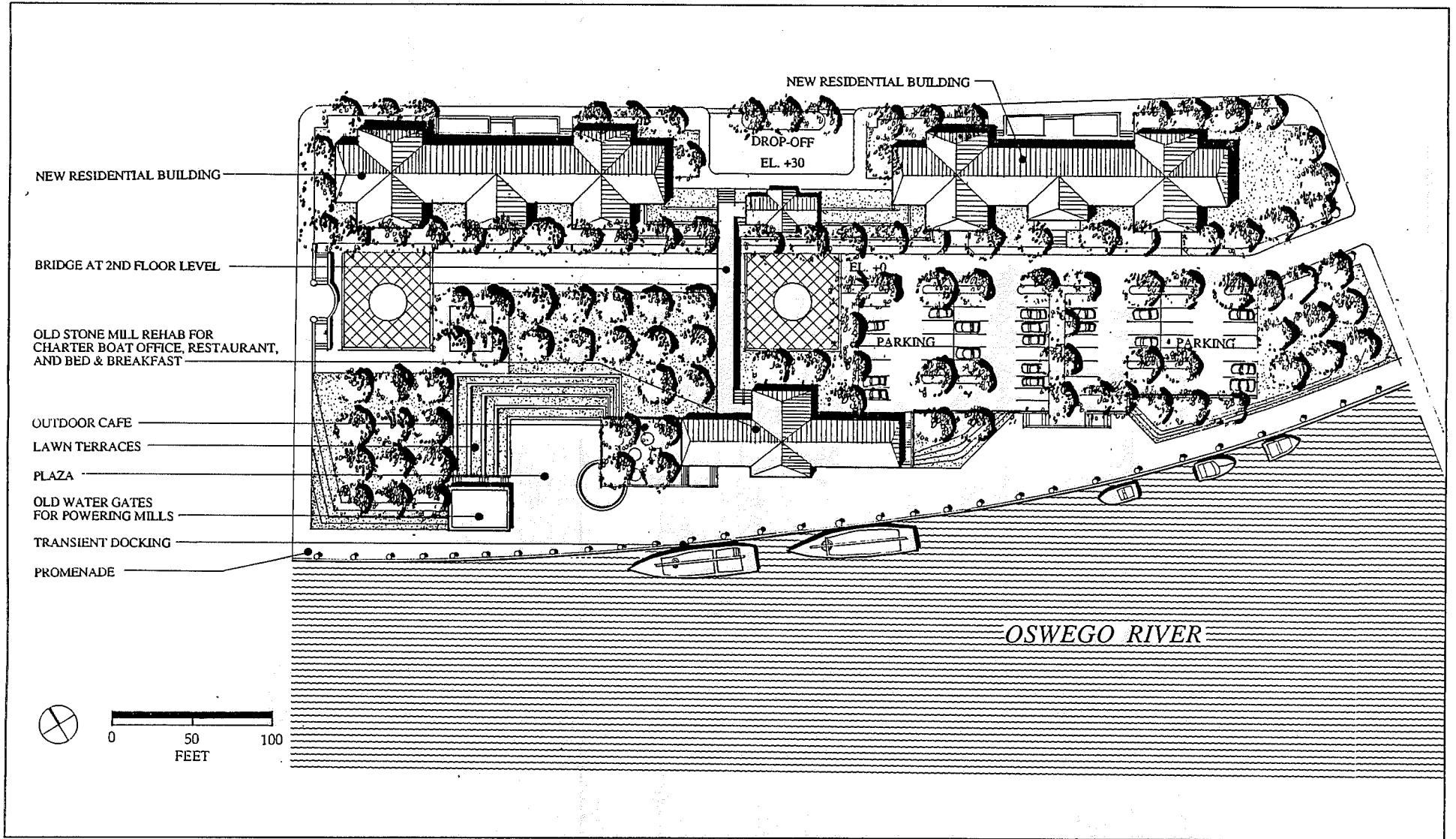
EXISTING CONCRETE WALL

EAST BANK OF CANALWAY TRAIL

Oswego Canal Harbor Conceptual Design Plan

Beyer Blinder Belle Consortium

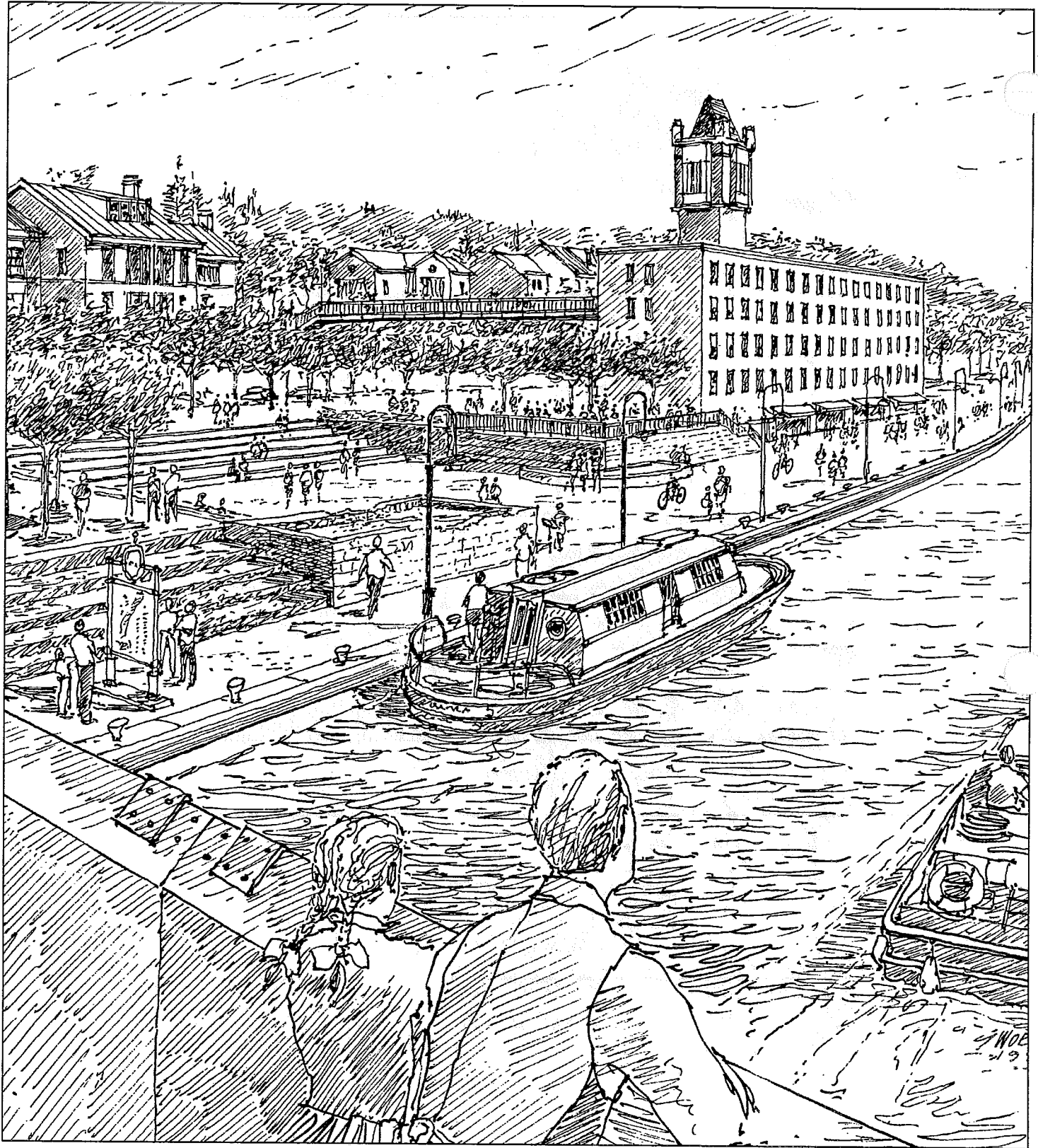
NEW YORK STATE CANAL RECREATIONWAY PLAN



Oswego Canal Harbor Detail of Concept Plan

Beyer Blinder Belle Consortium

Exhibit 8-4.4



**Oswego Canal Harbor
Perspective Sketch**

Beyer Blinder Belle Consortium

Little Falls Canal Harbor

(See Exhibits 8-5.1 through 8-5.5)

When the procession of boats that celebrated the grand opening of the Canal in 1825 arrived at Little Falls, it was well past darkness and the citizens had lit bonfires on the rocky crags surrounding the city. Through this ring of fire DeWitt Clinton and his fellow dignitaries on the "Seneca Chief" sailed eastward to the Hudson and New York Harbor. In many ways, Little Falls – the settlement in the eye of the Mohawk Gap – symbolizes the opportunity and accomplishment of the Erie Canal.

New York's "smallest city" occupies a dramatic gorge setting with a rich heritage of architecture, waterway engineering and history. The City is the location of Lock E-17, the Canal's highest lock with a lift of 41.5 feet; Moss Island and its world-famous geological "pot-hole" formations; the Herkimer Home New York State Historic Site; and a well-located Barge Canal-era terminal site with a surviving wooden freight house. A successful revitalization effort has already begun in the Canal Place area adjacent to downtown. canal-era brick and stone buildings are being reused, several popular restaurants exist, and Benton's Landing provides a new canal docking area.

Additional assets of this attractive canalside city are remnants of the earliest 18th-century canals, rapids in the Mohawk River, notable stone and brick architecture, a Mohawk Valley hydroelectric facility, a power house restored as a performing arts center, and a State Wildlife Management Area. Lodging, shops and services are located in the downtown area adjacent to Canal Place.

Little Falls is a highly strategic canal location because of its historic significance and its location as the boating midpoint between the Hudson River and the Canal System centerpoint at Syracuse. The challenge addressed by the concept plan for the Little Falls Canal Harbor is to develop the canal terminal site on the south side of the Canal as an attractive boating center which is effectively linked to Benton's Landing and the Canal Place revitalization district on the north side

of the Canal. The adaptive re-use of the classic canal-era mill buildings at Canal Place for visitor and tourism purposes is central to the Plan. Pedestrian access on the current Route 167 bridge must also be made available on the planned replacement structure.

Little Falls Canal Harbor Market Overview

A Canal Harbor in Little Falls will build on small, positive canal-related development trends which provide a good market foundation for continuing development.

Although economic and demographic trends are not strong, downward trends from 1980 to 1990 have reversed and the region appears to have stabilized. The total 1993 regional population was 371,000 people and is expected to grow to 376,698 by 1998.

The region's midpoint location between the Syracuse Canal Harbor and the Capital District Eastern Gateway is a significant market advantage for substantial boating activity. Provision of enhanced services at this location is critical to stimulate tour, charter and recreational boating. Adaptive re-use of an historic wooden canal terminal building for multiple uses lends authenticity to the Harbor.

In addition, Little Falls and nearby communities such as Ilion and Frankfort have existing canal-related public/private-sector development. These communities have extremely significant canal history, particularly in the case of Little Falls, presenting an excellent interpretive opportunity.

Access is primarily by roadway and the Canal itself. Linkage via the NYS Thruway is direct and the Canal is visible from the road in much of this region.

Little Falls Canal Harbor Illustrative Program

Charter-boat facility - Canal Terminal site
(the City could supplement access to Benton's Landing by providing jitney service)

- Rehabilitation of freight house, including interpretive exhibit
- Upgrade concrete wall to accommodate:
 - tour boats
 - excursion boats
 - commercial boats
- Provide 500 linear feet of docks
- Parking
- Canal park
- Street furniture
- Utilities
- Lighting

Relocate Canal Maintenance Facility west of terminal on Canal-owned Land

Benton's Landing

- Cut-outs and wood fendering for transient, tour, charter, and excursion boats
- Paving
- Canal park
- Adaptive re-use of small brick buildings facing Canal

Canal trails and walks

- Trail improvements and linkages
- Pedestrian linkages of project sites
- Waterfront promenade

Canal Place development

- Rehabilitation of mills and brick houses for market rate uses such as retail, bed and breakfast, residential, etc.

Total project cost is estimated at \$5.6 million. Potential funding sources include NYS Thruway Authority/Canal Corporation, \$3.5 million; other government sources, \$0.6 million; and private sources, \$1.5 million.

The concept plan recommends the adaptive re-use of the wooden canal terminal building as a charter-boat office, operations center with interpretive exhibits, and a visitor information-distribution component. A boat workshop would be constructed adjacent to the freight house, and a boat hoist and ramp would be installed. Moorings in the form of floating docks would be added to the rehabilitated terminal wall for transient and charter boats. A waterfront promenade, canal park, interpretive kiosks, street furniture, utilities,

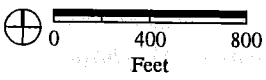
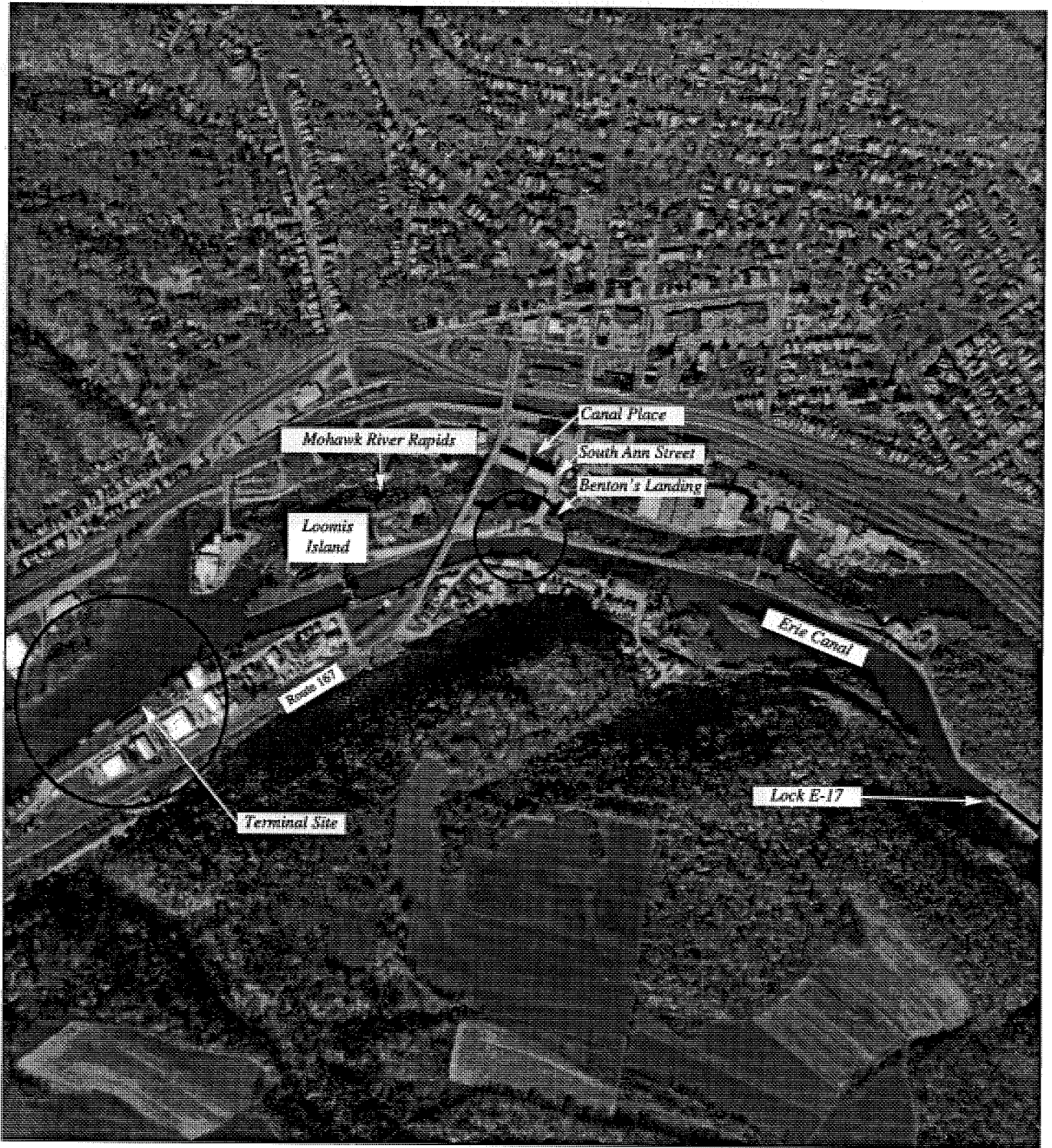
lighting and additional parking would also be added to the terminal site. In order to accommodate planned re-use of the terminal facility, it will be necessary to build a new structure near the terminal site for canal operations and storage.

On the north side of the Canal, the Plan recommends redesign of the vertical wall sections east and west of Benton's Landing to accommodate lower-level mooring so that tour, excursion, hotel and commercial shipping vessels can be accommodated for short periods in close proximity to Canal Place.

The economic development components of the Plan focus on Canal Place and Benton's Landing. The Plan recommends that the brick structures along the Mohawk River edge of the Benton's Landing site and the stone mill complex on the south edge of Canal Place be redeveloped for retail, visitor and boater-service and restaurant uses. Additional investment in Canal Place is proposed for the row of buildings along the east side of South Ann Street. Linkages to downtown shops and services north of NYS Route 5 would be improved. Installation of interpretive/information kiosks and streetscape improvements would enhance the marketability of Canal Place as a tourist center.

Through Little Falls, the Canalway Trail will follow the abandoned right-of-way of the former West Shore Railroad line, which cuts through the rocks along the south edge of the Canal. The trail is easily linked to the terminal site, through good signage, along Southern Boulevard. Linkage with the Canalway Trail at the west end of the city and improvements to the city's existing trail to the east of the proposed Harbor site should be investigated.

The NYS Route 167 bridge is scheduled for replacement by the NYS Department of Transportation. It should be possible to accommodate pedestrian access in the bridge design. In order to adequately link Canal Harbor sites in Little Falls, both water- and land-shuttles are recommended between the terminal site, Benton's Landing and Canal Place.



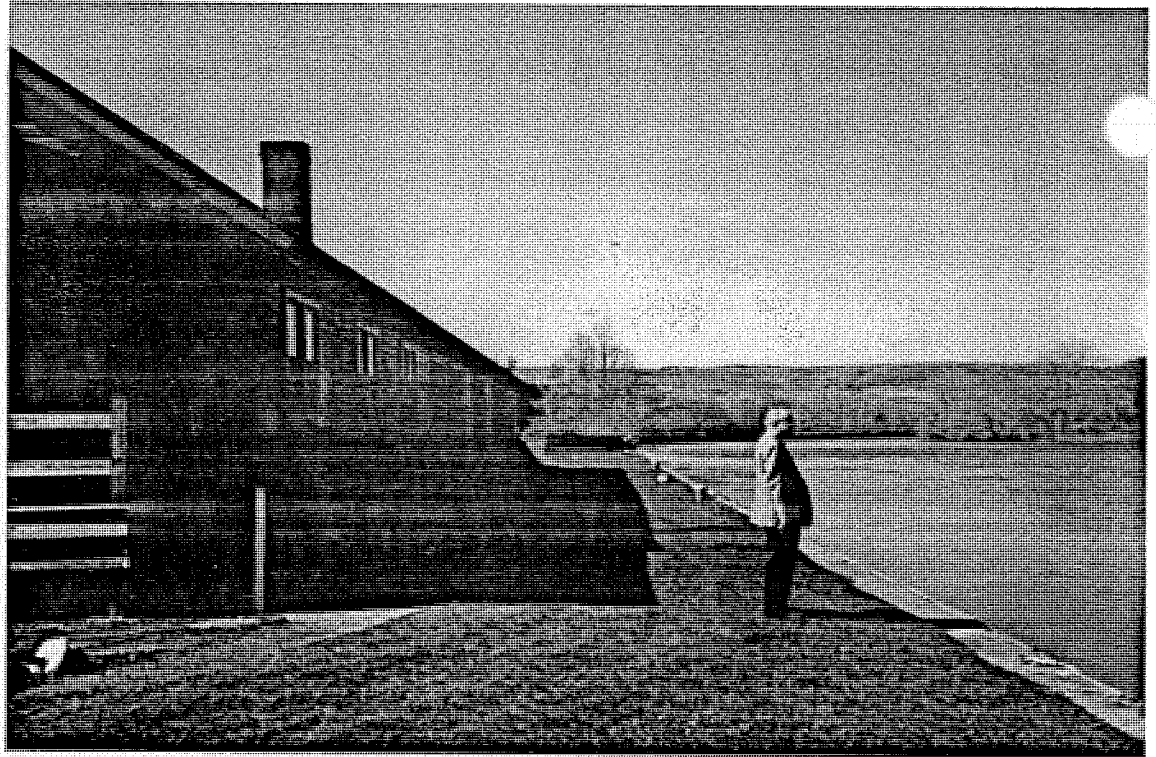
○ Canal Harbor Location

**Little Falls Canal Harbor
Aerial Photograph**

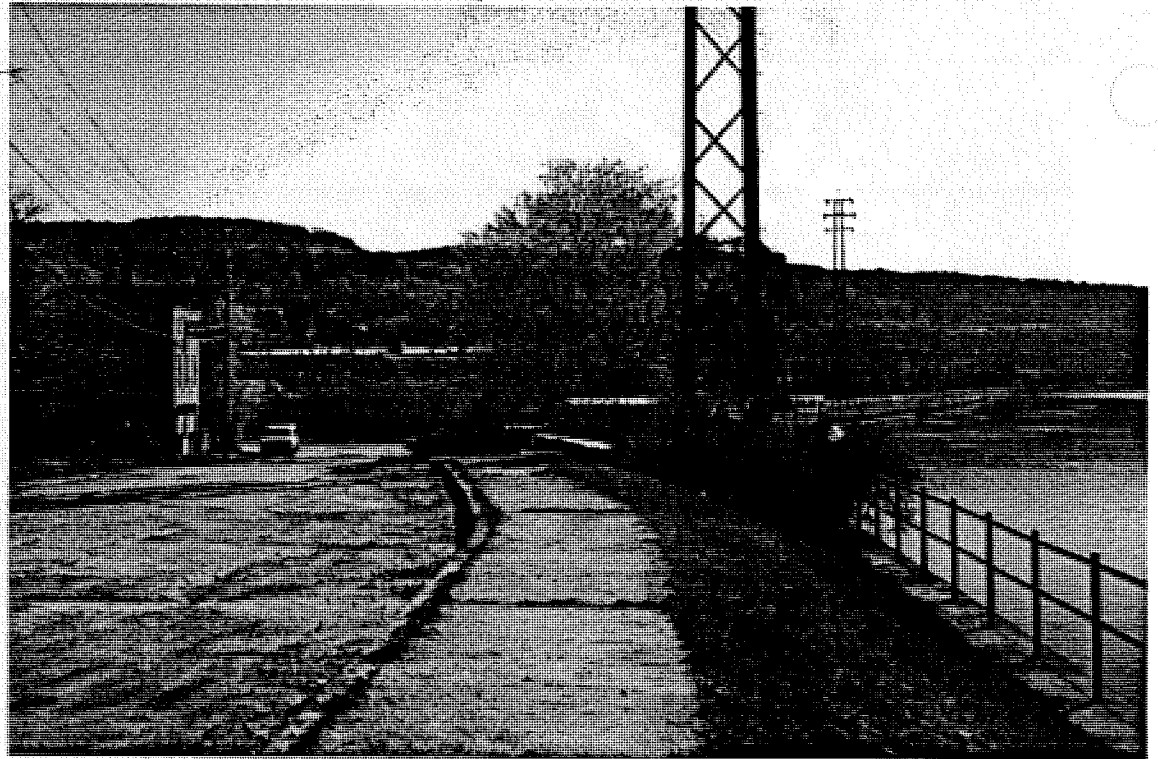
Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN

View looking west along terminal wall and freight house.



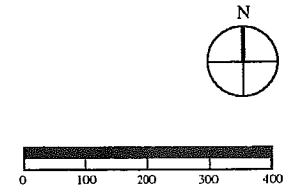
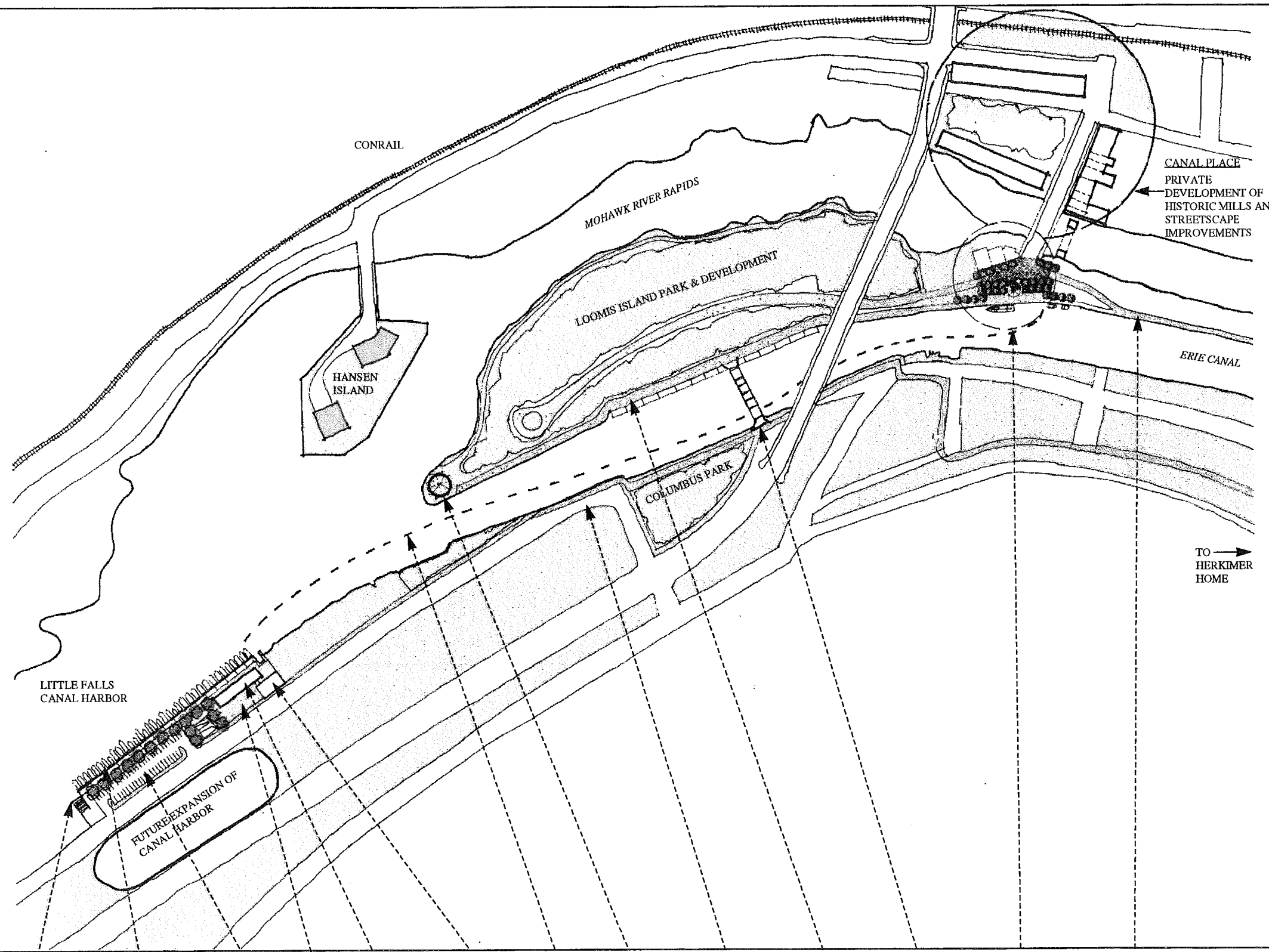
View looking east towards Benton's Landing.



**Little Falls Canal Harbor
Photographs of the Site**

Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN



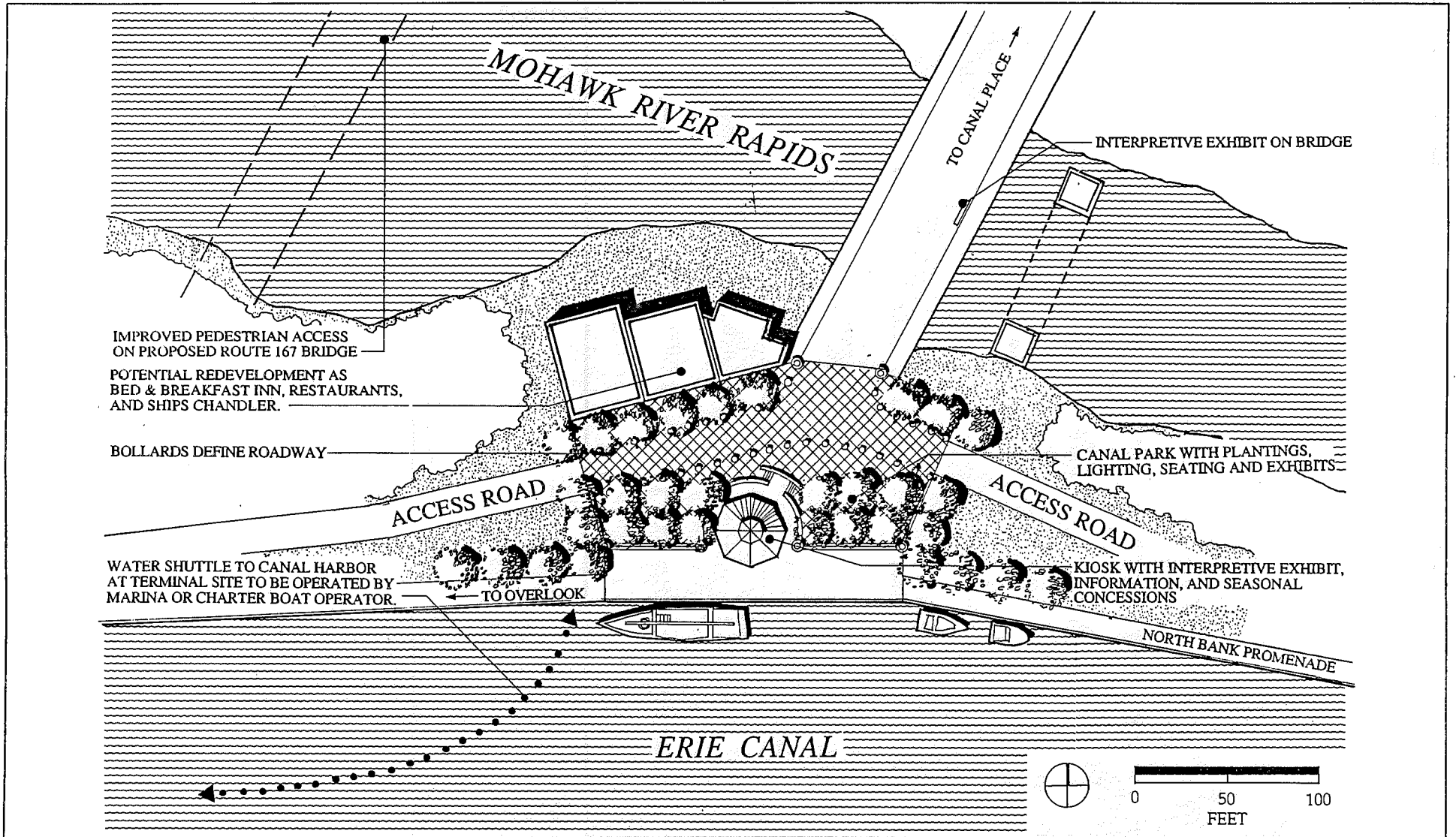
NOTE:
CANAL MAINTENANCE
FACILITY TO BE RELOCATED
ON CANAL-OWNED LAND TO
WEST.

- BOAT LAUNCH
- DOCKING FOR 30 TRANSIENT BOATS AND 20 CHARTER BOATS
- PARKING
- CANAL PARK
- EXISTING FREIGHT HOUSE USED FOR CHARTER BOAT FACILITY AND INTERPRETIVE EXHIBIT
- BOAT REPAIR SHOP
- SEASONAL WATER SHUTTLE BETWEEN CANAL HARBOR AND BENTON'S LANDING
- CANAL OVERLOOK
- IMPROVE LINK BETWEEN CANAL HARBOR AND CANAL PLACE
- PROMENADE BETWEEN BENTON'S LANDING AND CANAL OVERLOOK
- EXISTING GUARD GATE
- BENTON'S LANDING IMPROVED BOATER ACCESS AND STREETSCAPE IMPROVEMENTS; PRIVATE DEVELOPMENT OF HISTORIC BUILDINGS
- NORTH BANK PROMENADE TO LOCK E-17
- CANALWAY TRAIL ALONG ABANDONED RAILROAD

**Little Falls Canal Harbor
Conceptual Design Plan**

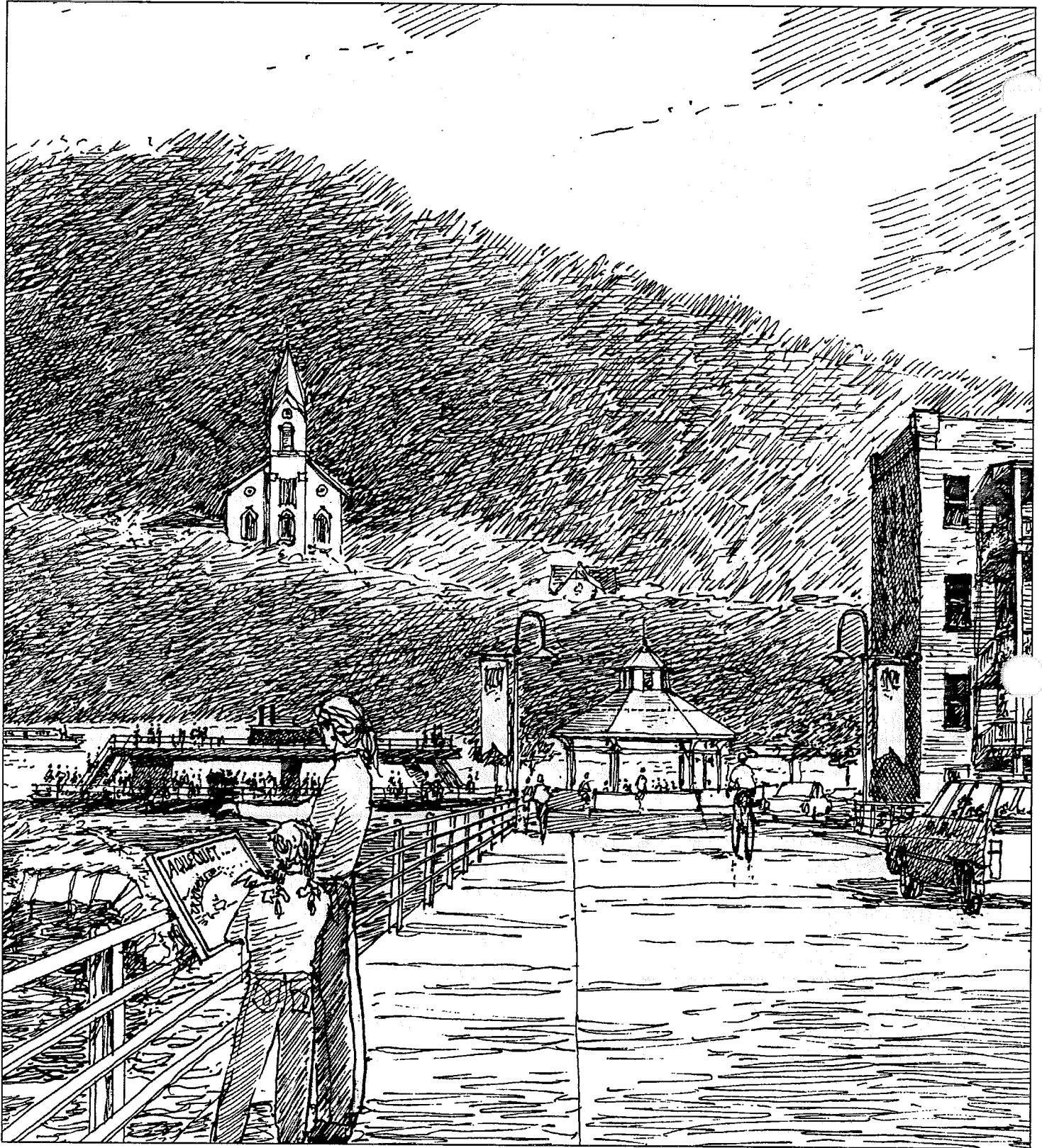
Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN



**Little Falls Canal Harbor
Detail of Concept Plan**

Beyer Blinder Belle Consortium



**Little Falls Canal Harbor
Perspective Sketch**

Beyer Blinder Belle Consortium

Exhibit 8-5.5

Waterford Canal Harbor (see Exhibits 8-6.1 through 8-6.5)

Waterford is located at the confluence of the Hudson and Mohawk Rivers and is the gateway to both the east-west Erie Canal and north-south Champlain Canal. The entrance to the Erie Canal is marked by the Barge Canal-era Waterford Flight of five locks with a 165-foot lift. The lift provides passage to more westerly reaches of the Mohawk River, circumventing the spectacular falls at Cohoes. The Champlain Canal begins in Waterford on the Hudson River, and continues north as a canalized river until reaching the dug canal at Fort Edward, linking the river with Lake Champlain and Canada. Waterford is a crossroads for New York's major natural and man-made waterways, linking recreational boating locations on the Mohawk River beyond the Waterford Flight and intensive boating and shipping activity along the Hudson River.

The Waterford Canal Harbor sites face each other across the entry to the Erie Canal and are bounded on the east by the Hudson River. This location was traditionally a fording place for Native Americans and early European settlers, and is the reason the village was named Waterford. The marina will be located on the south side of the Canal, on Peebles Island, a New York State Park and Historic Site. The Village, on the Canal's north side, will be the site of parks, a promenade, transient docking and other amenities, and signage and streetscape linkages to the central business district and main street three blocks from the Canal.

Major development opportunities at this key Canal Harbor include the relatively wide entry to the Erie Canal from the river at Lock E-2 (the first state lock), the attractiveness of the juxtaposition of Peebles Island State Park and the Village of Waterford, and the presence of a Barge Canal terminal wall. In addition Waterford is within the boundaries of "RiverSpark," the Hudson-Mohawk Urban Cultural Park, and has many adjacent historic landmarks and vistas.

A longstanding goal of the NYS Office of Parks, Recreation and Historic Preservation and the

Village and Town of Waterford has been to reconnect Peebles Island, which is part of the Town of Waterford, with the Village of Waterford via Peebles Island North Bridge, a closed railroad bridge in need of extensive rehabilitation. Peebles Island State Park, an extensive land holding with spectacular Hudson and Mohawk River frontages, is largely undeveloped, although NYS OPRHP offices are located in the old Bleachery Complex near the closed bridge. The Village and Town would like to establish a viable vehicular and pedestrian connection to the island.

Interpretive exhibits and visitor amenities are in place at RiverSpark Lock 2 Park, where a watered section of the historic Champlain Canal intersects the present-day Erie. Two eras of canal history exist side by side in the park, an 1823 Champlain Canal sidecut and Barge Canal Erie Lock 2. The site is also the location of an annual Village/RiverSpark canal festival.

The goals of the Canal Harbor concept plan for Waterford and Peebles Island are to create an active canal and river boating center on both sides of the Canal, rehabilitating the former railroad bridge in a fashion that considers its historic character and using it as a unifying connector. Additional goals include strengthening interpretation, providing appropriate signage, enhancing the Village riverfront, linking attractions, encouraging supporting development along the Hudson River frontages north and south of the canal opening, and development of canal-related retail, service and/or restaurant space within the Village.

The Waterford Canal Harbor should be developed in a manner that is compatible with the natural environment and historic heritage of the state park and the Peebles Island State Park conceptual plan currently under development.

Waterford Canal Harbor Market Overview

The most critical and key market factor impacting the Waterford Harbor will be to identify and aggressively market the location as a gateway to both the east-west Erie and north-south Champlain Canals from the Hudson River.

Significant supporting market factors include close proximity to the New York City tourist market and strong regional economic and demographic trends. Access from New York City and the state's southern tiers is good, both in terms of time (1-3 hours) and available modes of transportation, due to the presence of the Albany Airport, Thruway and Amtrak service. Of the seven canal planning regions, the Capital District has the highest per capita income (\$18,395), median household income (\$38,414) and household recreation and tourist expenditures (\$3,600). High growth rates are anticipated in all categories, particularly median household income which is projected to grow 18.7 percent by 1998. The region's population is large (795,000) and over the next five years a growth rate of 3.8 percent is anticipated, which is significantly higher than that of the state overall (1.85 percent).

Less positive market factors include limited perception of the Canal's existence and recreational potential, and lack of significant canal-related development.

The Waterford Flight, RiverSpark Lock 2 Park, and Waterford Canal Museum and Cultural Center are significant canal attractions. There are services and stores within easy walking distance of the Canal and the community is an historic, authentic canal village. The Harbor marina will be located on Peebles Island, a state park with strong historic significance, that is an oasis in an urban environment.

Waterford Canal Harbor Illustrative Program

Peebles Island Bridge Rehabilitation

Peebles Island Gateway Boating and Recreation Center

- Site work
- Landscaping
- Trails
- Docks: 2,000 linear feet
- Picnic area
- Parking area
- Charter-boat base, workshop, and fill for building above flood plain
- Gateway art/sign

Waterford Village Canal Promenade and Docks

- Wood fendering: 1,000 linear feet
- Landscaped promenade including:
 - paving
 - lighting
 - benches
 - marine fittings
 - trees
 - utilities
- Canal park at Second and Third Street, including pavilion.

Phase I Waterford Interpretive Program

Third Street improvements

- Link Canal with Broad Street including:
 - signage
 - plantings
 - paving

Broad Street Improvements

- Street and facade improvements plus private development.

Waterford Trail Network

- Linkages to historic sites, Old Champlain Canal Linear Park and Canalway Trail

Total project cost is estimated at \$8 million. Funding sources include NYS Thruway Authority/Canal Corporation, \$4.5 million; other government sources, \$2 million; private sources, \$1.5 million.

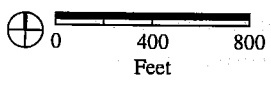
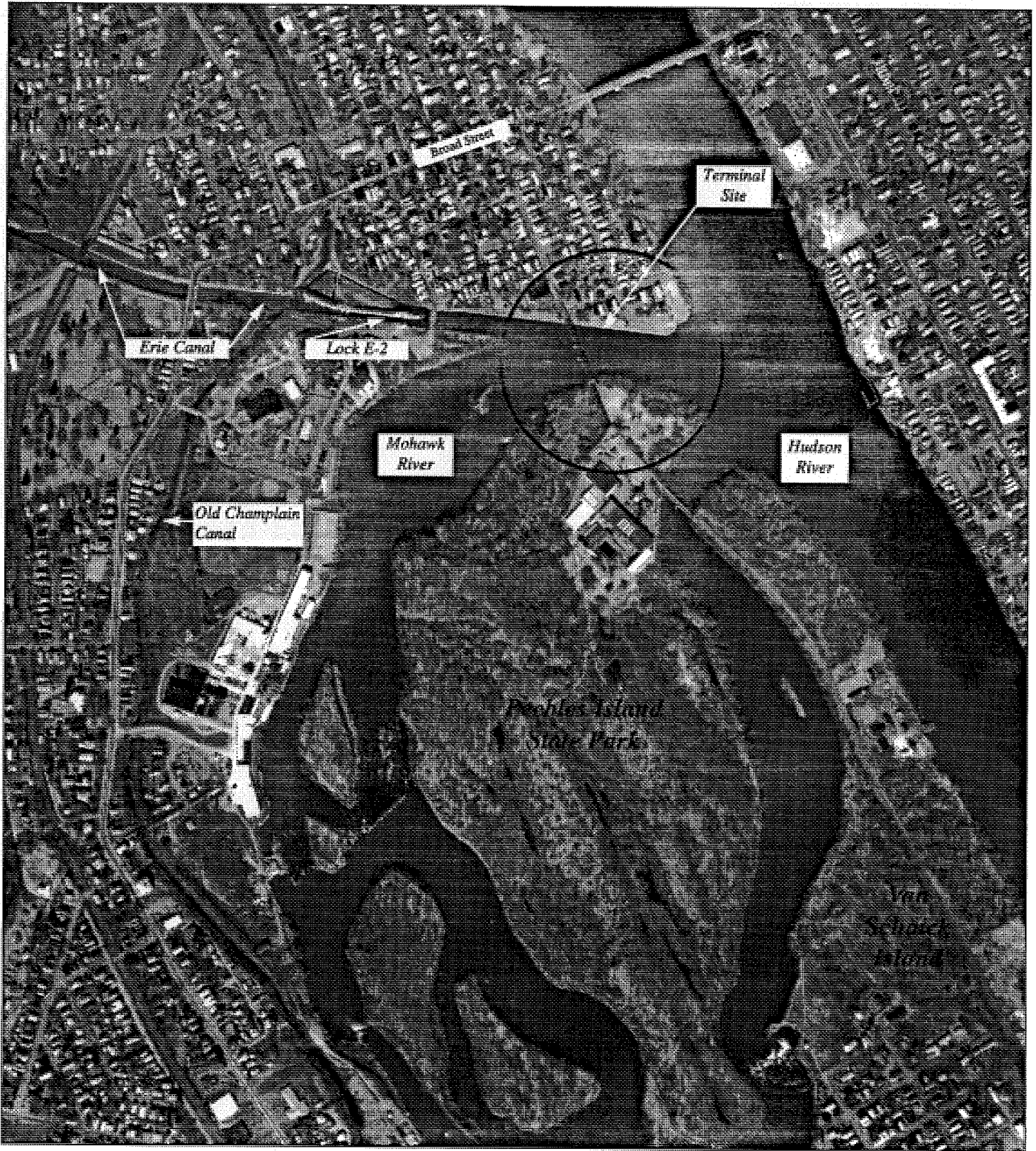
The Eastern Gateway charter-boating center is proposed on Peebles Island, with new dockage to be developed on the west side of the Peebles Island North Bridge. A charter-boat base and boat workshop are proposed close to the southern bridge abutment, with additional parking near the existing visitors lot. Docking space for a transient performing-arts barge is proposed at the east of the bridge on the Peebles Island side where it would be visible from the Hudson River.

Along the northern edge of the Canal, at the Waterford Terminal, docking space for tour, excursion and transient boats is proposed, with an information and interpretive kiosk at the northern bridge abutment.

Economic-development elements of the Waterford concept plan include the charter-boating operation on Peebles Island, a possible canalside restaurant development adjacent to the northern bridge abutment, and possible small-scale bed-and-breakfast and other tourist-related development adjacent to the Village park along the Hudson River. An improved connection along Third Street from the Canal to the Broad Street commercial district, and commercial revitalization and development along Broad Street, are also project goals.

Waterford presents the opportunity to anchor the Canalway Trail at an attractive Hudson River overlook location. This is combined with new signage which clearly and attractively identifies the Erie Canal Gateway to Hudson River boaters. From the Waterford Overlook, the Canalway Trail would follow the proposed Waterford Canal Promenade along the terminal wall up the hill, to the existing Lock 2 Park. The trail then follows village streets to Lock 3, where it would then proceed to Lock 6 along the north side of the Canal. The east-west Canalway Trail will be established by crossing the Erie Canal east of Lock 2 and then proceeding along the south side of the Canal to the Old Champlain Canal, where it will follow the trail currently being developed as part of the Old Champlain Canal linear park. From there the trail will follow local streets through Cohoes to link with the Mohawk-Hudson Bikeway. The trail in the Waterford Terminal area would also connect across the rehabilitated railroad bridge with the trail and pathway system being developed for Peebles Island State Park.

NEW YORK STATE CANAL RECREATIONWAY PLAN



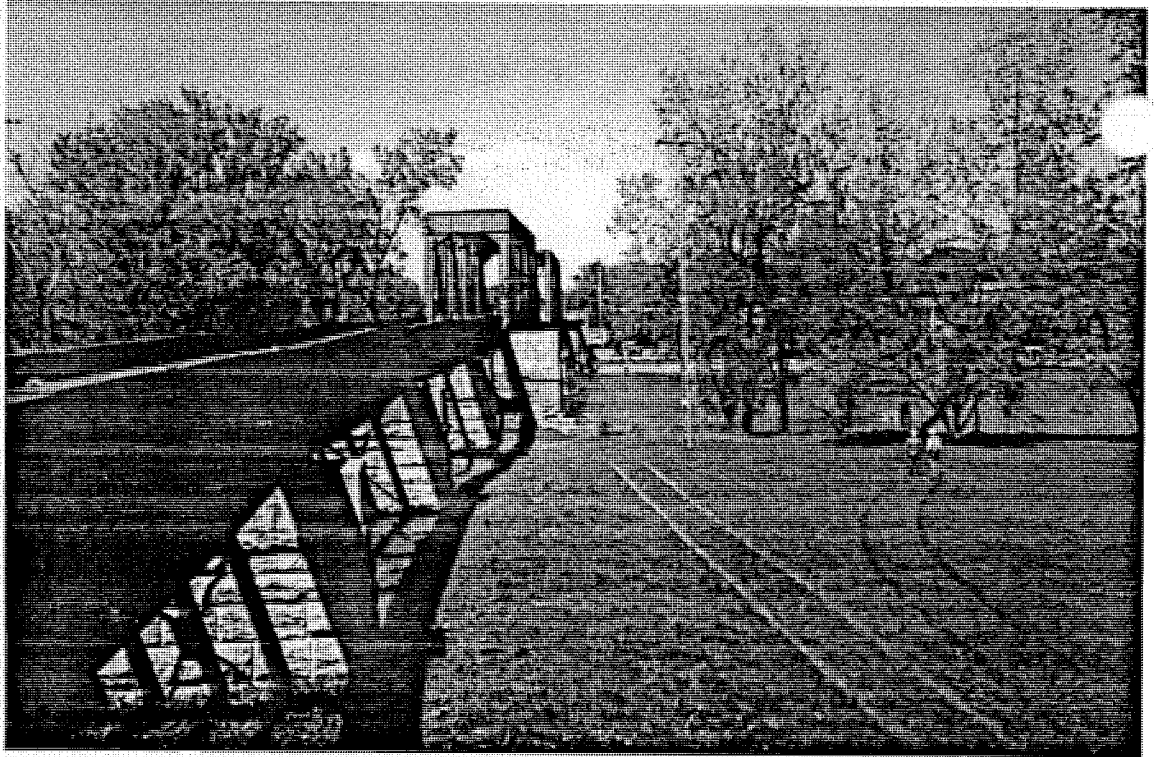
○ Canal Harbor Location

**Waterford Canal Harbor
Aerial Photograph**

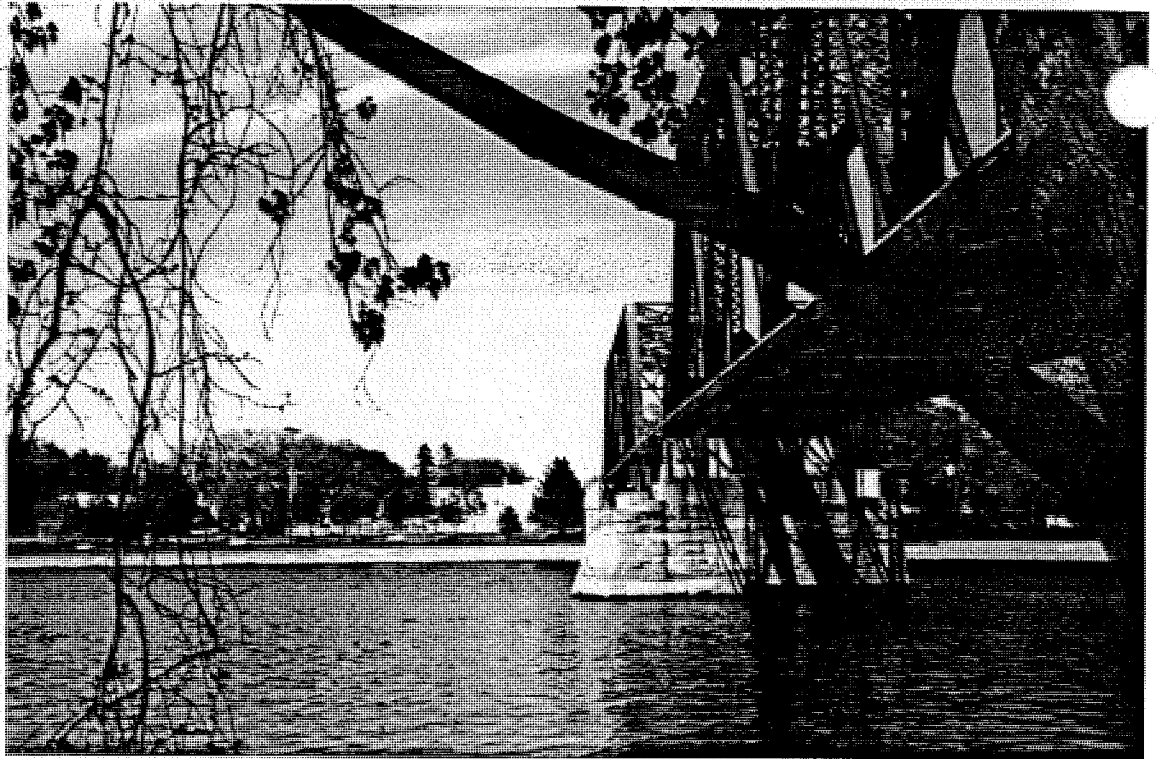
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NEW YORK STATE CANAL RECREATIONWAY PLAN

View looking north along the east side of the former railroad bridge from Peebles Island State Park.



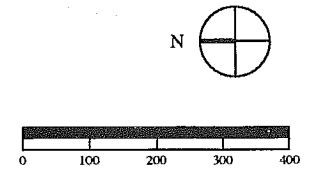
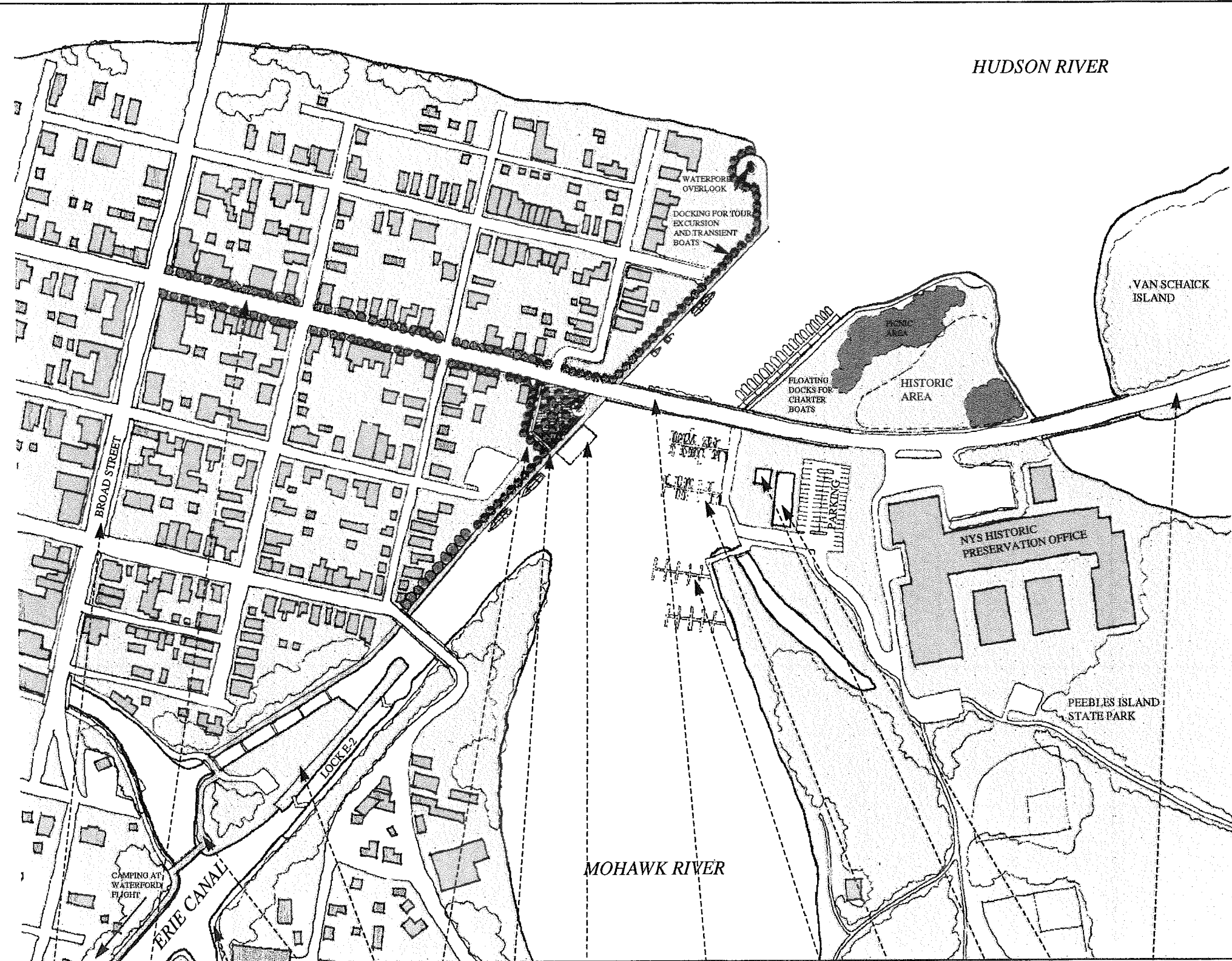
View looking north along the west side of the former railroad bridge and at the proposed Waterford Canal Promenade and dock site.



Waterford Canal Harbor Photographs of the Site

Beyer Blinder Belle Consortium

NEW YORK STATE CANAL RECREATIONWAY PLAN

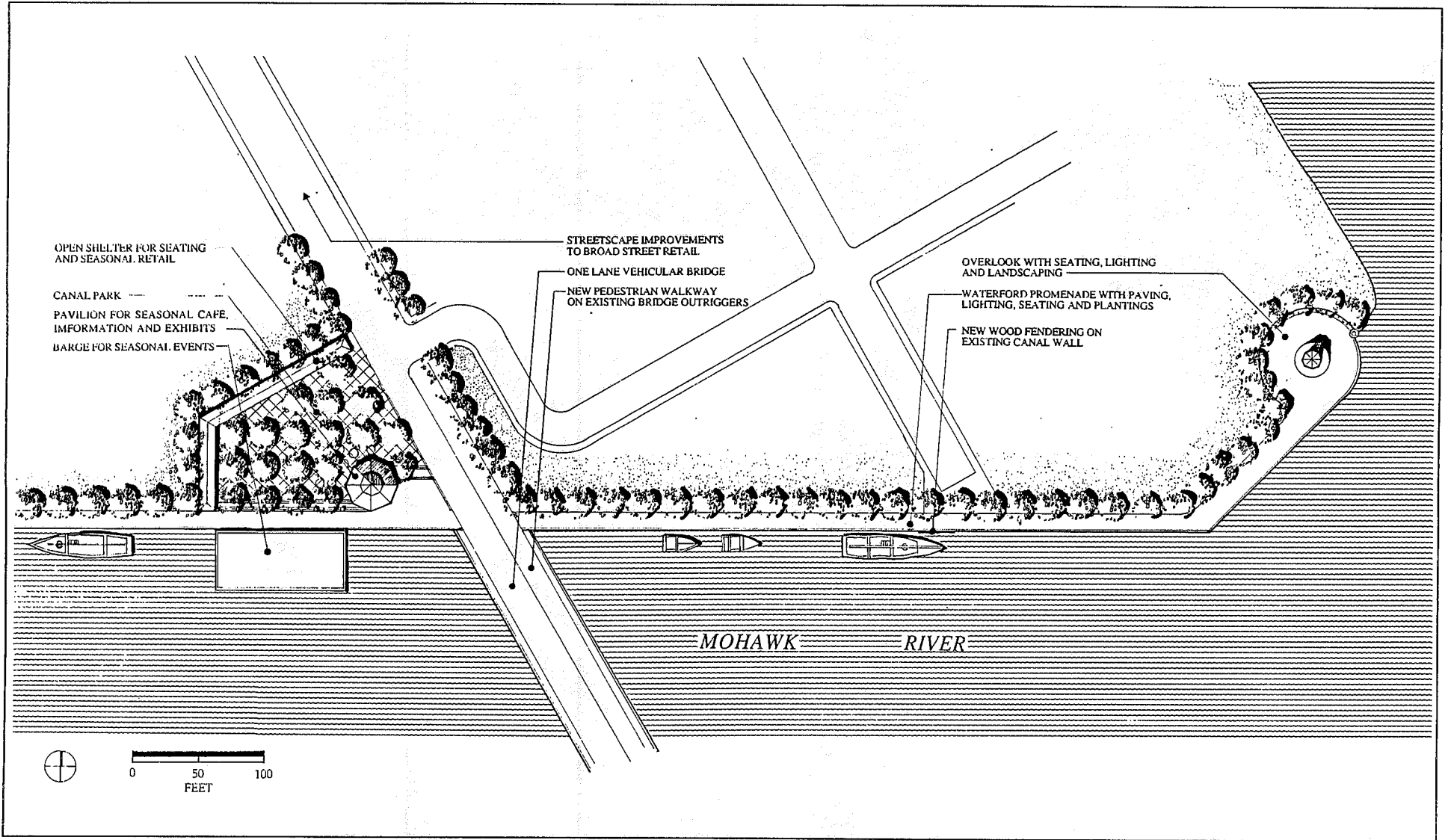


- BROAD STREET IMPROVEMENTS
- IMPROVE LINK BETWEEN CANAL HARBOR AND BROAD STREET RETAIL.
- OLD CHAMPLAIN CANAL LINEAR PARK
- CANALWAY TRAIL
- EXISTING LOCK E-2 CANAL PARK
- OPEN SHELTER FOR SEATING AND SEASONAL RETAIL.
- CANAL PARK; PAVILION FOR SEASONAL CAPE, INFORMATION AND EXHIBITS
- BARGE FOR SEASONAL EVENTS
- PEEBLES ISLAND BRIDGE REHABILITATE WITH NEW PEDESTRIAN WALKWAY ON EXISTING OUTRIGGERS; NEW ART OR SIGNAGE ON EAST SIDE.
- FUTURE EXPANSION OF MARINA
- TRANSIENT MARINA FOR 70 BOATS
- BOAT REPAIR SHOP
- CHARTER BOAT FACILITY
- TO FUTURE RECREATION FACILITIES ON VAN SCHAICK ISLAND

**Waterford Canal Harbor
Conceptual Design Plan**

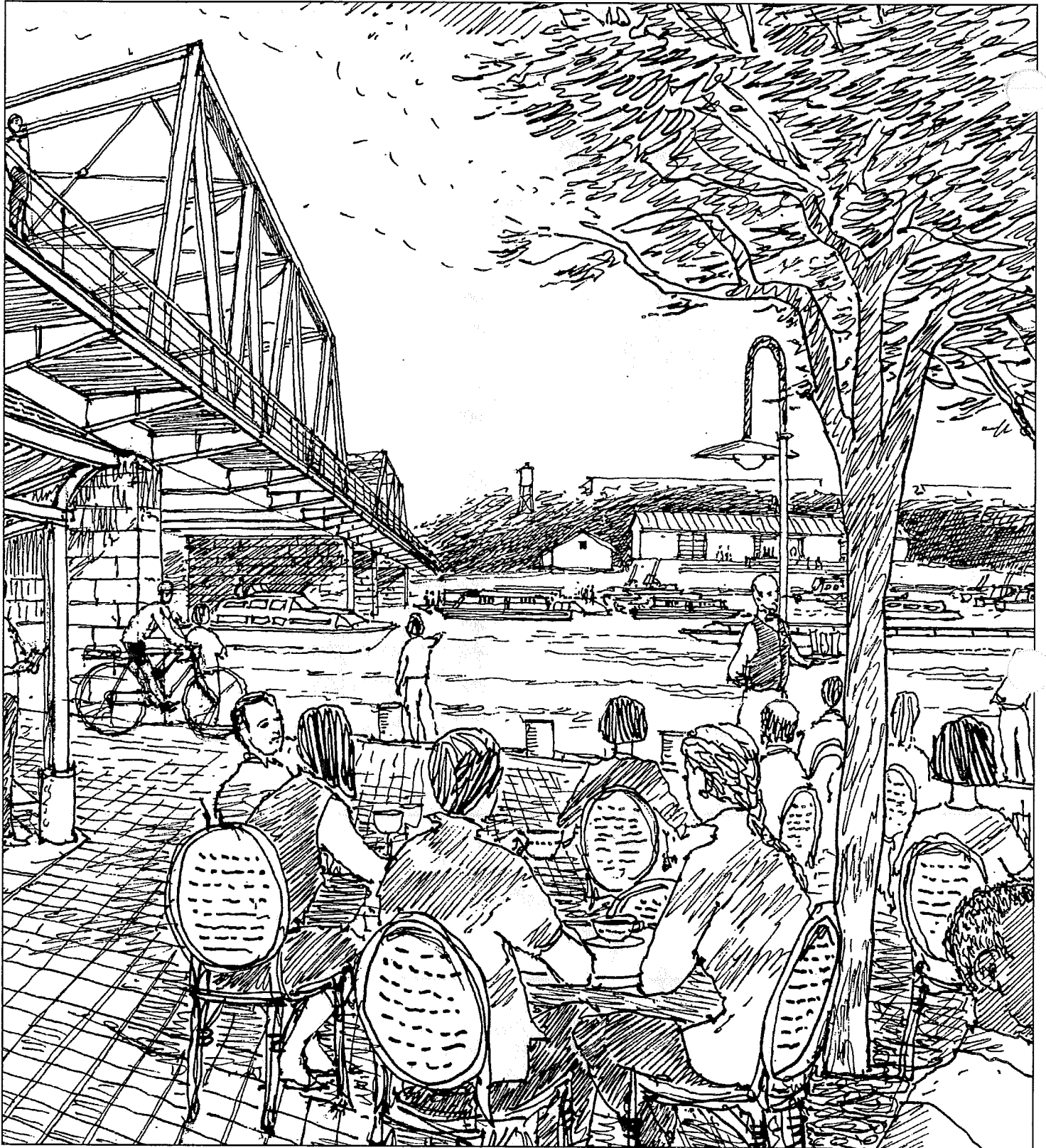
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NEW YORK STATE CANAL RECREATIONWAY PLAN



Waterford Canal Harbor Detail of Concept Plan

Beyer Blinder Belle Consortium



**Waterford Canal Harbor
Perspective Sketch**

Beyer Blinder Belle Consortium

Whitehall Canal Harbor Project (See Exhibits 8-7.1 through 8-7.5)

The Village of Whitehall and Lock C-12 of the Champlain Canal are the Canal's gateway to the north, including Lake Champlain, the Adirondacks, Canada's Quebec Province, and the well-established tourism regions of Vermont. North of Lock C-12, the waterway winds itself through the scenic reaches of Lake Champlain's South Bay region and onto the expansive lake, north to Plattsburgh and Burlington, and through Canada's Chambly Canal to the St. Lawrence River at Montreal. At the south end of this important boating corridor lies New York City and the Inland Waterway. All of the through transient traffic traverses Whitehall. The Village is also the location of three marina facilities.

Whitehall is steeped in the maritime history of the Champlain Valley, and is the historic birthplace of the American Navy. The Village is a designated NYS Urban Cultural Park. Its colorful Skenesborough Museum and Urban Cultural Park Interpretive Center is housed in the former canal terminal building. The village is architecturally unique, with stone and brick canal-era buildings stepping up terraces on the slopes of Skene Mountain. Whitehall receives very little land-based visitor traffic, however. Its southeastern Adirondack location is remote. The Northway, which links Albany to Plattsburgh and Montreal, is far to the west, and US Route 4 to Vermont bypasses the village center. Many of the buildings in the village center are underutilized or vacant. While the Village has invested in its parks and public facilities since its designation as an Urban Cultural Park site, private investment has not kept pace.

The Whitehall Canal Harbor concept plan attempts to address both the private and public components of canal-related village-center revitalization. It focuses on creation of a canalside multi-purpose recreational facility with year-round uses including winter-sports-equipment rental, visitor amenities, muscle-powered boat rentals, concessions, parking, and a transportation-oriented interpretive component highlighting canal and rail history. A skating rink is proposed on

land adjacent to the recreational facility, and an existing boat ramp will be improved to accommodate both boats and snowmobiles.

Terminal walls on both sides of the Canal would be enhanced, including a snowmobile access ramp on the east side and, if necessary, fendering installed for tour, excursion and commercial boat docking. A charter-boat franchise opportunity would be offered to existing marinas, giving them the right of first refusal. If demand exists, transient and small-boat-docking availability could be expanded beyond that currently offered by local marina operators.

Streetscape improvements, commercial revitalization in the village center and conceptual and signage linkages from the Canal through the Village will be undertaken in a private/public partnership. Road signage linking Route 4, a major tourist route in all seasons, with the Canal and Village will enable capture of a large tourist market, a challenge which is key to the success of the Whitehall Canal Harbor.

Whitehall Canal Harbor Market Overview
The Lake Champlain - Lake George region has a strong tourist market base and an extremely positive image. In 1993, tourist expenditures were in the range of \$1 billion. Boating, retail and second-home uses are very evident and growing.

The Whitehall Harbor will provide a canal gateway to Lake Champlain and the Canadian Chambly Canal and be an additional destination for tourists to Lake George, Saratoga Springs, the Adirondacks and Gore Mountain skiing.

Supporting market factors include the Village of Whitehall's proximity to Lake Champlain, historic character, urban-cultural-park designation and identification as the birthplace of the American Navy. Whitehall is located in a region having active winter-sports activities, enhancing the potential for year-round recreational use of Harbor facilities. The region's 1993 annual household tourism and recreation expenditures, \$3,210, are relatively high.

Less positive market factors include lack of community development, including canal-related

activity, and key area demographics which are growing rapidly, but still lag behind those of the state. In particular, 1993 per capita income level was \$14,805 as compared to \$19,931 for New York State.

In comparison to other canal regions and the state, projected population growth rate is high, at 5.4 percent, with 1998 population estimated at 263,000 persons, an increase of 21,000 persons since 1990. Number of households is also expected to increase substantially, from 89,600 in 1993 to 96,300 by 1999, constituting a 7.5 percent growth rate.

The major challenge related to the Whitehall Harbor will be to aggressively market it as a destination in order to capture the region's tourism.

Whitehall Canal Harbor Illustrative Program

Limited Charter-Boat Franchise (right of first refusal by existing marina owners)

Year-Round Recreation Facility (compatible with scale and character of village)

- Ice-skating rink
- Snowmobiling
- Cross-country skiing
- Muscle-powered boats
- Concessions
- Restrooms
- Transportation interpretive exhibit (canals and trains)

Infrastructure Improvements

- Rehabilitate existing boat/snowmobile launch, west side of Canal
- Develop snowmobile access ramp on east side of Canal
- Enhance terminal walls to accommodate tour and excursion boats and provide fendering along wall

Canal Trail and Park

- Trail to be located on the east side, on canal-owned land (where feasible).

Private Development Downtown

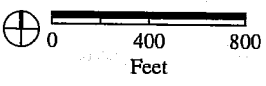
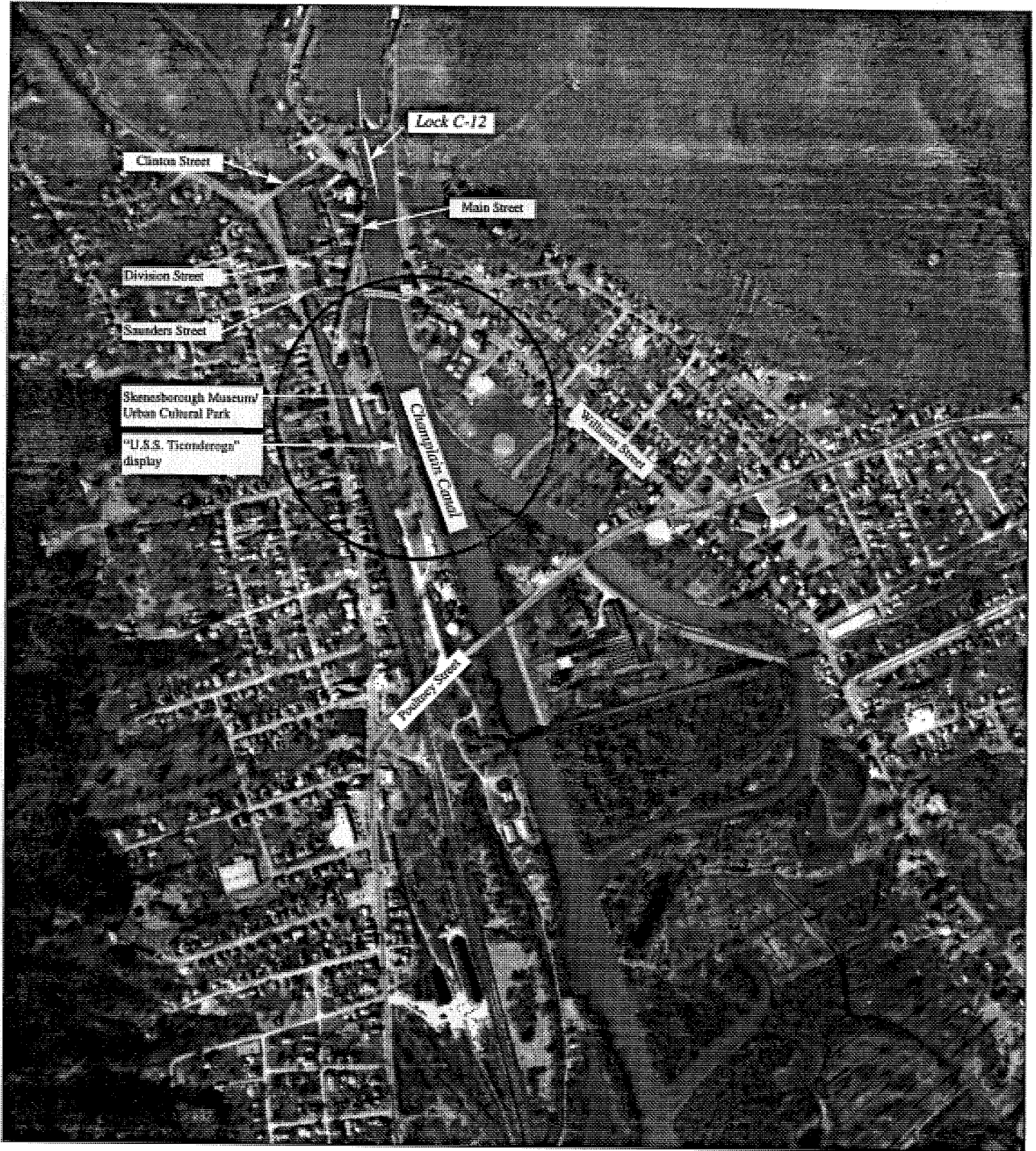
- Retail, restaurant, and bed-and-breakfast

Total project cost is estimated to be \$6.075 million. Recommended funding sources include NYS Thruway Authority/Canal Corporation, \$3.7 million; other government sources, \$0.875 million; private sources, \$1.5 million.

The year-round recreational facility and adjacent skating rink will be located south of the "U.S.S. Ticonderoga" boat display on the Canal's west side. The snowmobile/boat launch south of the Skenesborough Museum/Urban Cultural Park Visitor Center will be refurbished. Landscaping, park, signage and terminal-wall enhancement on the west terminal wall will attract boaters and winter recreational canal users to the Village center. Large excursion, tour, commercial and floating barge tie-ups will be provided on the west wall, north and south of the Saunders Street Bridge. Aesthetic landscaping on the Canal's east side will beautify the view from the Whitehall Harbor's major concentration of facilities and amenities. Transfer of property interest in the village-owned section of the east wall to the Canal Corporation should be investigated to enable improvements.

Currently, underutilized, privately owned structures in the Village are targeted for adaptive re-use to supplement retail, restaurant and lodging establishments, primarily through private investment. Streetscape improvements, visitor information and directional signage will link the Canal Harbor with the village's main streets, fostering community revitalization and economic benefits to local business and enhancing the community's tax base.

The proposed Canalway Trail enters the village center from the south, following the alignment of the old Champlain Canal. South of the Poultney Street/Route 4 bridge, the alignment is along the west edge of the Canal. North of Poultney Street, it utilizes the present-day alignment of Skenesborough Drive, which takes the trail directly to the center of the village and the Clinton Avenue Bridge over the Canal.



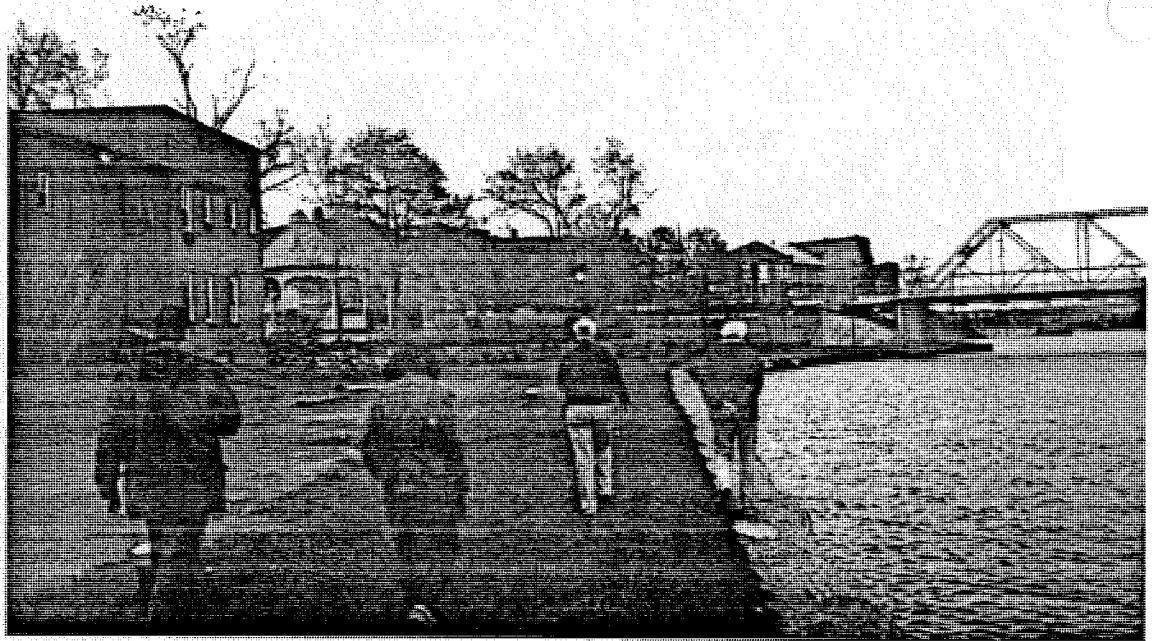
○ Canal Harbor Location

**Whitehall Canal Harbor
Aerial Photograph**

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NEW YORK STATE CANAL RECREATIONWAY PLAN

View looking north along the terminal wall towards downtown Whitehall.



View looking south at the Skenesborough Museum and the shed for the "U.S.S. Ticonderoga" boat display.

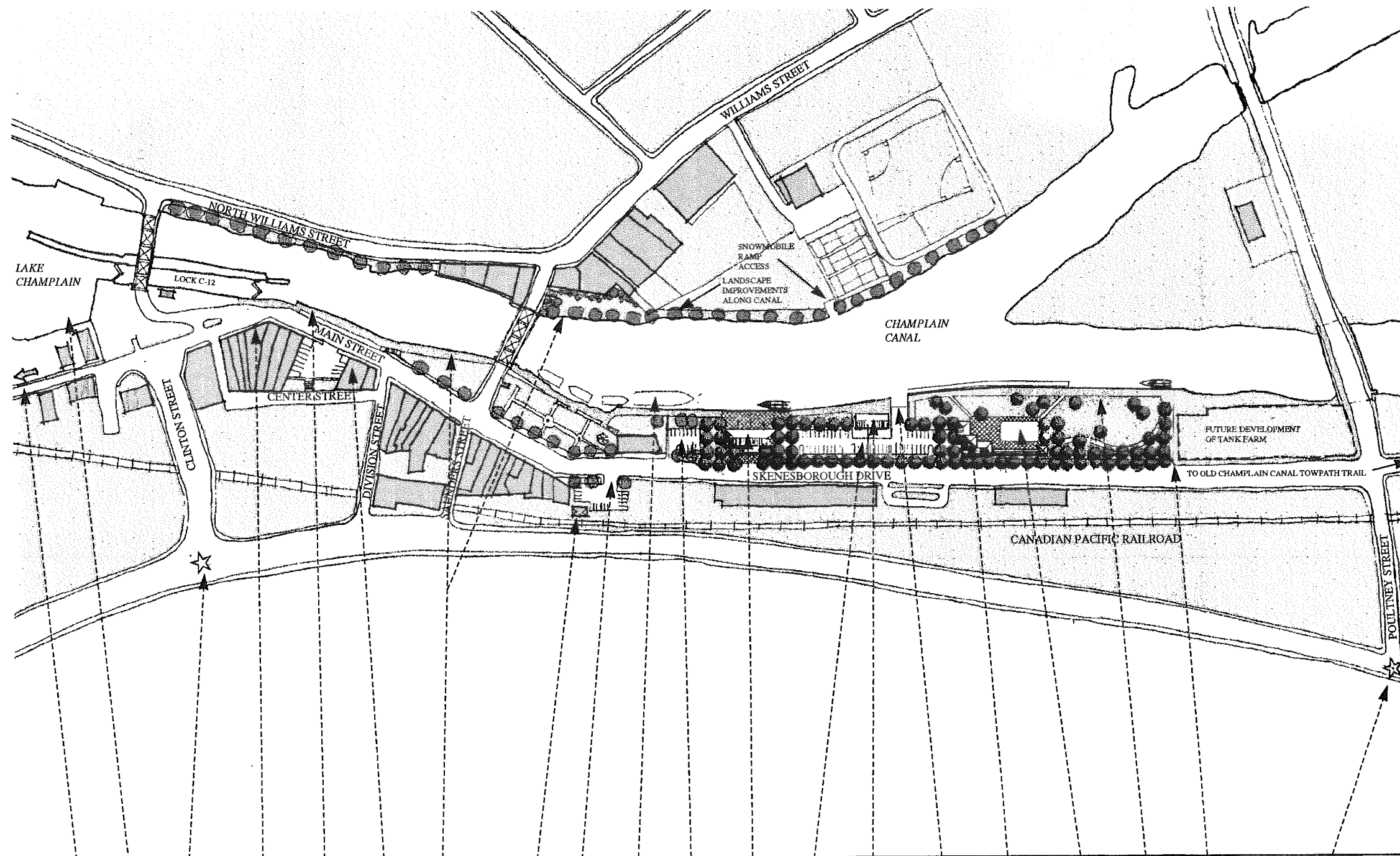


Whitehall Canal Harbor Photographs of the Site

Beyer Blinder Belle Consortium

Exhibit 8-7.2

NEW YORK STATE CANAL RECREATIONWAY PLAN

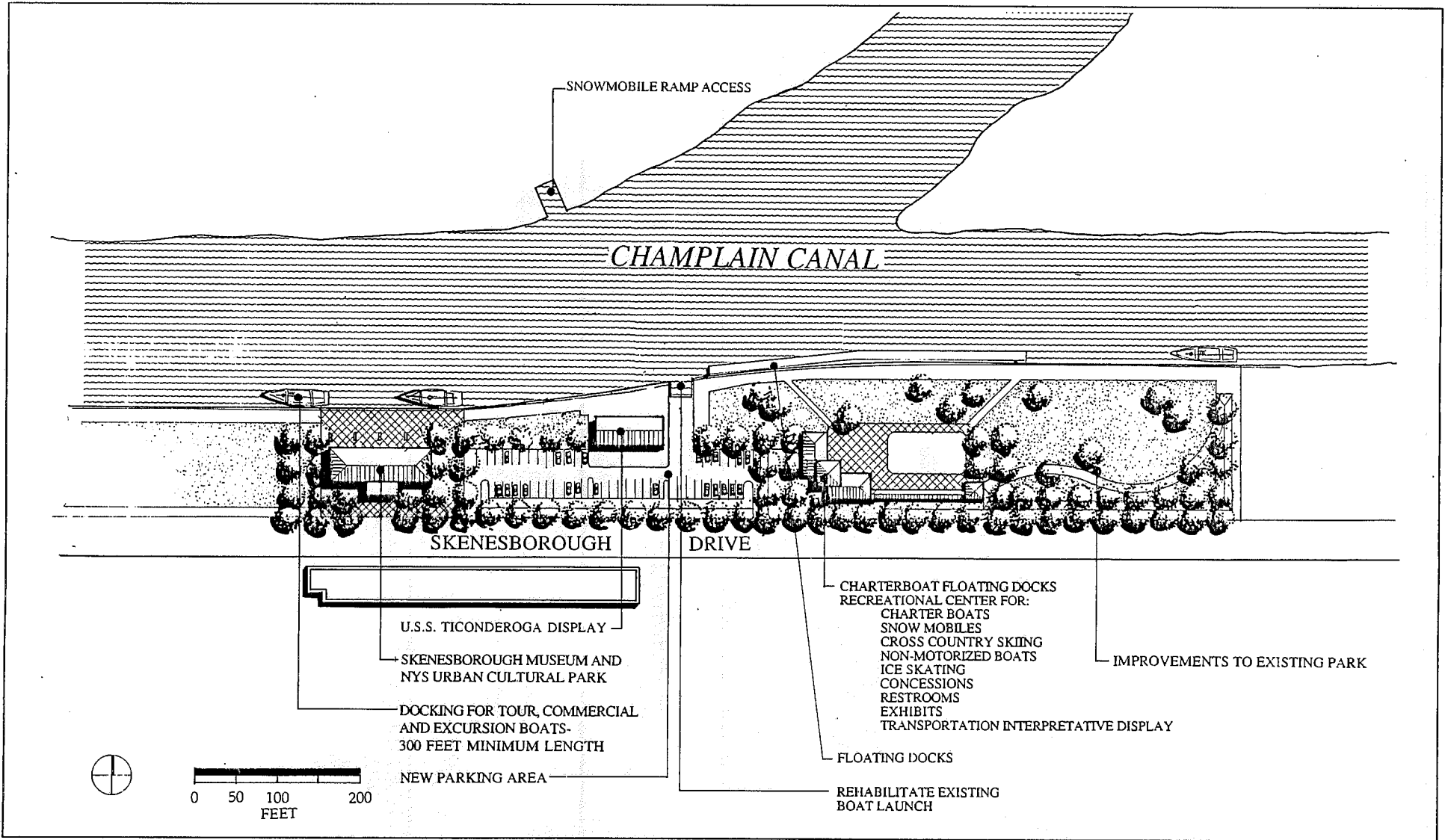


- TRAIL TO COOK'S ISLAND AND CAMPING
- EXISTING MARINAS FOR TRANSIENT DOCKS, FUEL, MAST STEP, AND ENTRY TO CANAL FROM LAKE CHAMPLAIN
- IMPROVE DIRECTIONAL SIGNAGE TO DOWNTOWN
- FACADE & STREETSCAPE IMPROVEMENTS ALONG MAIN STREET
- CANALWAY TRAIL
- POSSIBLE DEVELOPMENT OF BUILDING(S) FOR RESTAURANTS AND BED & BREAKFAST INN
- ENHANCE TERMINAL WALLS
- AMTRAK STATION
- PUBLIC PARKING
- DOCKING FOR TOUR, COMMERCIAL AND EXCURSION BOATS- 300 FOOT MINIMUM LENGTH
- PUBLIC PARKING
- SKENESBOROUGH MUSEUM AND NYS URBAN CULTURAL PARK
- NEW PARKING AREA
- "U.S.S. TICONDEROGA" BOAT DISPLAY
- REHABILITATE EXISTING BOAT LAUNCH
- RECREATIONAL CENTER
- SKATING RINK
- IMPROVEMENTS TO EXISTING PARK
- CANALWAY TRAIL
- IMPROVE DIRECTIONAL SIGNAGE TO CANAL HARBOR

**Whitehall Canal Harbor
Conceptual Design Plan**

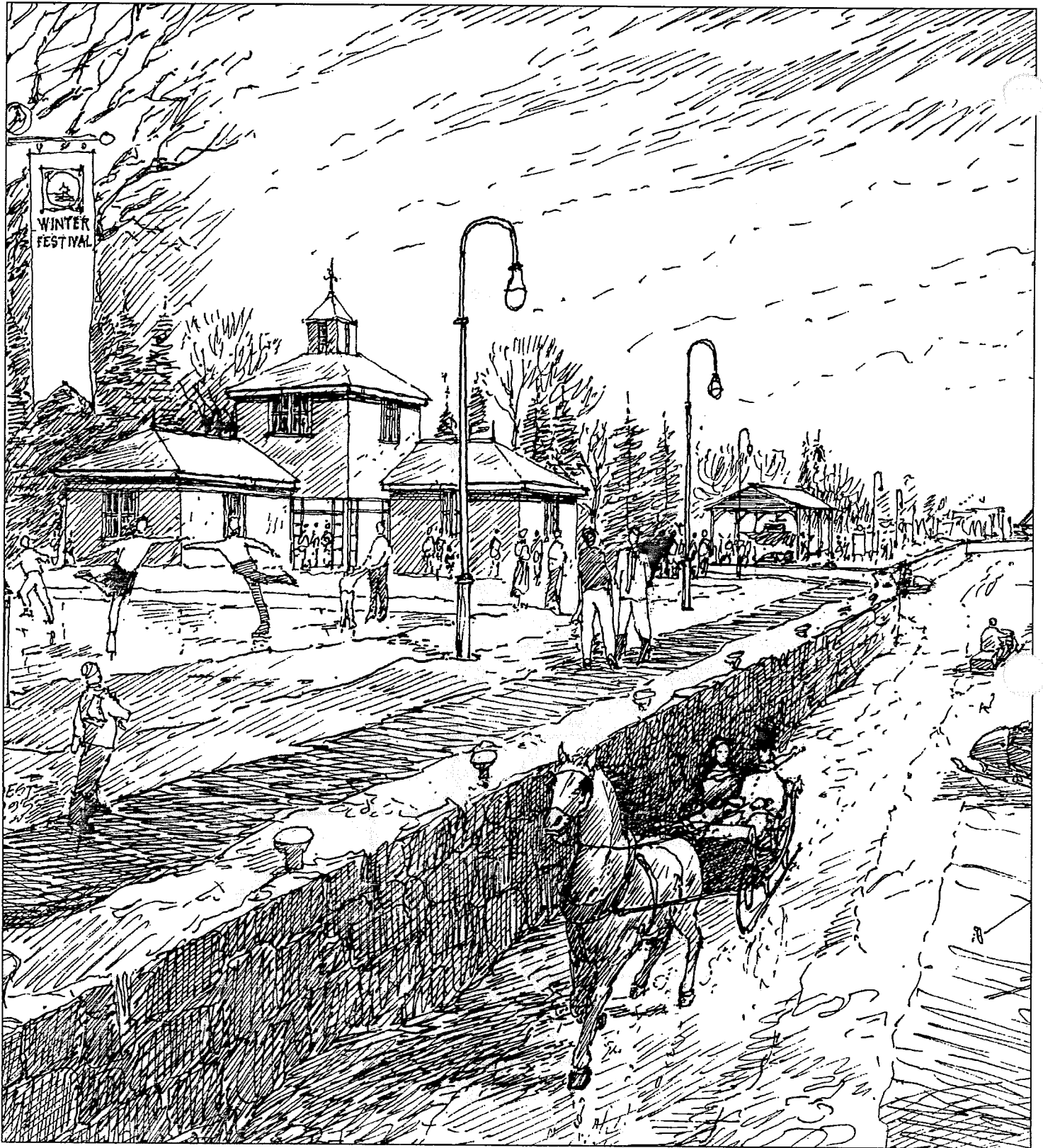
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NEW YORK STATE CANAL RECREATIONWAY PLAN



Whitehall Canal Harbor Detail of Concept Plan

Beyer Blinder Belle Consortium



**Whitehall Canal Harbor
Perspective Sketch**

Beyer Blinder Belle Consortium