

Scotia Waterfront Concept Implementation Plan



Prepared for the Village of Scotia, New York
and The Capital District Transportation Committee

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The recommendations presented in this report are intended to address current transportation-land use compatibility issues and help support the Village of Scotia's efforts to manage the Collins Park, Freedom Park, and waterfront area of the Village. The various concepts identified in this report offer options as to how needs identified in the course of the study might be addressed. Field conditions and the concepts presented should be subjected to further professional evaluation prior to the addition of capital projects to the appropriate programs.

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Introduction

The Waterfront area of the Village of Scotia is a very popular and active area not only for Village residents but for residents throughout the greater Capital Region. A wide variety of sporting events occur throughout the summer including Little League, roller hockey, volleyball, bicycle tours, running races, fishing, swimming, tennis, etc. In addition, the Freedom Park area hosts a number of musical events throughout the summer bringing large crowds to the waterfront. The single largest event hosted by the Village is the Fourth of July Fireworks but other events such as Canal Fest and the water ski shows also bring a variety of visitors to the waterfront area.

The Scotia Waterfront Concept Implementation Study evolved out of the Village of Scotia's efforts to better manage and improve the waterfront area. A Waterfront Committee was established in 2006 and created a vision statement and planning principles for the waterfront area which will be used as a guide for this current effort. The purpose of the implementation study is to identify proposed improvements to the Scotia waterfront area in order to enhance existing resources and to improve traffic flow (vehicle, pedestrian and bicycle) and parking.

Transportation and Land Use Assessment

This chapter represents an existing conditions assessment of the Scotia Waterfront Study Area. The study area, as defined by the Village, is bounded on the east by the Town of Glenville line (which lies several hundred feet east of, and roughly parallel to, the former New York Central, now Conrail, railroad tracks) Collins Lake to the north, NYS Route 50 (Ballston Avenue) to the west, and the Mohawk River to the south. Due to local political, geographic, and natural systems configurations, the consultant recommended an expansion of the study area, slightly to the north, to include Sunnyside Road, between the east and west study area boundaries. See Figure 1A for study area boundaries. The assessment includes brief reviews of the transportation and land use issues and opportunities as well as a brief review of demographic data for environmental justice.

1 – Transportation System Assessment

The transportation system within the study is multi-modal and includes bicycle, pedestrian (all seasons including cross-country skiing and snowshoeing), transit on NY 5 (Mohawk Avenue), internal vehicular circulation associated with access to parking, and general vehicular circulation. A detailed modal analysis follows.

VEHICULAR CIRCULATION ON MOHAWK AVENUE TO THE WATERFRONT -

Vehicular traffic bound for the Scotia Waterfront must enter the area from one of two directions. The most direct point of access, especially in terms of access by the largest number of vehicles is along Schonowee Avenue, thus requiring travel along Mohawk Avenue and negotiating the intersection of Mohawk Avenue with Schonowee/Glen Avenue. The transition on Mohawk Avenue from a relatively high traffic speed to a lower village street speed is abrupt and begins at this intersection.

The most significant issue with the Mohawk/Schonowee/Glen Avenue intersection is design geometry. Mohawk Avenue is a high volume (24,000 AADT in 2005), four lane road and intersects Schonowee/Glen Avenues, local two lane roads, at an acute angle, leading to awkward turning movements to access the waterfront, particularly for those that do not know the area. People traveling westbound on Mohawk Avenue (from the Western Gateway Bridge) must make a sharp right turn onto Schonowee Avenue in front of Jumpin' Jack's Drive-In. People traveling eastbound on Mohawk Avenue are prohibited from turning left onto Schonowee Avenue. To access the waterfront a car must first make a right turn from Mohawk Avenue onto a bypass road, then turn left onto Glen Avenue and then drive straight onto Schonowee Avenue at the traffic signal on Mohawk Avenue.

Figure 1A, Study Area



To someone who is not familiar with this roadway configuration, it is a simple matter to miss either one of the turning maneuvers in their attempt to enter Schonowee Avenue coming from either direction. As a result, some drivers will choose to make an inappropriate or illegal turn and others may stop abruptly in traffic, potentially impacting the vehicles traveling behind them. Bicycle and pedestrian traffic at this intersection also creates conflicts with turning vehicles. Crash data provided by the Capital District Transportation Committee highlights some of these issues. The reporting period ran from July 1, 2002 through June 30, 2008. During this six year period, there were a total of 31 crashes documented at this intersection. Of those, most were motor vehicle on motor vehicle crashes. The vast majority of those involved either a car making a left turn or one car rear-ending another. However, two of those accidents were collisions with bicyclists and one was a collision with a pedestrian.

In addition to the awkward intersection at Mohawk/Schonowee/Glen Avenues, Mohawk Avenue can be congested with commuter traffic at certain times of day. This congestion contributes to some of the crashes being reported. It also creates conflicts as drivers that will be turning north onto Route 50 further into the Village begin maneuvers to get into their respective lane versus drivers who are continuing west on Mohawk Avenue into the Central Business District area.



The Capital District Transportation Committee (CDTC) has defined an Access Management Priority Network for the Capital Region as part of its *New Visions 2030* Regional Transportation Plan. This network was established based on a performance measure known as Level-of-Compatibility (LOC) which ranges from "A", the most desirable, to "F", the least acceptable. The LOC measures the conflict between residential uses and traffic as well as commercial uses and traffic. The measure is based on driveway spacing, the number of residential or commercial uses in the corridor and the traffic volume. To be included on the access management priority network, the road segment must meet two criteria:

- The road segment must show a high degree of conflict between commercial or residential land use and traffic, resulting in poor compatibility (Level of Compatibility D, E or F); and
- Additional road segments where either the potential for commercial development or intrusion of vehicle traffic through residential corridors is high, or significant deterioration in arterial corridor function is forecast to occur by 2015.

The Mohawk Avenue Corridor from the Schonowee Avenue intersection to North Ten Broeck Street has been noted as having a Commercial Level of Compatibility of D and E for current conditions and E and F when projected out to 2015. This means that there is a persistent conflict between business access and through traffic in the corridor. Excessive curb cuts and resulting driveway turn movements can act to interrupt traffic flow. In this zone of congestion, certain turning movements are not permitted.

VEHICULAR CIRCULATION ON OTHER STUDY AREA ROADS -

The following local public roads are also included in the study area: Glen Avenue, Schonowee Avenue, Washington Avenue, Sunnyside Road, Lee Avenue/Livingston Avenue, Church Street/Collins Street, James Street, John Street, Iroquois Street, Beekman Street, Kiwanis Way, and Rotary Row. The list is organized with local collector roads first, then local through streets, and ending with local dead-end streets. The last two streets in the list are the existing access roads to Collins Park.

Washington Avenue is the second of the two approaches to access Schonowee Avenue and enter the waterfront area. Washington Avenue begins at Ballston Avenue, where the Conrail and Boston & Maine railroad tracks cross at the northern end of the village. This approach is from the north, and intersects Sunnyside Road at the northern boundary of the study area. This route sees a fair amount of traffic, because it is a more direct route for traffic from Glenville and it is a relatively direct bypass around the busiest intersections of the village.

All of these local streets are part of a very traditional village neighborhood grid comprised of tree-lined, narrow streets and small lots. Generally, they are all in good condition, subject to regular maintenance and repair by the Village of Scotia. Iroquois Street is paved to its limit as a public street for a distance of about 250 linear feet, thus providing access to the property of the former Village sewage treatment plant, now the site of a sewage lift station pumping to the Schenectady City Sewage Treatment Plant, and other public works functions. From the end of pavement, Iroquois Street becomes the Scotia-Glenville loop of the Mohawk-Hudson Bike/Hike trail. It also provides access to the water-ski school that is operated adjacent to the railroad crossing over the Mohawk River.

There are two local level streets that allow vehicular traffic into Collins Park. Both streets have intersections with Schonowee Avenue. Rotary Row is a paved roadway that accesses the western area of Collins Park, but its use is limited, being more of a ceremonial entrance and, as such, is considered a secondary entrance by the Village. It provides access to one softball/baseball field,

two basketball courts and six tennis courts. This access road is a dead-end road that terminates with a large diameter ($\pm 200'$) circle, contributing to the ceremonial character. There are no dedicated parking facilities located along Rotary Row.

Kiwanis Way is the second and primary vehicular access into Collins Park. In configuration, but not in function, the road is a long loop road of approximately 2,500 linear feet. The loop begins approximately 490 linear feet from Schonowee Avenue, and encircles the primary little league baseball field. Kiwanis Way is paved from Schonowee Avenue to the beginning of this loop, and then turns westward into a paved parking area, ending at a barricade that prevents Little League baseball traffic from mingling with Collins Lake Beach traffic. The placement of the barricade creates a dead-end road of approximately 2,010 feet in length. The remainder of the loop, which proceeds northward, then counter clock-wise westward and southward to the barricade is not paved and contains many potholes.

VEHICLE PARKING -

As the main access road, Kiwanis Way provides access to all of the available parking within Collins Park. This parking serves the Park's amenities, which include but are not limited to one primary, lighted baseball field and four smaller baseball fields, the Village hockey rink, the Meadows, and Collins Lake Beach. The total number of existing paved parking spaces within Collins Park as delineated by painted parking spaces is 106, with none of those designated as formal handicap parking spaces. An additional ± 34 paved parking spaces were counted via ortho-imagery at the Scotia Branch of the Schenectady County Library. Two of the spaces in this parking lot are designated for handicap use. The unpaved parking areas within Collins Park have a net total capacity of approximately 265 spaces. These spaces are provided to the public without delineation, and unless controlled by parking attendants, are left to the drivers to determine how the cars are parked. The usual result is a very inefficient parking arrangement.

A possibility exists to develop a shared parking relationship with the Beukendaal Masonic Temple at 22 Schonowee Avenue, which is located on the single parcel of land between Kiwanis Way and Lee Avenue. Kiwanis Way runs along the west side of the Temple parking lot, which in itself appears fairly disorganized as a parking lot. Based upon simple scaled measurements it would appear that this relationship would have the potential of adding 80 – 100 additional parking spaces to the total available for events. Another possibility for parking during major Park events at the Scotia Glenville Schools campus is also being explored by the Village.

The final piece of the existing parking scenario is the parking lot at Jumpin' Jack's Drive-In at 5 Schonowee Avenue, situated between Freedom Park and Mohawk Avenue, across from Collins Park. Jumpin' Jack's has ±135 marked parking spaces to serve the Drive-In. However, the property is oddly shaped and without any curbing to define entry onto the property, other than painted lines. In fact other than one defined entry at the western end of the property, there is ±290 linear feet of curb-less shared asphalt with no other devices to define entry onto the property. This situation, combined with the fact that Jumpin' Jack's is a seasonal business results in many users of the park and non-customers of Jumpin' Jack's using the parking lot in an unauthorized manner. Additionally, this lack of delineation contributes to the general sense of confusion and frustration on the part of drivers moving through the Mohawk/Glen/Schonowee Avenue intersection. While for most of the year this condition is not as problematic for Jumpin' Jack's, it can become unacceptable during any one of the special events held at Collins Park.

PEDESTRIAN / BICYCLE CIRCULATION / TRANSIT CIRCULATION -

The Capital District Transportation Committee (CDTC) has defined a Bicycle and Pedestrian Priority Network for the Capital Region as part of its *New Visions 2030* Regional Transportation Plan. Corridors on this network have high existing or potential bicycle and pedestrian travel but also may have barriers, including high traffic volumes/speeds, limited pavement space and busy or confusing traffic patterns. These facilities connect major activity centers, are accessible to residential areas via local roads, and have few practical alternatives nearby. The Mohawk Avenue (NY 5) and Ballston Avenue (NY 50) corridors through the Village are both on the bicycle and pedestrian priority network. The level of service for bicycles in both of these corridors is generally poor with limited bicycling facilities, narrow shoulders, conflicts with other traffic, etc.

The entire section of bikeway in the study area from Mohawk Avenue/Western Gateway Bridge to Freeman's Bridge is a designated segment of the Mohawk-Hudson Bike/Hike Trail System. In fact, it is the only segment of the trail that is on the north bank of the Mohawk River within the Cohoes to Rotterdam Junction Section of the Trail System. The off road bike-hike trail is unpaved, continuing in this condition to a trailhead on Freeman's Bridge Road and awaiting funding in order to provide a construction upgrade. Regular flooding at the Conrail track underpass is a problem throughout the spring, summer and fall and limits use of the trail.



The predominant pedestrian facilities within the study area consist of sidewalks along both sides of the village street grid, which are components of the standard village street cross section. Local undesignated bicycle routes are also on these same streets, sharing space with vehicles. The



specific streets with sidewalks include Collins Street, Church Street, James Street, and John Street. Portions of Schonowee Avenue and most of Washington Avenue within the study area



have at least a sidewalk on one side of the roadway, but the remaining study area village streets do not. Within Collins Park, there are very attractive, tree-lined segments of pedestrian walkways that extend between the public library and Rotary Row, and along Schonowee Avenue between Rotary Row and Kiwanis Way.

There are also sidewalks on both sides of the Western Gateway Bridge and Mohawk Avenue, but with four lanes of vehicle traffic and narrow sidewalks located directly against roadway curbing, these walks are very uncomfortable to the pedestrian at times of high traffic volume.



Within Collins Park, other than the tree-lined walks from the library to Rotary Row, there are no formal facilities for pedestrians or bicyclists, with the exception of a recent asphalt paved sidewalk for pedestrians between Rotary Circle and Collins Lake Beach. Pedestrians and bicyclists mix as determined by the particular use at any one time. However, this should not be a problem, especially in light of the goal to expand the Mohawk - Hudson Hike/Bike Trail into the Central Business District of the Village. The most important objective will be to separate these two groups, as much as possible from vehicular traffic.

Transit access is provided to the waterfront area via several Capital District Transportation Authority (CDTA) routes along Mohawk Avenue. Specifically, service is provided by Routes 50, 54 and 78 which operate on fixed schedules weekdays with some service, particularly on Route 50, on the weekends. Transit stops exist along both Mohawk Avenue and Ballston Avenue for these routes.

The CDTC has defined a Transit Priority Network for the Capital Region which is defined by CDTA's existing route structure with particular emphasis on the system's strongest transit corridors. These corridors represent priorities for transit supportive improvements such as bus stops, park and ride facilities, sidewalks and crosswalks. Mohawk Avenue and Ballston Avenue are on the CDTC Transit Priority network.

2 - Land Use Assessment

This land use assessment includes an inventory of the zoning districts within the study area, in terms of the compatibility of differing land uses. Digital ortho-imagery and tax parcel analysis are the primary tools of this exercise. See Figure 1B, "Property Classifications" and Figure 1C, "Parks".

LAND USE AND ZONING CODES -

Portions of five zoning districts are contained within the study area. These include WF Waterfront; SR-5 Single-Family Residence 5; IN Industrial; BR Business-Residential; MR Multiple Residence; GB General Business; and, RC Retail Commercial.

The WF Waterfront district permits the following uses: (1) Restaurants, including fast-food service. (2) Boat dockage facilities for waterfront use. (3) The retail sale of gifts and novelties, including foodstuff, products, parts, service or storage. The following uses are prohibited: 1) There shall be no sale of alcoholic beverages of any kind within the district. (2) There shall be no sale of any form of petroleum product within the district. (3) There shall be no additional uses permitted other than those specifically outlined in permitted uses.

SF Single-Family districts permit one family dwellings, public parks, playgrounds and neighborhood recreational areas. The number designation is the minimum lot size for the particular residential district. So, SR-5 designates a minimum lot size of 5,000 square feet. The following accessory uses are also permitted on the same lot with a legal principal use:

- (1) Customary home occupations.
- (2) Private garages for not more than three cars.

- (3) Private swimming pools for use of residents and guests only.
- (4) Fallout shelters.
- (5) Greenhouses and nurseries, not commercially operated.
- (6) Other customary accessory uses and buildings, provided that such are clearly incidental to the principal use and do not include any activity commonly conducted as a business, except secondhand sales other than as such sales are permitted by the zoning code.

Figure 1B, Property Classification Map

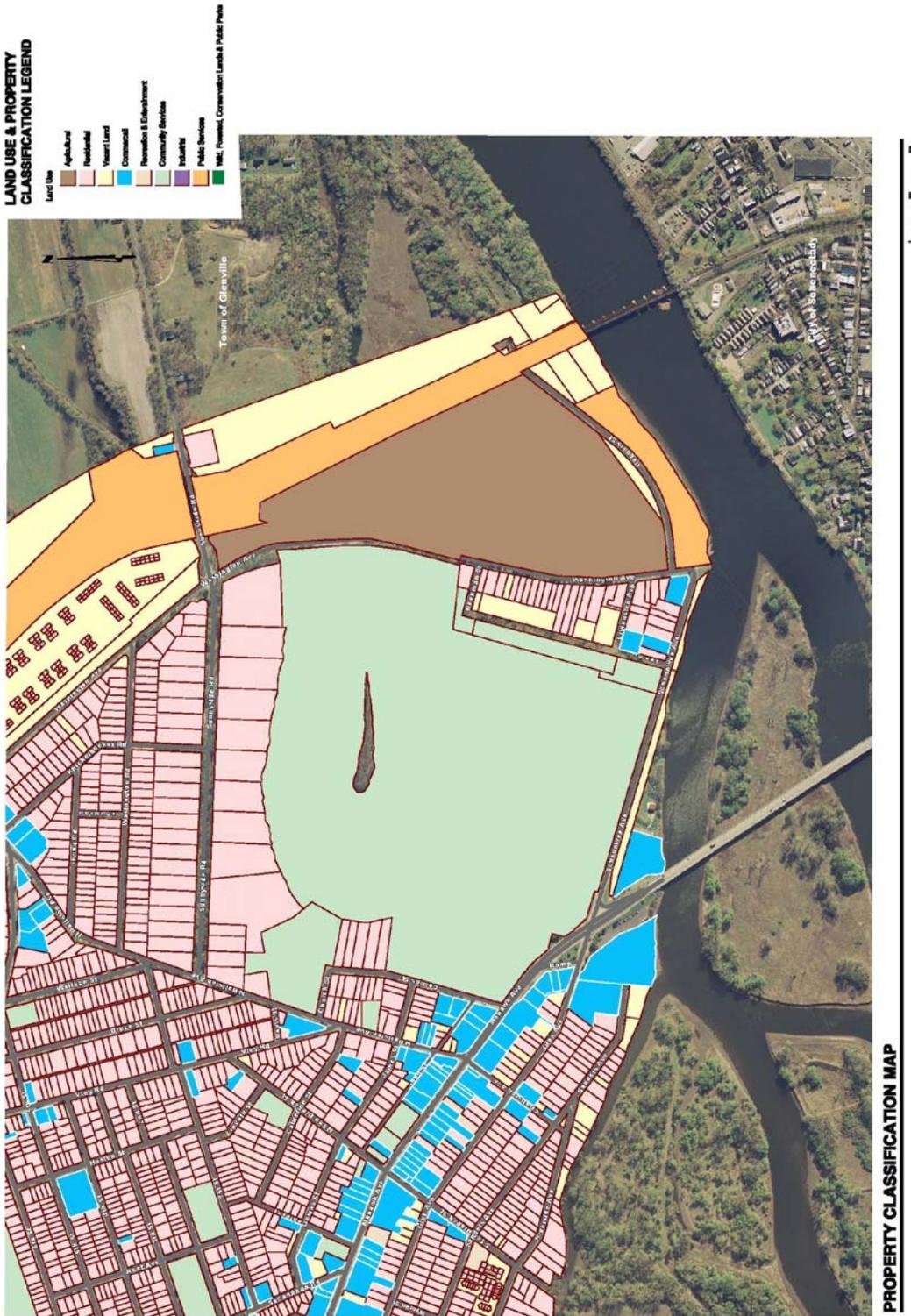


Figure 1C, Parks



The ID Industrial district permits any business use permitted in GB General Business Districts. The following uses are prohibited in the ID Industrial District: No dwelling may be located in this district except as an accessory to a principal use, such as living quarters for a caretaker or guard; No land, building or other structure shall be used or any industrial process conducted that may be noxious or injurious by reason of the production or emission of dust, smoke, refuse matter, gas, fumes, noise, vibration or other similar substances or conditions.

The BR Business-Residence district permits all uses permitted in a MR Multiple-Residence District which includes all uses permitted in SF Single Family District, plus multi-family dwellings, as well as any nonresidential use not otherwise prohibited, provided that the operation of such conforms to all standards and limitations provided for in the zoning code. Prohibited uses include: any business involving the sale of merchandise or commodities at retail upon the premises, except incidentally; and any use which may in any manner create a dangerous, injurious, noxious or otherwise objectionable condition; fire, explosive, radioactive or other hazard; noise, vibration, smoke, dust, odor or other form of air pollution; electrical disturbance or glare; liquid or solid waste or refuse condition conducive to the breeding or attraction of rodents or insects; or any other substance, element or condition in an amount or manner as to adversely affect the surrounding area; and, no operations or activities shall be conducted or storage of material permitted except within an enclosed building.

The RC Retail Commercial district permits the following uses: All uses permitted in MR Multiple Residence Districts, subject however to the same requirements and restrictions specified therefore; stores and shops used for the conduct of a retail business; banks, offices, restaurants, barber and hairdresser shops and other similar types of business; baking, confectionary, tailoring, dressmaking and similar establishments, provided that all goods made or processed are sold at retail on the premises; and, customary accessory uses incidental to the permitted principal use.

The GB General Business district permits all uses permitted in the RC Retail Commercial District, processing business, provided that no more than 10 persons are employed during a twenty-four-hour period. May include such types of business as bakeries and confectioneries, laundries and dry cleaners, printing plants, upholstery and furniture repair shops, etc. and such additional uses as the following typical listing:

- (1) Automotive and appliance sales and service (new and used).
- (2) Boat sales service and livery.
- (3) Bottling works.

- (4) Bus stations and taxi stands.
- (5) Florist greenhouses.
- (6) Milk distribution stations.
- (7) Trucking terminals.
- (8) Wholesale and bulk storage such as building materials and lumber, contractors' yards, feed stores, etc.

In comparing the existing land uses with the zoning districts in the study area, only two properties are raised to the level of concern. In all likelihood they would be considered either pre-existing non-conforming uses, holding a special use permit or in some way exempt from zoning. They include: The First Reformed Church and the Scotia Branch of the Schenectady Public Library. A careful review of the zoning ordinance as compared to actual land uses did not uncover any zoning-related matters that would be in conflict with the Village's intent for the study area.

DEVELOPMENT PROPOSALS -

At this time no land development proposals are known to be imminent or even in the early stages of planning within the study area.

3 – Environmental Justice

On February 11, 1994, President Clinton issued Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations". It was created to ensure that federal government activities that may adversely affect human health or the environment do not disproportionately impact minority or low income populations. This Executive Order is closely related to Title VI of the Civil Rights Act of 1964. As a federally funded agency, the Capital District Transportation Committee is required to be in compliance with these federal regulations.

For CDTC, Environmental Justice Target Population Areas are defined as any Traffic Analysis Zone (TAZ) with low income, minority, or Hispanic populations equal to or greater than the regional average. The regional averages based on 2000 U.S. Census population data are:

- Minority Population = 11.2%
- Hispanic Population = 2.6%
- Low Income Population = 8.9%

With respect to the Scotia Waterfront Concept Study, demographic data indicates that there are no areas of special concern in the study area.

1.3 – Issues and Opportunities Recommendation Summary

ISSUES SUMMARY -

- (1) Waterfront and waterfront parks with associated activities are strong attractors of alternative-mode, slower-moving transportation users vs. high volume vehicle corridors needing to move traffic through an awkwardly configured intersection.
- (2) Slower moving, alternative-mode transportation users vs. lack of clear multi-modal routes.
- (3) Desirable high volume, visitor-producing events in Collins Park vs. visual clutter in approach streets and lack of readily accessible parking facilities in sufficient number to satisfy demands of special events.
- (4) Potential alternative routing options vs. lack of strong directional visual cues.
- (5) Desirable, historical, tourist-attracting village context vs. confusing, stressful vehicular transportation approaches.
- (6) Close proximity, rich visual, historic, and natural resources vs. constrained access.
- (7) Mohawk River shore in jeopardy due to the natural erosive forces, particularly during Spring melt period. Large pieces of broken ice scour the river bank and remove large amounts of soil, negatively impacting the Scotia Waterfront.
- (8) Soils (Figure 1D) are not a constraint with respect to planned uses.



- (9) Almost the entire study area is within the 100-year flood plain of the Mohawk River. Collins Lake and adjacent woodlands, and parts of the Pietrowski property are wetlands. (Figure 1F) These factors do not constrain the Village's intent for the study area.
- (10) The Jumpin' Jack's frontage along Schonowee Avenue is open, providing no clear path for pedestrians or separation of public space from private space.

Figure 1D, Soils Map

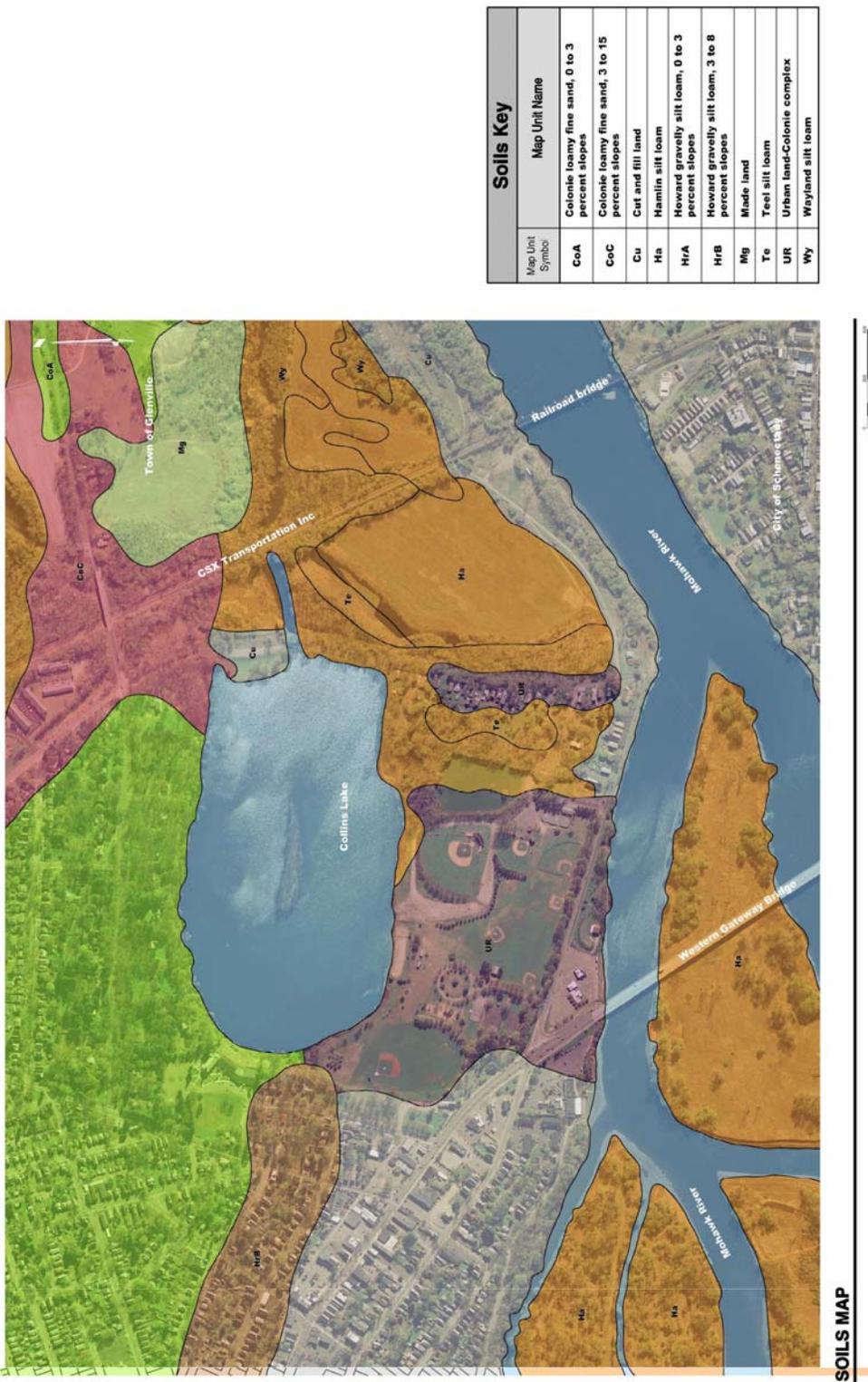


Figure 1 E, Hydrology Map



OPPORTUNITIES RECOMMENDATIONS -

- (1) In September of 2009, the Village of Scotia will be commencing construction on a \$1.6 million erosion control project to mitigate shoreline erosion. The extent of the project will be from the Western Gateway Bridge, eastward to Washington Avenue. The work will involve the armoring of the river shoreline to repair the erosion and facilitate the establishment of a trail along the river.
- (2) Existing tree-lined corridor from the Library to Rotary Way sets excellent framework for improving and expanding multi-modal opportunities further into the Park.



- (3) Open nature of Collins Park offers adequate flexibility for developing a responsive solution to the parking problems for all but major events without having to compromise park amenities.
- (4) The possibility of partnering with Scotia-Glenville Central Schools for parking on the school campus and transportation should be explored.
- (5) The Washington Avenue approach to the Waterfront, Collins Park, and Freedom Park is an opportunity for an alternative to possibly relieve some of the congestion at the Schonowee Avenue/Glen Avenue/Mohawk Avenue intersection during major events.

- (6) The Mohawk/Hudson Bike/Hike trail segment through the village, even though it is presently undeveloped, is a unique opportunity to have a local link to a significant regional multi-modal trail system. Poor drainage at the railroad underpass should be remedied by a project to allow storm water to flow to the Mohawk River either in a new culvert or open swale.
- (7) Since Washington Avenue and the former Washington Avenue Bridge are the historic route of the electric trolley division of the Fonda, Johnstown, and Gloversville Railroad from Schenectady into the Adirondacks, there is an opportunity to celebrate the historical linkage to past days in Scotia at the old bridge abutment on the Mohawk River.
- (8) Measures to clarify pedestrian movements for improved safety and distinction between public and private space should include additional cross-walks and transition from the existing tree-lined walk on Schonowee Avenue to a new promenade through Collins Park.
- (9) The entrance to the library should be integrated into the new pedestrian system through Collins Park in order to emphasize this important public resource.

Vision Statement and Planning Principles

In 2006, a Waterfront Committee was established by the Village Board of Trustees to review and evaluate the concepts developed in the Schenectady-Scotia Waterfront Market & Feasibility Study and to make recommendations to the Village of Scotia Board of Trustees as to appropriate land use opportunities within the study area. The committee felt that Scotia's waterfront is currently very active with many large events and that the scale, scope and cost of many of the proposed projects were overly ambitious for implementation by the Village. The Waterfront Committee felt that the Village should focus its attention on improving existing waterfront assets and maximizing their use before any more ambitious development projects are entertained.

To assist the Village in guiding its future investment in the waterfront area, the Waterfront Committee developed a vision statement and planning principles. The consultant for this current effort has reviewed the Waterfront Committee's work as well as other earlier planning work in the study area and has noted that the Committee developed a pragmatic approach to establishing the vision for this project. This is borne out of the member's individual and unique knowledge of the Village, its history, geography, people and resources. As such, the consultant is of the opinion that the Waterfront Committee has already distilled the essential elements of need into their vision statement, and as such it is reasoned and defensible for use in the Waterfront Concept Implementation Study. The vision statement and planning principles for this study are as follows.

VISION STATEMENT -

The Village of Scotia waterfront is characterized by a wide variety of gathering places, natural open spaces and attractions that bring thousands of visitors each year. The experience of these visitors should be enhanced while the quality of life for area residents is maintained. The waterfront area is an asset to the Village and offers opportunities for future land uses that respect the Village character while encouraging healthy lifestyles for all ages. Existing facilities should be fully utilized before new facilities are built, particularly after the river edge is stabilized and stronger connections to boating and other river activities can be made. Safe and efficient connections to the Village's downtown should be developed to capitalize on the visitors to the waterfront and the overall transportation system should consider the needs of pedestrians, bicycles and motor vehicles."

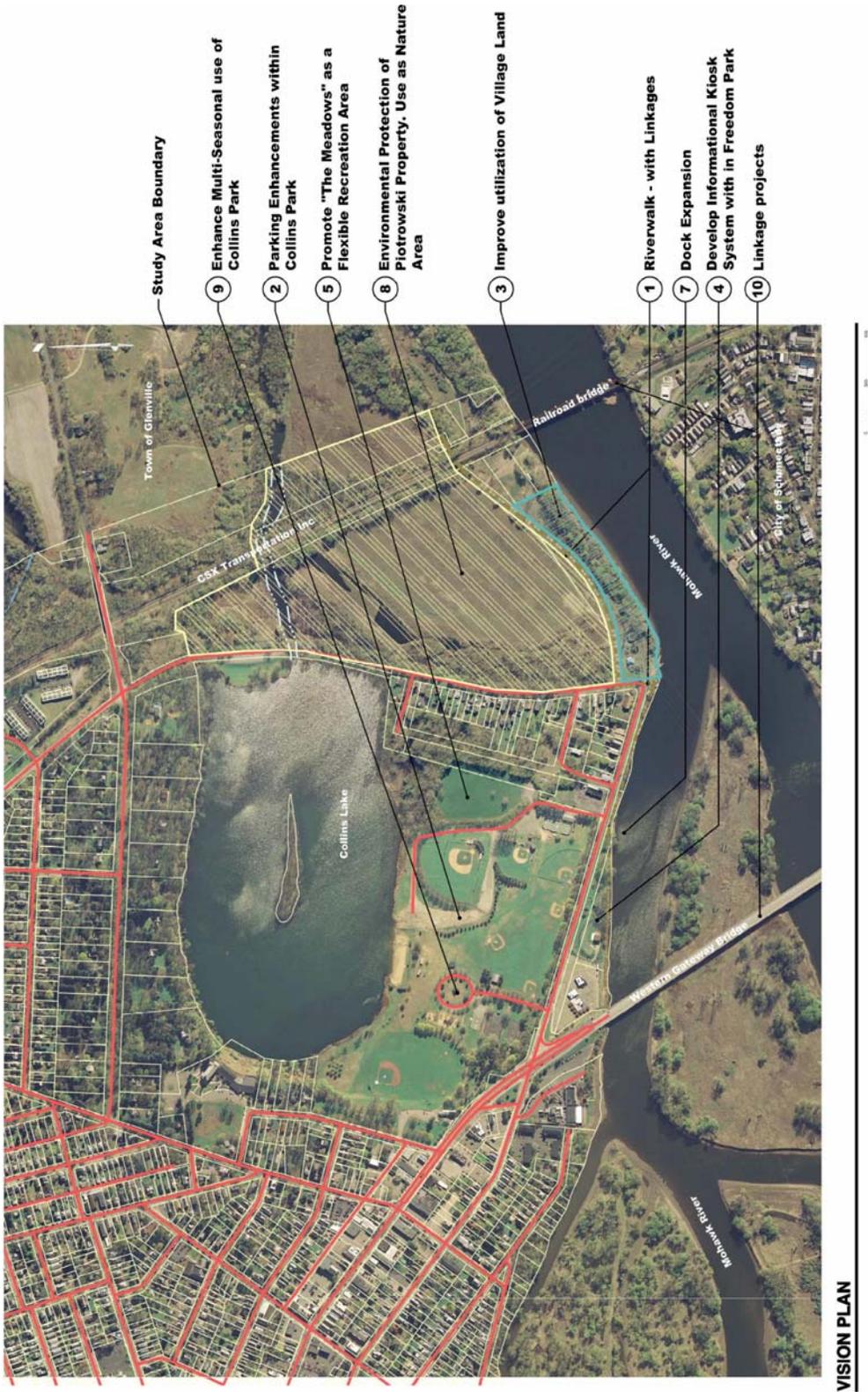
PLANNING PRINCIPLES -

The following planning principles were adopted by the Waterfront Committee as a guide to the development of this Concept Plan. Each of the principles is stated in its original form, followed

by action words that the consultant has added in order to refine and distill even further the intent of the Concept Plan.

- **Ensure existing public facilities are fully utilized before constructing new facilities –**
Growth of waterfront; Effective and efficient utilization of waterfront and Collins Park; Clear pedestrian and vehicular directional communication; Encourage use (of facilities).
- **Promote the waterfront area to visitors for recreation and other low impact activities –**
Promote activities and facilities through focused efforts; Encourage new visitors and local residents' use of waterfront and Collins Park; Celebrate tremendous resource.
- **Protect sensitive natural and cultural activities and resources –**
Protect natural and cultural resources (from flooding); Preserve character; Protect sensitive areas; Mitigate flooding; Control future development in sensitive areas.
- **Encourage recreational activities and resources –**
Promote healthy lifestyles; Promote waterfront utilization; Create strong connections to boating and water activities; Create new recreational opportunities.
- **Develop a safe and efficient multi-modal transportation system –**
Maximize multi-modal efficiency by improving pedestrian and bicycle circulation; Develop safe interface between non-motorized and motorized traffic.
- **Connections to downtown Scotia should be strengthened –**
Capitalize on Scotia tourism with links to the Central Business District (CBD); Promote CBD to waterfront visitors; Enhance visual connections/linkages between waterfront/Collins Park and CBD.
- **Future Zoning and Land Use Regulations**
Strengthen connection between waterfront vision and land use controls.

Figure 1F, Vision Plan



Waterfront Project Implementation Priorities

The following prioritized list of waterfront projects was derived from the original work of the Scotia Waterfront Committee, interpreted by the consultant and was informed by public comment at two public workshops, and through interaction with the Study Advisory Committee. Figures 2 and 3 illustrate Concept Plans for the “Collins Park/Waterfront” and “Waterfront Trail” parts of the study area. Funding options are presented in the next section.

1. **River Walk:** This is the highest priority project because it coordinates logically with the river bank restoration project. The reclamation project will restore riverbank that has been eroded away, particularly by early spring ice flows on the Mohawk River. The huge slabs of ice have scoured away large quantities of the Scotia riverfront. The River Walk is suggested for construction on top of the newly restored river bank, from Washington Ave, to Jumpin’ Jack’s



- (See Figures 2 and 3) and be extended along Schonowee Avenue to Washington Avenue. The project involves construction of an off-road walking path. A Canal Corporation trail project, previously in the works, has been tabled in the face of the State’s fiscal difficulties.
2. **Boulevard Entry/Livingston Avenue Extension:** The Village felt that the second highest priority project should address the circulation on and around Kiwanis Way. This project involves extending Livingston Avenue to Kiwanis Way and the construction of a boulevard from a point approximately 190 linear feet north of Schonowee Avenue to the point where Kiwanis Way meets the baseball field. This circulation improvement will allow the Village to control the flow of traffic within the park more efficiently during special events and during other high use periods. Following these events, exiting traffic would be directed to leave via Livingston Avenue and Washington Avenue northbound. This would also be an appropriate project to try one of the alternative funding approaches to offset an existing Village expense as described in the next section. (See Figure 2)

3. **Parking in the Park:** Next in order of priority is the creation of new, and the reorganization of existing, parking within Collins Park. Specifically, this project includes a new 90 - space parking lot at the southern end of the Village parcel at the eastern end of Collins Park to primarily serve the Meadow, but also to serve the greater park area. Reorganized parking areas include the small parking area at the roller hockey rink (30 spaces); the dirt parking surrounding the baseball field (90 spaces) and at the beach/boat launch area (40 spaces); and expanded parking at the library (35 spaces). A lockable gate on the driveway surrounding the baseball field will allow the Village to control traffic during major events. When closed, the gate will prevent through-traffic with its attendant potential for excessive speed and pedestrian conflicts. (Figure 2 and 2a)
4. **East Waterfront Projects:** Projects east of Washington Avenue include overflow parking (envisioned as a grass area to be used for the large events on Pietrowski property), trailhead parking east of the sewage pump station, and improvement to the Mohawk-Hudson Trail, including drainage improvements at the railroad underpass (Figure 3)
5. **Collins Park Promenade:** The promenade from Collins Street to Rotary Way is next in order of priority. Combined with the promenade already in place on the south side of Collins Park (which needs less improvement) and sidewalk improvements between Collins Street and North Ballston Avenue planned by the Downtown Business Improvement District, this project represents a signature parkland element linking Collins Park and Freedom Park with the central business district. A broad, textured walkway, combined with trees lining both sides of the walkway, informational kiosks and decorative/interpretative signage, transition to the existing walk on the south edge of Collins Park, cross walks across Schonowee Avenue and Jumpin' Jack's frontage establish a safe, pleasing pedestrian/bicycle link to the Scotia central business district. (Figure 2)
6. **Northeast Corner of Collins Park:** The walkways proposed on the concept plan in northeast corner of Collins Park are next on the list. These trails are more in the character of nature trails. They are intended to provide a hiking opportunity within Collins Park, as well as a link to Quinlin Park, further north on Washington Avenue, at the east end of Collins Lake, and a link to the future nature trails on the Pietrowski property. (Figure 2)

7. **Northwest Corner of Collins Park:** The final project is the remaining footpaths in the Northwest corner of Collins Park. These trails, envisioned as more walking trails than nature trails, would have multi-seasonal versatility, and provide opportunity to interpret and appreciate a wetland area along the shoreline of Collins Lake. (Figure 2)

8. **Other Projects:** Other projects for longer term implementation include informational kiosks; westward dock expansion at Scotia Landing; enhancement of the car-top boat launch; a World Trade Center memorial; land and waterside camping areas; enhancement of the tree-lined walk on the north side of Schonowee Avenue by adding benches, trash receptacles, etc.; and a pavilion with restrooms at The Meadows. (Figure 2)

9. **Special Event Parking:** The Village should seek a partnership with the Scotia-Glenville Central Schools for provision of visitor parking on school grounds during special events when existing parking facilities close to the waterfront are insufficient. Bus or jitney service from remote parking lots to the waterfront should be included in this partnership.

Figure 2, Collins Park Area/Waterfront Concept Plan



COLLINS PARK AREA WATERFRONT

Figure 2a, Promenade/Library Improvements Concept Plan

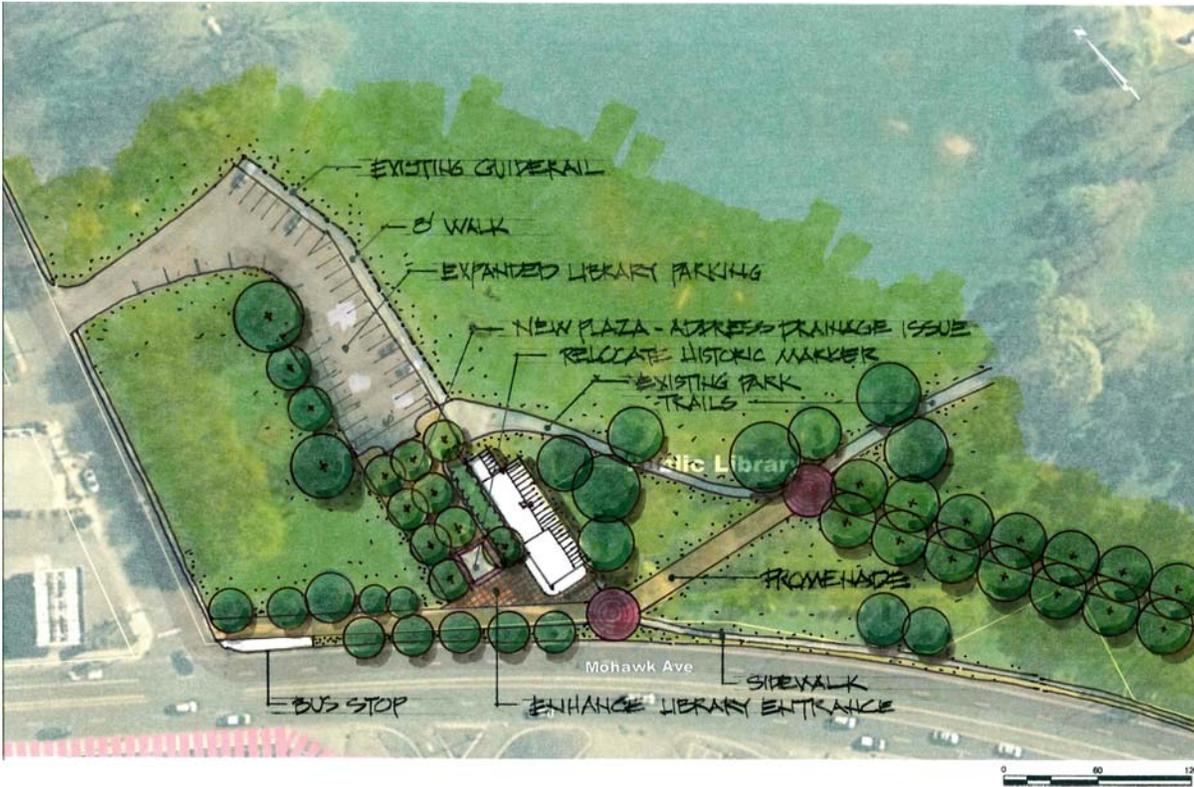


Figure 2b, Schonowee Avenue Improvements Concept Plan

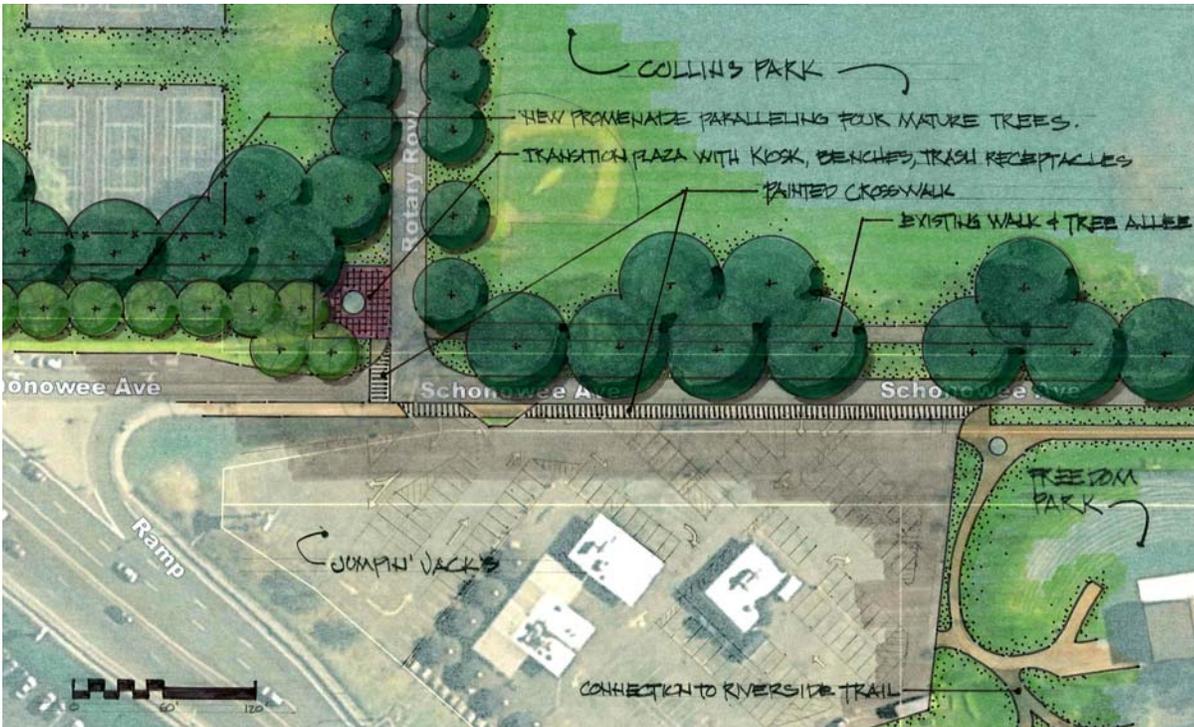


Figure 3, Waterfront Trail Area Concept Plan



Funding Options and Grant Programs

Under current economic conditions, the availability of grants through federal, state, and other public and private sector programs is uncertain. Though this uncertainty may present a challenge in the short term, it also offers an opportunity to be creative in finding fund sources and leveraging local resources to finance the proposed waterfront projects.

The Capital District Transportation Committee (CDTC) as the Metropolitan Planning Organization (MPO) for the Capital District, has adopted a policy of encouraging and seeking public/private partnerships in order to finance more of the many needed projects in the region. This policy maintains that effective transportation planning requires a strong link between community-based planning, design and project implementation. Meaningful community planning can foster more livable communities, enhance environmental quality, improve aesthetics; and encourage more walking, bicycling and transit use. In these difficult economic times, meeting the planning needs of the Village of Scotia can be realized through imagination, creativity, and collaboration in order to preserve and enhance community quality of life without sacrificing transportation mobility and safety.

Innovative financing techniques must be employed to leverage local financial resources with outside financing. Currently, Scotia funds various parks and recreation programs from the general fund. Vehicles such as Member Items and private sources could provide substitute funding streams for these programs, thus freeing general funds to be applied to implementing Waterfront projects. Fundraising and other local initiatives can also be a part of the funding option package. See programs noted as "Substitute Stream" in the following matrix.

The following programs are state and federal grant programs, and private sources that have been identified as opportunities to finance the identified priority projects in the Scotia Waterfront area. While the private programs identified in this listing are active, state and federal grant programs will be offered at the discretion of state and federal governments.

1. **River Walk:** Funding for this project component could come from the National Parks Service assistance, the NYSDOT Transportation Enhancement Program, the CDTC Transportation Improvement Program, the NYSOPRHP Recreational Trails Program, DEC Habitat/Access Program or LWRP Implementation Program. Other potential programs include Kodak American Greenways, American Hiking Society, or the Bikes Belong Coalition.

2. **Boulevard Entry:** Potential programs that might fund this project include the NYSOPRHP, through the Environmental Protection Fund or a State Legislature Member Item.
3. **Parking in the Park:** The most likely funding source for this work would be through the State Legislature Member Item Program, the NYSDEC Habitat/Access Stamp Funding Program, or the Environmental Protection Fund.
4. **East Waterfront Projects:** Due to the fact that this use is proposed on private land, one of the potential funding sources is through the Conservation Alliance. This funding source could also be considered for the northern section of the Pietrowski property, as well, where there is Village interest in creating nature trails in and around the wetland areas. Improvements to create the trailhead, which would be on Village property, could potentially be funded through the Kodak American Greenways, the LWRP or NYSOPRHP Recreation Trails Programs.
5. **Collins Park Promenade:** This project could be funded with EPF funds through the NYSOPRHP, LWRP Implementation Program, National Park Service funds, Kodak American Greenways, or American Hiking Society funds.
6. **Northeast Corner of Collins Park:** Potential funding sources include the NYSOPRHP Recreational Trails Program, LWRP Implementation Program, Kodak American Greenways, or American Hiking Society. Another option that is worthy of consideration, although possibly requiring more supervision and oversight, is to solicit the local scouting organizations to perform trail construction services.
7. **Northwest Corner of Collins Park:** Funding for these trails could come from the NYSOPRHP Recreational Trails Program, LWRP Implementation Program, Kodak American Greenways, or American Hiking Society, and as mentioned in the last project, solicitation of local scouting organizations to perform trail construction services.
8. **Other Projects:** Funding for these projects could come from many of the previously identified sources, or combinations of those.

The following matrix summarizes potential funding sources applicable to the projects described in the preceding. Complete descriptions of each program follow the matrix.

Program	Submission Date	Award Announcement Date	Possibility of Receiving Award	Maximum Award Amount	Funding Possibilities	Waterfront Projects Eligible (by Number)
NYS Office of Parks Recreation and Historic Preservation (NYSOPRHP)	Early to mid-June of each year	Early November	Strong, organized applications with political backing	\$350,000	Parks and recreation; historic preservation	2,3,5
State Legislature Member Item Program	Requests should be made at the beginning of each fiscal year session	End of legislative session (June)	Strong and organized projects that will enhance and benefit legislative districts and have strong political backing	At the discretion of the State Legislature	Transportation projects, parks and recreation projects, funds for annual operating costs	2,3
National Park Service (NPS)	Not yet announced for 2009	Dependent upon program announcement	Strong and politically backed applications	Dependent upon Congressional appropriation	River protection, open space preservation, trailway and greenway development	1,5
CDTC Transportation Improvement Program	Expected November 2009	Solicitation Expected September 2009	Strong, detailed projects that link to planning work	Varies. Generally requires 20% local cash match. Reimbursement program	Bicycle and pedestrian facilities	1, 4
NYS DOT Transportation Enhancements Program (TEP)	Not yet announced for 2009	Dependent upon program announcement	Strong, politically backed and shovel ready projects	\$2 million	Development and enhancement of pedestrian and bicycle facilities	1,4

Program	Submission Date	Award Announcement Date	Possibility of Receiving Award	Maximum Award Amount	Funding Possibilities	Waterfront Projects Eligible (by Number)
NYS Office of Parks, Recreation, and Historic Preservation Recreational Trails Grant Program	Not yet announced for 2009	Dependent upon program announcement	Strong, organized, politically-backed applications	\$100,000	Development of non-motorized vehicle and pedestrian facilities	1,4,6,7
NYS Department of Environmental Conservation Habitat/Access Stamp Program	Historically during the winter months	Spring/Summer months	Strong, organized, politically backed applications	\$15,000	Public fishing access, interpretation sites	1,3
Local Waterfront Revitalization Plan Grants Implementation Program	Upon adoption of the LWRP	N/A	Strong, organized, politically backed applications	Up to \$350,000 dependent upon funding availability	Brownfield redevelopment, parks and recreation, environmental protection	1,4,5,6,7
Balance Bar Grants	N/A	N/A	Strong, organized projects	N/A	Park-sponsored fitness, wellness, and exercise programs	6,7
Kodak American Greenways Program	Not yet announced for 2009	N/A	Strong, organized projects	\$2,500	Park and trail design, development, and/or enhancement	1,4,5,6,7
American Hiking Society	Not yet announced for 2009	N/A	Strong, organized projects	\$10,000	Park and trail design, development, and/or enhancement	1,5,6,7
Bikes Belong Coalition	Quarterly (February, May, August, November)	3 to 5 months after application submission	Strong projects promoting bicycling activities	\$10,000	Bicycle advocacy, healthy lifestyle promotion, construction of biking facilities	1

Program	Submission Date	Award Announcement Date	Possibility of Receiving Award	Maximum Award Amount	Funding Possibilities	Waterfront Projects Eligible (by Number)
Captain Planet Foundation	Not yet announced for 2009	N/A	Organized applications to enhance and/or promote environmental programs for children grades K-12	\$2,500	Hands-on interactive programs to develop cooperation, planning, and problem-solving skills	Substitute Stream
Foster's Community Grants	Not yet announced for 2009	N/A	Strong and organized projects promoting health and exercise	At discretion of Grantor	Healthy life-style programs, exercise, care for the environment	Substitute Stream
Conservation Alliance	January and August	6 to 8 months after submission	Strong, organized projects	\$35,000	Acquisition, development of recreational property	4
General Mills Sales, Inc. and Hamburger Helper	Monthly	6 to 8 weeks after submission	Strong and organized projects	\$15,000	Community development, enrichment	Substitute Stream
Baseball Tomorrow Fund	Quarterly	6 to 8 weeks after submission	Strong, organized projects, shovel-ready	\$40,000	Clinic funding, equipment purchases, field construction, promotion of programs for physically challenged participants	Substitute Stream
United States Soccer Foundation	September	March	Strong, organized, shovel ready projects	\$200,000	Clinic funding, equipment/uniform purchases, capital projects	Substitute Stream

NYS Office of Parks, Recreation and Historic Preservation (NYSOPRHP).

The state will provide up to \$350,000 in matching funds from the Environmental Protection Fund (EPF) for the restoration and rehabilitation of structures, parks development projects, heritage areas, and collections.

Application submission date: Early to mid-June of each year
Award announcement date: Early November
Probability of receiving award: Strong and organized applications with political backing have the best chance at winning
Maximum 2009 award amount: \$350,000
Funding possibilities: Parks and recreation development

State Legislature Member Item Program

The Member Item Program is available as a means for constituencies to receive financial assistance for projects in represented legislative districts. Applicants should contact their State Senator and Assembly person directly so that their request can be considered by each House's full legislative body during session.

Application submission date: Inquiries and requests should be made to State Legislative District offices no later than January of each session.
Award announcement date: End of legislative session
Probability of receiving award: Strong and organized projects that will enhance legislative districts have a very good chance of receiving a member item. Projects with significant political backing have the best chance at receiving state funds.
Maximum funding amount: Dependent upon funds available to each member
Funding possibilities: Roadway and parking lot construction; landscaping details; maintenance costs

National Parks Service

Technical assistance for community groups, local, state, and federal government agencies to conserve rivers, open spaces, and develop trails and greenways

Application submission date: N/A yet for 2009
Award announcement date: N/A
Probability of receiving award: Strong and organized projects. Politically-backed applications have the best possibility
Maximum funding amount: N/A
Funding possibilities: River protection, open space preservation, trailway and greenway development

NYS Department of Transportation, Transportation Enhancements Program

Reimbursement program providing funding for bicycle and pedestrian facilities, abandoned railway preservation for bicycle and pedestrian trails

Application submission date: N/A
Award announcement date: N/A
Probability of receiving award: Strong, organized, and shovel-ready projects; Politically-backed applications
Maximum funding amount: \$2,000,000
Funding possibilities: Development and enhancement of pedestrian and bicycle facilities

NYSOPRHP Recreational Trails Program

Acquisition, development, maintenance of trails

Application submission date: N/A
Award announcement date: N/A
Probability of receiving award: Strong and organized projects; Politically-backed applications
Maximum funding amount: \$100,000
Funding possibilities: Development and enhancement of pedestrian and bicycle facilities

Capital District Transportation Committee Transportation Improvement Program (TIP)

Federal regulations require that transit, highway and other transportation improvement projects within the Capital District metropolitan area be included in the TIP if these projects are to be eligible for federal capital or operating funding. The TIP also includes, for informational purposes, non-federally funded projects and New York State Thruway Authority projects located in the Capital District. The TIP typically contains regional set-asides for smaller scale bicycle and pedestrian projects including the SPOT Improvements for Bicycle and Pedestrian Access and the Bicycle and Pedestrian Network Set-Aside. The TIP is updated every two years and is currently in the update process with plans for adoption in the Winter/Spring 2010. TIP set-aside programs will be available for solicitation thereafter. The majority of federal funds available through the TIP require a 20% local match.

Application submission date: Solicitation to occur in September 2009
Award announcement date: Varies based on the discretion of the CDTC Planning Committee
Probability of receiving award: The Linkage study (this report) supports project applications through the TIP
Maximum funding amount: Varies based on program solicitation guidelines
Funding possibilities: Mohawk Hudson Trail, pedestrian walkway/trail improvements, crosswalks

NYSDEC Habitat/Access Stamp Funding Program

Funds projects aimed at improving fish and wildlife habitat and public access for hunting, fishing, trapping and other fish and wildlife recreations and study

Application submission date:	Usually every winter
Award announcement date:	Spring/Summer months
Probability of receiving award:	Strong and organized projects; Politically-backed applications
Maximum funding amount:	\$15,000
Funding possibilities:	Public fishing access, interpretation sites

NYS Department of State, Local Waterfront Revitalization Plan (LWRP) Grants Implementation Program

Communities with adopted LWRP's may apply to NYSDOS for individual implementation grants that fund projects and initiatives identified in the completed LWRP. Since Schenectady County is preparing a county-wide LWRP, grants may not be applied for or awarded until the full LWRP is adopted by the County Legislature, and only if grant funds are made available by the NYSDOS.

Application submission date:	Upon adoption of the LWRP
Award announcement date:	N/A
Probability of receiving award:	Strong and organized projects; Politically-backed applications
Maximum funding amount:	Up to \$350,000 depending on program and if funds are available through NYSDOS.
Funding possibilities:	Brownfields re-development, parks and recreation, environmental protection

Balance Bar Grants

Provides funds to offer health and wellness activities for individuals and organizations

Application submission date:	N/A
Award announcement date:	N/A
Probability of receiving award:	Strong and organized projects
Maximum funding amount:	N/A
Funding possibilities:	Park-sponsored fitness, wellness, and exercise programs and initiatives

Kodak American Greenways

Planning and design of greenways in communities throughout the U.S.

Application submission date: N/A yet for 2009
Award announcement date: N/A
Probability of receiving award: Strong and organized projects
Maximum funding amount: \$2,500
Funding possibilities: Parks and trailway development and/or enhancement; design

American Hiking Society

Development, acquisition, constituency building campaigns and traditional trail work projects

Application submission date: N/A yet for 2009
Award announcement date: N/A
Probability of receiving award: Strong and organized projects
Maximum funding amount: \$10,000
Funding possibilities: Parks and trailway development and/or enhancement; design

Bikes Belong Coalition

Advocacy work and organizational capacity building; construction costs, education programs in support of non-motorized biking

Application submission date: February, May, August, November
Award announcement date: 3 to 5 months after application submission
Probability of receiving award: Strong and organized projects
Maximum funding amount: \$10,000
Funding possibilities: Bicycle advocacy, healthy lifestyle promotion, construction of biking facilities

Captain Planet Foundation

Funding for interactive environmental education programs for children K-12

Application submission date: N/A yet for 2009
Award announcement date: N/A
Probability of receiving award: Strong and organized projects
Maximum funding amount: \$2,500
Funding possibilities: Hands-on programs for children to develop cooperation, planning, and problem solving skills

Foster's Community Grants

Funding provided for programs promoting wellness, culture, and the environment

Application submission date:	N/A yet for 2009
Award announcement date:	N/A
Probability of receiving award:	Strong and organized projects
Maximum funding amount:	No maximum or minimum
Funding possibilities:	Healthy lifestyle programs, exercise, care for the environment and how it benefits others

Conservation Alliance

Efforts of grassroots citizen-action groups to protect wild and natural lands from resource extraction and commercial development

Application submission date:	January and August
Award announcement date:	6 to 8 months after submission
Probability of receiving award:	Strong and organized projects
Maximum funding amount:	\$35,000
Funding possibilities:	Acquisition; development

General Mill's Sales, Inc. and Hamburger Helper

Funding provided for creative projects that meet community needs

Application submission date:	Monthly
Award announcement date:	6 to 8 weeks after submission
Probability of receiving award:	Strong and organized projects
Maximum funding amount:	\$15,000
Funding possibilities:	Community Development; enrichment

Baseball Tomorrow Fund

Funding provided for the development and/or enhancement of youth baseball and softball initiatives with an emphasis on programs for children with disabilities

Application submission date:	Quarterly
Award announcement date:	6 to 8 weeks after submission
Probability of receiving award:	Strong and organized projects
Maximum funding amount:	\$40,000
Funding possibilities:	Clinic funding, equipment and uniform purchases, capital programs

United States Soccer Foundation

Funding provided for the development and/or enhancement of youth soccer initiatives

Application submission date:	September
Award announcement date:	March
Probability of receiving award:	Strong and organized projects
Maximum funding amount:	\$200,000
Funding possibilities:	Clinic funding, equipment and uniform purchases, capital programs