

Figure 5  
NYS Route 4 Redevelopment Scenario

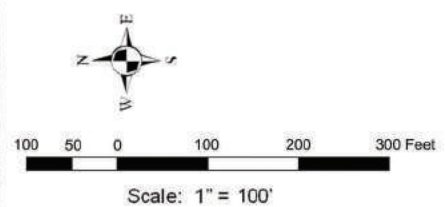


**Figure 5: NYS Route 4  
Redevelopment Scenario Map**



**Legend**

- Pedestrian connections
- Road
- Residential
- Commercial
- BOA Boundary - 800 acres
- - - Proposed Truck Route



Date: August 2012

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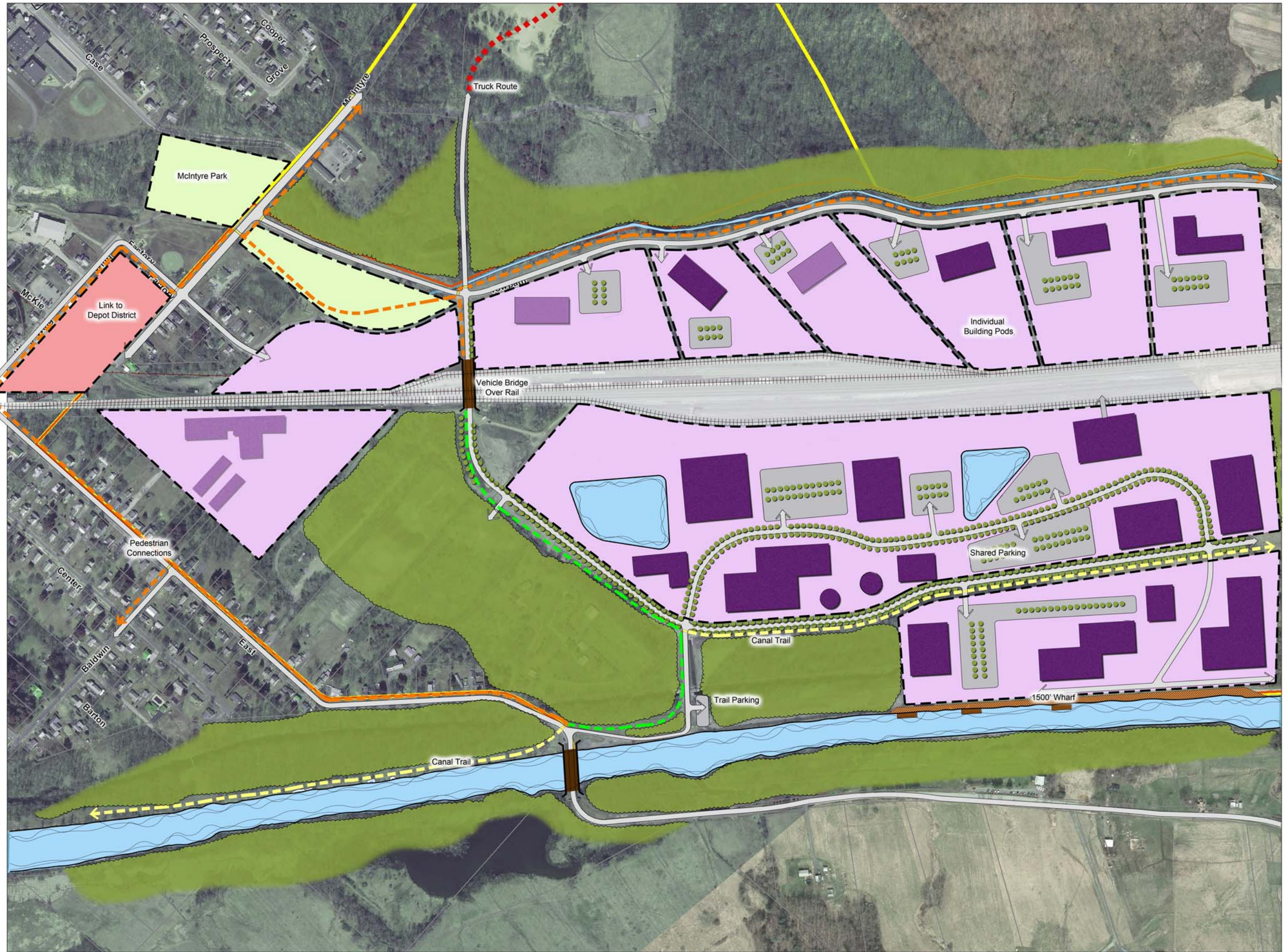
This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.

Note: Aerial photographs taken in 2004/2008.



Figure 6  
Fort Edward Industrial Park Redevelopment Scenario





# Fort Edward Northeast Industrial Development and Reuse Strategy A Brownfield Opportunity Area Nomination Study

Figure 6: Fort Edward Industrial Park Redevelopment Scenario Map

**Legend**

- Proposed Canal Trail
- Proposed Pedestrian & Bicycle Connections
- Existing Pedestrian Connections
- Recreation
- Mixed Use Area
- Industrial Flex Space
- Road
- Waterbody
- Wharf
- BOA Boundary - 800 acres
- Proposed Truck Route
- Potential Building Pods
- Existing Buildings

Scale: 1" = 200'

Date: January 2013

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This map was prepared for Fort Edward and the NYS Department of State, Division of Capital Resources & Planning, with state funds provided through the Brownfield Opportunity Area Program.

Note: Aerial photographs taken in 2004/2008.



## Recommended Action Items

Fort Edward is poised to take advantage of many local assets and regional growth opportunities. To do so, the community must position itself to maximize its assets and existing partnerships. A series of recommended action items are described herein that identify specific steps required to achieve the desired vision.

The overall intent of these recommended action items is to take advantage of the key assets such as highway access, and active rail line, and Champlain Canal to service diverse and successful commercial and industrial businesses. The resulting redevelopment will provide various employment opportunities for residents and people from the broader region. The Town and Village will realize a strong and growing tax base. Each redevelopment scenario also builds on connections to broad and diverse recreational activities and provides connections to the surrounding sidewalk network and a thriving downtown. [BOA Vision Statement]

The 800-acre study area is a diverse area including auto-oriented regional retail along the Route 4 Corridor and heavy industry within the Industrial Park linked by a series of residential neighborhoods and public recreation areas. To refine appropriate next steps for each, the following sub-areas have been established.

- Route 4 (Uptown) Corridor
- Industrial Park
- Dewatering Facility
- Study Area-Wide

Within each sub-area, recommended actions items are found that address the project vision and goals related to Economic Development, Access/Infrastructure, Partnerships, Downtown Enhancements, and Recreation.

For reference, a summary table of each recommended action item and the goals that they support is provided on the following page.

Table 3  
Goals and Recommended Action Items

Northeast Industrial Development and Reuse Strategy  
Goals and Recommended Action Items

		BOA Goals				
		Goal 1: Economic Development/Job Growth/Enhanced Tax Base	Goal 2: Access/Infrastructure	Goal 3: Partnerships	Goal 4: Downtown	Goal 5: Recreation
<b>Action Items to Support BOA Goals</b>						
<b>Route 4 Uptown Corridor Recommended Action Items</b>						
C-1	Coordinate Property Owners within Corridor			X		
C-2	Complete a Master Plan for Redevelopment of Commercial Properties along Route 4	X	X			X
C-3	Evaluate Existing Zoning within the Corridor	X				
C-4	Conduct an Infrastructure Evaluation	X	X			
C-5	Conduct a Relocation Feasibility Analysis	X	X			
C-6	Create a Marketing Strategy for the Corridor	X		X	X	
C-7	Evaluate School Building Reuse or Re-programming	X	X	X		
C-8	Developer Request For Qualifications (RFQ)	X		X		
<b>Industrial Park Recommended Action Items</b>						
I-1	Enter into Agreement with Washington County and the US EPA	X	X	X		
I-2	Truck Access Road	X	X	X		
I-3	Establish a Partnership with the Washington County LDC or the Fort Edward LDC	X		X		
I-4	Complete a Generic Environmental Impact Statement (GEIS) and Master Plan	X	X			
I-5	Create a Marketing Strategy for the Industrial Park	X		X		
I-6	Vehicular Rail Bridge		X			
<b>Dewatering Facility Recommended Action Items</b>						
D-1	Provide Input for Decommissioning Plan	X	X	X		X
D-2	Asset Assessment and Cost Benefit Analysis	X	X			
D-3	Prepare Detailed Master Plan/Schematic Plan for Redevelopment	X	X			
D-4	Engage the Public	X		X		
D-5	Establish Design Guidelines for Development within the Site	X				X
D-6	Develop a Comprehensive Marketing Strategy for the Site	X		X		
<b>Study Area-Wide Recommended Action Items</b>						
S-1	Continue Participation in the BOA Program by Completing a Step 3 – Implementation Strategy	X	X	X		
S-2	Coordination with Downtown Renaissance Efforts	X	X	X	X	X
S-3	Support Sewer District Efforts to Upgrade	X	X	X		
S-4	Enhance Existing Trails and Recreation Opportunities	X	X	X		X
S-5	Create Safe and Inviting Pedestrian Connections		X		X	X

Below is a description of the recommended action items for the Route 4 Corridor, Industrial Park, Dewatering Facility and the Study Area as a whole.

#### Route 4 (Uptown) Corridor Recommended Action Items

#### ROUTE 4 (UPTOWN) CORRIDOR RECOMMENDED ACTION ITEMS

***C-1: Coordinate Property Owners within Corridor.*** To achieve the recommendations outlined for the Route 4 corridor, the Town should coordinate with the property owners to understand their desires to stay in place and enhance their property or to relocate to another portion of Town making the property available for redevelopment.

***C-2: Complete a Master Plan for Redevelopment of Commercial Properties along Route 4.*** The Master Plan should include a number of elements to assist existing and future businesses including, but not limited to, an access management strategy and property assemblage strategy.

This information will assist both property owners looking to sell their property and business owners looking for a place to locate.

- A. An Access Management Strategy would evaluate opportunities for shared access to consolidate curb

cuts and shared parking. This strategy may also look at turning movements into and out of the commercial properties on Route 4.

- B. Property Assemblage Strategy
  - a. Financial analysis
  - b. Purchase alternatives analysis

***C-3: Evaluate Existing Zoning within the Corridor.*** The purpose of this action item is to ensure the zoning regulations will allow for the redevelopment of the corridor in a manner consistent with redevelopment concepts.

***C-4: Conduct an Infrastructure Evaluation.*** To determine the potential for redevelopment in the Route 4 corridor, an infrastructure evaluation should be made. This will include conducting a build-out analysis to determine if the square footage of buildable area can be supported by the existing infrastructure.

***C-5: Conduct a Relocation Feasibility Analysis.*** A Relocation Feasibility Analysis would benefit several businesses that may potentially be affected by the proposed truck access route. This analysis would assist in identifying alternative locations within the Fort Edward community for the existing business and outline a relocation process to ensure minimal disruption in business.



***C-6: Create a Marketing Strategy for the Corridor.*** As the Town looks to redevelop the Route 4 Corridor a detailed marketing strategy should be conducted to determine the highest and best uses with square foot supported for each use. This information can be used to attract new developers to the Town.

***C-7: Evaluate School Building Reuse or Re-programming.*** During the stakeholder input portion of this study, the Hudson Falls School District expressed a desire to relocate the school administrative offices located in Fort Edward closer to Hudson Falls. This would potentially make available this building for a new use. To determine the potential for re-use it is recommended that a feasibility study be conducted on the building.

***C-8: Developer Request for Qualifications (RFQ).*** The former Grand Union site has been identified through extensive public involvement processes as a catalyst site within Route 4 Corridor. The site is in the process of being cleaned up. Once the clean up had been completed, the community should solicit developer RFQs to get a sense of what developers are willing to investment at this location. The community can then discuss future redevelopment with the developer of their choice that best fits the community vision, goals and redevelopment concept. Parcels along proposed truck access road and other various parcels may also benefit from a developer RFQ.

## Industrial Park Recommended Action Items

### INDUSTRIAL PARK RECOMMENDED ACTION ITEMS:

The Fort Edward Industrial Park is a potential source of enhanced tax revenue and employment opportunity for the community.

***I-1: Enter into Agreement with Washington County and the US EPA*** regarding acceptance of the industrial park access road at the end of the dredging project. This access road is the sole access to the portion of the industrial park east of the rail tracks. Maintaining this access into the industrial park is absolutely critical to any redevelopment activities. The County is currently considering taking over ownership and management of the roadway once the dredging project is complete.

***I-2: Truck Access Road.*** Enhanced truck access to the west side of the Industrial Park is critical to future redevelopment of the park and to the quality of life of Fort Edward residents. It is recommended that the truck access road be designed and constructed as soon as is feasible.

***I-3: Establish a Partnership with the Washington County LDC or the Fort Edward LDC*** to manage the sale/lease and marketing of the Industrial Park. While the Fort Edward



Industrial Park has significant assets, it is also located within a competitive region with much vacant industrial space. To be competitive, a highly proactive approach to market and redevelop the industrial park in a consistent, coordinated manner will be required. Successful industrial parks often have a management team in place to provide consistency, manage leases, and market vacancies.

- A. Work with current landowner to determine most effective/efficient organizational method for redevelopment. This could include the formation of a 'Management Team' who would be responsible for project management, financing, marketing, campus development and property management activities. The 'Management Team' would be made up of individuals with diverse backgrounds with extensive experience in the economic and property development industries.

***1-4: Complete a Generic Environmental Impact Statement (GEIS) and Master Plan*** for the Industrial Park. A GEIS is a tool used by communities to master plan and evaluate impacts of future development on a large area. A GEIS would include a park-wide master plan, based largely on the reuse concepts developed with public input throughout this BOA effort. A GEIS may also include mitigation fees associated with necessary future infrastructure (such as vehicular bridge across rail) to assess the costs of such infrastructure fairly across all users.

The information contained within the GEIS may also be considered for inclusion in the Dewatering Facility Decommissioning Plan.

***1-5: Create a Marketing Strategy for the Industrial Park.*** The Industrial Park Management Team could work to develop a comprehensive marketing strategy for the entire park, as well as specific sites within the park. This strategy may include a park-specific website and marketing materials to attract tenants. Developer RFPs may also be a component of the marketing strategy.

***1-6: Vehicular Rail Bridge.*** A vehicular bridge over the active rail lines would open up a southern access point on the east side of the Industrial Park. While this action item may be cost prohibitive at this time, it is still worth considering. It is recommended that a feasibility study/cost benefit analysis be considered as part of Step 3: Implementation Study process.

#### Dewatering Facility Recommended Action Items

##### **DEWATERING FACILITY RECOMMENDED ACTION ITEMS:**

The Dewatering Facility site is included within the Industrial Park and should continue to be included in all the efforts taking place within the Industrial Park. However, this site has the potential to be a catalyst to the development and reuse of the Industrial Park. This site also has unique assets, issues



and opportunities. As stated previously, the Hudson River Dredging Project is currently one of the largest Superfund cleanup projects in the country. The result of which is an elevated level of attention and desire from a federal, state and local level to conduct the project in a positive way and to leave the site in a manner that can best serve the community. Due to the significance of this site, future redevelopment could benefit from targeted actions in the near term. For example, a marketing strategy for the Industrial Park may first include a focus on the Dewatering Facility site given the significant infrastructure assets that exist.

The Dewatering Facility site deserves a focused approach and has risen to the top of the priority list within the community. Therefore, the timing of these next steps for the Dewatering Facility and the Industrial Park will be critical. The dredging project is anticipated to be complete in 7-10 years. Ideally, all pre-development efforts would be complete in advance of that, allowing the site to transition into its next revenue generating, job creating activity.

The action items for the Industrial Park would need to be carried out simultaneously with the Dewatering Facility steps. In fact, the Dewatering Facility actions may feed into the broader Industrial Park efforts. The Industrial Park GEIS / Master Plan, for example, should include potential build-out for the Dewatering Facility site as well as the entire industrial park.

***D-1: Provide Input for Decommissioning Plan.*** Incorporate findings of asset assessment and the master plan into the site decommissioning plan to include future redevelopment concepts described herein.

***D-2: Asset Assessment and Cost Benefit Analysis.*** The Dewatering Facility has significant physical assets in place to conduct the activities associated with dredging and the dewatering process, such as the rail lines and switching devices, stormwater treatment facilities, water treatment plant, and the wharf. Components of this physical infrastructure may be attractive to other industry. An Asset Assessment would provide specific information about what physical assets exist, what could remain after completion of the dredging and what the cost would be to retain those physical assets.

It is understood that according to EPA requirements, all physical items that may have come into contact with contaminated elements must be removed and decontaminated. However, there may be an opportunity to work with EPA, GE and the property owner on this.

It is recommended that the community coordinate with GE and EPA to determine what will remain on site and understand the costs associated with retaining key infrastructure. Once this information is known, it will be



easier to identify key industries that can utilize the infrastructure and create a targeted marketing strategy.

***D-3: Prepare Detailed Master Plan/Schematic Plan for Redevelopment.*** It is recommended that a detailed master plan be developed for the site once it is known what physical assets will be remaining. This master plan should include cost estimates for any additional infrastructure that will be needed. This master plan should be incorporated into the Industrial Park GEIS and Master Plan.

***D-4: Engage the Public.*** Given the history of this property and the scrutiny that it has historically been given, it is recommended that as the Decommissioning Plan and other recommendations are being implemented, the Town should continue to engage the public to keep them informed of the progress.

***D-5: Establish Design Guidelines for Development within the Site.*** Given that the preferred redevelopment concept is a campus-style setting, the buildings, roadways, and parking facilities should all relate to each other to create an attractive setting to attract new development. To achieve this result, the Partnership that is recommended to oversee development of the Industrial Park should work to prepare design guidelines to shape new development.

***D-6: Develop a Comprehensive Marketing Strategy for the Site.*** The Industrial Park Management Team could work to develop a comprehensive marketing strategy for the entire park and specific sites within the park. This strategy may include a park-specific website and marketing materials to attract tenants. Developer RFPs may also be a component of the marketing strategy.

#### Study Area-Wide Recommended Action Items

##### Study Area-Wide Recommended Action Items:

***S-1: Continue Participation in the BOA Program by Completing a Step 3 – Implementation Strategy.*** The Town of Fort Edward has been participating in the BOA program for a number of years beginning with a Pre-Nomination Study and this Nomination Study. As such, the Town is considered a participant in the program and is eligible to continue to the third step of the BOA Program which provides funding for implementation. While many of the recommendations are eligible for the Step 3 funding, they are also eligible for other funding sources. Given that there are multiple sources of funding opportunities, each recommendation is listed separately.

***S-2: Coordination with Downtown Renaissance Efforts.*** Simultaneous to this effort, the Village of Fort Edward was working to prepare a BOA Nomination Study for the

downtown area. During the planning process both studies were closely coordinated, and it is recommended that continued coordination take place to ensure that as the downtown renaissance takes place, it complements the activities planned for the industrial park and visa-versa. A vibrant and attractive downtown setting is a key element when attracting new development. As companies look to locate, they seek areas with a high quality-of-life and amenities for their workforce. Coordination with the Downtown Renaissance will ensure that this critical element is met.

***S-3: Support Sewer District Efforts to Upgrade.*** As part of this Nomination Study a special study was completed that examined the existing capacity of the County's sewage treatment plant and its ability to handle new development as conceived in this study. It is recommended that the actions outlined in that report be implemented to support the redevelopment of the Industrial Park, dewatering facility, and the Route 4 Corridor.

***S-4: Enhance existing Trails and Recreation Opportunities***

- A. Coordinate Industrial Park redevelopment activities with enhancements to Mullen Park and the Feeder Canal Trail.
- B. Coordinate with New York State Canal Corporation to ensure any canal trail compliments site redevelopment.

***S-5: Create Safe and Inviting Pedestrian Connections*** - Create safe and inviting pedestrian connections to downtown and adjacent shopping areas as well as add pedestrian amenities connecting the Route 4 corridor to Mullen Park and the Industrial Park.

- A. Pedestrian connections to Burgoyne (both along truck access road and new access near Grand Union)
- B. Connect McIntyre Street to new development and future residential subdivisions on the east side of the Champlain Canal

To provide an easy to use summary, each recommended action item is also included in an Implementation Matrix that identifies who the Implementation Leader is, what other agencies or private individuals may partner in the effort, potential funding sources, the priority for implementation (high, medium, low, or ongoing). An estimated cost is also provided.



## Table 4 Implementation Matrix

\*Items highlighted in yellow were submitted in a  
Step 3 Implementation Strategy

## Fort Edward Northeast Industrial Development & Reuse Strategy

### DRAFT Implementation Matrix

		Implementation Leader(s)	Other Partners	Potential Funding Source(s)*	Implementation Priority				Estimated Cost
					High	Med	Low	Ongoing	
Route 4 Uptown Corridor Recommended Action Items									\$100,000
C-1	Continue in BOA Program to prepare a Step 3 - Implementation Strategy	Town of Fort Edward	NYS DOS	NYS DOS	X				N/A
C-2	Complete a Master Plan for Redevelopment of Commercial Properties	Town of Fort Edward		NYS DOS, NYS DHCR, DEC	X				\$25,000
C-3	Coordinate Property Owners within Corridor	Town of Fort Edward	Property Owners	NYS DOS, LDCs, Chamber	X				\$5,000
C-4	Evaluate Existing Zoning within the Corridor	Town of Fort Edward		NYS DOS, NYS HRVG	X				\$10,000
C-5	Conduct an Infrastructure Evaluation	Town of Fort Edward		NYS DOS, NYS EFC	X				\$15,000
C-6	Conduct a Relocation Feasibility Analysis	Town of Fort Edward	NYS DOT, Local Businesses	NYS DOS	X				\$20,000
C-7	Create a Marketing Strategy for Corridor	Town of Fort Edward		NYS DOS, NYS ESD	X				\$10,000
C-8	Developer Request for Qualifications (RFQ)	Town of Fort Edward		NYS DOS	X				\$8,000
C-9	Evaluate School Building Reuse or Re-programming	Town of Fort Edward/School District	Fort Edward School District	NYS DOS, NYSERDA, NYS ED	X				\$7,000

<b>Industrial Park Recommended Action Items</b>									<b>\$2,460,000</b>
I-1	Enter into Agreement with Washington County and the US EPA	County, Town	Washington County, EPA	NYS DOS	X			X	\$0
I-2a	Design Truck Access Road	Town, Industrial Park Management Team (IPMT)	NYS DOT, Private Property Owners	NYS DOS, NYS DOT, AGFTC	X				\$375,000



## Fort Edward Northeast Industrial Development & Reuse Strategy

### DRAFT Implementation Matrix

		Implementation Leader(s)	Other Partners	Potential Funding Source(s)*	Implementation Priority				Estimated Cost
					High	Med	Low	Ongoing	
I-2b	Construct Truck Access Road	Town, Industrial Park Management Team (IPMT)	NYS DOT, Private Property Owners	NYS DOS, NYS DOT, AGFTC		X			\$2,000,000
I-3	Establish a Partnership with the Washington County LDC or the Fort Edward LDC	Town, IPMT	Washington County & Fort Edward LDC	NYS DOS, NYS ESD, LDCs	X			X	\$5,000
I-4	Complete a Generic Environmental Impact Statement (GEIS) and Master Plan	Town, Village, IPMT		NYS DOS, NYS CC,	X				\$50,000
I-5	Create a Marketing Strategy for the Industrial Park	Town, IPMT		NYS DOS, NYS ESD		X			\$10,000
I-6	Evaluate Vehicular Rail Bridge Options	Town, IPMT	NYS DOT	NYS DOS, NYS DOT			X		\$20,000
<b>Dewatering Facility Recommended Action Items</b>									<b>\$130,000</b>
D-1	Provide Input for Decommissioning Plan	Town, Property Owner, IPMT	EPA, GE	NYS DOS	X				\$25,000
D-2	Asset Assessment and Cost Benefit Analysis	Town, IPMT	EPA, GE	NYS DOS, General Electric	X				\$30,000
D-3	Prepare Detailed Master Plan/Schematic Plan for Redevelopment	Town, IPMT		NYS DOS	X				\$30,000
D-4	Engage Public	Town, IPMT		NYS DOS	X				\$15,000
D-5	Establish Guidelines for Development within Site	Town, IPMT		NYS DOS	X				\$25,000
D-6	Develop a Comprehensive Marketing Strategy	IPMT		NYS DOS		X			\$5,000
<b>Study-Area Wide Recommended Action Items</b>									<b>\$40,000</b>
S-1	Coordination with Downtown Enhancement Efforts	Town of Fort Edward		NYS DOS				X	\$0
S-2a	Support Sewer District Efforts to Update	Sewer District	Town, Village	NYS EFC	X			X	\$0
S-2b	Feasibility Study for Improvements to the Burgoyne Street Pump Station	Sewer District	Town, Village	NYS EFC, NYS DOS	X				\$15,000

## Appendices



Fort Edward Northeast Industrial Development and Reuse Strategy  
Technical Appendices

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# Technical Appendix 1

## Brownfield Opportunity Area Program

## Brownfield Opportunity Area Program

The Brownfield Opportunity Area (BOA) program was initiated in 2003 through the New York State Superfund/Brownfield Law. Administered by the New York State Department of State (DOS), this program provides financial assistance to complete area-wide brownfield redevelopment planning. The BOA program is a multi-disciplinary approach intended to assist communities foster redevelopment, return blighted land into productive areas, and restore environmental quality. This approach involves a comprehensive examination of the physical, environmental, economic, and community planning factors associated with any redevelopment effort.

A brownfield is defined as "...any real property, the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant."

(NYS Environmental Conservation Law)

Reinvestment in brownfields and underutilized properties benefits property owners, existing businesses and the community at large by enhancing employment opportunities. The general goals of the BOA program are as follows:

- Access the full range of community issues posed by multiple brownfield sites.

- Build a shared vision and consensus on the future uses of strategic brownfield sites.
- Coordinate and collaborate with local, state, and federal agencies, community groups, and private-sector partners.
- Develop public-private sector partnerships necessary to leverage investment in development projects that can revitalize diverse local communities and neighborhoods.

The BOA program involves three distinct steps: Step 1: Pre-Nomination Study; Step 2: Nomination Study; and Step 3: Implementation Strategy and Site Assessments. Step 1 provides a preliminary description and analysis of an area to be considered as a Brownfield Opportunity Area. This step is important for communities that may have little or no documentation of existing conditions. The results of Step 1 are to clearly identify a BOA boundary, conduct public outreach to begin building partnerships, and prepare a preliminary analysis of opportunities for redevelopment. A Step 1 study was completed for the Town and Village of Fort Edward in 2009.



Step 2 is a more thorough evaluation of existing conditions as well as an analysis of environmental, economic, market and community issues and opportunities. This step leads to a more clear emphasis and identification of strategic sites that could serve as catalysts for redevelopment. The outcomes of Step 2 include a more comprehensive and in-depth evaluation of existing conditions for brownfields as well as underutilized sites, and economic and market trends analysis, identification of strategic catalytic sites and recommendations for future use. The Town of Fort Edward is currently engaged in this step for the Industrial Park and NYS Rt. 4 ‘uptown’ retail area. The Town has hired Elan Planning Design and Landscape Architecture, PLLC for this phase of the project. The Elan Team also includes CT Male Associates and The Williams Group providing environmental engineering and economic expertise, respectively.

Step 3 includes an implementation strategy and site assessments for strategic sites. The implementation strategy

involves actions to implement the plan and addresses requirements of the State Environmental Quality Review Act (SEQRA). At the conclusion of Step 3, several outcomes will be achieved including an identification of priorities for redevelopment, completed site assessments to foster clean-up activities, preparation of ‘shovel ready’ sites, and marketing efforts to attract interest and investment.

Each step of the BOA program includes a strong public participation component. The public and key stakeholders are involved from the start of the effort to build partnerships and the capacity to carry the effort through to implementation. Public input is critical to establishing a vision and goals for the project.



## Technical Appendix 2

### Public Participation Plan & Engaging Partners

## Public Participation Plan & Engaging Partners

The goal of the public participation during this project was to foster communication, create a sense of ownership and build trust between the public, Washington County, the Town of Fort Edward, and regulatory agencies during the course of the BOA study. Citizen participation provides an opportunity to compile the public's knowledge regarding the history of the study area and understand the public's hopes, concerns and desires for the future of the study area. The public participation plan achieved the following three objectives:

1. Collect information from the public regarding the study area.
2. Provide opportunities for the public to voice issues, concerns and opportunities.
3. Provide an opportunity for the public to share their vision for the development of the study area.

In addition to public input, the BOA study also collected input from various stakeholders and the Fort Edward BOA Advisory Committee. In total, there were two public meetings including a public visioning workshop, several stakeholder meetings, and a series of Advisory Committee meetings. A website was created to inform all interested parties about the

progress of the study, and it can be viewed at [www.fortedwardindustrialboa.wordpress.com](http://www.fortedwardindustrialboa.wordpress.com).



### Advisory Committee Meetings

The Advisory Committee, formed at the onset of the study process, represents various interests associated with the study area. Multiple Advisory Committee meetings were held throughout the planning process, providing guidance and shaping the direction and recommendations of the study. A list of Advisory Committee members, as well as meeting



minutes from each of the Advisory Committee meetings, can be found in Appendix 1. Following is a summary of key Advisory Committee meetings to demonstrate the type of information discussed at each stage throughout the process.

1. The first Advisory Committee meeting held on November 2010, served as an introduction to the project team and the Committee. The BOA process was reviewed and discussed, as was the map/boundary description.
2. The February 2011 meeting, again reviewed the Citizen Participation Plan, as well as reviewing the proposed BOA boundary, and discussed scheduling for public visioning meetings. Also discussed were results from the recently held stakeholder meetings.
3. The March 2011 meeting, dealt primarily with logistics, BOA boundary solidification, stakeholder meeting updates and the upcoming visioning workshop.
4. The meeting held in April 2011 summarized the visioning workshop (held March 31, 2011 as well as initial market opportunities.
5. The meeting held in May 2011 introduced the environmental evaluation methodology as well as priority sites. The vision statement was reviewed along with the sewer district issues/concerns.
6. The June 2011 meeting included the revisited vision statement as well as the Industry Targeting Matrix which identified target clusters including Nano-Tech, Photovoltaic and Clean Energy.
7. The August 2011 meeting included a discussion of a refined Industry Targeting Matrix and the ranking of industries based on the community vision, planning goals, the physical aspects of the study area. The Committee also examined the proposed redevelopment options for the Route 4 corridor and the Industrial Park.
8. During the September 2011 meeting, the Advisory Committee discussed the refined redevelopment options for the Route 4 corridor and the Industrial Park, as well as preparations for the second Public Meeting.
9. The November 11 meeting included a review of the public input obtained during the November 8<sup>th</sup> Public Meeting, a review of the preferred redevelopment

options, a review of the draft report outline, and a discussion of the upcoming December Interagency Working Group (IAWG) meeting.

#### Stakeholder Meetings

Extensive meetings were held with a variety of stakeholders for this project. The consultant team met with business and property owners from within the study area, school districts, officials from Washington County and the Town of Fort Edward, Village of Fort Edward, major property owners and developers, the US Environmental Protection Agency, General Electric, and many other critical players in Washington County economic development arena. These meetings gave a wide variety of stakeholders the opportunity to weigh in on their concerns, ideas and vision for the Fort Edward BOA.

Stakeholders were asked a variety of questions regarding the issues, concerns and opportunities within the study area. Business and property owners gave information about the history of their property, any known contamination or other environmental issues, the viability of current businesses or tenants, future plans and projects, and various other items. Public officials were questioned about their ideas and thoughts for feasibility of different industries, business types and uses for the study area, possible incentives and programs to spur redevelopment and job creation in the region, and how the Fort Edward area fits in to the larger picture of Washington County.

Issues and topics that arose during these interviews often overlapped. Property owners and businesses were greatly concerned about access and truck traffic, the need for an additional rail crossing to provide access to the east side of the Fort Edward Industrial Park, recreation trails along the canal, and the need to create additional high paying jobs and keep educated, young adults in the area.

#### Public Visioning Workshop

A joint public visioning workshop was held on Thursday, March 31, 2011 at 6pm in the Fort Edward Firehouse. The joint workshop included the Northeast Industrial Reuse project as well as the Downtown Renaissance BOA. Given that these projects are occurring concurrently and closely linked, a joint meeting was conducted to make efficient use of the community's time.

Approximately 35 people attended this workshop, representing business owners, local residents, neighborhood associations, property owners and managers, and state and local government. A brief presentation was given and participants were then encouraged to stop by one or more breakout tables for each the Downtown Renaissance project and the Northeast Industrial project. At each table, a series of questions were asked about their feelings about and ideas for the applicable study areas.

The following questions were posed to Northeast Industrial project participants:

1. What would you like to see along the Route 4 commercial corridor in the Town?
2. What would you like to see in the Industrial Park?
3. How often do you use the Feeder Canal Towpath trails and what enhancements would you like to see?
4. How would you describe this area in 2025?

Three primary themes emerged from this workshop including job growth, re-use of the former Grand Union and a cautious approach to ensure the activities within the Northeast Industrial study area do not compete with the downtown.

#### Inter-Agency Working Group Meetings

The Project Team also actively participated in bi-annual Interagency Working Group (IAWG) meetings. IAWG is a group of federal, state and local agencies that meet on a regular basis to share technical expertise and identify actions to progress local projects. This group was first initiated as a result of the Hudson River Dredging Project several years ago and has become an integral part of the local planning process. The Project Team provided updates on the project status and received input to help guide the project.





### Enlisting Partners

As part of the BOA planning process, partnerships were formed between local, county, state and federal government agencies, community organizations, and local business owners and residents. Representatives from the Village and Town of Fort Edward, the Fort Edward Local Development Corporation (LDC), the Washington County LDC, the NYS Department of State, the US Environmental Protection Agency, the Fort Edward Fire Company and local businesses served on the BOA Advisory Committee and guided the development of the Vision, Goals and Actions Items identified in the Northeast Industrial Development and Reuse Strategy. Their continued participation will be critical as the Town of Fort Edward advances to Step 3: Implementation Strategy of the BOA planning process.

## Technical Appendix 3

### Analysis of the Brownfield Opportunity Area

## Analysis of the Brownfield Opportunity Area

### *Community and Regional Setting*

The Northeast Industrial Brownfield Opportunity Area is located in the Village and Town of Fort Edward, Washington County, New York. Washington County is located between the Capital District and Adirondack regions of upstate New York. Fort Edward's strategic location within New York's Tech Valley and its close proximity to the Luther Forest Technology Campus in Malta has been identified as a strong business asset. Tech Valley is a 19-county region that spans from the Canadian border (near Montreal) to just north of New York City, and is starting to receive national attention as one of the best places to locate a company. Global Foundries, a computer chip manufacturing plant which is considered to be the largest economic development project in Upstate New York's history, is located in Malta, which is an easy 30 mile commute of the Study Area.

The Northeast Industrial BOA consists of approximately 800 acres of land. This area includes known brownfields located on Route 4, the Fort Edward Industrial Park, and the Hudson River Dredging Dewatering Facility along the Champlain Canal.

The Village of Fort Edward has a population of 3,375<sup>1</sup> and the Town of Fort Edward has a population of 6,371<sup>2</sup>. At a larger context, both the Village and Town of Fort Edward are within Washington County, at a population of 62,486<sup>3</sup>, and within the Glens Falls Metropolitan Statistical Area (MSA), at a population of 128,923<sup>4</sup>.

Regionally, the Glens Falls MSA and Washington County are growing areas with population increases of 3.12% and 2.37%, respectively, between 2000 and 2010. At the same time, the Town of Fort Edward grew only by 1.75% while the Village of Fort Edward's population dropped by 3.37%.<sup>5</sup> **Table 1 – Existing Community Demographic Profile Comparison** shows that both areas have higher percentages of employment in education, health and social services, and retail trade than do the Village and Town. The MSA and County's unemployment rates of 6.9% and 7.5%, respectively, were also lower than the Village and Town's at 15.3% and 12.8%, respectively.

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<sup>1</sup> 2010 US Census

<sup>2</sup> 2010 US Census

<sup>3</sup> 2010 US Census

<sup>4</sup> 2010 US Census

<sup>5</sup> US Census Bureau



Table 1: Existing Community Demographic Profile Comparison				
Demographic Indicator	Village of Fort Edward	Town of Fort Edward	Washington County	Glens Falls MSA
Population – (2010 US Census)	3,375	6,371	62,486	128,923
Projected Population Growth – 2000 – 2010 <sup>6</sup>	-3.37%	1.75%	2.37%	3.12%
Per Capita Income	\$19,037	\$19,765	\$21,772	\$24,460
Median Age	34.5	39.4	40.9	41.7
Household Size	2.52	2.35	2.40	2.37
Employment Profile				
Agriculture, forestry, fishing/hunting, mining	0.8%	1.1%	3.7%	2.6%
Construction	5.9%	3.7%	8.0%	7.9%
Manufacturing	23.3%	19.2%	16.6%	13.1%
Wholesale trade	7.5%	6.8%	2.9%	2.3%
Retail trade	4.1%	8.1%	12.7%	13.3%
Transportation and warehousing, and utilities	3.7%	7.2%	4.2%	3.9%
Information	1.1%	0.5%	1.6%	2.3%
Finance, insurance, real estate, and rental and leasing	1.5%	3.8%	4.1%	5.2%
Professional, scientific, management, administrative, and waste management services	5.0%	4.9%	6.5%	6.8%
Educational, health and social services	28.5%	21.5%	22.2%	22.5%
Arts, entertainment, recreation, accommodation and food services	7.4%	10.8%	8.1%	10.2%
Other services (except public administration)	5.2%	5.3%	3.8%	4.2%
Public administration	6.0%	7.0%	5.7%	5.7%
Unemployment	15.3%	12.8%	7.5%	6.9%
Source: U.S. Census Bureau American Community Survey 2005 – 2009 unless otherwise noted.				

<sup>6</sup> US Census Bureau

Fort Edward has been, and continues to be, an important industrial center for the region. Companies such as Irving Tissue and General Electric continue to make a home in Fort Edward, providing employment to the community and greater region. Smaller companies, such as ESMI, Waste Management, Pallet Inc., have located in and around the Village, and also make up an important segment of the industrial economy.

While a majority of the study area maintains an undeveloped or industrial character, portions of the area consist of residential neighborhoods and commercial properties. The study area can be divided into two distinct parts: the Fort Edward Industrial Park and an area more closely related to the Route 4 commercial corridor.

Parcels in the Industrial Park consist primarily of industrial uses, public services uses associated with the railroad line and Champlain Canal, and undeveloped property. Additionally, some properties within the Village at the southern end of the Industrial Park are residential and commercial in nature as they are more adjacent to the downtown business district.

Smaller in land area than the Industrial Park, the portion of the study area closely related to Route 4 is primarily commercial and residential in nature with only a few industrial and community service parcels. This area reflects the general trend of the Route 4 corridor with commercial

land uses fronting the highway and residential properties locating along neighborhood streets branching away from the highway. Undeveloped land dominates the land use composition of the portion of the study area between the Route 4 corridor and the Industrial Park.

Historically, the Industrial Park portion of the study area has relied on access to railroad lines and to the Champlain Canal as key transportation links for the movement of manufactured goods and raw materials. The Route 4 corridor portion of the area has long been a primarily single-family residential neighborhood utilizing Route 4 as a convenient commute route. Commercial properties located adjacent to the highway in support of local residential neighborhoods and the Village at-large.

### ***Existing Land Use and Development Patterns***

Land use and development patterns illustrate how people manage and develop the land. Efforts for achieving successful and efficient municipal planning, economic development, and growth management rely on understanding trends and relationships among land uses and development patterns.

The Northeast Industrial BOA contains a wide variety of land use types as seen in **Table 2: Land Use Composition**. Retail, residential, vacant, industrial, open space, agriculture, community service, and recreation land uses present in the BOA. The BOA is situated along the edge of the densely developed Village and the Town and contains areas characteristic of urban, suburban and rural settings.

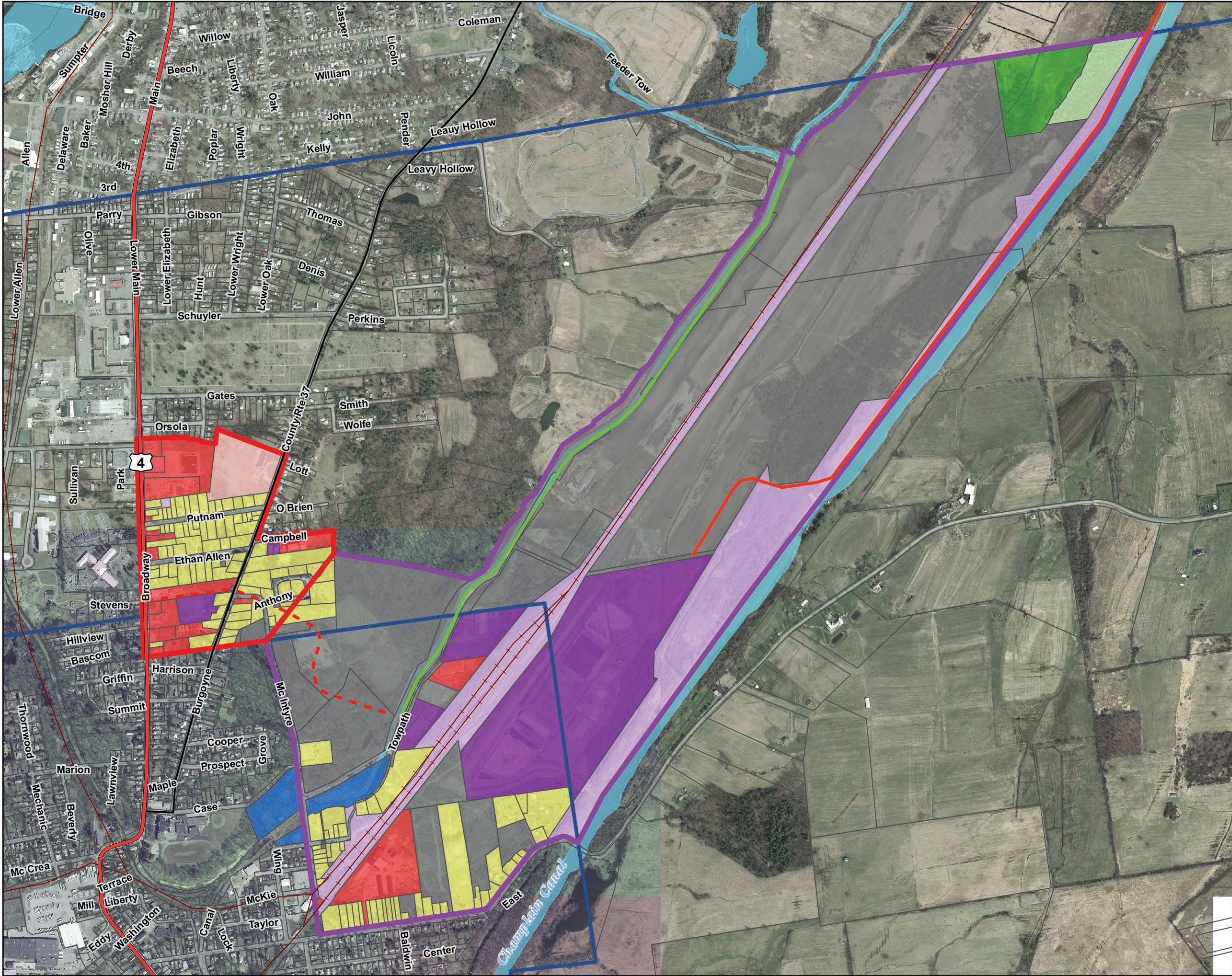
In the area surrounding the Fort Edward Industrial Park, parcel sizes are much larger and the dominant land use is vacant or undeveloped. However, industrial land uses also play a key role surrounding the industrial park. In this area, given the expansive acreage available for development, larger and/or more intensive uses could be located with little to no impact on the neighboring land uses.

Table 2: Land Use Composition				
Land Use	Number of Parcels	% of Parcels in Study Area	Acreage in Study Area	% of Study Area
Agriculture	1	0.4%	8.44	1.1%
Residential	162	68.6%	77.66	10.0%
Vacant	31	13.1%	419.91	54.0%
Commercial	25	10.6%	38.05	4.9%
Recreation	2	0.8%	0.02	0.0%
Community Service	2	0.8%	9.67	1.2%
Industrial	6	2.5%	92.40	11.9%
Public Service	6	2.5%	116.02	14.9%
Conservation	1	0.4%	15.62	2.0%
Total	236	100.0%	777.79	100.0%
Source: Washington County				

Along Route 4 and East Street, for example, the land uses are dominated by retail, commercial, and business uses, interspersed with pockets of neighborhoods. Lot sizes in this area are small, owing to the dense development patterns.

Figure A-1  
Land Use Map





# Fort Edward Northeast Industrial Development and Reuse Strategy

## Nomination Study

### Figure A-1: Land Use Map

Land Use	Acreage in Study Area	% of Study Area
Agriculture	8.44	1%
Residential	77.66	10%
Vacant	419.91	54%
Commercial	38.05	5%
Recreation	0.02	0%
Community Service	9.67	1%
Industrial	92.40	12%
Public Service	116.02	15%
Conservation	15.62	2%
<b>Total</b>	<b>777.79</b>	<b>100%</b>

#### Legend

- Highways
- Secondary Roads
- Dewatering Site Access
- Proposed Truck Route
- Feeder Canal Trail
- Railways
- Uptown Corridor Corridor BOA Boundary
- Industrial Park BOA Boundary
- Municipal Boundary

#### Land Use

- Agriculture
- Residential
- Vacant
- Commercial
- Recreation
- Community Service
- Industrial
- Public Service
- Conservation

03006001,2001,8002,400

Feet

1 inch = 1,000 feet

Date: August 2012

Prepared by:

ELAN

the Williams group

C.T. Male Associates, P.C.

Prepared for:

NEW YORK STATE

DEPARTMENT OF STATE

This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.



The following text describes each of the land use types found within the study area, as well as the role each plays in the BOA and the community.

### Residential

There are two main residential enclaves within the Study Area, with additional residential areas scattered throughout. One is located in and just to the east of Route 4, along Putnam and Ethan Allen Streets. These homes are located on lots of one-half acre or less, and were built mainly between 1938 and 1959.

Similarly, in the East Street/McIntyre area, lot sizes are small, although these homes tend to be dominated by older stock built at the turn of the 20<sup>th</sup> century.

In contrast, the homes located along and just to the east of Burgoyne Avenue are located on slightly larger lots, between one-half and one acre. A more suburban-style pocket of homes is located around Anthony Court, made up mainly of homes built in the 1970's.

The Town recognizes that these are older, established single family residential areas that could provide housing opportunities for new employees attracted to the area as a result of increased industrial and commercial development.

Future development projects will include a public process that will protect, preserve and enhance these neighborhoods.

The Town has been the recipient of Federal and State funded Housing Initiatives that include HOME and AHC (Affordable Housing Corporation). This investment of funds has helped rehabilitate homes for seniors, disabled, and low-income families. These programs are designed to upgrade the housing stock by making them safe for the community.

### Vacant

The majority of the land area within the Northeast Industrial BOA is classified by the local assessors as vacant. With the exception of a few vacant residential lots, the majority of the vacant land is located in or adjacent to the Industrial Park.

This includes some areas which are not otherwise suited to development due to steep slopes, especially along McIntyre and around the former landfill site. The remainder is of vacant land is located in the Industrial Park, north of Environmental Soil Management Companies (ESMI) and the Dewatering Facility. This land represents a significant growth opportunity within the Industrial Park.

Table 3: Commercial Properties Listing		
Address	Property Class/Use	Year Built
334 Broadway	Liquor Store	1975
344 Broadway	Lawn & Garden Store	1975
364 Broadway	Fast Food	1985
354 Broadway	Grocery (Vacant)	1980
Broadway	Fast Food	2005
Campbell Drive	Self Storage	1999
318 Broadway	Office building	1985
324 Broadway	Snack bar	2000
326 Broadway	Office building	1980
300 Broadway	Auto Dealer/Repair	1988
274-276 Broadway	Office building	1980
280 Broadway	Gas station	1975
290 Broadway	Auto dealer	1970
298 Broadway	Restaurant	1970
284 Towpath Lane	Warehouse	1992
99 1/2 East Street	Lumber yard	1960
117 McIntire Street	Office building	1985
Source: Washington County		

### Commercial

There are approximately 17 commercial businesses within the study area, located mainly along Route 4 and the East Street/McIntyre Street area. **Table 3: Commercial Properties Listing** outlines these properties. There are a wide range of business types, including retail, food service, office, professional services, auto-oriented businesses, and storage.

Most of the buildings housing these businesses were built in the 1970's and 1980's.

Although the amount of commercial land use within the study area represents only about 5% of the land area, the businesses which occupy these areas play an important role in the look and feel of the Route 4 corridor and the East Street/McIntyre neighborhood, as well as the economy of the community. As such, vacant businesses could represent a potential deficiency in the services needed by the local community.

### Industrial

Active industrial uses represent the largest area of private land uses in the study area. This is to be expected, as much of the study area is devoted to the Fort Edward Industrial Park. The Industrial Park itself is somewhat removed from the community by means of open space, water features, or transportation corridors. The main interface between the industrial park and the more dense residential areas is the area around East and McIntyre Streets. Although the limited potential interaction between industrial and residential uses may seem to be ideal, in practice this area also is the focus of a large concentration of truck traffic. Due to the lack of transportation access to the industrial park, the narrow interface with the neighborhood may be posing a greater

burden on these residents in terms of impacts from the nearby industrial uses.

In terms of the uses themselves, the following section outlines the industrial uses currently active in the study area.

**Trius:** Trius is located within the Fort Edward Industrial Park. This facility is the third location for the Long-Island based company, which sells and repairs municipal and contracting equipment. The specialty of Trius is snow removal trucks, parts, and equipment. Approximately 15 employees will eventually be located in the facility once it is operating at full capacity.

**Stone Cast Inc.:** This company manufactures architectural cast stone walls, and located to the Industrial Park in 2008, as part of an expansion of their original Queensbury facility. However, the company filed for bankruptcy in 2009. It is unclear what the status of the facility is currently.

**Environmental Soil Management Companies (ESMI):** Environmental Soil Management Companies, ESMI, uses low temperature thermal desorption for the remediation and recycling of contaminated soils. The Fort Edward facility is one of two operated by the Company; the other location is in Loudon, New Hampshire. The facility has the capability to remediate soils contaminated with conventional fuels, coal tars (manufactured gas plant wastes), PCB's, solvents,

energetics, and explosive residuals. These soils can then be reused in industrial and commercial applications, or transported back to generating sites. Materials received at the Fort Edward site are stored within a 30,000 square foot storage building with a storage capacity of 15,000 tons.

**Real Bark Mulch:** This local business is located in repurposed farm structures. The company collects yard waste and brush from public works departments in the area and converts it into mulch, suitable for use in landscape installations.

**Hudson River Dredging Dewatering Facility:** This facility, operated by General Electric, occupies approximately 110 acres on the east side of the railroad tracks within the industrial park. During the summer months, the site employs approximately 500 people, working 24 hours a day in 80-person shifts.

Contaminated dredge spoils arrive at the site via barge and are unloaded at the 1500' wharf. The material is sized using a trammel. The screened sediment is then run through a filter press, which removes all solids. The solids are compressed into a "cake", which is loaded along with all other contaminated material on to rail cars, which transport the materials to another state for disposal. The remaining water is run through the on-site water treatment plant twice. The treated water is then released into the Canal.

The engineering which was required to build this facility is substantial. The entire site was filled to a depth of several feet, so that a clay liner could be established. This liner prevents any stormwater or other spilled material to leave the site. All stormwater is also treated in the water treatment plant prior to being released off site. Improvements to the rail lines include approximately 7 miles of new track, to accommodate the 531 rail cars assigned to the project. Although the exact list of equipment which will remain on the site has not yet been determined, the rail lines, wharf, site liner and stormwater system, and filtration plant would be key infrastructure assets for any future redevelopment of the site.

#### Recreation, Community Service, and Public Service

The study area contains land uses dedicated to use by or for the public, including recreation, community services (used for the well being of the community, such as schools), and public services (used to provide services to the general public, such as utility or transportation lines).

In terms of recreation, the study area contains the Old Champlain Canal Towpath trail, on the west side of the railroad tracks. Conversations with stakeholder groups indicate that this trail is well-used; however, this segment does not link to points north as of yet. The trail does connect to the Feeder Canal Park Heritage Trail, which connects to Hudson Falls, Glens Falls, and Lake George.

The New York State Canal Corporation has currently identified the need to complete the Champlain Canalway Trail, which will eventually link Waterford to Whitehall. The trail route identified by the Canal Corporation is located on the east side of the rail tracks in the study area. However, it is unclear whether this alignment is feasible in terms of access and physical limitations. In addition, this alignment has not yet been included as part of a local community planning process.



## Zoning

The study area is located within two municipalities – the Village and the Town of Fort Edward. Therefore, the land use and zoning regulations for each would apply to any future redevelopment activities.

**Figure A-4 – Zoning Map** shows a representation of the zoning classifications for the BOA area. Both the Village and the Town have zoning ordinances which apply to portions of the study area. Districts within the study area include:

Table 4: Zoning District Use Table	
District	Relevant Issues
Town of Fort Edward	
R-1: Residential Low Density	<ul style="list-style-type: none"> <li>Allows mainly residential uses, with some community and recreational uses allowed as a special use</li> <li>Minimum lot size between 10,000-20,000 square feet, depending on availability of water and sewer</li> <li>20' front yard setback allows for a neighborhood-scale development pattern</li> </ul>
M-1: Industrial	<ul style="list-style-type: none"> <li>Allows industrial, manufacturing, and related uses. Commercial, agricultural, business, and residential uses are not permitted. The lack of commercial and business uses may pose an impediment to flexibility of redevelopment in</li> </ul>

	<p>the future</p> <ul style="list-style-type: none"> <li>Maximum building height is 30'; this could pose a burden on some industrial uses, which would then require a variance.</li> <li>Manufacturing and industrial uses are required to have one parking space for each 1,000 square feet of floor area, plus one for each four employees in the maximum working shift. The ratio method for determining number of required spaces is not directly related to the use itself. As such, it is likely that some manufacturing and industrial uses are required to have more or less parking than would actually be necessary. A method to determine the needed number of spaces based solely on the use or employee/customer base could result in greater efficiency of site design and less burden on developers.</li> </ul>
CP: Commercial Plaza Zone	<ul style="list-style-type: none"> <li>This district is denoted within the text of the ordinance as being applicable in certain areas of the Town, including areas otherwise designated as C-1. This is potentially confusing to developers and residents, as it is not immediately clear which use, dimensional, parking, sign, or other requirements apply.</li> <li>Allows a wide variety of commercial, office, service, and related uses. Gas stations, auto dealerships, tattoo, billiard and massage parlors, funeral homes, and adult bookstores are prohibited.</li> <li>All development uses require site plan review.</li> </ul>

District	Relevant Issues
Town of Fort Edward	
R-AG: Rural Agriculture	<ul style="list-style-type: none"> <li>Allows agricultural, residential, and community/public service uses. Limited commercial uses allowed by special use. The narrow width of the district makes it unlikely to be used as agricultural or residential land. However, the location of this zone along the Canal effectively limits the intensity of development which can take place along the canal shoreline.</li> </ul>
Village of Fort Edward	
R-1: Residential Low Density	<ul style="list-style-type: none"> <li>Allows one-family detached dwellings; an attached or detached private garage; offices for members of the learned professions; and gardens with a minimum lot size of 15,000 square feet.</li> <li>Residential zoning within the Village covers only a small portion of the Industrial Park/Dewatering Facility BOA sub-area.</li> </ul>
I: Industrial	<ul style="list-style-type: none"> <li>Allows multiple dwellings of three (3) or more dwelling units, attached or detached private garages, as well as any industrial use approved by the Planning Board.</li> </ul>
Source: Town and Village Fort Edward	

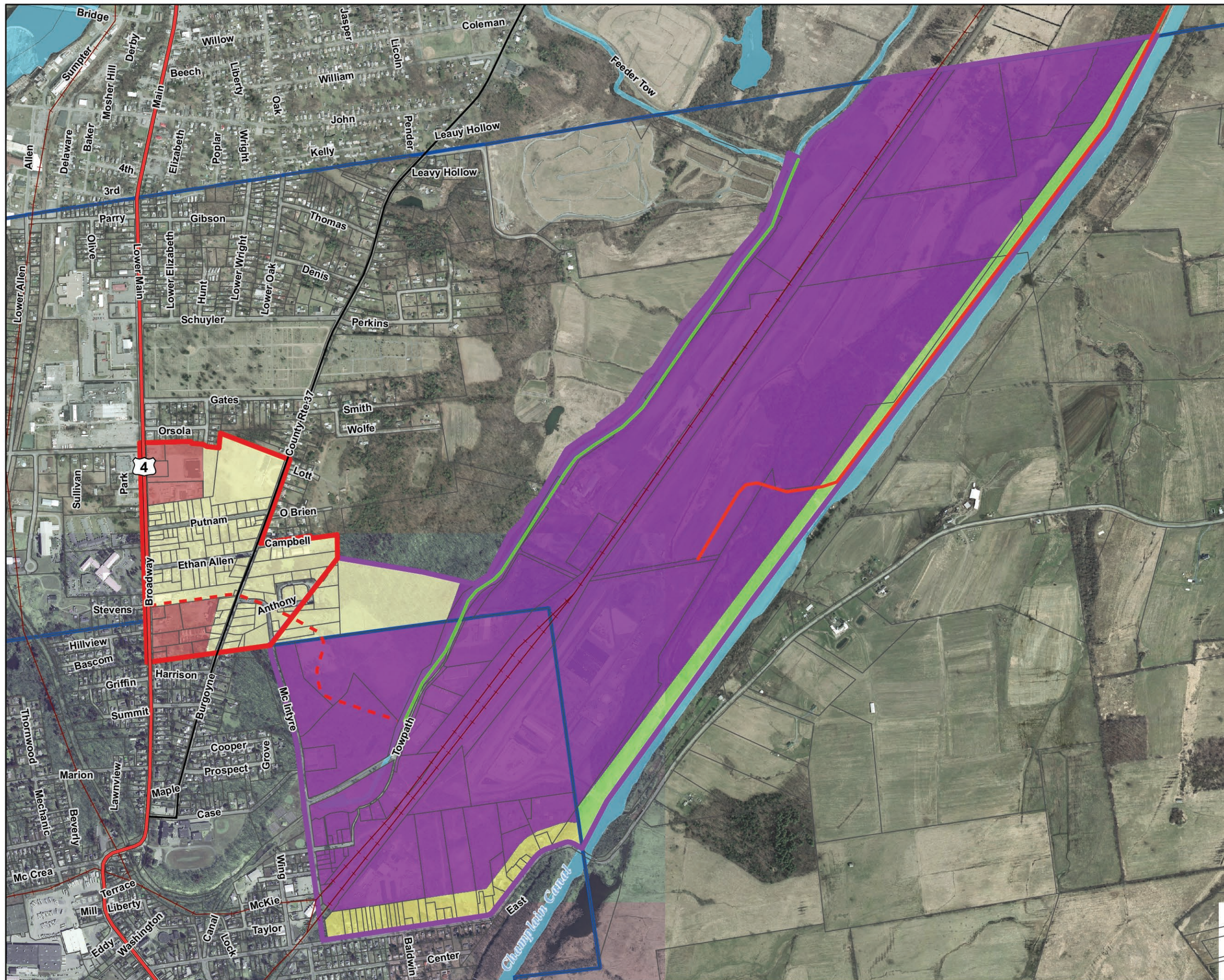
Figure A-2  
Zoning Map



# Fort Edward Northeast Industrial Development and Reuse Strategy

## Nomination Study

Figure A-2 : Zoning Map



### Legend

- Highways
- Secondary Roads
- Dewatering Site Access
- - - Proposed Truck Route
- Feeder Canal Trail
- + + + Railways
- Uptown Corridor BOA Boundary
- Industrial Park BOA Boundary
- Municipal Boundary

### Town Zoning

- R-1: Residential Low Density
- M-1: Industrial
- C-P: Commercial Plaza
- R-AG: Rural Agriculture

### Village Zoning

- R-1: Residential Low Density
- I: Industrial



0 300 600 1,200 1,800 2,400 Feet

1 inch = 1,000 feet

Date: August 2012

Prepared by:



Prepared for:



This map was prepared for Fort Edward and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.



## ***Economic Incentive Programs and Assistance to Businesses***

There are a number of incentive programs at work in the BOA study area that could be valuable for future investment and business assistance, partnerships, and guidance. These include the Washington County Local Development Corporation, the Warren-Washington Industrial Development Agency, and the Fort Edward Chamber of Commerce.

The Washington County Local Development Corporation (LDC) is a not-for-profit organization that administers economic development programs and services to assist local businesses with financing, site selection services, taxes, utilities, labor force, transportation and coordination. Some of the business loan programs available include:

- **Micro-Enterprise Assistance Program (MAP)**

The MAP program provides loans (up to \$25,000) to qualified applicants for the start up or expansion of microenterprise businesses (5 or fewer employees). Eligible expenses include the purchase of fixed assets, working capital and real estate acquisitions. Program requirements include the creation of employment opportunities consistent with the federal CDBG program.

- **Intermediary Relending Program (IRP)**

The IRP provides financing to eligible applicants looking to start-up or expand an existing business employed primarily in manufacturing, warehousing, or wholesale distribution. Loans in the amount of \$25,000 to \$150,000 are available for the purchase of fixed assets; working capital; and real estate acquisition.

- **Economic Development Loan Program**

This program provides funding assistance to eligible applicants for the purchase of fixed assets; working capital; and/or real estate acquisitions. Eligible applicants include start ups or expansions primarily employed in the following business activities: manufacturing, warehousing, or wholesale distribution. Applicants can apply for \$15,000 per job created, with \$25,000 loan minimum. Creation of employment must adhere to the guidelines established by the federal CDBG program.

- **Community Development Loan Fund**

Community Development Loan Fund monies are available to eligible applicants who will lease or rent assets to an otherwise eligible borrower. Funds can be used for inventory and receivables, permanent working capital, real



estate purchase, building construction or renovation and any other use deemed appropriate by the Board of Directors. There is no minimum loan amount to apply for this program, and the maximum amount of financing may not exceed the ratio of \$50,000 per each employment opportunity to be created or retained.

The LDC is also responsible for administering the existing Empire Zone businesses within the County, and provides site selection assistance, and information regarding tax credits and utility programs.

Additional details regarding the programs administered by the Washington County Local Development Corporation can be found at their website: <http://www.wcldc.org/programs.html>.

The Warren-Washington Industrial Development Agency (IDA) is a public benefit corporation formed to attract, retain and expand businesses within the two counties through the provision of financial incentives. The IDA can promote, develop, and assist private entities in the acquisition, construction/reconstruction, improvement, maintenance, and furnishing of industrial, manufacturing, warehousing, commercial, research and recreational facilities.

The IDA has the authority to issue Industrial Development Revenue Bonds, lease/sale agreements, installment sale agreements as well as various tax advantages. Although the

private companies benefiting from Agency participation are technically exempt from local city, town, village, school and county property taxes, a Payments in Lieu of Taxes Agreement (PILOT) is entered into between the Agency and any applicant for Industrial Development Agency involvement.

Fort Edward Chamber of Commerce provides marketing and networking opportunities to local businesses, as well as health insurance for members. The Chamber maintains a website with a business directory as well, and sponsors events in the community.

### ***Land Ownership***

Most of the land within the BOA is privately owned. However, several parcels are publicly owned, as seen in **Figure A-3 – Land Ownership Patterns Map**.

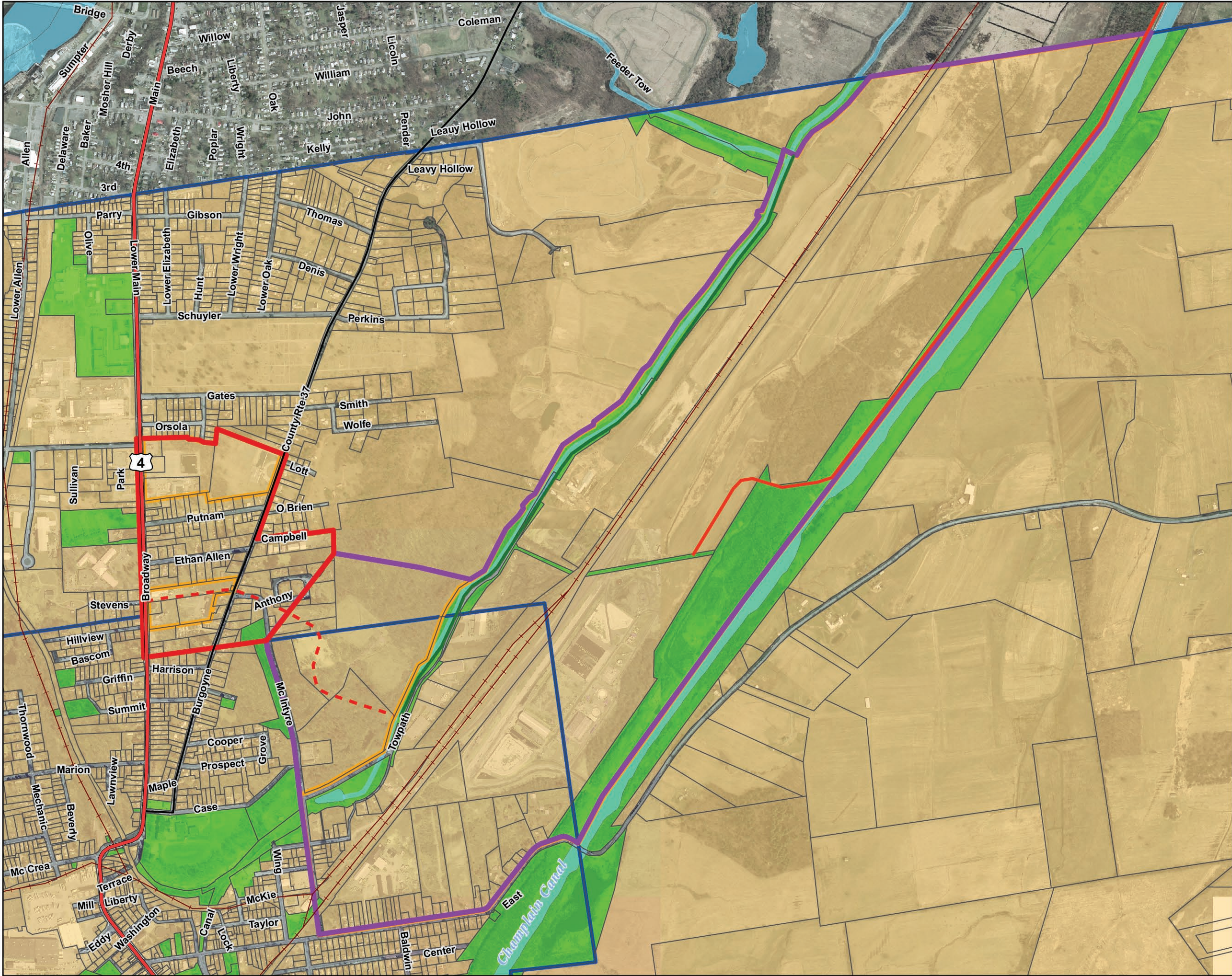
Within the BOA district, there are several important landowners which control significant portions of the study area. These include:

Table 5. Land Ownership Composition	
Owner	Total within Study Area (Acres)
Wcc, LLC	401.16
New York State	88.79
Delaware & Hudson Railway Corp	47.61
Maloy Inc, James H.	28.22
Dickinson Trust, Frederick J	18.97
Hogan, Francis	15.62
Environmental Soil Management	15.48
Binley Real Estate Holding LLC	12.08
Fort Edward Village	11.09
Hudson Falls Central School	9.66
Source: Washington County Real Property	

Due to the size, location, and/or configuration of these parcels, these landowners represent the potential to be significant partners as redevelopment efforts are undertaken. Several landowners within the study area have been involved in the BOA process as key stakeholders, having been interviewed and expressed their concerns and desires. They have also attended both Advisory committee meetings and public meetings, contributing important input to the process.

Figure A-3  
Land Ownership Patterns Map





# Fort Edward Northeast Industrial Development and Reuse Strategy

Nomination Study

## Figure A-3: Land Ownership Map

Significant land owner	Acreage in Study Area
WCC, LLC	401.16
New York State	88.79
D&H Railway Corp.	47.61
James H. Maloy Inc.	28.22
Francis Hogan	15.62
Environmental Soil Management	15.48
Binley Real Estate Holding LLC	12.08
Fort Edward Village	11.09
Hudson Falls Central School	9.66

### Legend

- Highways
- Secondary Roads
- Dewatering Site Access
- Proposed Truck Route
- Feeder Canal Trail
- Railways
- Uptown Corridor Corridor BOA Boundary
- Industrial Park BOA Boundary
- Fort Edward Industrial Park
- Municipal Boundary

### Ownership

- Private
- Public

N

W

E

S

0

300

600

1,200

1,800

2,400

Feet

1 inch = 1,000 feet

Date: August 2012

Prepared by:

Planning + Design + Landscape Architecture PLLC

Real Estate Advisors

C.T. Male Associates, P.C.

Prepared for:

NEW YORK STATE  
DEPARTMENT OF STATE

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## ***Transportation Systems***

Access to the study area includes both challenges and opportunities. The existing conditions pertaining to the transportation modes are discussed below.

### Vehicular/Truck Access

The primary route to access the Fort Edward community is via US Route 4 (Route 4). Route 4 is a major transportation corridor throughout the region and accommodates truck traffic related to the Industrial Park. Route 4 is an Access Highway for larger vehicles and is listed on the National Highway System.

In May 2007, the Town of Fort Edward completed the Fort Edward Industrial Park Truck Access Route Study (TARS). This report examined the existing transportation and traffic systems in great detail, and contains a wealth of information regarding access to the Industrial Park, including roadway conditions, traffic counts for vehicles and trucks, and level-of-service analysis for key intersections. Selected findings from this report are summarized below:

- The existing truck route (see Figure 6) is difficult for trucks to traverse, given the acute angles at the intersection of County Route 40 (Schuyler Avenue) and

County Route 37 (Burgoyne Avenue). This intersection is also heavily used by trucks as a cut-off to access NYS Route 196, north of the study area.

- NYS Route 4 experiences between 50-60 cars per hour between 8:00 a.m. and 3:00 p.m.; the average daily truck volume in the Industrial Park in 2006 was 92 trips per day (entering and exiting).
- Truck access on East Avenue within the Village of Fort Edward is limited by local statute.

The TARS analyzed a series of 12 alternatives to provide truck access to the Industrial Park. These were examined in terms of several evaluation criteria, to determine which option would provide the most beneficial balance of impacts and benefits. These criteria included:

- Conflicts with pedestrian travel to McIntyre Park
- Relocation of Residents
- Number of residences fronting proposed route
- Impacts to environmental resources
- Impacts to cultural and historical resources
- Economic impact
- Direct access for truck traffic
- Use of existing infrastructure
- ROW acquisition/easements required
- Engineering considerations
- Located within Town/Village



- Impacts to Canal bike path
- Consistent with Village Master Plan

From this quantitative evaluation, the “Empire Zone” route was selected, as shown on Figure 6. This route was determined to have the most desirable balance between potential impacts and benefits.

This proposed transportation improvement will provide a means of more direct truck access to the west side of the industrial park, and will address the need to relieve traffic impacts on the County Route 40/37 intersection. However, this route does not address the need for additional direct access to the east side of the industrial park, nor does it provide a more direct route to Route 196.

#### Rail Access

The study area boasts excellent freight and passenger rail access via the Delaware and Hudson (D&H) Canadian Main rail line. This track is the principal north/south rail corridor in this area, carrying both freight and passenger rail traffic. This rail line is the only track to have access all the way to NYC on the east side of the Hudson River. In 2007, there were two Amtrak passenger trains each day in each direction, for a total of four passenger trains per day.

Freight traffic on the rail line has increased significantly in recent months due to the GE dewatering facility. Approximately 7 miles of new track were laid in the study area, to accommodate the approximately 530 rail cars assigned to the dewatering project. These trains, with 81 cars per train, carry the contaminated solid materials away from the dewatering facility to solid waste disposal facilities in Utah and Idaho. These privately leased rail cars are dedicated solely to the dewatering project. The new rail lines were built to full standard specifications and are anticipated to have a functional life of about 50 years. The tracks also have the ability to weigh the cars in motion.

In addition to the GE facility, these tracks service local freight to industries such as Finch Pruyn in Glens Falls and Irving Tissue in Fort Edward. These cars utilize D&H’s Fort Edward Rail Yard, located near Factory Street, which provides tracks for rail car switching and storage. In 2007, the typical rail freight volume between Fort Edward and Glens Falls was one train per day in each direction.

At-grade crossings of the rail tracks are provided on East Avenue, Wing Street, and Lincoln Avenue. The crossing at Wing Street is in poor condition, as noted in the TARS, and uses a passive (signs-only) warning system on the north side of the crossing. There are no signs on the south side of the crossing. The East Street crossing is active, with signalized

accommodations. As noted previously, there are no at-grade crossings within the industrial park itself.

### Public Transit

The BOA study area is currently served by two nearby stops on the Greater Glens Falls transit bus line, Route #4. This line has stops on NYS Route 4 at the Washington County office building and the intersection of East Avenue. During the week, the bus makes 12 stops, with 7 on Saturday.

### Parking

The individual commercial and industrial uses within the study area each have their own parking areas. On-street parking is allowed on the residential cross-streets within the study area. It is anticipated that parking capacity for the area can be accommodated on site for any new development.

### Pedestrian/Bicycle

Pedestrians within the study area are served by a combination of sidewalks and trails. Along Route 4, the sidewalks are in excellent condition, having been recently reconstructed as part of the NYSDOT streetscape improvements. Sidewalks along the local roads vary in condition from good to poor. Pedestrian access to the west side of the industrial park is through the Towpath Trail. There is no dedicated pedestrian

infrastructure to the east side of the industrial park. Residents had used the canal service road as a walking path; however, access to this roadway was limited when the dewatering facility was built.

Cyclists in the study area also use the system of local streets and trails. The Feeder Canal Towpath Trail is multi-use and allows for bicycle access. In the remainder of the study area, cyclists share the road with vehicles.

### Waterborne

The eastern boundary of the study area is defined by the Champlain Canal. One of our nation's first canals, the Champlain Canal opened up critical shipping routes from New York City to the St. Lawrence Seaway. Today, the Canal is 63 miles in length and provides transportation and recreation opportunities.

A part of the Lakes to Locks Passage, the Champlain Canal is a nationally designated scenic byway. The Canal is also included in the Erie Canal National Heritage Corridor.

Lock 8 of the Canal is located adjacent to the Industrial Park and a 1,500 foot wharf located south of Lock 8 also provides unfettered access between the Canal and the Dewatering Facility site.