

Waterfront Heritage Area: Pioneering a Renewed, Sustainable Future

Nomination

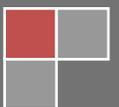
April 2015



City of Amsterdam
Montgomery County, New York



This document was prepared for the City of Amsterdam and the New York State Department of State with state funds provided through the Brownfield Opportunity Areas Program.



Acknowledgments

This Brownfield Opportunity Areas (BOA) Nomination was developed in partnership with the City of Amsterdam, the NYS Department of State, community stakeholders, residents and property owners.

The dedicated members of the Waterfront Heritage Area (WHA) Steering Committee provided invaluable guidance and input throughout the process.

Waterfront Heritage Area Steering Committee

Honorable Mayor Ann Thane

Anthony Altieri

Rob Constantine

John Duchessi

Daniel Labate

John Naple

Ileana Magaletti

Jacqueline Marciniak

Kevin Millington

Matt Moller

Paul Parillo

Susan Phemister

Fabricia Rodriquez

Judith Tatun

William Tatun

Lisa Vertucci

Rob von Hasseln

Dan Weaver

Nick Zabawsky

Report prepared with the help of:





Executive Summary i

Table of Contents

Introduction and Project Description 1

The Study Area 2

Inventory and Analysis 8

Priority Brownfield, Abandoned and Vacant Sites 42

Engaging Partners and Stakeholders 51

Assets, Challenges and Opportunities 55

Community Vision and Goals 63

Implementation Matrix 70

Figures

Figure A-1: Statewide Proximity Map 3

Figure A-2: Regional Context Map 4

Figure B: Study Area Context Map 5

Figure C: Study Area Map 7

Figure D: Existing Land Use Map 14

Figure E: Zoning Map 19

Figure F: Land Ownership Map 22

Figure G: Parks and Open Space Map 25

Figure H: Historic and Archeological Significant Areas Map 31

Figure I: Transportation Network Systems Map 33

Figure J: Natural Resources and Environmental Features Map 40

Figure K: Strategic and Priority Sites Map 44

Tables

Table 1: Amsterdam Demographic Indicators..... 10

Table 2: Community Demographic Summary 11

Table 3: Population Trends..... 11

Table 4: Housing Profile..... 13

Table 5: City Wide Land Use 15

Table 6: WHA Land Use 16

Table 7: WHA Zoning 18

Table 8: Land Ownership Patterns 23

Table 9: Historic and Cultural Resources..... 28

Table 10: Amsterdam WHA Strategic Sites 42

Table 11: Amsterdam WHA Priority Sites..... 43

Charts

Chart 1: Age Cohort Profile 12

Appendices

- Appendix A BOA Planning Process
- Appendix B Downtown Market Analysis
- Appendix C Pedestrian Bridge Potential Markets Study
- Appendix D Multi-Modal Facility Evaluation
- Appendix E Strategic Site Profile Forms
- Appendix F Open House

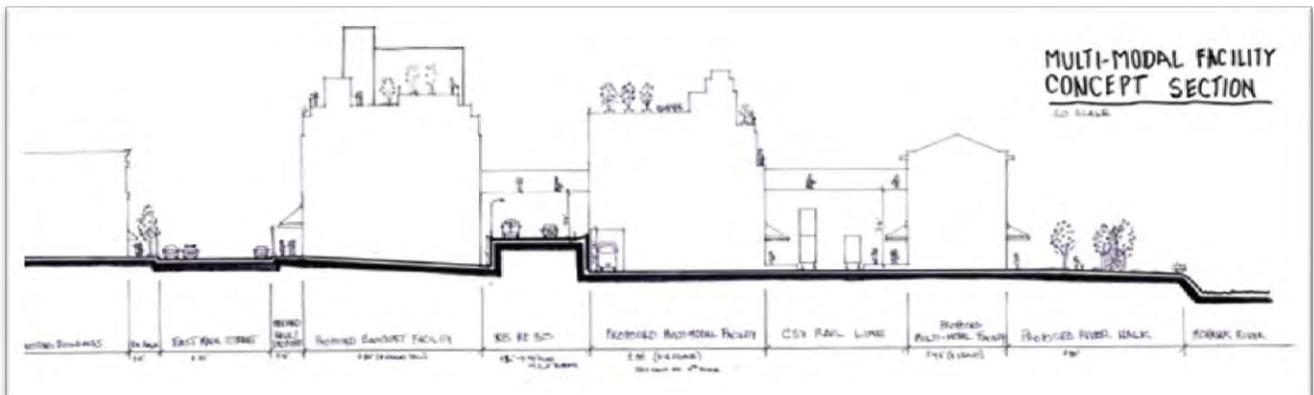
Executive Summary

Project Overview

The City of Amsterdam was awarded funding from the NYS Department of State through the Brownfield Opportunity Areas (BOA) program to complete a Nomination for the Waterfront Heritage Area (WHA). The WHA includes properties located in the City's South Side and downtown neighborhoods, and is characterized by former mills, brownfields, and vacant and underutilized sites located along the Mohawk River waterfront. The primary objectives to be achieved through this Nomination are to: identify catalytic sites for redevelopment; strengthen the downtown's commercial core and tax base with new residential, commercial, and office uses; identifying rail transportation options; and establish a definitive pedestrian and vehicular connection between the South Side neighborhoods and the waterfront and downtown.

Amsterdam has a population of 18,620 (2010 Census) and is the only city and the largest municipality in Montgomery County. The City is located within three miles of the New York State Thruway, making the WHA easily accessible to the Adirondack Park and the City of Albany. Driving distances to nearby municipalities range from 27 miles to Saratoga Springs, 30 miles to Albany, and 60 miles to Utica. Due to this strategic location, the City is well positioned to capitalize on the emerging technology industry in Saratoga and Schenectady Counties as New York State Route 67 connects the City to Malta and the Global Foundries.

The Waterfront Heritage Area consists of 104 acres of land and includes the South Side neighborhood, portions of the Mohawk River waterfront and the City's downtown. The WHA is predominantly a built environment and offers residents and business owners a high quality of life including low cost residential, commercial and industrial properties, short commutes and spectacular views of the Mohawk River. The WHA is also home to the Mohawk Valley Gateway Overlook (MVGO) pedestrian bridge. The bridge is currently under construction, but the City anticipates that upon its completion, the MVGO will attract regional tourists and spur economic development and private investment in South Side and in the City's downtown. The MVGO, coupled with construction of a new Multi-Modal Facility in the City's



downtown, has the potential to revitalize the WHA and make it a true destination.

This revitalization effort is being led by the City of Amsterdam. The Nomination was prepared with guidance from a Steering Committee made up of local business owners, representative from local and regional agencies, residents and City staff.

Public Participation & Engaging Partners

The goal of the public participation during this project was to foster communication, create a sense of ownership of the process and build trust among the public, the City of Amsterdam, and regulatory agencies during the development of the WHA BOA Nomination. Citizen participation provided an opportunity to gather information from the public regarding the history of the study area and created an understanding of the public's hopes, concerns and desires regarding future development in the Amsterdam WHA. The public engagement process included four public meetings, a community open house, stakeholder and property owner meetings, and a series of Steering Committee meetings.

Community Vision - Goals and Objectives

As a result of the extensive public participation process, the community developed the following vision for the City of Amsterdam Waterfront Heritage Area Brownfield Opportunity Area:

Through the revitalization of the Waterfront Heritage Area, the City of Amsterdam will be...

- A leader in restoring its natural and built environment in its economic development initiatives;
- At the center of innovation, supporting an entrepreneurial culture attracted to emerging opportunities in both the Capital Region and Central New York;
- A dynamic place with a thriving, mixed-use downtown and healthy, safe neighborhoods;
- A diverse community that embraces culture, offers opportunity to all age groups, and supports those in need;
- A healthy community that provides enhanced physical activity opportunities; and
- A vibrant destination that builds upon and protects the city's cultural, historic and natural assets.

To achieve this vision, four broad goals have been established:

- Goal 1: Continue to transform the South Side Neighborhood into a vibrant, mixed-use live-work community.
- Goal 2: Capitalize on the Waterfront Heritage Area's strategic location to cutting edge industries.
- Goal 3: Create a mix of businesses and residents that sustain downtown as a social, civic and cultural center of the community.
- Goal 4: Establish the Waterfront Heritage Area as a cultural heritage destination.

Study Area Conditions

The Amsterdam Waterfront Heritage Area includes the southern portion of the City, commonly referred to as Amsterdam's "South Side" or "Southside," the downtown, and waterfront properties located along the Mohawk River.

The mix of uses in the South Side include vacant, former industrial properties located along the waterfront, commercial and light industrial properties along Bridge Street, residential neighborhoods, the Port Jackson Boat Launch and Bocce Club, the historic Armory, and Veteran's Park. The anticipated completion of the MVGO pedestrian bridge, coupled with recent public infrastructure investments in the South Side neighborhood, has led to a resurgence in commercial activity along Bridge Street.

The properties located to the north of the river are predominately commercial and residential. This area also includes the City's downtown, an enclosed shopping mall known as the Amsterdam Riverfront Center, and the popular Riverlink Park. In the early 1960s, Amsterdam was experiencing the ill-effects of a changing global economy and settlement patterns. Both people and jobs began moving away from the City for "greener pastures." In response to these new settlement patterns, urban renewal was being touted as a strategy to improve urban global economic competitiveness and a way to replenish urban housing stock. Much of Amsterdam's urban core was "renewed" with new high volume roadways that efficiently moved vehicles through the City. This new roadway construction included the development of a new enclosed mall, named the Amsterdam Riverfront Center, and in the late 1970s, moving the train station from the urban core to the western edge of the City. The mall was once filled with clothing and retail shops but is now home to the offices of doctors and politicians, a radio station and an off-track betting site. The train station once provided vitality to the core and today is small, red-brick shelter with seating capacity for fifteen passengers. Both redevelopment of the downtown and returning the train station to the core hold unique potential in the revitalization of Amsterdam and the success of the Waterfront Heritage Area.

Economic Opportunities

To identify economic opportunities within the WHA, the project team conducted a Target Industry Analysis, a Downtown Market Analysis, and a Pedestrian Bridge Potential Markets Study. The Target Industry Analysis was conducted to identify industries (or types of industries) that have the strongest potential to expand or relocate to the Waterfront Heritage Area and offer the best prospects for jobs that offer a higher quality of life. This analysis yielded seven major industry segments that have a strong potential to expand or relocate to the Waterfront Heritage Area and provide residents with “good jobs”. These industries include:

- Technology
- Advanced Materials
- Biotechnology
- Energy
- Information Technology
- Nanotechnology
- Arts and Culture

The Downtown Market Analysis identified current and emerging market trends, demographics, and an analysis of existing retail patterns. The analysis revealed that the City has an opportunity to capitalize on several consumer segment niche markets, including marketing to seniors, ethnics groups, and the traveling public, specifically, heritage and cultural tourists.

Finally, the Pedestrian Bridge Potential Markets Study identified opportunities to grow the economy by catering to heritage tourists and recreation enthusiast who travel to the region to visit the Erie Canalway Trail, Guy Park Manor, Riverlink Park, and once it is completed, the Mohawk Valley Gateway Overlook (MVGO) pedestrian bridge. The MVGO is expected to be an expression of the region’s heritage while providing a new economic draw and enhanced cultural/recreational opportunities for the region and city, and will support enhanced public parks and recreational amenities, new restaurants and shopping, and improved business and real estate development prospects that will positively impact the local and regional economy.

Strategic and Priority Sites

The WHA contains fourteen sites which were identified as strategic by the Steering Committee. These sites include brownfields, vacant and underutilized properties. Once the strategic sites were identified, the committee then focused on selecting six of those sites whose redevelopment have the potential to serve as a catalyst for area-wide change. The priority sites include: the 2.5-acre former Chalmers Mill located along the banks of the Mohawk, a former planing mill, a downtown bank, waterfront properties

located near the base of the Mohawk Valley Gateway Overlook, and an automobile junkyard/recycling facility.

Key Findings and Recommendations

The WHA BOA Nomination is a multi-disciplinary consensus based comprehensive approach to brownfield redevelopment based on sound planning principles, environmental analysis, and market analysis. Opportunities exist to revitalize the Waterfront Heritage Area by building on the area's existing assets including strategic location, unique waterfront setting, and the Mohawk Valley Gateway Overlook Pedestrian Bridge, which is currently under construction. Redevelopment of priority sites, including the former Chalmers Mill and key waterfront and downtown locations will help the WHA and the City thrive economically, while restoring environmental quality to this portion of the City.

After identifying goals for the WHA BOA, the following recommendations were developed:

South Side Neighborhood

- Redevelop the Chalmers site in a manner that respects its unique and high profile location along the Mohawk River
- To help further the revitalization of the South Side neighborhood, implement streetscape improvements similar to those recently completed along Bridge Street to Gilliland Avenue, Erie Street and Florida Avenue
- Celebrate the ethnicity of the community through the creation of a "Restaurant Row"

Capitalize on the Waterfront Heritage Area's strategic location

- Expand local capacity to advance economic development within the WHA
- Install high-quality telecommunications infrastructure downtown.

Create a mix of businesses and residents

- Implement the recommendations of the Downtown Market Analysis
- Develop incentives to attract businesses that support the specific niches identified the Downtown Market Analysis
- Relocate the Amsterdam Train Station back into the commercial core and establish a multi-modal facility that includes a mix of retail, commercial and office space
- Undertake a pedestrian circulation and parking study.

Establish the Waterfront Heritage Area as a cultural heritage destination.

- Advance cultural heritage tourism activities within the WHA
- Identify and attract businesses that will meet needs of cultural heritage visitors to the MVGO

Unify Downtown and the South Side

- Submit an application for a BOA Step 3 – Implementation Strategy
- Create a Waterfront Heritage Area neighborhood association

Introduction and Project Description

In June of 2004, the City of Amsterdam requested funding from NYS Department of State Brownfield Opportunity Areas (BOA) Program to conduct a Step 2: Nomination for the city's South Side neighborhood, commonly known as "Via Ponte". The Nomination included an analysis of the study area, creation of a vision statement and goals, an economic and market trends analysis, and an evaluation of underutilized and vacant parcels. An overview of the BOA Program is provided in *Appendix A: BOA Planning Process*.

During the course of developing the study, funding became available for a new pedestrian bridge connecting the South Side to the north shore. In 2011, the City requested additional monies to expand the BOA boundary across the Mohawk River and develop a downtown revitalization plan for the "Waterfront Heritage Area". Elements of the plan include: a downtown market analysis, a pedestrian bridge potential markets study, and a multi-modal facility evaluation. The data that was collected during the development of these additional studies was used to finalize the Via Ponte/Waterfront Heritage Area BOA Nomination. Copies of the following reports are provided in the Appendices:

- *Appendix B: Downtown Market Analysis*
- *Appendix C: Pedestrian Bridge Potential Markets Study*
- *Appendix D: Multi-Modal Facility Evaluation*

This Nomination was prepared with guidance from a Steering Committee comprised of local business owners, local agencies, residents, and city staff. The resulting Nomination is a multi-disciplinary consensus based comprehensive approach to brownfield redevelopment based on sound planning principles, environmental analysis, and market analysis. Opportunities exist to revitalize the Waterfront Heritage Area by building on the area's existing assets including strategic location, unique waterfront setting, and the Mohawk Valley Gateway Overlook Pedestrian Bridge, which is currently under construction. Redevelopment of priority sites, including the former Chalmers Mill and key waterfront and downtown locations will help the WHA and the City thrive economically, while restoring environmental quality to this portion of the City.

The Study Area

The Waterfront Heritage Area is located in the City of Amsterdam, New York. Amsterdam is located just off New York State Thruway at Exit 27, and is only 30 miles from the State Capitol of Albany, 60 miles from Utica, and 180 miles from New York City. Please refer to *Figure A: Regional Context Map*.

The City is well positioned to capitalize on the emerging technology industry in Saratoga and Schenectady Counties as New York State Route 67 connects the City to Malta and the Global Foundries. The NYS Thruway runs adjacent to and just south of the City with quick access to Schenectady, home of General Electric and to the College of Nanoscale Science and Engineering's Albany NanoTech Complex at the University of Albany. To the west, the City of Utica and the Marcy Nanocenter at SUNY IT is about an hours' drive on the NYS Thruway. Together, Amsterdam lies in the middle of, and has significant opportunities to benefit from, the emerging technology corridor stretching from Albany to Rome.

Route 67 also connects Amsterdam with Johnstown and Gloversville, which has a growing agricultural and dairy industry. Along Route 67 is the Fulton-Montgomery Community College Campus, which presents Amsterdam with unique opportunities to attract higher educational uses. State Route 30 connects the Thruway to the Amsterdam area and bisects the city. This highway is a major north-south route from the Adirondack Mountains to the Catskill Mountains, and is heavily traveled by recreation travelers. In addition, the City is located only 27 miles from Saratoga Springs. The City's location along major transportation routes presents several opportunities for the City to attract travelers. As the WHA is redeveloped, the City will inevitably benefit from the high level of tourism travel through the area.

The proposed Brownfield Opportunity Area, referred to as the Waterfront Heritage Area (WHA), covers 104 acres and includes the South Side neighborhood, portions of the Mohawk River waterfront and the City's downtown. A map that illustrates the WHA boundary in relation to the City boundaries is provided in *Figure B: Study Area Context Map*.



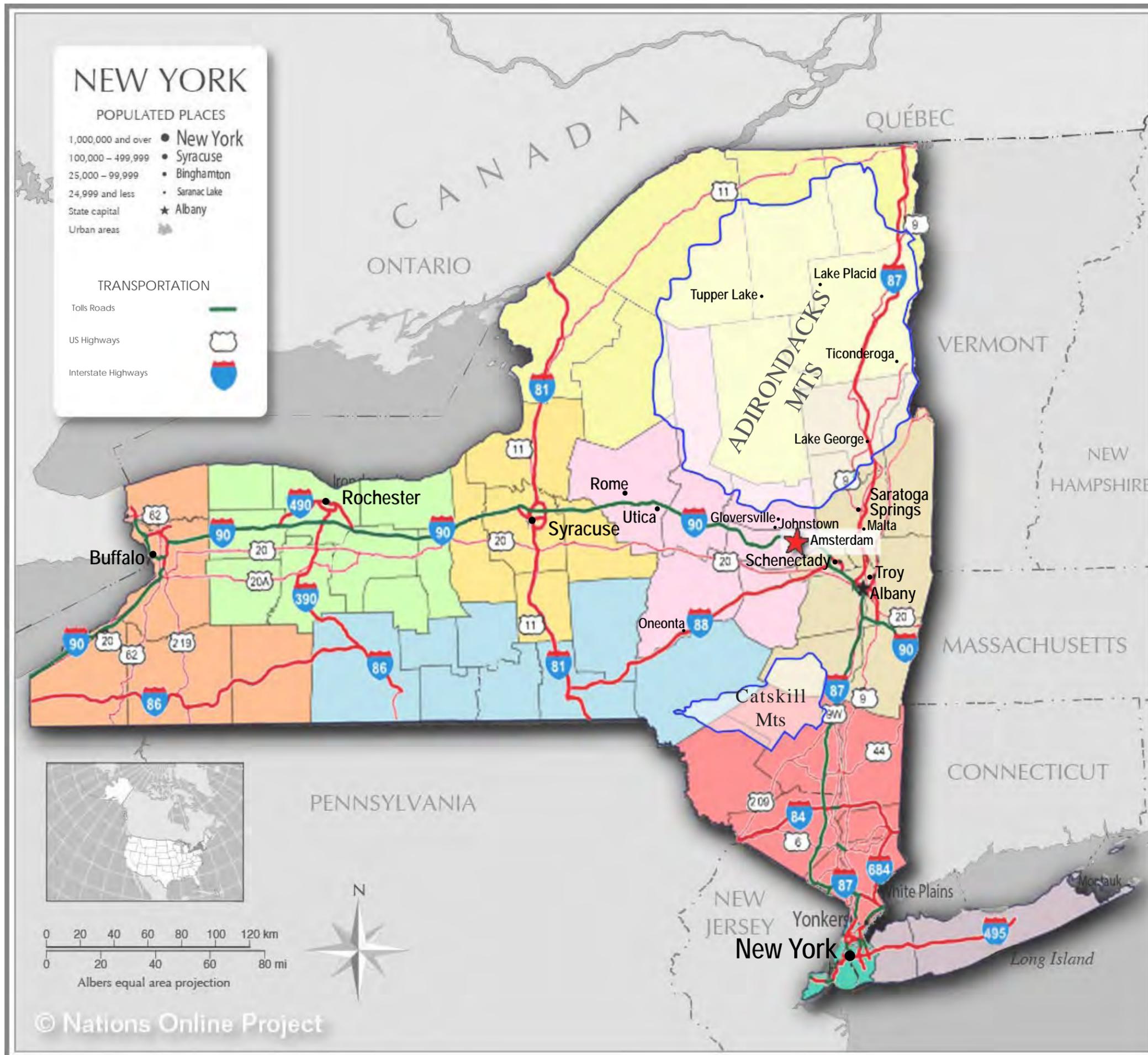
Cutting Edge Industries within One Hour of Amsterdam



City of Amsterdam Waterfront Heritage Area

Nomination

Figure A -1: Statewide Proximity Map



Regional Economic Development Council Regions:

- Western New York
- Finger Lakes
- Southern Tier
- Central New York
- North Country
- Mohawk Valley
- Capital District
- Hudson Valley
- New York City
- Long Island

Driving Distance:

- Amsterdam ↔ Malta = 24 miles
- Amsterdam ↔ Adirondack Park = 30 miles
- Amsterdam ↔ Albany = 37 miles
- Amsterdam ↔ Utica = 63 miles
- Amsterdam ↔ Catskill Mountains = 88 miles
- Amsterdam ↔ New York City = 180 miles

— Adirondack and Catskill Parks

Data Source:
http://www.nationsonline.org/maps/USA/New_York_map.jpg

Date: October, 2015

Prepared by:



Prepared for:



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

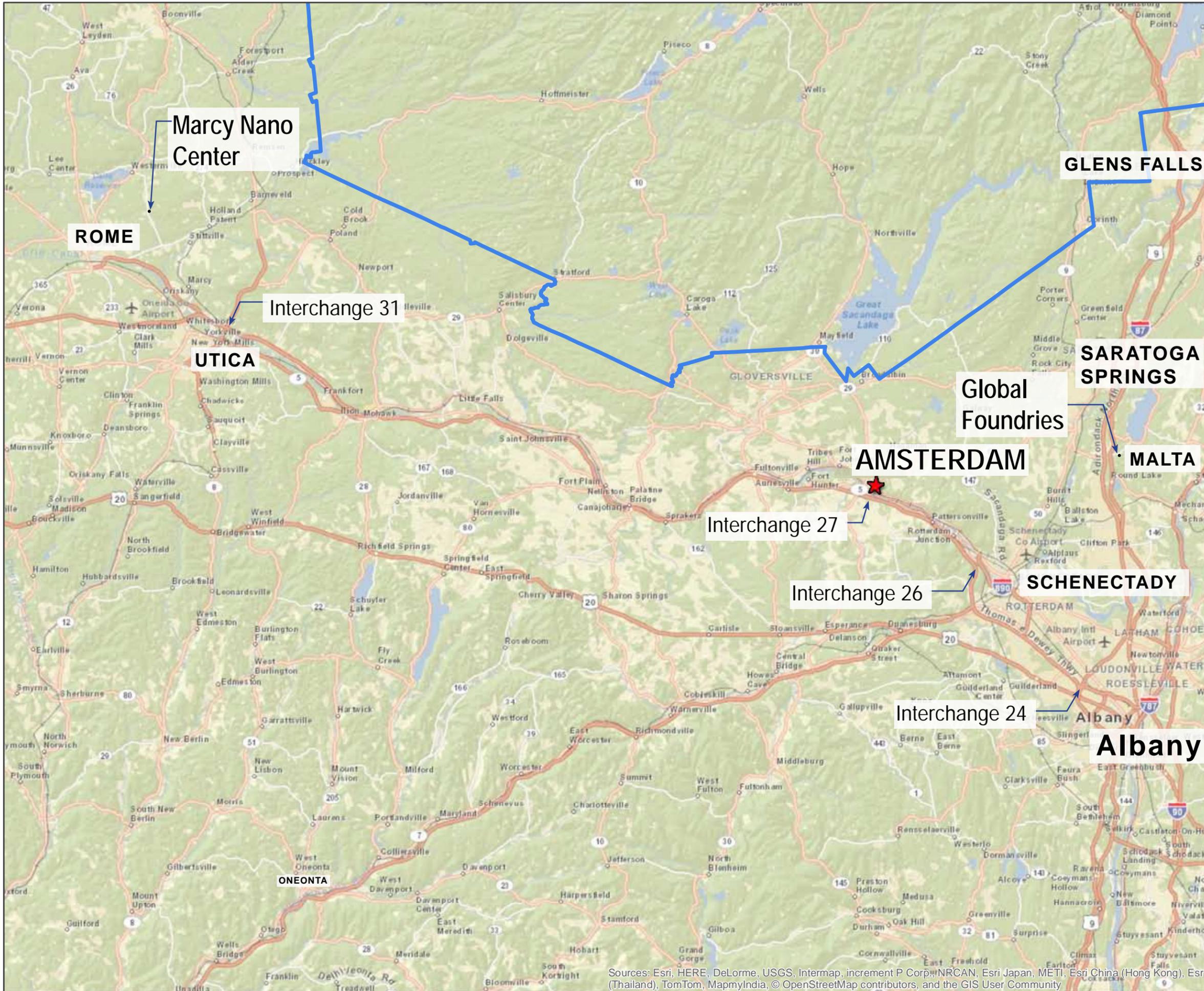
City of Amsterdam Waterfront Heritage Area

Nomination

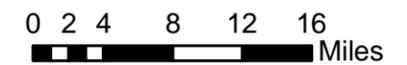
Figure A-2: Regional Context Map

Legend

 Adirondack Park Blue Line



Data Source:
http://www.nationsonline.org/maps/USA/New_York_map.jpg



Date: October, 2015

Prepared by:



Prepared for:



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

City of Amsterdam Waterfront Heritage Area

Nomination

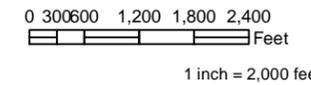
Figure B: Study Area Context Map



Legend

-  Municipal Boundary
-  Waterfront Heritage Area

Data Sources:
Parcels and Property owners: Montgomery County
Real Property Service (RPS)



Date: February, 2015

Prepared by:



Prepared for:



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

The study area boundary was identified through extensive discussions with the Steering Committee, stakeholders, business owners, property owners, and the City of Amsterdam. The boundary underwent several changes during the planning process. The initial boundary identified in the 2004 grant application closely followed Amsterdam’s South Side neighborhood, known as the “Via Ponte” project. Since the time of the application, the Advisory Committee elected to expand the Brownfield Opportunity Area to include all of the downtown in order to take advantage of several economic development initiatives, including construction of the Mohawk Valley Gateway Overlook Pedestrian Bridge connecting South Side to the downtown and the expansions to Riverlink Park. Other factors that were examined include existing infrastructure, land uses that affect or are affected by identified potential brownfields, natural or cultural resources with a physical, social, visual or economic relationship to identified potential brownfields, and areas necessary for the achievement of the goals of the WHA BOA. . A map of the WHA boundary is provided in *Figure C: Study Area Map* on the following page.

In summary, several key properties were identified by the Steering Committee as catalytic or priority sites; those properties whose redevelopment have the potential to revitalize the entire WHA. Of the underutilized and potential brownfield sites located within the study area, the 2.5-acre former Chalmers Mill site located along the banks of the Mohawk River offers the most promise for redevelopment. Other priority sites include: a former planing mill, downtown bank, waterfront properties located near the base of the Mohawk Valley Gateway Overlook, and an automobile junkyard/recycling facility.



Steering Committee members participated in an exercise to identify catalytic properties within the WHA.

City of Amsterdam Waterfront Heritage Area Nomination

Figure C: WHA Study Area

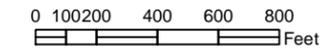


Legend

-  Municipal Boundary
-  Waterfront Heritage Area
-  Streams / Rivers

Data Sources:

Parcels and Property owners: Montgomery County Real Property Service (RPS)



1 inch = 600 feet



Date: February, 2015

Prepared by:



Prepared for:



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

CITY OF AMSTERDAM
TOWN OF FLORIDA

To Thruway Interchange 27 and I-90

Inventory and Analysis

An analysis of the Brownfield Opportunity Area was conducted to examine the demographics, land use and zoning, land ownership, transportation systems, infrastructure, parks and open space, historic and cultural resources, and natural and environmental resources in the study area. The following highlights of the inventory and analysis are intended to provide a summary snapshot of existing conditions within the Waterfront Heritage Area.

Community and Regional Setting

Settled along the Mohawk River in New York State's historic Mohawk Valley, the City of Amsterdam is a community with deep roots in America's industrial heritage. With the power generated from the Chuctanunda Creek, the City became a manufacturing center known for its carpet production in the mid-1800s. Over time economic growth stagnated with residents and workers moving elsewhere. Today, Amsterdam has numerous remnants of its industrial past scattered throughout the City. In recent years, Amsterdam has started to focus its efforts on revitalizing what was once a thriving industrial locale by attracting new businesses as a friendly community open to new global thinking, a place where quality matters.

The City was originally an incorporated village named Veddersburg within the Town of Amsterdam. The Town of Amsterdam borders the north side of the City, while the Town of Florida borders the south side. The City of Amsterdam is Montgomery County's only city, comprising approximately 6.28 square miles or 4,020 acres of land. The County is one of the smaller counties in New York State, comprising 409 square miles or 262,009 acres.

The City of Amsterdam is located in the northeastern section of Montgomery County, in New York State's historic Mohawk Valley. The Mohawk River divides the City into northern and southern sections. The City was originally an incorporated village named Veddersburg within the Town of Amsterdam. The Town of Amsterdam borders the north side of the City, while the Town of Florida borders the south side. The City of Amsterdam is Montgomery County's only City, comprising approximately 6.28 square miles or 4,020 acres of land. The County is one of the smaller counties in New York State, comprising 409 square miles or 262,009 acres.

Amsterdam is located just off New York State Thruway Exit 27, and is only 30 miles from the State Capitol of Albany, 180 miles from New York City, and 60 miles from Utica. The City is well positioned to capitalize on the emerging technology industry in Saratoga and Schenectady Counties as New York State Route 67 connects the City to Malta and the Global Foundries. The NYS Thruway runs adjacent to and just south of the City with quick access to Schenectady, home of



General Electric and to the College of Nanoscale Science and Engineering's Albany NanoTech Complex at the University of Albany. To the west, the City of Utica and the Marcy Nanocenter at SUNY IT is about an hour's drive on the NYS Thruway. Together, Amsterdam lies in the middle of, and has significant opportunities to benefit from, the emerging technology corridor stretching from Albany to Rome.

Route 67 also connects Amsterdam with Johnstown and Gloversville, which has a growing agricultural and dairy industry. Along Route 67 is the Fulton-Montgomery Community College Campus, which presents Amsterdam with unique opportunities to attract higher educational uses.

State Route 30 connects the Thruway to the Amsterdam area and bisects the City. This highway is a major north-south route from the Adirondack Mountains to the Catskill Mountains, and is heavily traveled by recreation travelers. In addition, the City is located only 27 miles from Saratoga Springs. The City's location along major transportation routes presents several opportunities for the City to attract travelers. As the WHA is redeveloped, the City will inevitably benefit from the high level of tourism travel through the area.

Demographic and Economic Profile

In considering redevelopment of key sites within the Amsterdam WHA, demographic information becomes an important factor as it is an indicator of potential workforce. According to the 2010 U.S. Census, the City of Amsterdam has a population of 18,620 persons. This represents a 1.4% increase from the 18,355 reported in 2000. This net increase in population represents the first increase that the City has experienced since the population peaked at 35,000 residents in 1930.

Montgomery County also experienced a net increase in population of 1.0% between 2000 and 2010. While these net increases in population are significant, they are less than the 2.1% increase in population experienced across New York State during the same time period.

The median age of residents in the City of Amsterdam is lower than that of the County, as is the per capita income. Residents of the City earn approximately \$6,700 less than residents of the County. Poverty levels in the City are estimated at 20%, which is significantly higher than County (16%) and State levels (14.5%).

The employment profile data indicates that the City of Amsterdam has high percentages of employees in the education, health and social services, retail trade, and manufacturing sectors. This project is intended to stimulate additional economic opportunities within the Waterfront Heritage Area, which will generate good paying jobs, and ultimately increase the per capita income and reduce poverty levels for community residents.

A demographic overview of the City of Amsterdam and Montgomery County is provided in *Table 1 - Amsterdam Demographic Indicators* below.

| Table 1 – Amsterdam Demographic Indicators | | |
|---|--------------------------|--------------------------|
| Demographic Indicator | City of Amsterdam | Montgomery County |
| Population | | |
| Population (2010 US Census) | 18,620 | 50,219 |
| Population Growth (2000 – 2010) | 1.4% | 1.0% |
| Median Age (2010 US Census) | 37.4 | 40.8 |
| Income (2009-2013 ACS) | | |
| Per Capita Income | \$16,680 | \$23,417 |
| Housing | | |
| Average Household Size | 2.25 | 2.42 |
| Employment Profile (2009-2013 ACS) | | |
| Agriculture, forestry, fishing/hunting/mining | 0.0% | 2.7% |
| Construction | 7.2% | 7.1% |
| Manufacturing | 14.6% | 13.0% |
| Wholesale trade | 2.8% | 2.3% |
| Retail trade | 16.0% | 13.8% |
| Transportation and warehousing, utilities | 3.6% | 4.3% |
| Information | 1.5% | 1.7% |
| Finance, insurance, real estate, and rental and leasing | 3.4% | 4.1% |
| Professional, scientific, management, administrative, and waste management services | 6.3% | 5.7% |
| Educational, health and social services | 24.3% | 25.8% |
| Arts, entertainment, recreation, accommodation and food services | 9.9% | 7.7% |
| Other services (except public administration) | 3.5% | 4.2% |
| Public Administration | 7.0% | 7.6% |
| <i>Source: U.S. Census Bureau American Community Survey unless otherwise noted.</i> | | |

Table 2 - Community Demographic Summary, provided on the following page, compares the basic demographic and socioeconomic characteristics of the City of Amsterdam to neighboring communities, Montgomery County, and New York State. In considering redevelopment of key sites within the Amsterdam WHA, demographic information becomes an important factor as it is an indicator of potential workforce.

| Table 2 - Community Demographic Summary | | | | | | | |
|---|------------|------------|---------------------|---------------------------|--------------------------|--------------|-------------------------------------|
| Area | Population | Median Age | Census Pop. Age 65+ | Census Pop. Below Poverty | Median Household Income* | Poverty Rate | Unemployment Rate(August 2012/2013) |
| City of Amsterdam | 18,620 | 37.4 | 22.1% | 26.3% | \$38,699 | 19.9% | - |
| Town of Amsterdam | 5,566 | 49.2 | 25.3% | 6.4% | \$52,553 | 11.0% | - |
| Town of Florida | 2,696 | 44.8 | 14.7% | 5.0% | \$56,458 | 8.4% | - |
| Montgomery County | 50,219 | 40.8 | 19.2% | 8.2% | \$43,254 | 16.3% | 9.9/8.5% |
| New York State | 19,378,102 | 38.0 | 13.5% | 16.3% | \$56,951 | 14.5% | 8.5/7.5% |

Source: 2007 – 2011 American Community Survey

Population

The City of Amsterdam was once a major industrial and commercial center. Named in honor of its early Dutch settlers who came to trade with the Native American Indians, it enjoyed certain advantages that acted as a magnet for both immigrants and workers from nearby towns. Its streams provided waterpower for mills of all kinds. Its shops provided luxuries for the residents of small Mohawk Valley towns. The City's population peaked at over 34,817 people in 1930, and has since lost population in every decade until the 2010 Census was reported, as discussed below. In 1930, Amsterdam made up almost 60% of Montgomery County's population. Today, the City is just a little more than one-third.

According to the 2010 U.S. Census, the population in the City of Amsterdam is 18,620 persons. This figure represents a 1.4% increase from the 18,355 reported in 2000. As illustrated in *Table 3 - Population Trends* below, Amsterdam and Montgomery County experienced an increase in population between 2000 and 2010. This net in population represents the first increase in population that the area has experienced in since the 1930s.

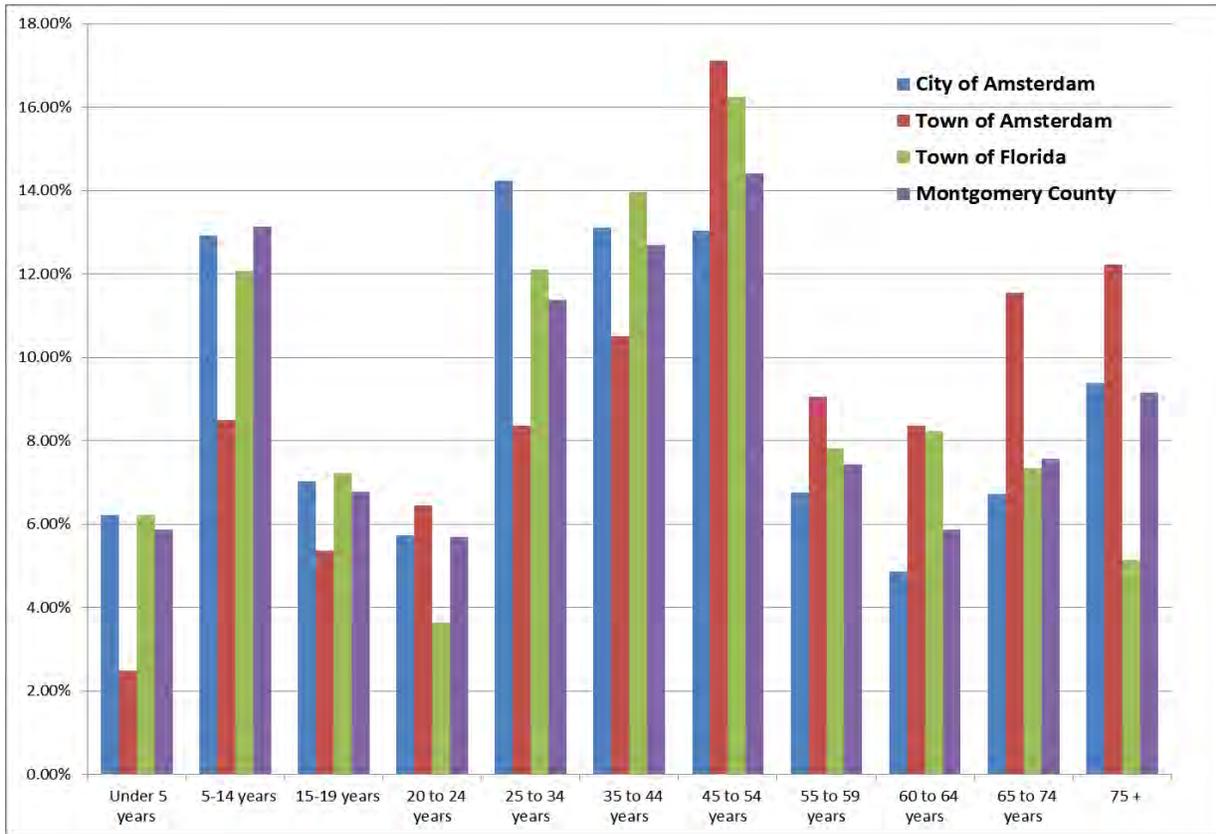
| Table 3 - Population Trends: 2000-2010 | | | |
|--|------------|------------|----------|
| Area | 2000 | 2010 | % Change |
| City of Amsterdam | 18,355 | 18,620 | 1.4% |
| Montgomery County | 49,708 | 50,219 | 1.0% |
| New York State | 18,976,457 | 19,378,102 | 2.1% |

Source: U.S. Census Bureau

Age of Population

In evaluating the demographics for a community with an eye toward redevelopment, it is important to consider age cohort figures. Nationally, a significant trend in age cohort demographics is the aging of the “Baby Boom” generation, those born after 1945 and before 1965. As this generation continues to grow older, demands on the health and social services sectors will continue to grow as well. The “Echo Boomers”, generally the children of Baby Boomers, are also a rising demographic ranging from college students entering the workforce to seasoned young professionals. This age cohort will demand more from the social amenities and activities and early childhood care and will also be seeking first-time homeownership.

**Chart 1 - Age Cohort Profile: 2010
(2008-2012 Average)**



Source: U.S. Census American Community Survey 5-Year Estimate 2008-2012

As depicted in *Chart 1 - Age Cohort Profile*, the City of Amsterdam follows typical demographic patterns with a high number of senior residents. The 25-34 year cohort population in Amsterdam is higher than the neighboring towns and county. These data indicated that the City of Amsterdam will need to: 1)

provide higher wage jobs to retain income earners between the ages of 25-44, and 2) provide a variety of housing options to retain seniors that would prefer to “age in place” and attract seniors looking for “active living and independent living” facilities.

Housing

As illustrated in *Table 4 - Housing Profile*, the City of Amsterdam has more housing units than the neighboring towns of Amsterdam and Florida combined, but it has a higher vacancy rate as well as higher percent of renter occupied housing. Over half of the total housing units in the City are occupied by renter, which is more than three times that of the surrounding towns and one and one-half times that of Montgomery County.¹

| Table 4 - Housing Profile | | | | | | | | |
|---------------------------|-------------------|-------|-------------------|-------|-----------------|-------|-------------------|-------|
| Type of Housing | City of Amsterdam | | Town of Amsterdam | | Town of Florida | | Montgomery County | |
| Total Housing Units | 9,218 | 100% | 2,520 | 100% | 1,209 | 100% | 23,063 | 100% |
| Occupied Housing Units | 7,861 | 85.3% | 2,289 | 90.8% | 1,101 | 91.1% | 20,272 | 87.9% |
| Vacant Housing Units | 1,357 | 14.7% | 231 | 9.2% | 108 | 8.9% | 2,791 | 12.1% |
| Homeowner Vacancy Rate | - | 3.0% | - | 1.2% | - | 1.7% | - | 2.5% |
| Rental Vacancy Rate | - | 8.7% | - | 6.6% | - | 2.2% | - | 8.1% |
| Owner-occupied | 3,833 | 48.8% | 1,920 | 83.9% | 956 | 87.7% | 13,584 | 67.0% |
| Renter-occupied | 4,028 | 51.2% | 369 | 16.1% | 135 | 12.3% | 6,688 | 33.0% |

Sources: City of Amsterdam Northern/Eastern Neighborhoods Draft Pre-Nomination Report, NYS Brownfield Opportunity Areas Program, August 2013. US Census, 2010.

Land Use

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 tables on the following pages provide a breakdown of land use types for the entire City as well as the Waterfront Heritage Area.

While the City of Amsterdam was once a hub for industrial activity and employment in Montgomery County when the mills were thriving, today the WHA has limited employment opportunities in the industrial sector, as illustrated in *Figure D: Existing Land Use Map* provided on the following page.

¹ City and Town of Amsterdam and Town of Florida, NY Rising Community Reconstruction Plan, page 7.

City of Amsterdam Waterfront Heritage Area Nomination

Figure D: Existing Land Use



Legend

- Municipal Boundary
- Waterfront Heritage Area
- Streams / Rivers

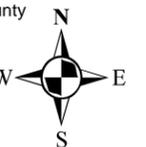
Land Use

- Agricultural
- Residential
- Apartments
- Vacant/Underutilized Land
- Commercial
- Recreation and Entertainment
- Community Services
- Industrial
- Public Services
- Wild, Forested, Conservation Lands

Data Sources:
Parcels and Property owners: Montgomery County
Real Property Service (RPS)

0 100 200 400 600 800
Feet

1 inch = 600 feet



Date: February, 2015

Prepared by:



Prepared for:



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

File Location: Z:\Projects 2014\14-002\Amsterdam BOA\GIS\Figure B Land Use

CITY OF AMSTERDAM
TOWN OF FLORIDA

City of Amsterdam

According to 2012 data provided by the Montgomery County Real Property Tax Service Agency, there are 6,921 parcels in the City of Amsterdam totaling 3,116 acres. The City can be predominantly characterized as a mix of residential (34%), vacant land (19%), community services (13%) and commercial (12%).

| Table 5 - City Wide Land Use | | | |
|---|--------------------------|-----------------|---------------------|
| Land Use | Number of Parcels | Acreage | % of Acreage |
| Agricultural | 1 | 31.34 | 1.0% |
| Commercial | 655 | 368.87 | 11.8% |
| Community Services | 91 | 402.55 | 12.9% |
| Industrial | 49 | 169.68 | 5.4% |
| Public Services | 24 | 156.07 | 5.0% |
| Recreation and Entertainment | 16 | 241.41 | 7.7% |
| Residential | 4,995 | 1,048.44 | 33.6% |
| Unknown Land use | 5 | 1.96 | 0.1% |
| Vacant Land | 1,061 | 597.15 | 19.2% |
| Wild, Forested, Conservation & Public Parks | 24 | 98.30 | 3.2% |
| Total | 6,921 | 3,115.76 | 100% |
| <i>Source: Montgomery County Real Property Tax Service – 2012</i> | | | |

Waterfront Heritage Area

As illustrated in the *Existing Land Use Map*, the Waterfront Heritage Area is predominantly a built environment, with approximately 35% of the lands within the BOA dedicated to commercial use. The properties located to the north of the river are predominately commercial, residential and commercial services, and includes the Riverlink Park.

The mix of uses to the south of the Mohawk River include vacant, former industrial properties located along the waterfront, commercial and light industrial properties along Bridge Street, and residential neighborhoods on the hills to the south. The Via Ponte district also includes the Port Jackson Boat Launch and Bocce Club, the historic Armory, and Veteran's Park.

| Table 6 - WHA Land Use | | | |
|---|--------------------------|----------------|-----------------------|
| Land Use | Number of Parcels | Acreage | Pct of Acreage |
| Agricultural | 2 | 0.74 | 0.7% |
| Residential | 90 | 21.13 | 20.3% |
| Vacant Land | 37 | 15.84 | 15.2% |
| Commercial | 66 | 36.54 | 35.1% |
| Recreation and Entertainment | 2 | 5.20 | 5.0% |
| Community Services | 9 | 4.17 | 4.0% |
| Industrial | 1 | 0.22 | 0.2% |
| Public Services | 9 | 13.83 | 13.3% |
| Wild, Forested, Conservation & Public Parks | 6 | 6.21 | 6.0% |
| <i>Total</i> | <i>222</i> | <i>103.87</i> | <i>99.9%</i> |

Source: Montgomery County Real Property Tax Service – 2012

Residential

Within the WHA there are 90 parcels classified as residential properties. The homes are a mix of single and two-family dwellings, most of which are characteristic of urban/suburban construction during the 1950s and 60s. Residential uses are clustered in two primary areas: the southern portion of the South Side neighborhood, and along the southern edge of the Mohawk River.

Commercial

Commercial development is present throughout most of the WHA. Retail uses are concentrated along East Main Street in the Downtown neighborhood, and along Bridge and Erie Streets in the South Side. Retail businesses within the WHA are located downtown, and include storefront establishments including restaurants, bars, a bookstore, clothing store, professional offices and a variety of retail shops. There are some vacant storefronts and buildings with vacant upper floors. Additional discussion on vacant buildings in downtown is provided later in this report.

Recreation and Entertainment

There are approximately five acres of land classified as Recreation and Entertainment within the study area. The majority of this land is located on the south side of the Mohawk River and is part of the existing NYS Canalway Trail. The trail runs directly through the center of the Via Ponte District and presents a significant opportunity to the WHA. Currently, there is no clear indication to either a resident or visitor of the trails existence. There are no designated parking areas for people to use the trail and no signage directing people to establishments along Bridge Street. When entering the City and the WHA along the trail, users are not presented with a welcoming gateway and first impressions are likely negative.

Major improvements to the Canalway Trail gateway, including aesthetic improvements, plantings, the placement of directional signage and the creation of a welcoming and conveniently located parking area are all necessary to take full advantage of the significant opportunity the Canalway Trail provides.

Once the pedestrian bridge is completed, the Via Ponte District will become a prime gateway into the City of Amsterdam. The bridge will link users of the Canalway Trail with downtown, Riverlink Park and other areas of the City. These connections can be greatly expanded upon by the creation of trail along the northern shore of the Mohawk River linking Guy Park, Downtown, the pedestrian bridge, Riverlink Park, Via Ponte and the Canalway Trail.

Vacant and Industrial Land Use

Vacant land use is the largest land classification in the WHA as a percentage of the overall total 15%, which includes 37 parcels comprising 16 acres. Publicly and privately owned vacant land potentially available for redevelopment is clustered along the waterfront and the Via Ponte district.

The South Side contains the highest concentration of vacant land. *Figure D – Existing Land Use Map* depicts the scattered vacant properties with a concentration in the Via Ponte District, a large group of parcels along Erie Terrace and another group at the end of St. Paul Street east of Route 30. The major vacant parcels in the Via Ponte District are clustered between Erie Street and the Mohawk River. When combined with the Chalmers site, the Via Ponte District will have a significant amount of vacant land suitable for reinvestment in a prime section of the City.

There is only one parcel zoned industrial in the WHA. It is a long narrow parcel along Erie Street, which is part of a landscaping company.

Parks & Open Space

There are several municipally owned parks located within the Waterfront Heritage Area: Riverlink Park, the Port Jackson Boat Launch, the Bocce Club, the World War II Memorial Park on Bridge Street and the Veterans Memorial Park along East Main Street.

Parks and open spaces are necessary elements to successful neighborhoods and contribute to a higher quality of life for the residents and visitors. With the exception of the Canalway Trail, there are currently no significant open space and recreational resources accessible in the South Side. The World War II Memorial Park provides some open space, but is insufficient for activity sports and there is no playground. While the pedestrian bridge will eventually provide access to Riverlink Park from the South Side, additional recreational resources for residents, visitors and employees in the South Side will be critical to the areas revitalization.

Zoning

The City of Amsterdam is currently in the process of revising their zoning regulations with the assistance of Montgomery County. The most current draft of the proposed zoning is dated December 6, 2011 and is before the City Council for review and consideration. The proposed zoning regulations and their potential benefit on the WHA will be discussed after a short summary of the existing zoning regulations.

The City of Amsterdam’s current Zoning Law has nine (9) zoning districts, six of which are present in the study area as detailed in *Table 7 - WHA Zoning*. The majority of the property is zoned Waterfront (37%), followed by Commercial/Light Industrial (30%), and single and two-family uses (25%).

| Table 7 – WHA Zoning | | |
|--|----------------|---------------------------------|
| Zoning Classification | Acreage | Percent of Total Acreage |
| Commercial/Light Industrial (CLI) | 30.23 | 20.7% |
| Light Industrial (LI) | 0 | 0 |
| Medical/Residential (MR) | 0 | 0 |
| Professional Business (PB) | 15.49 | 10.6% |
| Residence (R1 and R2) | 25.31 | 17.3% |
| Retail Business (RB) | 21.71 | 14.8% |
| Waterfront (WF) | 53.93 | 36.8% |
| TOTAL | 146.67* | 100% |
| <i>Source: Montgomery County Real Property Tax Service</i> | | |

*It is of note that the total acreage listed in *Table 6* includes roads and right-of-ways, and is therefore greater than the figures reported in the land use and land ownership tables.

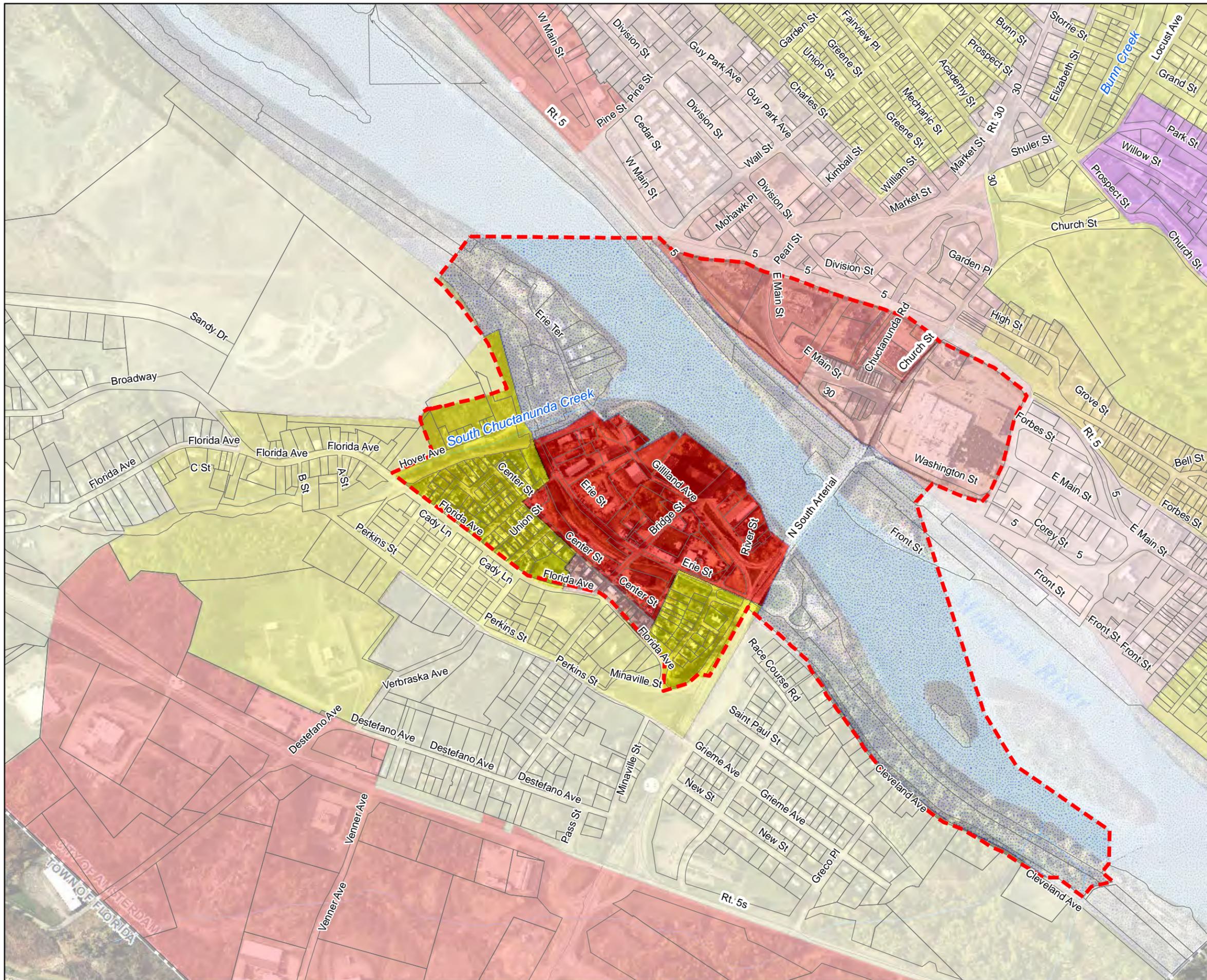
As illustrated in *Figure E: Zoning Map*, the City’s downtown is currently divided into two zoning districts: Professional Business (PB) and Retail Business (RB). The Professional Business District covers all land west of Church Street except for the parcels that front on the north and south sides of East Main Street from Church Street to Market Street. The Retail Business District covers that two-block stretch of East Main Street and then virtually all of the downtown land east of Church Street. This includes the super-block site of the Riverfront Center downtown mall.

Under the existing zoning, the type of active, mixed-use that once existed in Amsterdam is not permitted in downtown. For example, under Article IV (Use Regulations) most kinds of retail and service uses including restaurants, taverns, hotels, theaters, health clubs, educational institutions and many others are simply not permitted in the Professional Business District.

City of Amsterdam Waterfront Heritage Area

Nomination

Figure E: Zoning Map



Legend

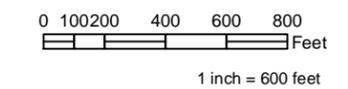
- Municipal Boundary
- Waterfront Heritage Area

Zoning

Name

- Waterfront (WF)
- Commercial/Light Industry (CLI)
- Light Industrial (LI)
- Medical Residential (MR)
- Multi-Family Residential (R-3)
- Professional Business (PB)
- Retail Business (RB)
- Single Family Residential (R-1)
- Two Family Residential (R-2)

Data Sources:
Parcels and Property owners: Montgomery County
Real Property Service (RPS)



Date: February, 2015

Prepared by:



Prepared for:



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

The Retail Business District does not permit cultural facilities, such as libraries, art galleries, and museums. Single-family and Two-family dwellings are permitted with Site Plan Approval in both of these zoning districts, but multi-family housing, and senior citizen housing are only permitted by Special Use Permit. It is not clear, based upon the zoning language, whether apartment above retail or other commercial uses are permitted at all.

The City of Amsterdam's 2003 Comprehensive Plan recommended that a mixed-use Downtown Zoning District be developed to replace the two zoning districts currently in effect. The Downtown Zoning District would encourage a wide range of commercial retail, service, office, entertainment, cultural and high density residential uses. Under the new zoning, active uses such as retail, restaurants, and services would be encouraged to occupy ground floor locations to the maximum degree possible. Active uses on the ground floor create an interesting street life and therefore, a safe attractive pedestrian environment.



East Main Street in Downtown

Less active uses such as offices and residential units should be encouraged on upper floors.

Similar to the Downtown, the current zoning in the South Side neighborhoods prohibits mixed-use. Comprehensive Plan recommendations for the South Side include establishing a mixed-use zoning district that would permit moderate density residential, office and neighborhood commercial services, coupled with design guidelines along Bridge Street from the river to and including the Armory Building.

Based upon these recommendations and through a desire by the City to facilitate reinvestment in the WHA, the currently proposed zoning will look to consolidate the Retail Business, Professional Business and the Commercial/Light Industrial District into the Downtown Core District (DC). The DC district will encompass all of the WHA north of the Mohawk River. The DC district will also include several parcels in Via Ponte and along Erie Terrace.

According to Section 250-11.5 of the December 6, 2011 proposed zoning draft, the DC zone is "intended to accommodate a wide variety of uses in the central business district of the City while optimizing development opportunities for mixed-uses, residential dwellings, pedestrian oriented activity, entertainment and urban activity." The section goes on to state "Increased densities and scale are encouraged in this district while creating a walkable, attractive downtown for residents and visitors."

The currently proposed zoning for the DC zone will promote high-density development with a minimum lot size of 5,000 square feet and permit buildings up to 150 ft in height. The DC zone will allow several retail, service businesses, residential uses, arts-related, hospitality and a variety of other uses as

“Principal Permitted Uses” that will make the WHA not only a destination but also an area that provides uses and services to its residents and employees of local businesses all within walking distance.

The remainder of the Via Ponte District is proposed as Medium Density Neighborhood, a district intended to promote a diversity of residential types while preserving a scale of design and a variety of densities. In addition to residential, the district will permit small (one thousand square feet) commercial uses, professional and medical offices, cultural uses and senior housing among others.

The remainder of the Via Ponte District is proposed as Medium Density Neighborhood, a district intended to promote a diversity of residential types while preserving a scale of design and a variety of densities. In addition to residential, the district will permit small (one thousand square feet) commercial uses, professional and medical offices, cultural uses and senior housing among others.

Understanding that the proposed zoning has not been officially adopted by City Council, the current draft demonstrates significant progress in directing higher density mixed-uses in the WHA, a necessary component to revitalizing the area.

To build the local tax base, provide employment opportunities and increase services for local residents, it is important to find ways to increase available space for commercial and industrial uses within the BOA. Opportunities exist to create four-season employment through the redevelopment of the former Chalmers mill site, as well as other strategic sites located along the waterfront.

Land Ownership

Land ownership is an important criterion when evaluating revitalization opportunities. When land is held in public ownership, it simplifies matters for the municipality to implement its vision for the property. Public landowners within the BOA include: the City of Amsterdam, Amsterdam Industrial Development Agency, NYS Parks & Recreation, NYS Canal Corporation, and the United States Post Office. It is of note that the NYS Thruway Authority has recently acquired two abandoned buildings and associated property across from the Chalmers Mill site. *Figure F: Land Ownership Map* illustrates the breakdown of public versus private property ownership.

City of Amsterdam Waterfront Heritage Area

Nomination

Figure F: Land Ownership



Legend

-  Waterfront Heritage Area
-  Public_Parcels
-  Municipal Boundary
- Ownership**
-  Private
-  Public

Data Sources:
 Parcels: Montgomery County Real Property Service (RPS)
 Town Boundaries: NYS Office of Cyber Security



0 100 200 400 600
 Feet

1 inch = 600 feet

Date: February, 2015

Prepared by:



Prepared for:



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

As illustrated in *Table 8 - Land Ownership Patterns*, lists lands under Private, City, State and Federal ownership within the WHA.

| Table 8 – Land Ownership Patterns | | |
|--|----------------|---------------------------|
| Ownership | Acreage | Percent of Acreage |
| Private | 76.4 | 73.5% |
| City | 10.8 | 10.4% |
| State | 15.8 | 15.2% |
| Federal | 0.9 | 0.8% |
| <i>Total</i> | <i>103.8</i> | <i>100%</i> |

The majority of lands within the BOA are held by private ownership. Due to the size, location, and/or configuration of these parcels, these private landowners represent the potential to be significant partners with the City and County 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 steering committee meetings and public meetings, contributing important input to the process.

The largest publicly owned parcel is designated as the NYS Canal Way Trail, owned by the New York State Office of Parks, Recreation and Historic Preservation. The City owns approximately 11 acres. As shown in *Figure F – Land Ownership Map*, these parcels range in size and are scattered throughout the WHA. North of the Mohawk, the largest parcel is the public parking lot along Church Street. On the South Side, the three main groupings of parcels includes Veteran’s Memorial Park, the 2.49 acre Chalmers Site and contiguous 0.81 acre parcel, as well as a 2.65 acre parcel along Erie Terrace, consisting of vacant and abandoned industrial buildings. The City also owns a land at the corner of Broad and Center Streets, which is currently being used as a parking lot. Since the City is in control of these parcels, it will be in a better position to direct revitalization in of the WHA.

Parks and Open Space

As a burgeoning destination for heritage, cultural and recreation tourism, the City of Amsterdam and the Mohawk Valley offer a variety of tourism and recreational opportunities. The importance of the cultural heritage tourism industry is increasing growing within the region. The City's parks resources, including its waterfront access, Riverlink Park, and access to the New York State Canalway Trail enhance the quality of life for Amsterdam residents and visitors.

The Waterfront Heritage Area already has some key assets in terms of parks and recreation. This section highlights a few of the tourism and recreation amenities located within the Waterfront Heritage Area. The study area is served by five municipally designated parks and open spaces: Riverlink Park, the NYS Canal Way Trail (South Side), the Port Jackson Boat Launch and Bocce Club, the World War II Memorial Park. The Barkley School Park/Playground is located just outside of the study area boundary in South Side. Refer to *Figure G – Parks and Open Space Map* for park locations.

Riverlink Park

Riverlink Park, located in downtown Amsterdam along the shores of the Mohawk River, includes an outdoor performance area, playground equipment, and a 600 foot boat dock and yacht dock slips. This park provides for local concerts during July and August, fireworks on July 4th, and features a casual dining café with a view overlooking the Mohawk River. Boating enthusiasts also frequent the Port Jackson Boat Launch located in the South Side neighborhood.



New York State Canalway Trail

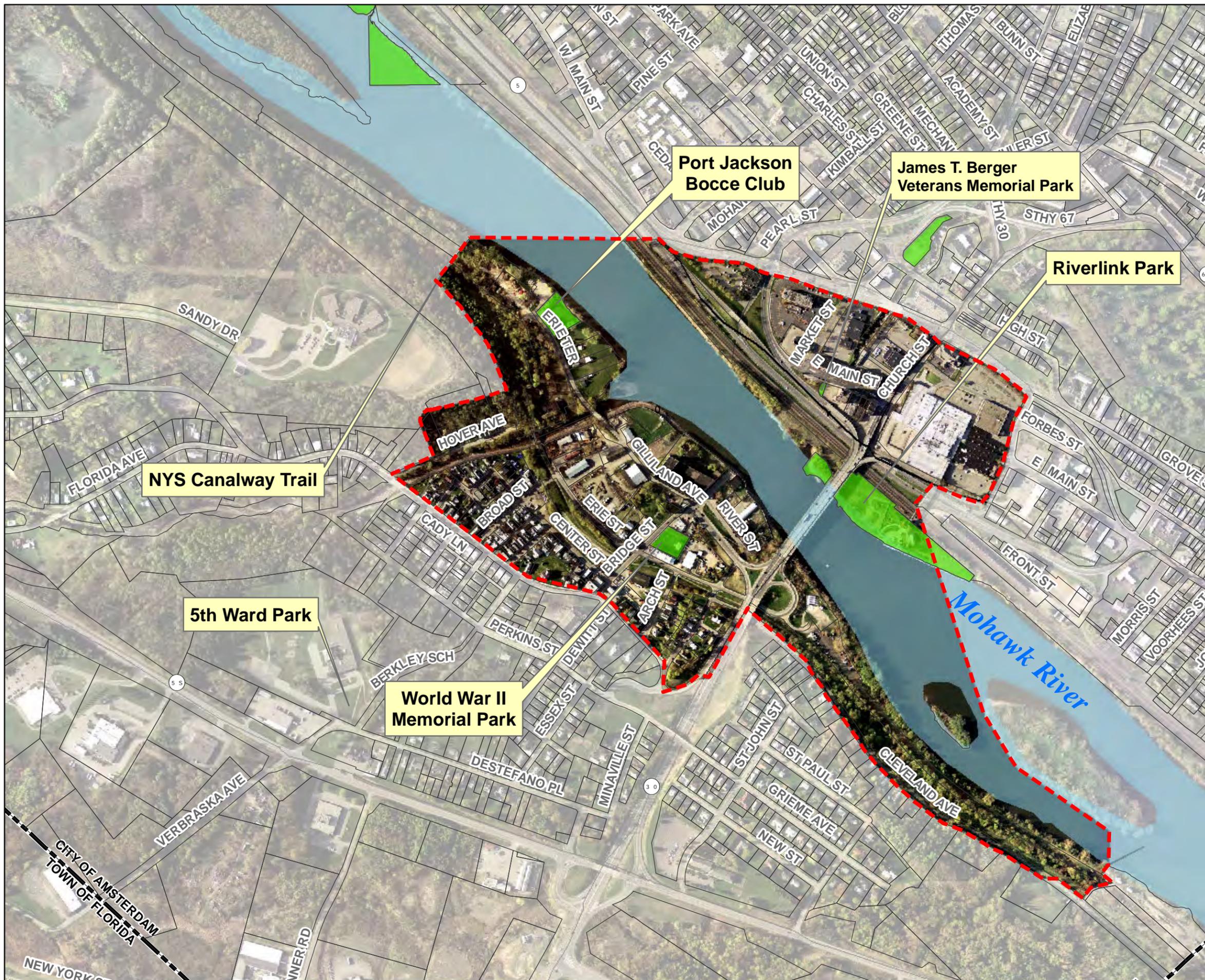
The New York State Canalway Trail, which runs through the South Side neighborhood, features an asphalt paved trail that is used as a bike trail during the summer months and a cross-country skiing trail during the winter. The trail is part of the New York Parks and Conservation Association and NYS Canal Corporation initiative to develop a 524-mile long trail following the state's canal system. Approximately 200 miles of the Canalway Trail have been developed to date.

Both the Riverlink Park and the NYS Canalway Trail have been classified as "Community Parks" in the City's 2003 Comprehensive Plan. According to the National Recreation and Park Association, Park and Open Space Standards and Guidelines, Community Parks are areas of diverse environmental quality and may include areas suited for intense recreational facilities, such as athletic complexes, and swimming pools. They may also be an area of natural quality for outdoor recreation, such as walking, viewing, sitting, and picnicking. Community parks usually serve several neighborhoods.

City of Amsterdam Waterfront Heritage Area

Nomination

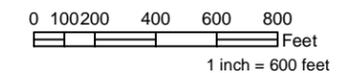
Figure G: Parks and Open Space



Legend

-  Waterfront Heritage Area
-  Municipal Boundary
-  Park and Open Space

Data Sources:
 Parcels: Montgomery County Real Property Service (RPS)
 Town Boundaries: NYS Office of Cyber Security



Date: February 2015

Prepared by:



Prepared for:



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

During the summer months, walking biking and roller blading are popular activities along the NYS Canalway Trail, which runs through the South Side neighborhood. Winter brings significant snowfall to the region making Montgomery County and the NYS Canalway Trail a magnet for outdoor sports enthusiasts, including cross-country skiers.

Port Jackson Boat Launch and Bocce Club

The Port Jackson Boat Launch and Bocce Club located in the South Side neighborhood were identified as mini-parks in the City's Comprehensive Plan. Mini-parks are areas with specialized facilities that serve a concentrated or limited population or specific groups such as tots or senior citizens. The Port Jackson Bocce Club is a site designed for bocce, which features picnic tables, bathrooms, bocce courts and a small pavilion.



South Side War Memorial

The City has many war memorials commemorating the City's servicemen, ranging in size from modest plaques to beautifully landscaped parks. The South Side War Memorial located on Bridge Street is the largest of the City's memorial parks. Built in 1946, the park originally honored WWII servicemen, but is now dedicated to residential who fought in the Korean and Vietnam conflicts.



Barkley School Park/Playground

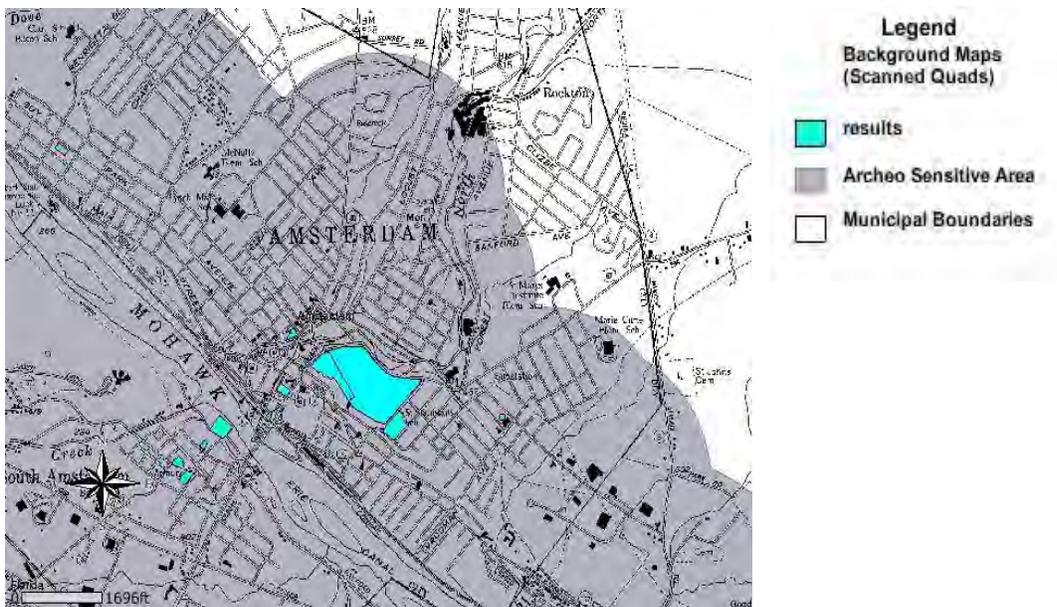
This park, located in South Side, is part of Barkley Elementary School. The site offers playground equipment, a basketball court and a football field for the Little Giants youth football program. While the park itself is located outside of the study area, it was included as part of this report because it serves the recreation needs of neighborhood residents.

In summary, a strategic location along the banks of Mohawk River, coupled with development of the Mohawk Valley Gateway Overlook, makes the Waterfront Heritage Area poised to take advantage of the unique opportunities provided by the tourism industry. Tourism is on the rise in the region and trades associated with tourism, such as lodging, food service, retail, and more generate comparable employment to industry, albeit at a lower wage scale.

Historic or Archeologically Sensitive Areas

At the turn of the century, the City of Amsterdam was a major industrial, commercial and cultural center within the region. The City's strategic location along the Erie Canal, coupled with the waterpower provided by local streams, made Amsterdam a desirable location for industrialists. Today, most of the City's historic textile mills lie vacant. The opportunity exists to redevelop these waterfront properties into mixed-use properties that provide urban living opportunities for singles, young couples, and seniors, coupled with waterfront access for those looking to live in a vibrant neighborhood.

Most of the City of Amsterdam, including the Waterfront Heritage Area, has been classified as an archaeologically sensitive area by the NYS Office of Parks, Recreation and Historic Preservation (OPRHP). The OPRHP defines "archaeologically sensitive areas" as areas where the discovery of archaeological sites is predicted.



Disclaimer: This map was prepared by the New York State Parks, Recreation and Historic Preservation National Register Listing Internet Application. The information was compiled using the most current data available. It is deemed accurate, but is not guaranteed.

The City of Amsterdam is rich in historic and cultural resources, with ten sites named to the New York State and National Register of Historic Places, three of which are located in the Waterfront Heritage

Area: the Amsterdam Armory 46th Separate Company, Samuel Sweet Canal Store. In addition, there are numerous other historic and cultural sites, which have not achieved this recognition, yet give glimpses of the City during colonial times and during the heyday of the carpet mills. The City also has three Historic Resource Overlay Districts, two of which impact properties located within the WHA.

Table 9 highlights those historic and cultural resources located within the nomination area that have received either a State or national historic designation.

| Table 9 - Historic and Cultural Resources | | | |
|--|---------------------|-------------------|------------------------------------|
| Name | Location | Date Built | State/National Listing Date |
| Amsterdam Armory 46 th Separate Company | Florida Avenue | 1895 | 1994/1994 |
| Samuel Sweet Canal Store | 65 Bridge Street | 1849 | 1989/1989 |
| United States Post Office | 12-16 Church Street | 1936 | 1988/1988 |
| <i>Source: 2003 Comprehensive Plan</i> | | | |

Amsterdam Armory

The Amsterdam Armory is a massive fortress-like building overlooking the South Side, which sits atop a steep hill at the end of Bridge Street. It was built in 1894 as headquarters for the 46th Separate Company and during its history has served as a center for both military training and social events. In its early days, the huge drill shed held games of the World Champion Hurricanas Roller Polo Club and league basketball. The Armory came into major military use for the first time during the Spanish-American War, and was home to the New York National Guard until 1992. The Armory was purchased as a residence in 1994, and its owners continue to encourage its use as a community center by hosting many special and sporting events.

Samuel Sweet Canal Store

The Samuel Sweet Canal Store was built in 1849 of rough cut native limestone directly on the Old Erie Canal basin in Port Jackson. It served as a store and forwarding warehouse for goods shipped to Amsterdam. It is one of the few remaining buildings from this bustling era in Amsterdam's history.



Samuel Sweet Canal Store



Amsterdam Armory



United States Post Office

United States Post Office

The United States Post Office has been in operation in Amsterdam since 1803 when the first post office opened at 20 Main Street. It moved to four different sites over the next century. The current structure was built in 1936 on Church Street in the heart of downtown. The building was designed in the Colonial Revival Style by Louis Simon, supervising architect of the Treasury. In 1939, Henry Schnakenberg painted a series of murals on the lobby walls depicting early life in the Mohawk Valley, including scenes of the Erie Canal and an Indian conference with Sir William Johnson. These murals were vividly restored by local artist Lucy Suhr in 1974.

Historic Resource Overlay Districts

The City of Amsterdam Zoning Law currently designates three Historic Resource Overlay Districts: Church Street from the Post Office to Prospect Street, the Port Jackson area on the South Side, and the historic homes on Guy Park Avenue west of Northampton Avenue. According to the Zoning Law, before any improvement is made to public or private property within these districts, the Planning Commission must review the project and issue a Certificate of Appropriateness. The Planning Commission must consider the historical or architectural significance of the structure and its relationship to the surrounding area, the compatibility of exterior design, arrangement, texture, materials and other aesthetic factors. *Figure H: Historic and Archeological Significant Areas* can be found on the following page.

As a result of these designations, time schedule for redevelopment project review and permitting may need to accommodate historic and archaeological reviews and considerations. The New York State Historic Preservation Office (SHPO) may also be involved in a specific project if public funds are used.

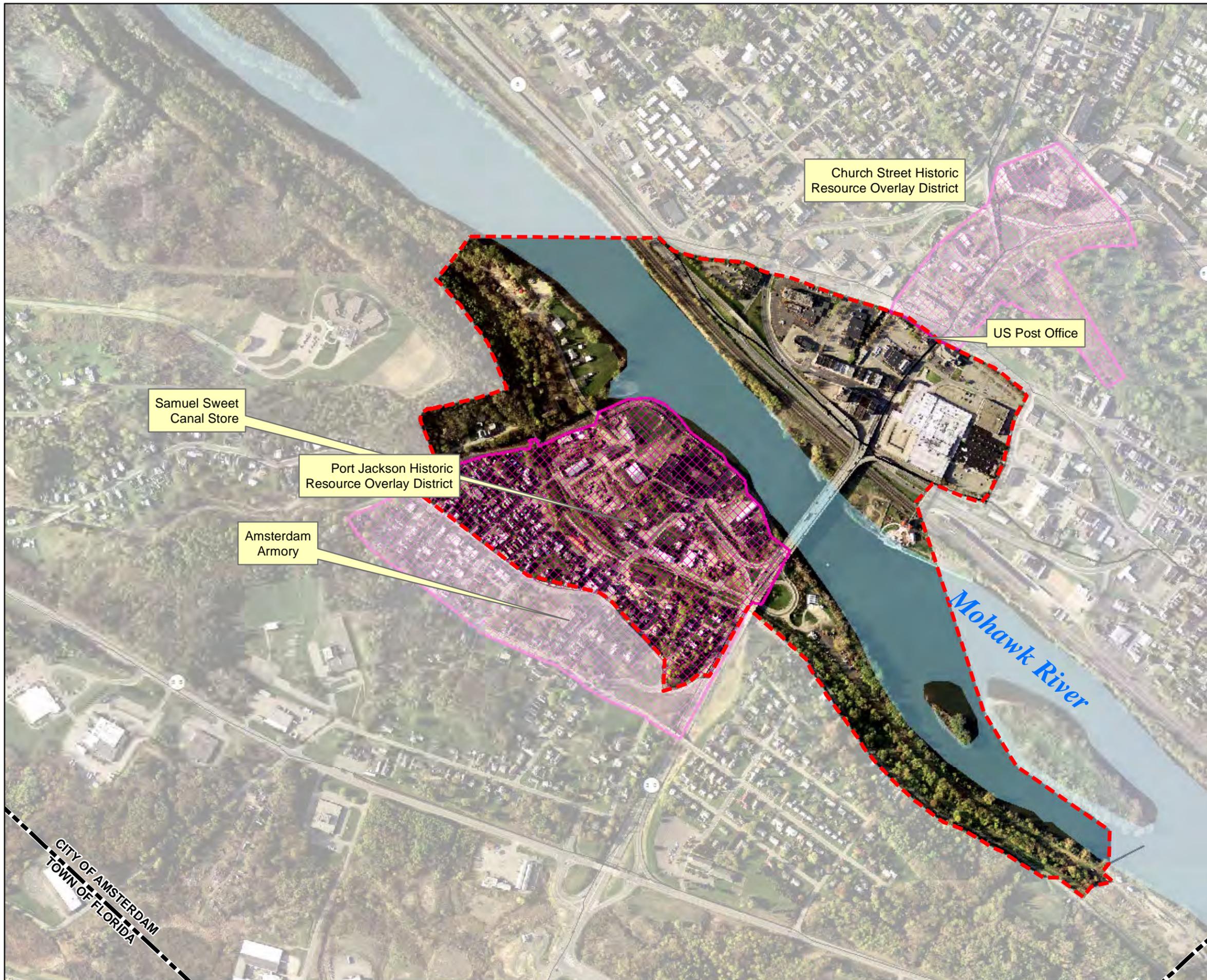
However, assistance opportunities also exist via the SHPO in the form of grants, federal historic rehabilitation tax credits, state and federal environmental review, and technical assistance.²

² www.nysparks.com/shpo

City of Amsterdam Waterfront Heritage Area

Nomination

Figure H: Historic and Archeological Significant Areas



Legend

- Municipal Boundary
- Waterfront Heritage Area
- Historic Resource Overlay District

Data Sources:
Parcels: Montgomery County Real Property Service (RPS)
Town Boundaries: NYS Office of Cyber Security

0 100 200 400 600 800 Feet
1 inch = 600 feet



Date: February 2015

Prepared by:



Prepared for:



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

CITY OF AMSTERDAM
TOWN OF FLORIDA

Transportation Systems

Transportation systems (vehicular, rail, air and public) allow for the efficient movement of people, goods and services, which are necessary to support a successful economic development strategy. As illustrated in *Figure 1: Transportation Networks and Systems*, the Waterfront Heritage Area is easily accessible by road, rail, air and public transportation.

Historically, the City's proximity to major transportation routes such as the Mohawk Turnpike, Erie Canal, New York Central and Fonda, Johnstown & Gloversville Railroads facilitated its early settlement and development as a manufacturing center. Today, the City has easy access to the 580-mile New York State Thruway system and four other major State routes.

The Waterfront Heritage Area is conveniently located near Exit 27 off of Interstate 90 (NYS Thruway), with access to Route 5, 5S and Route 67. Route 5 and Route 5S are east-west routes serving the north and south sides of the Mohawk River respectively. Route 67 is a U-shaped east-west highway that ties Amsterdam to Fulton and Saratoga Counties. For North-South travel, Route 30 is a major north-south route, linking the City to the Adirondack Mountains High Peaks Region to the north and the Catskills to the south.

These connections supply the study area with vehicular access to both large consumer markets in Utica and Albany. This access provides the Waterfront Heritage Area with a unique opportunity to extend its goods and services to large markets and to simultaneously draw heritage and cultural tourists to the area's many tourism destinations. To ensure that the study area is attractive to consumers, tourists and private investment, it is imperative that the City examine access management opportunities and physical enhancements to East Main Street in the downtown and extend the streetscape enhancements that have already been implemented along Bridge Street to nearby commercial areas.

Major Changes in Local Circulation

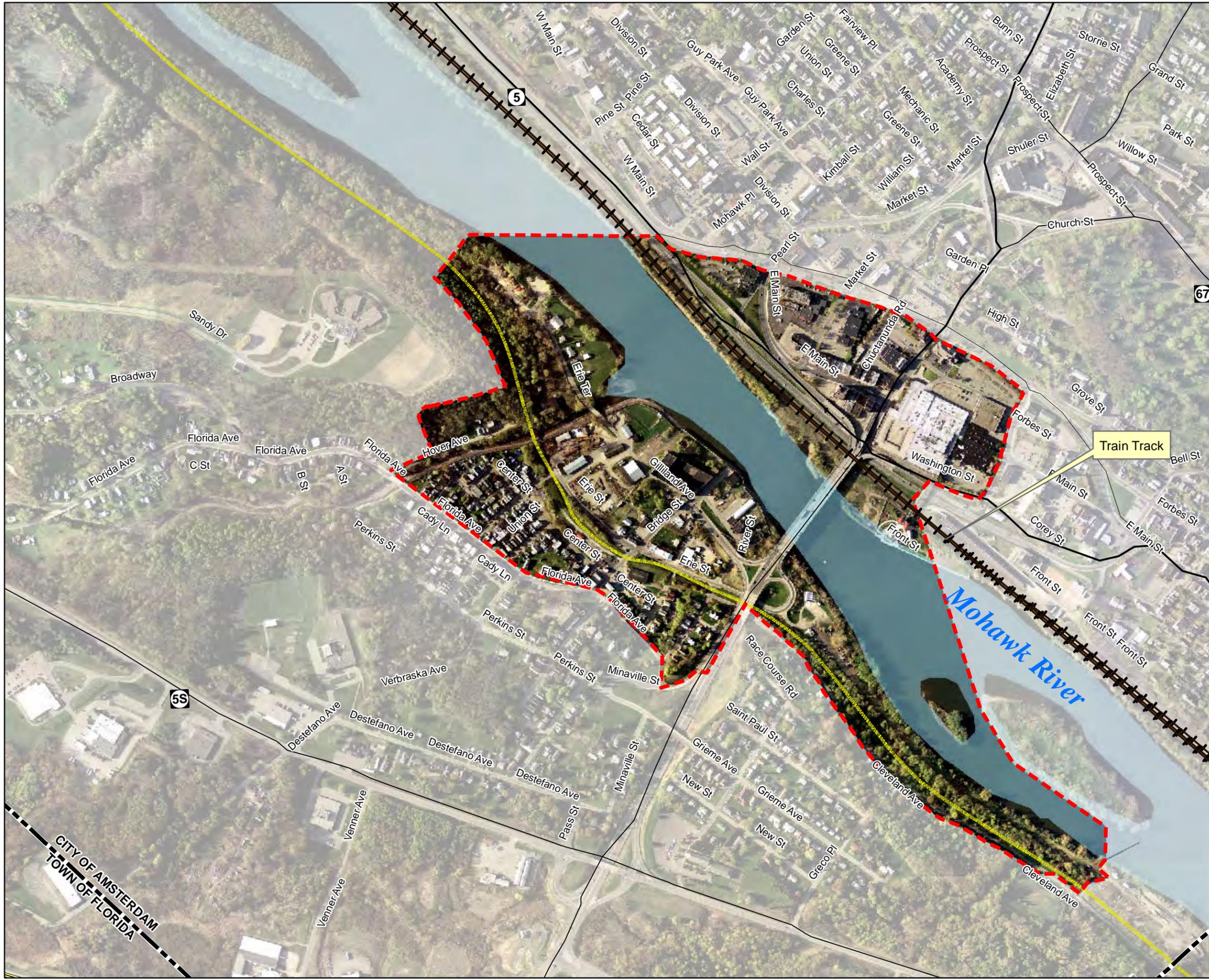
Amsterdam, founded in the early 19th century, experienced most of its growth before World War II. The pattern of streets was called a modified grid – a series of streets at right angles modified by major geological features.

Over time, major changes were made to the system including the construction of the New York State Thruway, which relieved or diverted traffic from Route 5 and provided more efficient access to regional and national destinations. The most significant change was the development of the arterial system, which began in 1956 and completed in 1978. One of the major facets of the arterializations was the New Amsterdam Bridge that was built and aligned with Church Street to provide access to the Thruway, while the former bridge at Bridge Street was removed. There was an attempt to make the downtown a regional commercial center through the construction of a mall. This project had a negative commercial

City of Amsterdam Waterfront Heritage Area

Nomination

Figure I: Transportation Networks and Systems



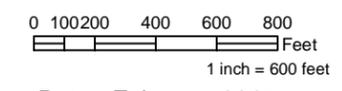
Legend

- Municipal Boundary
- Waterfront Heritage Area
- Railroads
- NYS Canal Trail

Local Highways Shields for Project

- HwyName
- NYS-5S
 - NYS-67
 - NYS-5

Data Sources:
 Parcels: Montgomery County Real Property Service (RPS)
 Town Boundaries: NYS Office of Cyber Security



Date: February 2015

Prepared by:

Prepared for:

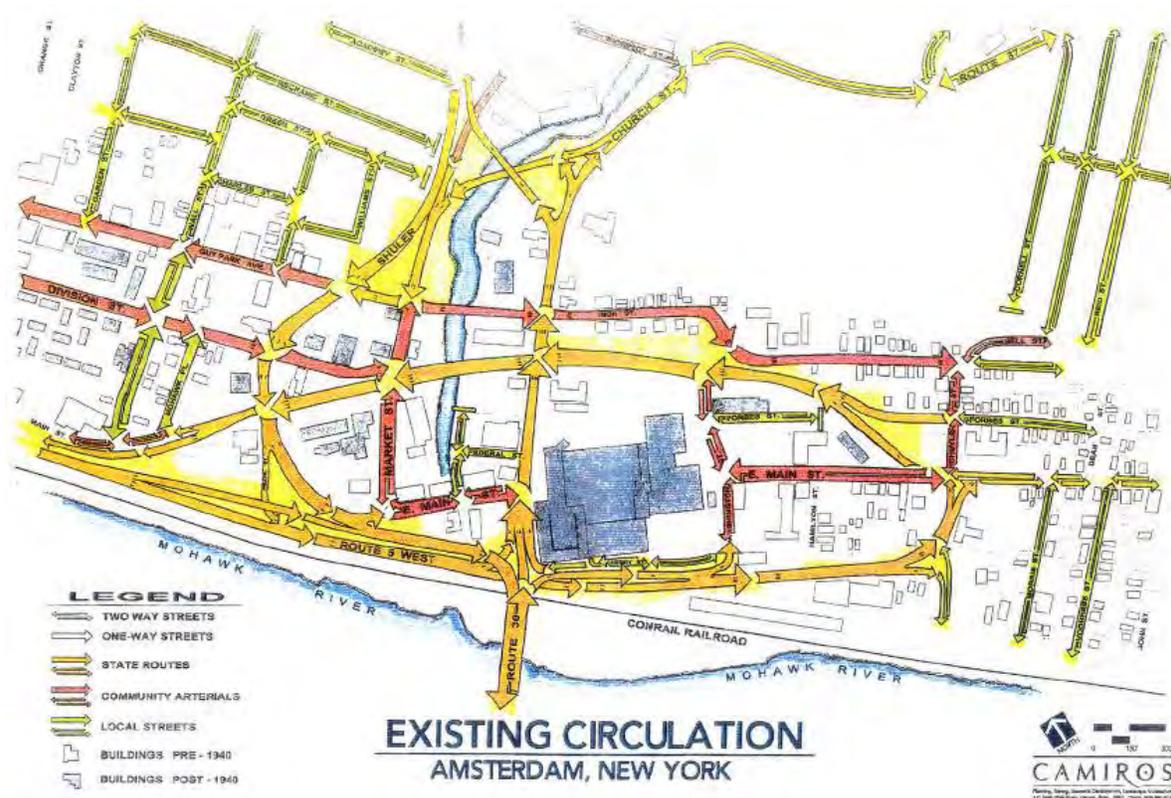
This map was prepared for City of Amsterdam and the NYS Department of State, Division of Coastal Resources with state funds provided through the Brownfield Opportunity Area Program.

effect on the economy of the City, and the revised streets greatly disrupted circulation patterns within the downtown. Main Street was no longer an uninterrupted street for east-west traffic.

In 2001, a *Circulation Plan for the City of Amsterdam, New York Impact of Circulation Changes to the Downtown* was prepared by Camiros, Ltd. What follows is a detailed excerpt from this document that describes the impact that the changes in circulation patterns had on downtown Amsterdam.

“The newer addition to the circulation system diverts traffic, and economic energy, away from downtown. The east and eastbound segments of State Route 5 and the north and southbound segments of State Route 30 do not reinforce the location of the downtown, but rather creates a circumferential bypass circle. In the middle of the circle is the downtown. Instead of elevating the location of the downtown, this area becomes a void. Part of the reason why this occurs is the presence of the one-way system of streets. These one-way streets make it difficult to drive directly to an intended downtown destination and often require several additional turns and circular movements.

The effect of the changes to the circulation system, as it affects the downtown area, can be assessed in terms of technical transportation enhancements and the impact these changes on the physical and economic fabric of the downtown area. From a purely technical standpoint, the changes to the circulation system provide the ability to move substantially more traffic in much less time. However, it must be stated that these changes have created a system of one-way streets and ramps that are very confusing, if not bewildering, to the first-time visitor, and are inconvenient and tedious to local residents trying to access local businesses and other uses. In terms of the physical and economic fabric of the downtown, the changes to the circulation system have been devastating. The downtown is deteriorating in a physical sense and there is very little activity being generated.



In terms of their impact on the physical and economic fabric of the community, these changes to the circulation system have devastated the downtown area. The impacts can be reduced to five essential elements:

- The downtown is no longer a prominent location within the circulation system.
- The circulation system changes have destroyed the original street system (the modified grid pattern discussed earlier).
- The land area needed for new streets and infrastructure has resulted in the removal of a large number of older buildings, leaving significant amount of vacant land. The fabric of older buildings around the modified grid street pattern which held the character and heritage of the community is now lost.
- The pattern of traffic has the effect of directing people away from the downtown, as opposed to bringing people to the downtown.
- The downtown area is now disjointed and poorly defined. The area east of the shopping mall now functions as a separate area, as does the area west of the shopping mall. The mall itself, while located within the downtown area, functions as a separate entity and appears not to be part of the downtown fabric.

The economic condition of the downtown is not solely the result of the changes to the circulation system. Fundamental changes in industrial production are the root cause of the broader economic

decline affecting Amsterdam. However, it could be argued that if the loss of key industries did not occur but the same changes to the circulation system were made, the downtown would be in much of the same condition that it is in today. The current circulation system is not the least bit sympathetic to the infrastructure needed for a healthy downtown area. The system, as currently configured, will make it more difficult to revitalize the downtown area.”

Rail Access

Since the Amsterdam mill era, the City has had access to rail lines. The study area is serviced by CSX Rail lines, which sees 70–80 freight trains per day, and Amtrak passenger rail. The Amtrak Passenger Station is located at 466 West Main Street near the West end of the City and offers rail service to the northeast corridor. The daily schedule includes three stops by westbound trains and three stops by eastbound trains. In 2014, Amtrak reported that the annual ridership at the Amsterdam Station was 11,119 people.

Air

Four area airports serve the City of Amsterdam: the Albany International Airport, the Saratoga County Airport, the Schenectady County Airport, and the Fulton County Airport, which is located approximately 11 miles from the City in Johnstown, NY. The Albany International Airport, which is approximately 20 miles from the City, serves as the major air center for the Capital District, Northeastern New York and Western New England.

Navigable Waterways

The Waterfront Heritage Area is located along the shores of the Mohawk River, the third and final channel of the Historic Erie Canal. Between May and November of each year, thousands of boaters, mostly recreational, travel the waterway. Many of these travelers make daily and overnight stops at Guy Park Manor at Lock 11, Riverlink Park and the Walter Elwood Museum.

The study area’s unique waterfront access can be utilized for commercial activities as well as recreation. The City of Amsterdam is located approximately 35 miles West of the Port of Albany.

Public Transportation

Public transportation service in Montgomery County has historically been limited to Commuter Service from the County to the City of Albany, and Transit Service in the City of Amsterdam, which also has a Commuter component to the major Albany employment centers. Beginning in 2008 a new, intra county service, called the Montgomery Area Xpress or MAX began service on the Route 5 and 5S corridor – a major east-west corridor in the County, which links the various hamlets and villages along this route to the City of Amsterdam and beyond. The new service targets employees working at large manufacturing and warehousing centers along this route.

The City is also served by three taxi companies: Yellow Cab, Community Cab and the Checkered Cab Company.

Amsterdam Community Transit

Amsterdam Community Transit and major changes to the City bus routes and schedules were implemented. The existing seven routes were replaced by a single loop that leaves the Riverfront Center every half hour from 9 a.m. until 4 p.m. In addition, a flexible on-demand system was initiated. Residents may call for a ride any place within the City limits or Route 30 corridor, between 10 a.m. and 3 p.m. The next available bus will be dispatched, with riders waiting no more than ½ hour for pick-up.

Amsterdam Community Transit also operates a daily round-trip run to the State Office campus in Albany and three daily runs to the Fulton-Montgomery Community College Campus. The City bus fleet includes two highway buses, three full-size city buses and three smaller buses. The DOT report also recommends that the larger buses be phased out and be replaced with smaller vehicles that are better suited for narrow city street and equipped with wheelchair lifts.

Brown Transportation

Brown Transportation is a private bus company which operates two daily runs to the Empire State Plaza in Albany and three daily runs to the General Electric plant in Schenectady. All runs depart from the Trailways Bus Shelter on Church Street by the Riverfront Center.

A downtown transportation system design study is needed to identify additional strategies and infrastructure improvements that will redefine the downtown district.

Infrastructure and Utility Analysis

The capability of a community's infrastructure, such as utilities, water and sewer systems, to accommodate both current and future development is a critical consideration when discussing the revitalization of the study area.

The properties located within the Waterfront Heritage Area are well served by public water service, public sewer, natural gas, electricity and telecommunications services. In general, the area is currently connected to or generally has the ability to be directly connected to public utility systems (potable water, non-potable water, sanitary and electric serve) within the roadways. Presently, the public storm sewer system within the road right-of-ways collects the storm runoff from the private developments and transfers drainage off-site. Future developments occurring in the area will be subject to the review of the New York State.

It is acknowledged that a detailed utility study will be required as any redevelopment strategies move from the concept to schematic phase. Necessary utility capabilities will be more adequately addressed in the future during project redevelopment as the type and magnitude of uses is identified.

Water/Sewer

The City of Amsterdam operates a large public water system. The existing service area for the system includes the entire City limits, the New York State Thruway Authority, the Town of Amsterdam Route 30 Water District, the Harrower Water Districts and several Town of Amsterdam property connections. Recent contracts have made water available to the Florida Business Park. Residential houses are not metered and consequently there is no data to substantiate individual connection water use. The residences account for approximately 90% of the users within the City. Commercial and industrial uses are metered and use approximately 1,000,000 gallons per day. Water District users account for approximately 100,000 gallons per day. The remaining 3,500,000 gallons/day is allocated as residential use, but this figure does not take into account any illegal uses, leaks or fire flows.

In 2009, a groundbreaking ceremony was held for a \$10.5 million upgrade to the City's water treatment plan which was originally constructed in 1974. The new facility went into production in 2011.

The study area is also serviced by a public sewer system. The system contains both separate and combined systems. The current systems are in good condition and have the capacity to adequately accommodate the development projects proposed for the Waterfront Heritage Area. The City's sewage treatment plant has a design capacity of 10 MGD and is currently operating at an average flow of 5 MGD.

As with most communities located in Upstate NY, both the City's water and sewer lines are 100+ years old and in need of upgrades. It is acknowledged that a detailed utility study will be required as redevelopment strategies move from the concept to schematic phase to accommodate both current and future development is a critical consideration when discussing the revitalization of the study area.

Telecommunications Service

The primary service provider for broadband internet service in the City of Amsterdam is Time Warner Cable.

Telephone, Gas & Electric

Telephone, gas and electric facilities are given to designated franchise holders. Although other companies may supply these services, the franchise holders are the company of choice where no alternative distinction is made. Verizon is the designated telephone service provider and National Grid is the designated power and gas corporation.

Parking

According to the City Engineer's office, the City owns approximately thirty parking lots in the City, consisting of 350,000 square feet of space. However, none of the city-owned lots are located in the South Side neighborhood. On street parking is permitted on most City streets, with some restriction on locations and times, including the South Side. On street parking on Bridge Street is no longer permitted with the new streetscape improvements. There is also a large private multi-tier garage at the Amsterdam Riverfront Center, and several small private lots located near or in downtown.

Natural Resources and Environmental Features

Natural resources are of great importance to the study area and the region. The City of Amsterdam is located at the confluence of the Mohawk River and the Chuctanunda Creek, which support both recreation and commercial activities within the study area. The Mohawk River is the third and final leg of the Historic Erie Canal, which is popular among boaters, kayakers, canoeists, cyclists and heritage tourists. In addition, these features may also preclude some redevelopment opportunities. Refer to *Figure J: Natural Resources and Environmental Features Map* for additional information on the following discussion.

Impact to sensitive resources, although not always obvious, often has significant adverse effects. Important environmental considerations include but are not limited to natural resources, wetlands, floodplains, topography, and significant wildlife habitats.

Topography and Geology

The City of Amsterdam is located in the Mohawk Valley subdivision of the Hudson-Mohawk Lowland physiographic region and lies between the Adirondack Mountains to the north and the Appalachian Upland to the south. Soils within the waterfront consist largely of alluvium, or river-deposited sediments, as well as considerable amount of fill. Sub-surface geology is comprised of glacial deposits overlying shale bedrock. The overall topography of the waterfront and adjacent areas are typical of a river valley, with a narrow flat floodplain surrounding the Mohawk River sloping to a rolling upland area.

Floodplains

The potential for flooding exists along both the Mohawk River and the Chuctanunda Creek. As shown on *Figure J*, the Federal Emergency Management Agency (FEMA) has designated a 100-year flood plain zone within the Waterfront Heritage Area. The zone runs along the shores of the Mohawk River and the North and South Chuctanunda Creeks. These flood-prone areas do not extend inland more than 400 feet. As a result, redevelopment plans for parcels immediately adjacent to the River and Creeks would be the only projects impacted by floodplain.

Wetlands

Wetlands are among the most productive ecosystems in the world. These water-laden lowlands are a breed ground for vegetation, fish and wildlife. They also provide invaluable services to people in the form of water-cleaning filtration and flood control. Areas designated as wetlands may include bogs, swamps, marshes, wet meadows, flood plains and hydric (waterlogged) soils.

The New York State Department of Environmental Conservation (NYS DEC) regulates four wetlands or portions of wetlands in the City of Amsterdam, one of which, Wetland A-11, is located within the WHA boundary. This 96-acre Class II wetland is comprised of open water, shrub, and emergent vegetation. It is important that the City understands and addresses this wetland appropriately so that any new development doesn't destroy the remaining wetland resources.

However, natural resources are of great importance to the City and the region. The aesthetic appeal of the Mohawk River is a significant asset for the area's tourism industry and for the quality of life of local residents.

Slopes

Steep slopes (15-25%) exist along both the north and south banks of the Mohawk River with the study area. These slopes will need to be considered during redevelopment activities, but not prevent them.

In summary, there are several significant environmental features within the Waterfront Heritage Area that need to be protected, including a wetland and floodplains that run along the shores of the Mohawk River and the Chuctanunda Creek. To ensure that the study area remains a viable asset to promote tourism and improve the quality of life of local residents, any redevelopment efforts within the BOA should include preventative measures to limit impact to wildlife habitats and the natural environment.

Recognizing the significant natural and scenic features of the community, the City is part of the regional efforts related to the New York State Canalway Trail. The trail is part of the New York Parks and Conservation Association and the NYS Canal Corporation initiative to develop a 524-mile long trail following the state's canal system. Approximately 200 miles of the Canalway Trail have been developed to date. While some communities may not generate much tourist activity individually, when linked together these communities can create an overall travel experience that attracts tourists. This creates opportunities for communities to capture tourism dollars locally.

Priority Brownfield, Abandoned, and Vacant Sites

The study area contains fourteen sites which were identified as strategic by the WHA Steering Committee. These sites may be brownfields, abandoned, vacant or underutilized. In addition, some sites may contain active businesses. In those instances, the Committee wished to include the property to provide assistance to the existing businesses to remain or expand, if desired.

Table 10 provides a listing of the fourteen properties identified by the Committee as Strategic Sites. A complete set of profile forms for each of the strategic sites located within the Waterfront Heritage Area is provided in *Appendix E – Strategic Sites Profiles*.

| Map ID | Street Address | Parcel Number | Owner | Classification |
|--------|-------------------|---------------|------------------------|--|
| 1 | Erie Ter. | 55.7-1-71 | Cranesville, Block Co. | Vacant/Underutilized |
| 2 | Erie Ter. | 55.7-1-70 | Cranesville, Block Co. | Vacant/Underutilized |
| 3 | 111 Erie Ter. | 55.7-1-40 | City of Amsterdam | Vacant |
| 4 | Center St. | 55.41-2-54 | City of Amsterdam | |
| 5 | 32 Gilliland Ave. | 55.42-1-13 | City of Amsterdam | Vacant/Underutilized |
| 6 | 21-41 Bridge St. | 55.42-1-14 | City of Amsterdam | Vacant/Underutilized (former Chalmers Mill) |
| 7 | 55-59 Bridge St. | 55.42-1-27 | Lanzi, Herman S | Vacant |
| 8 | 65 Bridge St. | 55.42-1-32 | Nelson, David | |
| 9 | Erie St. | 55.42-1-31 | Rosatell, Eileen L | Vacant |
| 10 | 65 ½ Bridge St. | 55.42-1-28 | Rogers, Richard | |
| 11 | 42-46 Bridge St. | 55.50-1-4 | Altieri, Anthony | Vacant/Underutilized (Former Gas Station) |
| 12A | 24 River St. | 55.42-1-20 | United Welding Supply | Occupied |
| 12B | River St. | 55.42-1-21 | Zydes, Robert | Vacant/Underutilized |
| 13 | River St.. | 55.12-1-8 | Altieri, Anthony | Underutilized |
| 14 | 27-31 E. Main | 55.43-1-3 | Tesiero John A Jr. LLC | Vacant Building, Former First National Bank |

Once the Strategic Sites had been identified, the Steering Committee then focused on selecting six priority sites whose redevelopment have the potential to serve as a catalyst for area-wide change. *Table 11 - Priority Sites* provides a summary of these properties. It is envisioned that each of these priority sites will greatly contribute to the WHA vision of a thriving community and vibrant destination. The status of these sites is important for identifying current challenges and future opportunities for development, redevelopment or business retention and/or expansion.

The site number listed in the first column of the table can be referenced back to *Figure K: Strategic and Priority Sites Map*. A summary of each priority site, including a property overview, site history and environmental background, and potential use is provided on pages 44 – 49.

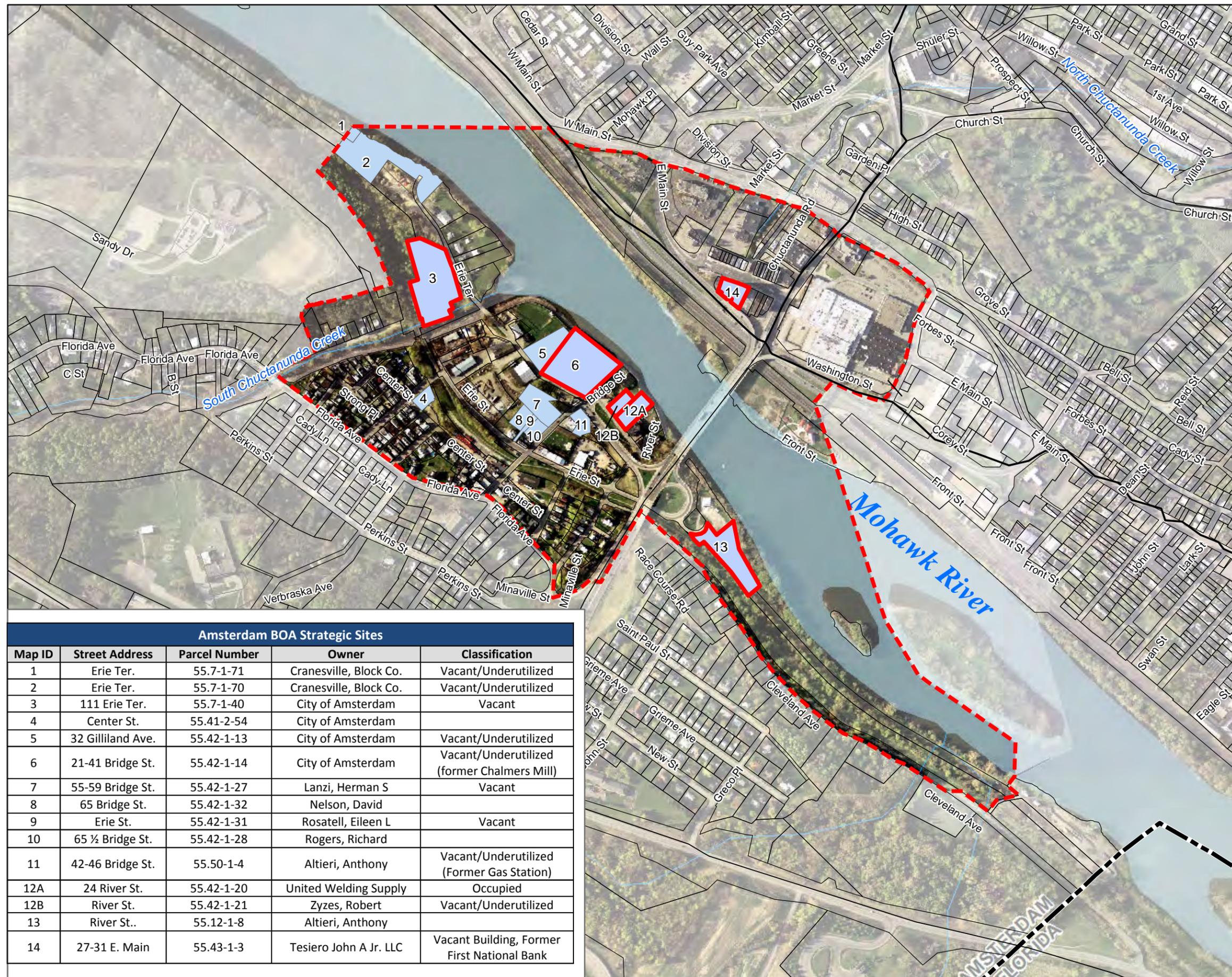
Table 11 – Amsterdam WHA Priority Sites

| Site | Address | Parcel ID | Former/Current Use | Current Status | Acreage |
|-------------|------------------|------------------|---------------------------|-----------------------|----------------|
| 3 | 111 Erie Terrace | 55.7-1-40 | Planing Mill | Vacant | 2.65 |
| 6 | 21-41 Bridge St. | 55.42-1-14 | Chalmers Mill | Vacant | 2.49 |
| 12A | 24 River St. | 55.42-1-20 | United Welding | Occupied | 0.53 |
| 12B | River St. | 55.42-1-21 | Parking | Vacant | 0.28 |
| 13 | River St. | 55.12-1-8 | Auto Junkyard | Underutilized | 1.75 |
| 14 | 27-31 Main St. | 55.43-1-3 | Former Bank | Vacant | 0.45 |

City of Amsterdam Waterfront Heritage Area

Nomination

Figure K: Strategic and Priority Sites



Legend

- Waterfront Heritage Area
- Strategic Sites
- Priority Site*
- Municipal Boundary
- Parcels 2013
- Streams

*A Priority Site is defined as a property whose development and reuse has the potential to revitalize the entire Waterfront Heritage Area.

Data Sources:
Parcels: Montgomery County Real Property Service (RPS)
Town Boundaries: NYS Office of Cyber Security



0 100 200 400 600
Feet

1 inch = 600 feet

Data: February, 2015

Prepared by:



Prepared for:



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

Amsterdam BOA Strategic Sites

| Map ID | Street Address | Parcel Number | Owner | Classification |
|--------|-------------------|---------------|------------------------|---|
| 1 | Erie Ter. | 55.7-1-71 | Cranesville, Block Co. | Vacant/Underutilized |
| 2 | Erie Ter. | 55.7-1-70 | Cranesville, Block Co. | Vacant/Underutilized |
| 3 | 111 Erie Ter. | 55.7-1-40 | City of Amsterdam | Vacant |
| 4 | Center St. | 55.41-2-54 | City of Amsterdam | |
| 5 | 32 Gilliland Ave. | 55.42-1-13 | City of Amsterdam | Vacant/Underutilized |
| 6 | 21-41 Bridge St. | 55.42-1-14 | City of Amsterdam | Vacant/Underutilized (former Chalmers Mill) |
| 7 | 55-59 Bridge St. | 55.42-1-27 | Lanzi, Herman S | Vacant |
| 8 | 65 Bridge St. | 55.42-1-32 | Nelson, David | |
| 9 | Erie St. | 55.42-1-31 | Rosatell, Eileen L | Vacant |
| 10 | 65 ½ Bridge St. | 55.42-1-28 | Rogers, Richard | |
| 11 | 42-46 Bridge St. | 55.50-1-4 | Altieri, Anthony | Vacant/Underutilized (Former Gas Station) |
| 12A | 24 River St. | 55.42-1-20 | United Welding Supply | Occupied |
| 12B | River St. | 55.42-1-21 | Zydes, Robert | Vacant/Underutilized |
| 13 | River St.. | 55.12-1-8 | Altieri, Anthony | |
| 14 | 27-31 E. Main | 55.43-1-3 | Tesiero John A Jr. LLC | Vacant Building, Former First National Bank |

Former Planing Mill
111 Erie Terrace



Current Property Owner:
City of Amsterdam

Current Land Use:
Vacant

Parcel Number:
55.7-1-40

Potential Use:
The site lies adjacent to the Mohawk Hudson Hike/Bike Trail/New York State Canalway Trail and borders the South Chuctanunda Creek making it an ideal location for a passive park.

Current Profile:

The site consists of 2.65 acres of land overgrown with vegetation. The property, which is partially fenced to deter trespassers, is improved by several dilapidated structures.

Site History:

According to the Sanborn Fire Insurance Maps, the property was occupied by the H.C. Grimme Company Planing Mill in 1911, 1926 and 1950. The 1972 maps indicate a variety of uses of the site including a junk yard, lumber and junk storage, and paperstock and mill supplies.

Environmental Background:

Groundwater monitoring wells are located on this property suggesting a previous subsurface investigation was conducted on this parcel.

Former Chalmers Mill
21-41 Bridge Street



Current Property Owner:
City of Amsterdam

Current Land Use:
Vacant

Parcel Number:
55.42-1-14

Potential Use:
The parcel is in a prime commercial development location.

Current Profile:

The 2.49 acre site is currently a vacant parcel of land comprised of an open field. The eastern portion of the parcel is being used for construction purposes for the Mohawk Valley Gateway Overlook Pedestrian Bridge.

Site History:

According to the Sanborn Fire Insurance Maps, up until 1906 the site consisted of dwellings and a cabinetry/saw mill. A wagon shed, restaurants and tenements were added in 1911. The 1926 map indicates the Chalmers Knitting Company occupied the site at that time and included a knitting mill, cotton mill, storage house, office, dye house and bleachery. These factory buildings are also shown on the 1950 and 1972 maps.

Environmental Background:

The remedial investigation has been completed. Remedial activities completed under the ERP included asbestos abatement; lead paint, caulk, lead flashing and light ballast removal; drum, transformer and underground storage tank removal; and removal of petroleum, PCB and lead impacted soils.

The environmental resource database indicated the site has an unregulated PBS on site, six (6) closed spills on-site and a RCRA generator site.

United Welding Supply
24 River Street



Current Property Owner:
United Welding Supply

Current Land Use:
Occupied

Parcel Number:
55.42-1-20

Potential Use:
Although the building is currently occupied, the site may be considered for re-use more fitting to tourist/recreational due to its proximity to the Mohawk Valley Gateway Overlook Pedestrian Bridge which is currently under construction. Re-use would need to consider relocation of the existing business.

Current Profile:

The property is an active warehouse for a welding company. The 0.53 acre site consists of a 4,300 sq. ft. building (dating to 1960) with frontage on River Street.

Site History:

According to the Sanborn Fire Insurance Maps, the southern portion of the site was located in the Montgomery Hosiery Mills in 1884. The site was vacant in the 1895 and 1901 printings. From the 1906 through the 1972 maps, various shops and businesses were located on site including a wagon shop, farm implement shop and auto warehouse building.

Environmental Background:

No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

**Parking Lot
River Street**



Current Property Owner:
Robert Zyzes

Current Land Use:
Vacant

Parcel Number:
55.42-1-21

Potential Use:
The parcel is a prime commercial development location and is located adjacent to strategic site#12A and the Mohawk Valley Gateway Overlook Pedestrian Bridge which is currently under construction.

Current Profile:

The property consists of a vacant 0.28 acre parcel that is currently being used as a parking location for adjacent construction work.

Site History:

According to the Sanborn Fire Insurance Maps, the southern portion of the site was located in the Montgomery Hosiery Mills in 1884. The site was vacant in the 1895 and 1901 printings. From the 1906 through the 1972 maps, various shops and businesses were located on site including a wagon shop, farm implement shop and auto warehouse building.

Environmental Background:

No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Auto Junkyard
River Street



Current Property Owner:
Anthony Altieri

Current Land Use:
Automobile Junkyard

Parcel Number:
55.12-1-8

Potential Use:
Site access issues as well as the presence of an adjacent bulk propane facility should be taken into consideration for development purposes. Recreation trail is present along length of parcel, but steep slopes limit access from site to trail.

Current Profile:

The property consists of a 1.75 acre parcel containing discarded automobiles.

Site History:

Historical use, dating to at least the 1950s, was as a bulk oil storage facility.

Environmental Background:

No known remedial investigations have been conducted to date; however the site is listed as an active petroleum bulk storage facility, RCRA generator and as a solid waste facility.

Former Bank
27-31 E. Main Street



Current Property Owner:
John Tesiero

Current Land Use:
Vacant

Parcel Number:
55.43-1-3

Potential Use:
This parcel is located in the “downtown” section of the Amsterdam. Although located on “Main Street”, the site is not located on a major thoroughfare within the City. The area does offer convenient in-center street parking allowing for easy access to the site. Predominant area uses are businesses and redevelopment of the site could include office space and service related businesses.

Current Profile:

This multiple floor building located in the downtown is currently vacant. The lot size measures 0.45 acres.

Site History:

According to the Sanborn Fire Insurance maps, numerous shops were located on the site from 1884-1950 including a tailor, grocer and bank. The only building that was mapped on the 1972 map is the current structure.

Environmental Background:

No known remedial investigations have been conducted to date. The site was not listed within the environmental database report which includes Federal and state listings of hazardous waste sites, spills, petroleum and chemical bulk storage and information pertaining to the generation of hazardous waste.

Engaging Partners and Stakeholders

The goal of the public participation process during this project was to foster communications, create a sense of ownership, and build trust between the public, the City of Amsterdam, and regulatory agencies during the development of the WHA Nomination. 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 regarding future development in the Amsterdam WHA. The public participation plan achieved the following three objectives:

1. Collected information from the public regarding the study area.
2. Provided opportunities for the public to identify issues, concerns and opportunities.
3. Provided an opportunity for the public to contribute their perspective in the development of the Amsterdam WHA.

In addition to public input, the BOA study also collected input from various property owners, stakeholders and the Amsterdam WHA Steering Committee. In total, there were four public meetings, including an open house and project update meetings, as well as a series of Steering Committee meetings.

Steering Committee

To guide the development of the Step 2: Amsterdam WHA Nomination, a steering committee comprised of community residents, business owners and local and state government representatives was established in 2008. Multiple steering committee meetings were held to identify the BOA boundaries, discuss an approach for property owners' meetings, review market findings, discuss redevelopment expectations, and develop a project vision statement.

In 2011, the City of Amsterdam was awarded additional funding from the NYS Department of State under the Brownfield Opportunity Areas (BOA) Program to identify ways to strengthen the downtown's commercial core, identify rail transportation options and explore the connections between the South Side neighborhood and the waterfront and downtown. In 2014, a new Steering Committee was appointed to guide development this portion of the BOA. A series of committee meetings were held to revise the study area boundary, review and refine the vision statement, identify strategic sites, provide feedback on the downtown market analysis and pedestrian bridge impact study, identify priority sites and their potential uses, and to identify and prioritize the BOA recommendations.

Public Meetings

A series of public meetings were held to discuss the Amsterdam BOA. The first meeting, held in 2007, provided, the Bridge Street Reconnection, restoration of the Chalmers Building and Riverlink Park Phase

II Improvement. A second public meeting was held in November 2009 to present a Waterfront Heritage Area boundary update and pedestrian bridge options to general public.

Open House

On December 3, 2014, the City held an Open House at the Wilbur H. Lynch Middle School. The intent of the Open House was to provide residents, property owners and businesses with a project update, and give them an opportunity to take part in the ongoing efforts to revitalize the Downtown and South Side Neighborhoods.

A brief PowerPoint presentation was given by Elan Planning and Design. Open House guests were then encouraged to visit a series of interactive stations displayed around the room. At each of the stations, the community was invited to share their experience and knowledge of the WHA by providing feedback to the following questions.



Station 1: Existing Conditions

- Is there any missing information or other details to be considered?

Station 2: Vision and Goals

- What would you like to see the Waterfront Heritage Area become over the next ten years?

Station 3: Emerging Concepts

- We are seeking your feedback on the list of emerging projects that will be included in the final Plan. Did we miss anything?

Station 4: Strategic Sites

- The Steering Committee has identified five properties that, when redeveloped, have the potential to significantly impact the revitalization of the entire Waterfront Heritage Area. What would you like to see happen on these properties?

Station 5: Project Ideas

- Score each emerging concept as High, Medium or Low based on its potential to revitalize the Waterfront Heritage Area.

A copy of the materials used during the Open House is provided in *Appendix F*.



Techniques to Enlist Partners

Enlisting interested and active partners in the planning process and its associated redevelopment efforts is key to the ultimate success of the WHA BOA Program. The City is beginning to build a network of potential partners including representatives from the NYDOS, NYSDEC, area educational institutions, the Amsterdam Industrial Development Authority (AIDA), and the Amsterdam Urban Renewal Agency.

The Canalway Trail runs through the heart of the South Side Neighborhood and has the potential to bring a significant amount of visitors into the WHA. The City will continue to maintain and enhance its close relationship with the Canal Corporation to make improvements along the trail within the WHA. In addition, the Montgomery County Business Development Center (MCBD) will be an integral partner with the City of Amsterdam in the redevelopment of the WHA. The MCBD is an innovative collaboration of the Offices of the Montgomery County Department of Economic Development, Planning and Tourism and the Montgomery County Industrial Development Agency (MCIDA).

The City will coordinate its brownfield redevelopment efforts closely with the Mohawk Valley Regional Economic Development Council (MVREDC) for possible funding under the Mohawk Valley Waterfront Development Opportunity Fund and other funding programs to implement additional projects in the WHA.

During the construction of the pedestrian bridge, the Thruway Authority through eminent domain has acquired two abandoned buildings and the associated property across from the Chalmers Mill site. The area is necessary for the south landing of the bridge and for a construction staging area. Upon completion of the bridge, these properties will become available for redevelopment. Close coordination with the Thruway Authority is necessary to adequately plan for the proper transfer of ownership.

The City will also need to work closely with representatives from the NYSDOT, Amtrak and the CSX to advance relocation of the train station.

Moving forward, the City realizes that the successful redevelopment of the WHA will require public-private-partnerships. Therefore, the City has and will continue to establish partnerships with private investors and developers interested in revitalizing the WHA.

Assets, Challenges & Opportunities

A thorough inventory and analysis was conducted during this effort to understand existing conditions within the WHA. The inventory, combined with the downtown market, pedestrian bridge and multi-modal studies, input from stakeholders, guidance from the Steering Committee and public involvement helped to shape the redevelopment concepts and action items for the study area's future development and reuse strategy in a manner that meets the WHA's long-term vision and goals. A summary of the identified assets, challenges and opportunities is provided below.

Assets

To identify the strongest potential to advance revitalization of the Waterfront Heritage Area, it was first important to conduct a competitive analysis to identify the community's assets. The project team's initial findings identified the community's strategic location and unique waterfront setting as two of the strongest assets.

Location: The City of Amsterdam's easy access to I-90 is one of its strongest assets. The Waterfront Heritage Area is only 30 miles (or approximately 30 minutes drive time) from the growing technology hub centered at Albany and spreading throughout the surrounding counties of Rensselaer, Schenectady, and Saratoga. Amsterdam's position also allows it to have access to the markets in the Mohawk Valley, Central New York, the Southern Tier, the Finger Lakes, and Western New York. The study area's strategic location makes it an ideal staging point for the manufacturing and distribution of technology-related products and other types of goods. Amsterdam's location also makes it suitable as a residential choice for workers looking for more affordable places to live in the Capital Region. To further capitalize on Amsterdam's strategic location, developing a new train station close to downtown Amsterdam would bring more workers to the area, as well as serve as a potential point of distribution for goods to the rest of the state.

Quality of Life: The Waterfront Heritage Area offers residents and business owners a high quality of life including low cost residential, commercial and industrial properties, short commutes and spectacular views of the Mohawk River. The cost of living is approximately 25.3% less than the New York State average, and 8.9% less than the national average.³ The study area is located within 3 miles of the New York State Thruway, making the site easily accessible to the Adirondack Park and the City of Albany. Driving distances to nearby municipalities range from 27 miles to Saratoga Springs, 30 miles to Albany, and 60 miles to Utica.

Planning Initiatives: The City of Amsterdam continues to demonstrate its commitment to revitalization through the implementation of significant planning initiatives. The City has completed a

³ <http://www.areavibes.com/amsterdam-ny/cost-of-living/>

NY Rising Community Reconstruction Plan, Local Waterfront Revitalization Plan (LWRP), Amsterdam Riverwalk Feasibility Study, the Mohawk Valley Pedestrian Bridge Overlook, and a Bridge Street Rehabilitation and Upgrade Plan.

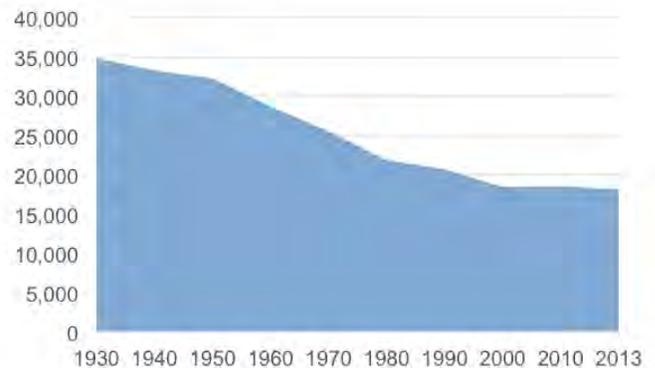
Economic Incentives and Assistance to Businesses: There are a number of incentive programs at work in the BOA study area that could be valuable for future investment and businesses assistance, partnerships and guidance. These include the Montgomery County Local Development Corporation, the Amsterdam Industrial Development Agency (AIDA) and the Montgomery County Chamber of Commerce.

Diversity: U.S. Census shows that the population is not only growing in the City of Amsterdam, but it is becoming increasingly more diverse. According to American economist and social scientist Richard Florida, knowledge-based workers including those working in healthcare, business and finance, the legal sector, and education, value meritocracy, diversity and individuality and look for these characteristics when they relocate. This increasing diversity coupled with the affordable, urban character of the WHA makes it attractive to young and retiring professionals.

Challenges

It is important to note that the economic and demographic analysis indicates that opportunities outweigh existing issues as related to business attraction. In order to create an attractive marketing package for the Waterfront Heritage Area, the City of Amsterdam must work to minimize or mitigate the following key issues:

- Declining population: today's population is only about half of 1930's population.
- Dormant and underutilized buildings and sites
- Lower education levels
- Need for increased household ownership and occupancy
- Aging infrastructure
- Outside perceptions



City of Amsterdam Population: 1930 - 2013

Opportunities

Prepare. Attract. Grow. The purpose of evaluating the assets, challenges, existing conditions and economic and market trends is to identify ways to: prepare the community for new opportunities, attract new businesses and jobs to the area, and grow and diversify the economy.

A target industry analysis was conducted to identify industries (or types of industries) that have the strongest potential to expand or relocate to the Waterfront Heritage Area and offer the best prospects for “good jobs” those that offer higher quality of life (security, higher wages, training, flexibility, etc.).

The Target Industry Analysis yielded seven major industry segments that have a strong potential to expand or relocate to the Waterfront Heritage Area and provide residents with “good jobs”. These industries include:

- Technology
- Advanced Materials
- Biotechnology
- Energy
- Information Technology
- Nanotechnology
- Arts and Culture

Technology

The City of Amsterdam and Montgomery County have a huge potential of growing economically by tapping into its position as an integral part of the Capital Region and the 18-county Tech Valley. The City of Amsterdam, and therefore the study area, is also a gateway to the Mohawk Valley Region and Central New York. For the City of Amsterdam to grow, business attraction, as well as retention and expansion of technology-related companies is vital. The Center for Economic Growth (CEG), a not-for-profit business and economic development organization and the Lally School of Business at the Rensselaer Polytechnic Institute, conducted a joint study to identify key industries in the Capital Region as viable next generation opportunities for upstate New York based upon existing infrastructure and asset base. The CEG study identified five key industries, now expanded to six, as key target industries for the Capital Region. These key industry clusters could also serve as target industries for Montgomery County and the City of Amsterdam, being integral to Tech Valley. The following overview of key industry clusters in the Capital Region provides an assessment of potential opportunities for the City of Amsterdam.

Advanced Materials

Advanced Materials include **Plastics**, **Composites**, and **Ceramics**. Advanced materials refer to all new materials and modifications to existing materials to obtain superior performance in one or more characteristics that are critical for the application under consideration. The CEG study recommends focus on five areas within Advanced Materials that appear to have excellent potential.⁴ These include:

⁴ Lally School of Management & Technology, “Advanced Materials Sector Report,” prepared for the Center for Economic Growth, 2004.

- **Electronic materials:** The electronic materials sector offers possibilities due to the rapid changes occurring in the field especially related to continued miniaturization of components. This miniaturization provides new requirements for materials, processing and test equipment, consumables and services.
- **Medical materials:** The medical materials sector considers the novel use of existing materials for medical purposes and hybrid methods that use new materials to assist the body in self repair. An example would be materials used in dentistry.
- **Nanomaterials:** The nanomaterials sector is separate from nanotechnologies, since it focuses on the development of a material while focusing on structure at the near atomic level. With the industry sub-sector still at its early stages, there is an opportunity to target location of all sizes of firms. These types of firms are likely to choose greenfield sites that provide access to the manufacture of existing products and business units.
- **Reprocessing of waste materials:** Reprocessing of post consumer waste can be in the form of remanufacturing (product recovery) or recycling (material recovery). This sector is likely to experience significant growth due to increasing public interest in environmentally friendly practices and reducing greenhouse gases. The CEG report mentions that re-cycling opportunities are likely to be located in areas with a high waste-producing population. Remanufacturing is a highly attractive option for economic development, since it requires high levels of unskilled labor.
- **Superconductivity:** Superconductivity is the ability to transfer electricity across great distance without losses through resistance. Within the past few years, a new form of matter that has superconducting properties has been discovered thereby accelerating research and eventual development of superconducting materials. While this field has tremendous future potential, it is still far from development.

There are two (2) technology-related firms in the City of Amsterdam that are focused on the Advanced Materials sector.

- > **Breton Industries** utilizes dielectric heat sealing processes on vinyl fabric creating water-proof seams on exterior fabric products. Breton Industries serve military, medical, industrial, aerospace, and recreational clients through the design and manufacture of custom sewn and heat sealed fabric items.
- > **Fiber Glass Industries, Inc.** manufactures glass reinforcements for the Composites Industry. FGI manufactures and markets a broad range of reinforcement products from fiberglass strand to woven and knit fabrics to specialty needled glass fabrics. FGI also works with specialty aramid fibers. These products are used in a variety of composites applications.

Economic development efforts in the City of Amsterdam could be focused on the attraction of similar Advanced Materials companies related to the production, as well as suppliers of Advanced Materials products. To help develop a cluster of Advanced Materials businesses, partnerships with university

research, such as the Center for Advanced Materials Processing at Clarkson University or the Department of Materials Science and Engineering at Cornell University, is essential.

Biotechnology

Biotechnology refers to a set of technologies related to the application of molecular and cellular processes to solve problems, conduct research, and create goods and services. Biotechnology touches applications in various scientific fields and industries such as medicine, animal health, agriculture, marine life, and environmental management.⁵ Biotechnology as a technology has an impact on several industries broadly classified as:

- ***Human and animal therapeutics and diagnostics*** – including biopharmaceutical companies and tool developers - genomics, bioinformatics, proteomics companies and companies developing advanced materials for human therapeutics
- ***Agriculture, aquaculture, animal health and food*** – includes seed and livestock development.
- ***Industrial and agriculture derived processing*** – including chemical manufacturing companies.
- ***Environmental remediation*** – including utilities, petroleum industry.

A majority of biotech and biomedical companies in the Capital Region are located in Albany, Rensselaer, and Schenectady. The closest biotech company in the vicinity of Amsterdam is the **Anderson Instrument Company, Inc.**, located in Fultonville. The company designs and manufactures sanitary process instrumentation for customers in Fluid Food & Beverage, Dairy, and the Biopharmaceutical Industries. With its strong manufacturing base, the City of Amsterdam and Montgomery County could also attract ***medical device manufacturing***.

Energy

The energy sector can be classified broadly based upon the primary categories; nonrenewable and renewable. Nonrenewable energy sources are exhaustible and comprise more traditional sectors such as coal, natural gas, and petroleum. Renewable energy sources focus on recycling energy gained from sources such as wind, wave, solar, geothermal, biomass, and waste.⁶ With increasing fuel prices, renewable energy or clean technology has become a major focus of economic development efforts around the country not only because of its potential to increase domestic production of power and to maximize the reuse of local resources, including waste and water, but also because of its job creation

⁵ Lally School of Management & Technology, “Biotechnology Sector Report,” prepared for the Center for Economic Growth, 2004.

⁶ Lally School of Management & Technology, “Energy Sector Report,” prepared for the Center for Economic Growth, 2004.

potential. Upstate New York, with its underutilized manufacturing base (both in expertise and sites), raw materials and research talent, is well suited to the cleantech industry.⁷

The City of Amsterdam, with its strong manufacturing base could attract businesses related to wind turbine and solar photovoltaic cell production. The City could attract these industries by providing affordable space and services for start-up businesses focused on Clean Technology or Renewable Energy. Demand for clean technology products could start by promoting green building technology for adaptive reuse and new construction in the City, as well creating workforce training related to green building technology and the cleantech industry.

Information Technology

As mentioned in the CEG report, the Information Technology (IT) industry is comprised of three major components: hardware, software and services sub-sectors. The hardware sub-sector includes the manufacturing and distribution of computer and telecommunications equipment. The software sector focuses on software products including systems software, infrastructure software, application software and software that are used in end-user products such as cell phones, PDAs and other wireless devices. The IT services sector contains a variety of processing services including: data processing and hosting services, IT-enabled process outsourcing and applications development; IT implementation and professional services; and telecommunication services.⁸

Opportunities to expand the IT sector in the Capital Region are heavily reliant upon applications and provision of support to other industry sectors that are thriving in the Capital Region. These include nanotechnology, biotechnology, and the media and arts, as well as healthcare services, homeland security, and energy transmission.

Currently, Printing and Related Support Services (NAICS 323) and Other Information Services are strong industries in the City of Amsterdam; expansion of the Information industry cluster is a possible avenue to pursue through the development of the Information Technology services sector in the city.

The presence of affordable space in the City of Amsterdam is conducive to attracting the IT services sector that includes web hosting and data processing companies. Development of downtown amenities could help attract IT professionals and companies, as well as other creative class workers and entrepreneurs. The City could develop an incubator focused on IT-related start-ups and other technology entrepreneurs. A relocation program similar to the Paducah Artist Relocation Program could be developed that include incentives such as loans and financing for space, zoning, and marketing

⁷ New York City Investment Fund, "Cleantech: A New Engine of Economic Growth for New York State," January 2007.

⁸ Lally School of Management & Technology, "Information Technology Sector Report," prepared for the Center for Economic Growth, 2004.

services. Seed funding could be requested from state and federal programs that include CDBG, Main Street Program, and others.

Nanotechnology

The CEG Nanotechnology Sector Report defines Nanotechnology “as the control of materials and devices at a molecular and atomic scale or a series of disciplines that works at the atomic and molecular level to create many types of structures or devices with improved molecular organization.”⁹ The main segments and sub sectors associated with the nanotechnology industry are as follows:

- **Tools and Devices:** Instrumentation (AFM), ISAM, Molecular Switches, Nanodevices and systems
- **Materials:** Nanotubes, Fullerenes, Powders, Ceramics, Chemical Manufacturing that includes thin film coatings, nanocomposites, etc.
- **Nanobio:** Drug Delivery, Diagnostics, Molecular Biology, Bionanodevices and Systems etc.
- **Others** (includes Modeling & Software): Simulation (Nano Cad), Virtual Reality (CAVE), etc.

Nanotechnology is one of the strongest technology innovations that have fueled the growth of the Capital Region. The College of Nanoscale Science and Engineering at the Albany Nanotech Complex is the world’s most advanced research complex at any university. International Sematech has relocated at the \$4.5 billion Nanotech Complex, while Global Foundries has built a multi-billion dollar facility that has begun to manufacture 300 mm chip fabs at Luther Forest in Malta (Saratoga County).

While it may be unlikely that an R&D facility or chip fab plant would relocate at the City of Amsterdam, the City could provide support to the industry cluster through the production of potential applications of nanomaterials, which is also a sub-sector of the Advanced Materials industry cluster. The CEG Report states that the materials sector has the largest market size and is also the second fastest growing sub-sector in nanotechnology.

It is evident that the City of Amsterdam could participate in Tech Valley through value-added manufacturing of technology products, by providing lower-cost space for start-ups and creative entrepreneurs, and providing the environment suitable for technology and other creative class workers. A more comprehensive assessment of industry clusters is recommended to look into technology sub-sectors most suitable for the City of Amsterdam and Montgomery County.

Arts and Culture

The City of Amsterdam has the strong potential of becoming a cultural hub and a destination due to its location at the cusp of the Capital Region and the Mohawk Valley and the numerous former industrial

⁹ Lally School of Management & Technology, “Nanotechnology Sector Report,” prepared for the Center for Economic Growth, 2004.

buildings and structures. These former industrial buildings and older structures are attractive to creative workers that include artists, graphic designers, web developers, sculptors, and writers. The City of Amsterdam could be one of the first communities in the region that could proactively adopt a program that provides incentives for the arts community to relocate to the City.

A strong creative sector translates directly to a strong economy with tourist dollars providing inflows that support other businesses – restaurants, hospitality, services, and retail. Developing an artist community and a creative sector strengthens traditional economic sectors and increases the competitiveness of other sectors in the region. Using the arts and the creative sector as an economic development strategy has proven to be an effective tool to revitalize the downtown areas of many cities and towns and serves as an important amenity to attract other businesses and residents to the City of Amsterdam.

Community Vision and Goals

The Vision Statement and Goals for the WHA were developed through a combination of reviews of previous planning studies, discussions with community residents and leaders as well as the Steering Committee's own interpretation of the future of the WHA. The Vision Statement and Goals outlined below recognize the area's industrial heritage, history as a center of regional economic development and innovation, its unique setting along the Mohawk River, and abundant recreational opportunities.

Vision Statement

The important function of this study is to bring together different planning studies, stakeholder interests, community thoughts and needs, and planning principles in order to work toward comprehensive goals for the study area. To achieve this, a unified vision for a renewed, sustainable Waterfront Heritage Area was formed which brings together the elements of these varied interests.

Through the revitalization of the Waterfront Heritage Area, the City of Amsterdam will be...

- A leader in restoring its natural and built environment in its economic development initiatives;
- At the center of innovation, supporting an entrepreneurial culture attracted to emerging opportunities in both the Capital Region and Central New York;
- A dynamic place with a thriving, mixed-use downtown and healthy, safe neighborhoods;
- A diverse community that embraces culture, offers opportunity to all age groups, and supports those in need;
- A healthy community that provides enhanced physical activity opportunities; and
- A vibrant destination that builds upon and protects the city's cultural, historic and natural assets.

Goals

To achieve this vision, a series of broad-based goals have been established. These goals are provided below, along with a bulleted list of the recommendations that support them.

Goal 1: Continue to transform the South Side Neighborhood into a vibrant, mixed-use live-work community.

The South Side neighborhood, also known as the “Via Ponte” district, is an attractive area located along the southern shoreline of the Mohawk River. The terrain of the area is generally flat and Erie Street was once the site of the original Erie Canal. The Canal has since been relocated to the current location of the Mohawk River and the filling of the canal created the location for railroad lines (that have subsequently been transformed into a portion of the NYS Canal Trailway System). The physical boundaries of the River, Chuctanunda Creek and NYS Route 30 physically separate the South Side Neighborhood from the remaining portions of the City of Amsterdam and have created a sense of community for those residing south of the River. The Via Ponte area is located near the existing Port Jackson Boat Launch and Bocce Club, the Armory, Veteran’s Park and complemented by the residential community on the hills to the south.

The South Side Neighborhood can continue to be significantly improved by capitalizing on the area’s history and strategic location. Through a focused effort by the City, property owners, investors, entrepreneurs and assistance from the State of New York, the neighborhood has the potential to continue to attract new and grow existing businesses and provide a range of attractive, well-maintained housing opportunities for existing and future residents.

A strong economic presence that provides jobs and opportunities to the South Side Neighborhood and throughout the WHA and City is critical to the City’s long-term success. Equally as critical is improving the aesthetic character of existing buildings and properties to make the area a more inviting destination for neighborhood residents, residents throughout the City, adjacent communities as well as visitors and tourists.

Based upon the assets identified in the Inventory and Analysis, and the economic trends for the region, the following opportunities have been identified for the South Side neighborhood:

1.1 Redevelop the Chalmers site in a manner that respects its unique and high profile location along the Mohawk River

The Chalmers Mill site is the foremost priority site in the Waterfront Heritage Area. In 1993, the City of Amsterdam identified that redevelopment of the Chalmers Building would provide meaningful economic and social opportunities to the threatened South Side neighborhoods. Due to the costs associated with renovating the building and the associated environmental contamination issues, it was decided that the building be removed. The site has been remediated and is now well positioned to be redeveloped to its highest and best use as host to a mixed-use property that will take advantage of its strategic location along the Mohawk River.

1.2 To help further the revitalization of the South Side neighborhood, implement streetscape improvements similar to those recently completed along Bridge Street to Gilliland Avenue, Erie Street and Florida Avenue

Streetscape improvements, including paving, curbing and related pedestrian amenities, have been completed along Bridge Street. These investments have helped to stimulate new commercial and retail establishments, restaurants and office space along Bridge Street. It is recommended that similar improvements could be implemented on nearby streets to help further the revitalization of the South Side neighborhood.



1.3 Celebrate the ethnicity of the community through the creation of a “Restaurant Row”

An opportunity exists to build on the reputation and success of the many popular ethnic restaurants located in the South Side neighborhood and brand Bridge Street as a “Restaurant Row – an acclaimed dining destination. The new “Restaurant Row” could include a diverse, commercial mixed-use area that would support complementary small businesses, as well as a new culinary incubator.



Goal 2: Capitalize on the Waterfront Heritage Area’s strategic location to cutting edge industries.

The Waterfront Heritage Area is located within a one hour drive of cutting edge industries like the Global Foundries Fab 8 Plant in Malta, the Marcy Nanocenter in Utica, and the SUNY Polytechnic Institute in Albany. Opportunities exist to establish the WHA and surrounding commercial and industrial areas of the City as an integral link in New York’s growing technology industry by hosting technology

companies, start-ups, entrepreneurs, as well as suppliers and distributors associated with these industries.

2.1 Expand local capacity to advance economic development within the WHA

The City of Amsterdam could strengthen its economy by becoming a nexus for numerous industries instead of relying solely on either manufacturing or tourism. Diversification could help shield the City from the adverse effects of decline in one industry. To accomplish this task, it is recommended that the City expand its local capacity by hiring additional personnel focused on advancing economic development in the study area. Staff responsibilities could include:

- a. Create a searchable database to position and market existing vacant and underutilized buildings and parcels to start-up companies and entrepreneurs
- b. Establish an ongoing communication and networking mechanism to bring investors and entrepreneurs together in Amsterdam to collaborate and to connect to the technology industries
- c. Consistently inform, connect and promote the advantages of the Waterfront Heritage Area in Amsterdam to realtors, developers, business and industry
- d. Provide technical assistance to retain existing WHA businesses
- e. Create a marketing strategy to redevelop the priority sites within the WHA

2.2 Install high-quality telecommunications infrastructure downtown.

Installing a sophisticated telecommunications structure in the City of Amsterdam would lay the groundwork towards attracting technology-related businesses. Having a wireless downtown is also a strategy that could lure creative workers and new businesses to Downtown Amsterdam.

Goal 3: Create a mix of businesses and residents that sustain downtown as a social, civic and cultural center of the community.

One of the goals identified in the City of Amsterdam's 2003 Comprehensive Plan was to reestablish downtown as the community center. Over the past 50 years, downtown Amsterdam has been reduced to a couple of blocks along East Main Street, and a scattering of old and new buildings surrounded by large areas of parking and highway rights-of-way. The following action items have been identified to return the City's downtown to the vibrant, attractive district it once was.

3.1 Implement the recommendations of the Downtown Market Analysis

As part of the BOA study, a Downtown Market Analysis was conducted (see *Appendix B*). The analysis included a demographic profile of the retail trade area as well as a retail surplus and leakage analysis. Recommendations include focusing on immediate consumer segment niche

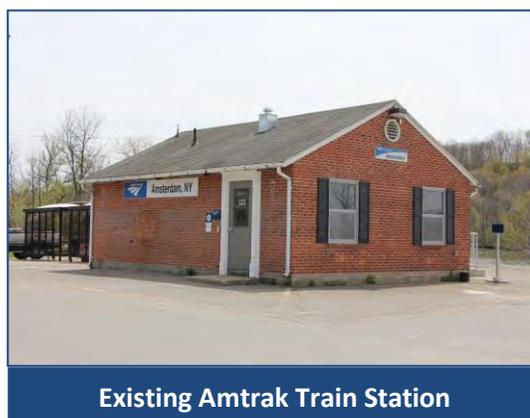
markets including seniors, the traveling public, ethnic groups, and people interested in culture and history.

3.2 Develop incentives to attract businesses that support the specific niches identified the Downtown Market Analysis

As part of the Downtown Market Analysis, a retail surplus/leakage analysis was conducted. The analysis highlighted specific industries, goods and services that are lacking in the City of Amsterdam. The City could develop incentives to attract new businesses and start ups that would fill this gap and capture a greater percentage of the spending potential. Specific niches identified with significant leakages include: full-service restaurants; special food services; specialty food stores; and sporting goods, hobby, book and music stores.

3.3 Relocate the Amsterdam Train Station back into the commercial core and establish a multi-modal facility that includes a mix of retail, commercial and office space

The 2003 Comprehensive Plan identified the need to bring the train station back to downtown. The plan recommendations include closing the existing station, which is located at the western edge of the City, and building a new multi-modal transportation facility downtown. Relocating the train station back to the commercial core would provide the community with enhanced access to the station and increase activity in the downtown. In 2012, the NYS DOT conducted a feasibility study evaluating the relocation of the existing Amsterdam Amtrak Station. The study found that should the station be moved downtown, the River Walk could provide a connection from the station to Guy Park Manor and the West End via an extension of the Mohawk Valley Gateway Overlook over the rail corridor. The study also found the station in or near downtown could help establish new intermodal links and better connections between downtown and the river shoreline.



As part of the Nomination Study, several concept drawings were prepared to show how a new multi-modal facility, which could house passenger rail service, bus service and a mix of uses include retail, commercial and office space could fit into the commercial core. See *Appendix D*.

3.4 Undertake a pedestrian circulation and parking study.

Before construction of the Mohawk Valley Gateway Overlook pedestrian bridge is complete, the City should conduct a study that looks at pedestrian circulation, parking supply and wayfinding

signage. Safe pedestrian crossings, parking and wayfinding signage are critical to the growth of business and tourism. As pedestrian and vehicular flow increase with the development of the new pedestrian bridge and potential relocation of the train station to the commercial core, it is important for the City to identify steps to:

- a. Improve pedestrian safety by enhancing crosswalks, provide new wayfinding signage and modify the internal parking pattern on East Main Street
- b. Develop a clear and safe connection from downtown to the waterfront and the Mohawk Valley Gateway Overlook
- c. Work with Riverfront Center and the associated parking garage to improve their Washington & Church Street entrances

Goal 4: Establish the Waterfront Heritage Area as a cultural heritage destination.

The Mohawk Valley Gateway Overlook (MVGO) is a pedestrian bridge that, when complete, will span the Mohawk River and provide a unique connection between the city's historic South Side neighborhoods and the north shore, which includes Riverlink Park and the commercial core. The MVGO is expected to be an expression of the region's heritage while providing a new economic draw and enhanced cultural/recreational opportunities to the region. This new attraction has the potential to become a destination along the Erie Canalway Trail, especially if the appropriate amenities along Bridge Street are put in place to service the cultural heritage tourist market segment.

4.1 Advance cultural heritage tourism activities within the WHA

While several industries have been identified for redevelopment activities, the one industry that would require the least initial resources to implement and provide quality employment in the near term is cultural heritage tourism. Many cultural heritage tourism activities and infrastructure already exists, the industry is in a high growth mode and the area is beaming with natural resources and cultural assets that support this concept. There are several activities that could be implemented to advance heritage cultural tourism in the WHA. These activities could be implemented by the City or in conjunction with the many partners involved throughout this process.

- a. Coordinate with local, regional and state agencies to ensure that the Mohawk Valley Gateway Overlook (MVGO) is included in regional marketing efforts
- b. Establish easily identified connections and install directional signage to direct WHA visitors to local and regional attractions
- c. Enhance the Canalway Trail gateway by providing aesthetic improvements, planting, the placement of directional signage and creating a welcoming and conveniently located parking area to take full advantage of the significant opportunity the Canalway Trail provides

- d. Upon completion of construction, seek designation of the MVGO as NY State's official Walk of Fame
- e. Celebrate and promote the WHA and the City of Amsterdam's Native American heritage

4.2 Identify and attract businesses that will meet needs of cultural heritage visitors to the MVGO

The Pedestrian Bridge Potential Markets Study identified the need to provide the types of amenities that attract heritage tourists to the area who are looking to experience the MVGO. Examples of amenities include: unique overnight establishments, Farmers' Market, festivals, visual and performing arts, and wine and culinary establishments.

Goal 5: Unify Downtown and the South Side into one neighborhood - the Waterfront Heritage Area.

5.1 Submit an application for a BOA Step 3 – Implementation Strategy

Numerous activities must be continued and/or initiated to further redevelopment activities within the WHA. Additional funding and technical resources will be necessary to achieve implementation. The NYS DOS BOA program Step 3 is one readily available funding source. Under Step 3 several necessary engineering and planning studies would be eligible. Many of the recommendations listed in this study would be eligible Step 3 activities.

5.2 Create a Waterfront Heritage Area neighborhood association

To unify the Waterfront Heritage Area into one neighborhood, it is recommended that the City encourage South Side and downtown businesses, tenants, and not-for-profits to create a WHA neighborhood association. Representatives who participate as members would benefit from networking opportunities, political participation, social advantages and an improved business climate.

Implementation Matrix

The City of Amsterdam has made a substantial commitment to the community, property owners and other stakeholders by undertaking this effort. In order for this strong commitment to have a positive impact, it is critical for recommended action items be implemented. To assist in the implementation, the following implementation matrix identifies a project champion, potential funding sources and an implementation schedule.

Amsterdam Waterfront Heritage Area Implementation Matrix

Goal 1: Continue to transform the South Side neighborhood into a vibrant, mixed-use live-work community.

| | Immediate | Medium Term | Long Term | Ongoing |
|--|-----------|-------------|-----------|---------|
| 1.1 Redevelop the Chalmers site in a manner that respects its unique and high profile location along the Mohawk River | High | | | |
| 1.2 Extend the streetscape improvements recently completed along Bridge Street to Gilliland Avenue, Erie Street and Florida Avenue | | | Medium | |
| 1.3 Celebrate the ethnicity of the community through the creation of a "Restaurant Row" | | | High | |

Goal 2: Capitalize on the Waterfront Heritage Area's strategic location to cutting edge industries.

| | Immediate | Medium Term | Long Term | Ongoing |
|---|-----------|-------------|-----------|---------|
| 2.1 Expand local capacity to advance economic development within the WHA | | High | | |
| 2.2 Facilitate the installation of a high-quality telecommunications infrastructure | | Medium | | |

Immediate: Year 1

Medium: 2-5 years

Long Term: 6-10 years

Amsterdam Waterfront Heritage Area Implementation Matrix

Goal 3: Create a mix of businesses and residents that sustain downtown as a social, civic and cultural center of the community.

| | Immediate | Medium Term | Long Term | Ongoing |
|--|-----------|-------------|-----------|---------|
| 3.1 Implement the recommendations of the Downtown Market Analysis | | High | | √ |
| 3.2 Develop incentives to attract businesses that support the specific niches identified the Downtown Market Analysis | | High | | √ |
| 3.3 Relocate the Amsterdam Train Station back into the commercial core and establish a multi-modal facility that includes a mix of retail, commercial and office space | | | High | |
| 3.4 Undertake a pedestrian circulation and parking study. | | Medium | | |

Immediate: Year 1

Medium: 2-5 years

Long Term: 6-10 years

Amsterdam Waterfront Heritage Area Implementation Matrix

Goal 4: Establish the Waterfront Heritage Area as a cultural heritage destination.

| | Immediate | Medium Term | Long Term | Ongoing |
|--|-----------|-------------|-----------|---------|
| 4.1 Advance cultural heritage tourism activities within the WHA | High | | | |
| 4.2 Identify and attract businesses that will meet needs of cultural heritage visitors to the MVGO | | High | | |

Goal 5: Unify Downtown and the South Side into one neighborhood - the Waterfront Heritage Area.

| | Immediate | Medium Term | Long Term | Ongoing |
|--|-----------|-------------|-----------|---------|
| 5.1 Submit an application for a BOA Step 3 – Implementation Strategy | High | | | |
| 5.2 Create a Waterfront Heritage Area neighborhood association | High | | | |

Immediate: Year 1

Medium: 2-5 years

Long Term: 6-10 years