

Stillwater U.S. Route 4 Corridor Plan

Appendix A: Assessment of Existing Conditions



Prepared for:

The Town and Village of Stillwater, New York

Prepared by:



With Funding and Technical Assistance Provided by:



**Capital District
Transportation
Committee**

Revised April 2006

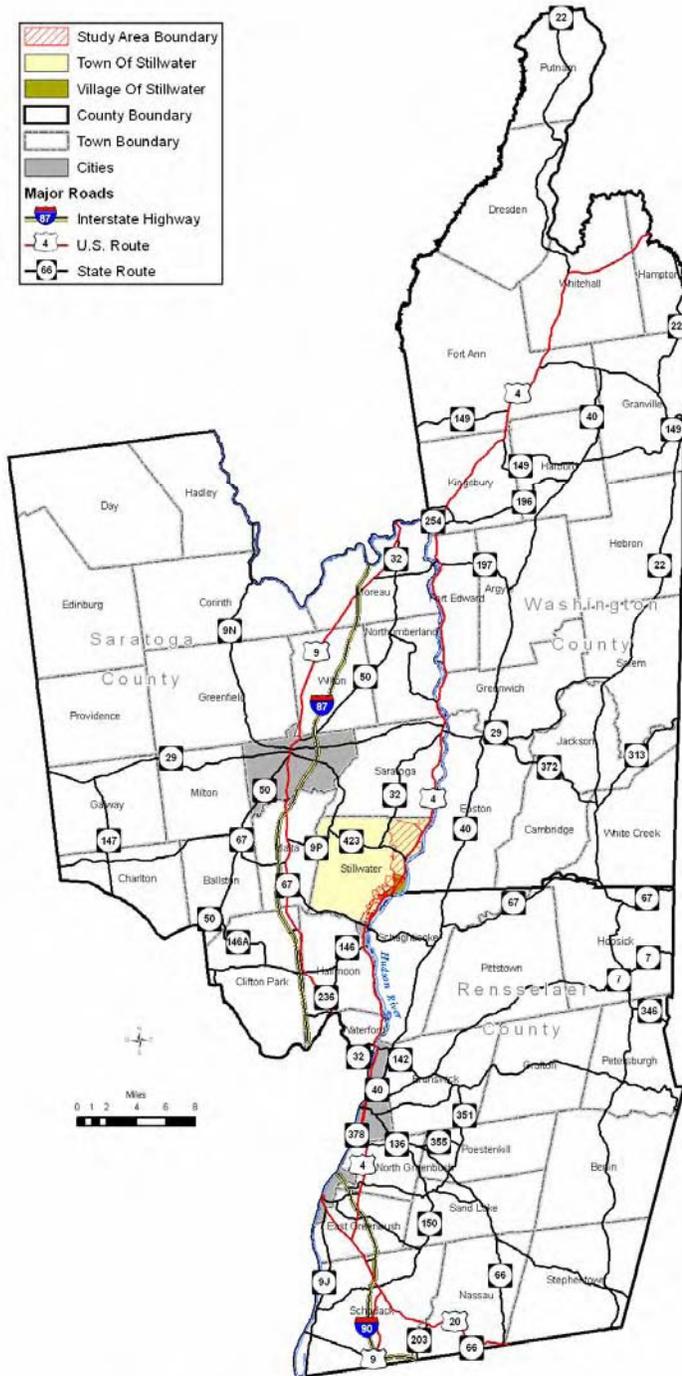
The purpose of this section is to summarize information about existing conditions in the Route 4 Corridor. At the beginning of the plan-making process, it is important to develop an understanding of the general characteristics of the corridor and to consider what opportunities or limitations the current conditions indicate in terms

of the future improvement of this area. This assessment of existing conditions, along with the community's aspirations for the future (determined through the planning process), will set the stage for the recommendations and implementation strategies that are ultimately incorporated into this Corridor Plan.

The General Setting

As indicated on the map at left, the Town and Village of Stillwater are located at the eastern side of Saratoga County, immediately adjacent to the Hudson River. U.S. Route 4 runs along the eastern edge of Stillwater, where the Hudson River forms the boundary between Saratoga County on its western shore, and Rensselaer and Washington Counties on its eastern shore. The road runs north-south through Stillwater, generally parallel to the River, from the Town of Saratoga to the City of Mechanicville. The route itself reflects historic connections between the Hudson Valley, the Lake George/Lake Champlain region, northern New England, and Canada.

For the purposes of this study we have defined the corridor to include the Route 4 right-of way



Index Map Of Saratoga, Washington and Rensselaer Counties
 Highlighting The Locations Of The Town Of Stillwater and The Study Area.

in the Town and Village of Stillwater, parcels that are immediately adjacent to the right-of-way and additional parcels that are, at least in part, within one half mile of the right-of-way. The half mile width was selected because it is the approximate distance of a comfortable walk. Though the study is limited to the roadway and adjoining land in the Town and Village of Stillwater, the current conditions and future plans for land immediately to the north and south of this corridor are considered in this analysis.

A drive through the Corridor brings varied scenes - diverse landscapes that include the Hudson River, a traditional village center, historic buildings, active farmland and open spaces. The Village of Stillwater continues to serve as the area's Town Center, where a mix of commercial, residential, and civic uses exist. A photo log, located at the end of this report, provides examples of the corridor's diverse landscape.

Saratoga County has been among the fastest growing counties in New York State for the last several decades. According to the Capital District Regional Planning Commission (CDRPC), the population of Saratoga County grew by just over 10% in the 1990s. The main growth area in the county and the region is located along the Northway (I-87) Corridor. Communities in the Northway Corridor have experienced consistent and relatively rapid population growth, and corresponding residential and commercial development. However, outside of the Northway Corridor the pace of population growth and development in Saratoga County has been steady but significantly slower. For example, while the population of the Town of Halfmoon grew by over 30% in the 1990's, and Clifton Park and Malta also experienced double digit percent increases, the Town of Stillwater's population increased by just 4%.

The Town and Village of Stillwater have the following demographic characteristics:

Town and Village of Stillwater Demographic Snapshot (2000 Census)

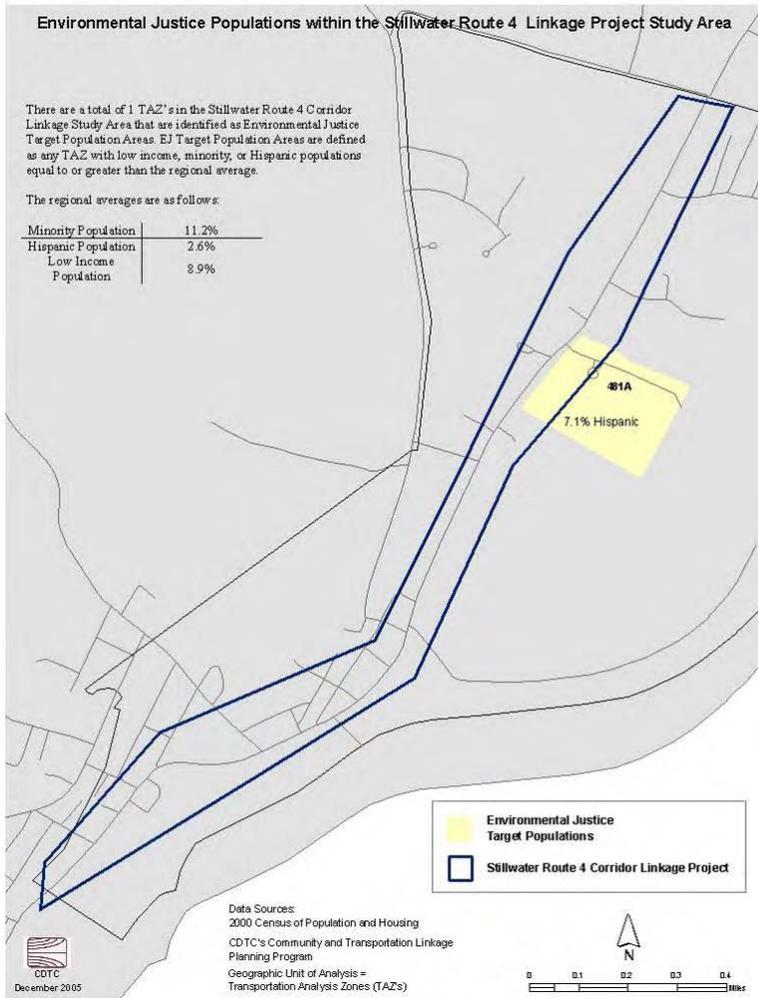
Stillwater	Population	Median Age	Gender (Percent)	Median Household Income
Village	1,644	35.4	Male 48% Female 52%	\$43,516
Town	7,522	36.5	Male 50% Female 50%	\$47,579
Saratoga County	200,635	36.9	Male 49% Female 51%	\$49,460
Capital District*	794,293	37.1	Male 48% Female 52%	\$45,001

* The Capital District encompasses Albany, Rensselaer, Saratoga, and Schenectady Counties.

The brief snapshot above indicates that Stillwater's demographic characteristics are about average for the region. Its residents are slightly younger on average than those of the county and the region as a whole, and their median household income is somewhat lower than for residents of Saratoga County as a whole. This income disparity is more pronounced for the Village than for the Town.

Environmental Justice

Because federal money was utilized to fund a portion of this study, it was also necessary to consider whether any part of the corridor could be identified as an Environmental Justice (EJ) Target Population Area. The purpose of this review is to ensure that any adverse human health or environmental effects of a government action, such as a federally-supported roadway or



transit project, does not disproportionately affect minority or low-income residents of a community or neighborhood. Environmental justice is a public policy objective that can help improve the quality of life for those whose interests have traditionally been overlooked.

For a transportation project, an Environmental Justice Target Population Area can be defined as any Transportation Analysis Zone (TAZ) with low income, minority, or Hispanic populations equal to or greater than the regional average. In the Route 4 Corridor, the Capital District Transportation Committee (CDTC) identified one TAZ, located in the Village of Stillwater, as an Environmental Justice Target Population Area due to a higher than average Hispanic population (see map above). However, based on the nature of this study and the recommendations that emerged for the Village of Stillwater's portion of the corridor, it is believed that the study does not result in negative impacts to any environmental justice population groups.

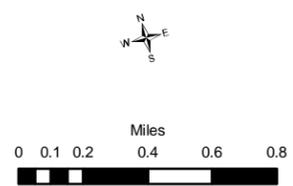
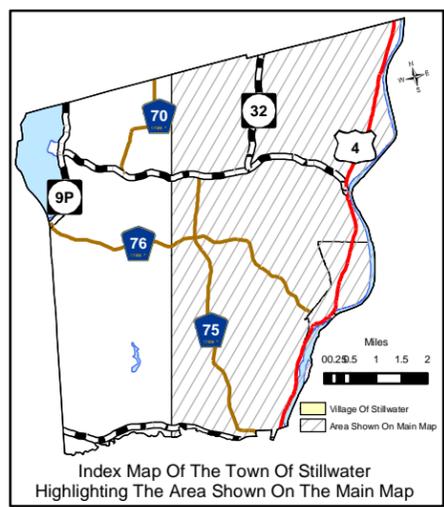
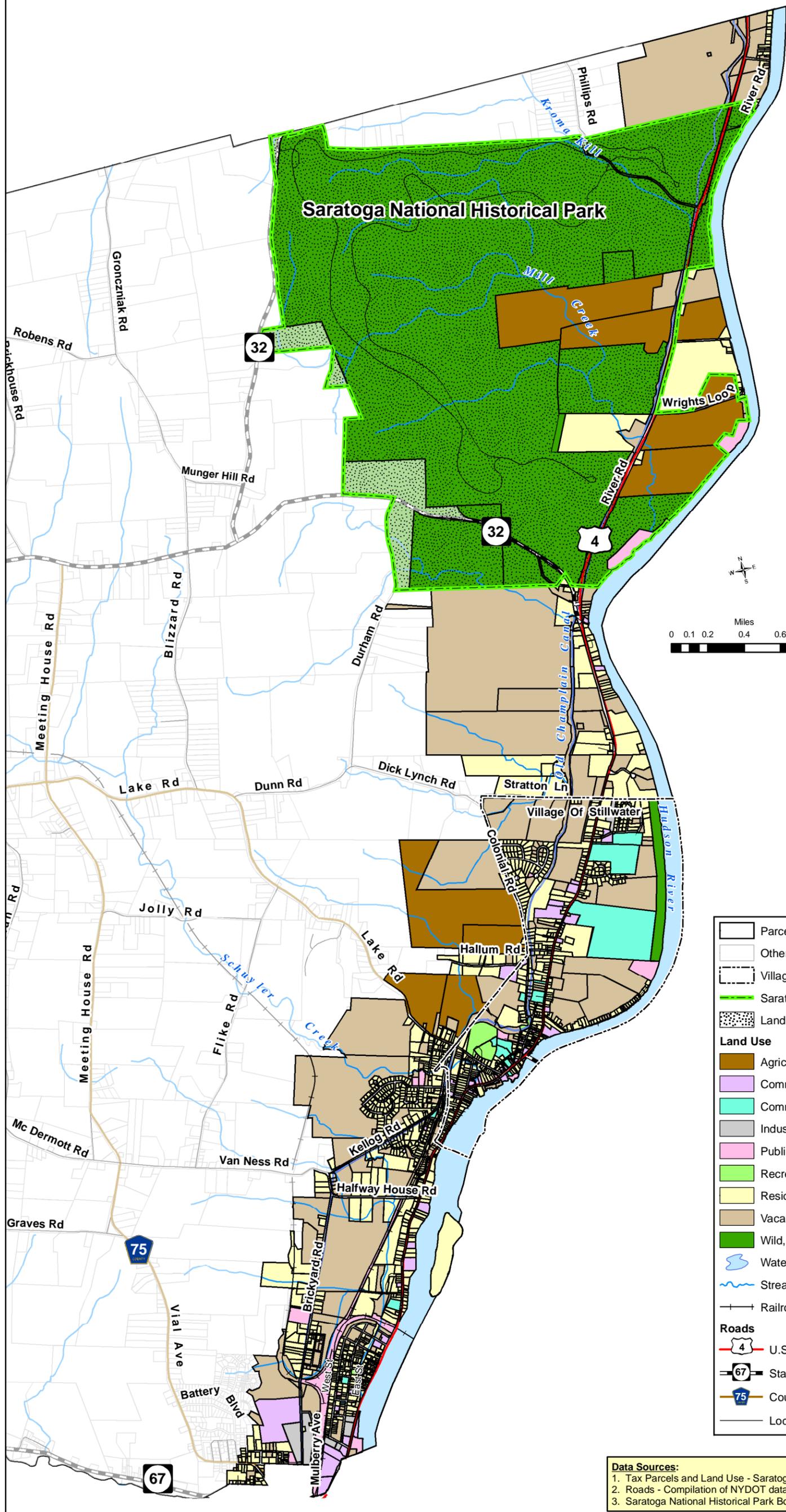
Current Land Uses

Figure 1, *Land Use within the Study Area*, illustrates the range of land use types within the Corridor. This information is based on the Town's assessment data. The Route 4 Corridor study area contains 1,640 parcels and approximately 6,312 (+/-) acres. An important element of the Corridor's vitality and livability is the Village of Stillwater. The Village has a traditional, pedestrian-friendly "main street" character, historic sites and structures, and a unique mix of services. Services include a variety of small retail stores, restaurants and pizzerias, a convenience store, a funeral home, the library and the post office. The Village's commercial core is located between Stillwater Bridge Road and Park Avenue. Elsewhere in the corridor, a fairly diverse mix of commercial, residential, and agricultural uses exist. South of the Village, there are several small commercial establishments interspersed within a mostly residential area. North of the Village the corridor is more rural, with residential homes typically located on large parcels and agricultural and vacant lands adjacent to the road or immediately behind frontage residential parcels. All parcels north of the Village are within Saratoga County Consolidated Agriculture District Number #1. North of the intersection of Route 4 and Route 32, most of the land is undeveloped and owned by the Saratoga National Historical Park.

The Corridor contains a number of residential areas or neighborhoods. The Riverside Neighborhood is located on the west side of Route 4 at the southern end of the Corridor. This neighborhood contains mostly single-family homes. It is also the location of Town Hall. The Village is where the bulk of residential development in the Corridor exists. Older, established neighborhoods are close to the Village's commercial core, with a few newer residential subdivisions at the Village periphery. The Village's Ferry Lane Neighborhood is one block east of Route 4 on lowlands adjoining the Hudson River. This neighborhood also contains private access (boat launches, docks, etc) to the river. There are two mobile home park neighborhoods with frontage on Route 4 - the Hillside Mobile Home Park and Castlecliff Mobile Home Park. At the northern end of the Village near the school complex there is a residential apartment complex on the west side of Route 4.



Riverside neighborhood



- Parcels Within The Study Area
 - Other Parcels
 - Village Of Stillwater
 - Saratoga National Historical Park (Legislative Boundary)
 - Land Owned By Saratoga National Historical Park
- Land Use**
- Agricultural
 - Commercial
 - Community Services
 - Industrial
 - Public Services
 - Recreation and Entertainment
 - Residential
 - Vacant Land
 - Wild, Forested, Conservation Lands And Public Parks
- Water Bodies
 - Streams
 - Railroads
- Roads**
- U.S. Route
 - State Route
 - County Road
 - Local Road

Data Sources:

1. Tax Parcels and Land Use - Saratoga Co. Office of Real Property Services, 2005.
2. Roads - Compilation of NYDOT data dated 1999, and Census 2000 data.
3. Saratoga National Historical Park Boundary - Saratoga National Historical Park GIS staff, 2006.



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Town Of Stillwater Route 4 Corridor Plan

Figure 1. Land Use Within The Study Area

Town Of Stillwater
Saratoga County, New York

Drawn:	CLC
Date:	03/24/2006
Scale:	1:36,000
Project:	90574.00
Figure:	1

The table below compares the major land use classifications within the Corridor:

Land Uses in the Route 4 Corridor

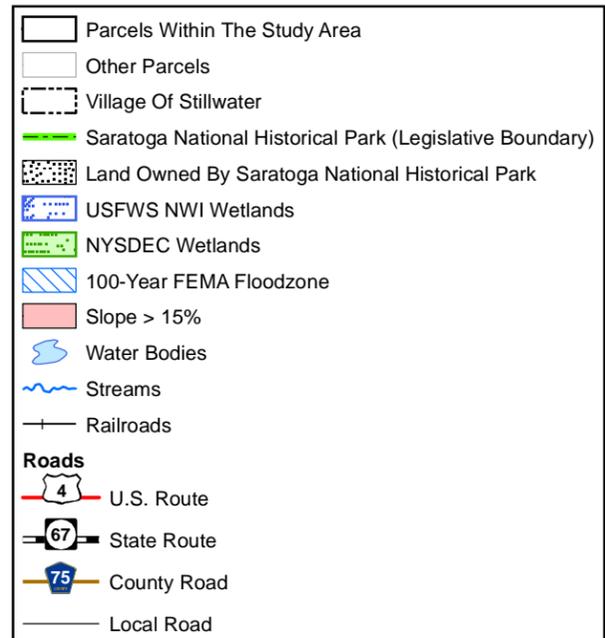
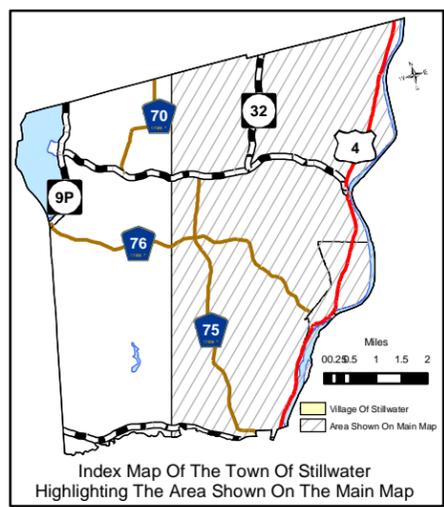
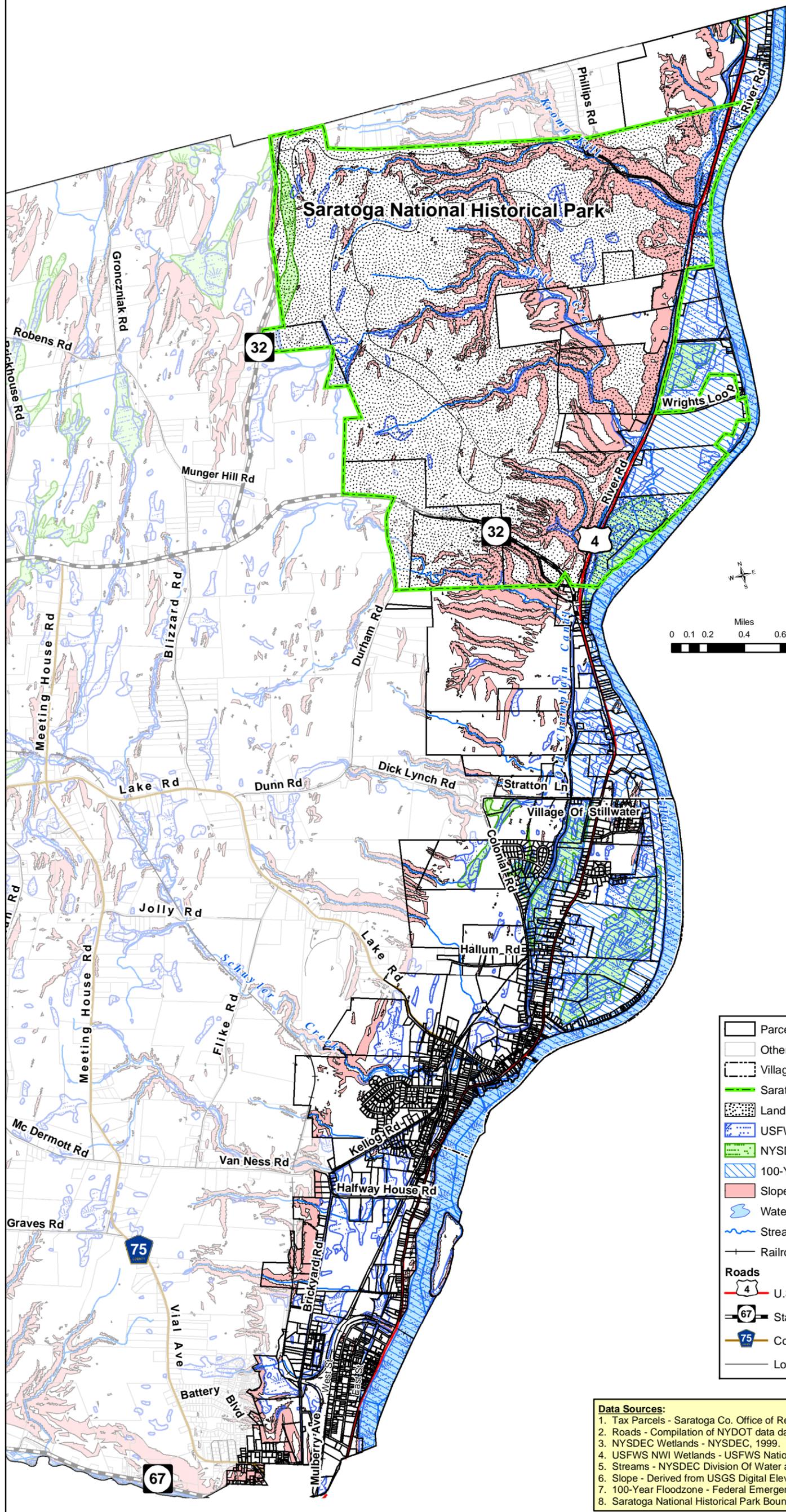
Land Use Classification	Acres	Number of Parcels	Percent of Land in Classification
Residential	982.5	1,184	15.6
Commercial	92.6	58	1.5
Vacant Land	1,976.1	339	31.3
Agriculture	636.3	8	10.1
Industrial	27.7	7	0.4
Public Services	93.5	17	1.5
Wild, Forested, Conservation	2,365.2	3	37.5
Community Services	119.1	20	1.9
Recreation	19.4	4	0.3
Total	6,365	1,640	100 %

Source: Saratoga County Office of Real Property Services, 2005

Most of the Saratoga National Historical Park land is classified as “Wild, Forested, Conservation,” making that the largest land use classification in the corridor. Combined with vacant land, nearly 70% of the Corridor is undeveloped.

Environmental Features

Important and sensitive environmental features are located throughout the Route 4 Corridor. They include streams, wetlands, 100 year floodplains, and areas of steep topography (slope). Figure 2, *Environmental Features in the Study Area* illustrates the location of these environmental features within the Corridor. Generally speaking, it is best to avoid areas that contain these environmental features when undertaking development activity.



Data Sources:

1. Tax Parcels - Saratoga Co. Office of Real Property Services, 2005.
2. Roads - Compilation of NYDOT data dated 1999, and Census 2000 data.
3. NYSDEC Wetlands - NYSDEC, 1999.
4. USFWS NWI Wetlands - USFWS National Wetlands Inventory, 1998.
5. Streams - NYSDEC Division Of Water and USGS, 2001.
6. Slope - Derived from USGS Digital Elevation Model (DEM) data.
7. 100-Year Floodzone - Federal Emergency Management Agency Flood Insurance Rate Maps, 1996.
8. Saratoga National Historical Park Boundary - Saratoga National Historical Park GIS staff, 2006.

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 Planners
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Town Of Stillwater Route 4 Corridor Plan
Figure 2. Environmental Features In The Study Area

Town Of Stillwater
 Saratoga County, New York

Drawn:	CLC
Date:	03/24/2006
Scale:	1:36,000
Project:	90574.00
Figure:	2

The primary significance of this information to the study is to point out that although there is a great deal of land in the corridor that is undeveloped, the development potential of much of this land is limited. This combined with Route 4's location outside of the county's primary growth and travel corridor suggests that large-scale changes in the area's development patterns are unlikely.

Rivers and Streams

The Hudson River is the largest water resource in the region. Water from the entire Town and Village of Stillwater ultimately drains into the Hudson. Over the next few years, this portion of the river will undergo one of the largest environmental remediation projects in history. The Environmental Protection Agency (EPA) and the Department of Justice are requiring and overseeing a major PCB dredging project for the Hudson River between Fort Edward and Troy. General Electric Company (GE), which was found responsible for PCB contamination in the river, will pay for this massive project. The EPA expects that construction of the Fort Edward dewatering facility will start in 2006, and will be completed in time for dredging operations to begin during the 2007 dredging season. However, the project has encountered resistance from some residents in the region who are concerned about the possible impacts of such large-scale dredging on the local economy, health, and quality of life. As a result, start dates may still be delayed. Despite the onset of this project, the Hudson River remains a significant natural, cultural, and economic resource for Stillwater. Its value to the community will probably be enhanced further once the PCB remediation project is completed.

In addition to the Hudson River, there are numerous creeks and streams that flow through the Corridor toward the Hudson River. Figure 2 illustrates the location of all the streams within the Corridor. All water bodies in the state of New York have been assigned classifications for best use and standards of quality and purity by the New York State Department of Environmental Conservation (NYSDEC). Classifications are based upon water quality at the time of sampling as well as past, current and desired uses of the water. Class-A waters are suitable for drinking water; Class-B waters are suitable for primary contact recreation (i.e. swimming); Class-C waters are suitable for fish propagation; and Class-D waters are suitable for secondary contact recreation, such as boating. A Class-D designation does not necessarily imply that the water is polluted. All of the streams that flow through the Route 4 Corridor to the Hudson River are classified as Class-C streams.

The Old Champlain Canal also runs through the Corridor generally parallel to the Hudson River. It is located west of Route 4 through most of the Town of Stillwater. This is the original man-made "ditch" that helped transport people and goods between Albany (ultimately New York City) and Canada during the 1800s.

Wetlands

Wetlands are prevalent in low lying areas and along streams throughout the Corridor. The term “wetlands” means those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas.

Wetlands serve many important functions including: providing habitat for wildlife and plants, playing a role in storm water management and flood control, filtering pollutants, recharging groundwater, and providing passive recreational and educational opportunities.

Both the New York Department of Environmental Conservation (NYSDEC) and the U.S. Army Corps of Engineers (ACOE) regulate wetlands in New York State. NYSDEC freshwater wetlands are protected under Article 24 of the Environmental Conservation Law, commonly known as the Freshwater Wetlands Act (FWA). The FWA directs the NYSDEC and the Adirondack Park Agency (APA) to regulate freshwater wetlands in the state. The FWA protects those wetlands larger than 12.4 acres in size, and certain smaller wetlands of unusual local importance.

Under Section 404 of the Clean Water Act, the ACOE has jurisdiction over navigable waters of the United States, as well as their tributaries and adjacent wetlands where the use, degradation or destruction of such waters could affect interstate or foreign commerce. These include nearly all wetlands larger than 1/10 of an acre. Though these federally regulated wetlands are not mapped as such, the U.S. Fish and Wildlife Service’s National Wetlands Inventory (NWI) maps provide some indication of where these wetlands might be located. The presence of hydric soils is also a good indicator of the possible presence of a federally regulated wetland. In any case, field verification is necessary when development activity is planned to determine the existence and exact extent of these wetlands so that disturbances can be avoided.

Floodplains

Floodplains are also common in the Corridor, especially east of Route 4 between the road and the Hudson River. These are areas that are periodically submerged by floodwater. Most of these areas are undeveloped; however, some developed locations such as the Ferry Lane neighborhood in the Village are entirely within the 100-year flood zone. Floodplains serve two important purposes; they act as temporary natural water storage areas during periods of high water after heavy

rains or melting snows, and they reduce peak flows during flooding, therefore limiting downstream bank erosion.

The Federal Emergency Management Agency (FEMA) has developed a national standard for flood protection by establishing floodplain and floodway boundaries for 100-year storm events. A 100-year floodplain delineates the area that is susceptible to a 1% annual chance of flooding (i.e., the 100-year storm event). Encroachment of development onto floodplains reduces the flood-carrying capacity of streams, increases flood heights and velocities, and increases flood hazards beyond the area of encroachment. Development within a floodplain can present a threat to public health and create a strain on local emergency services. Therefore it is best to avoid floodplain areas when undertaking development activities.

Topography and Slopes

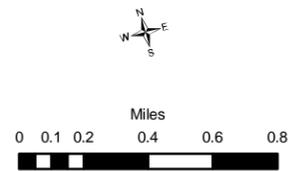
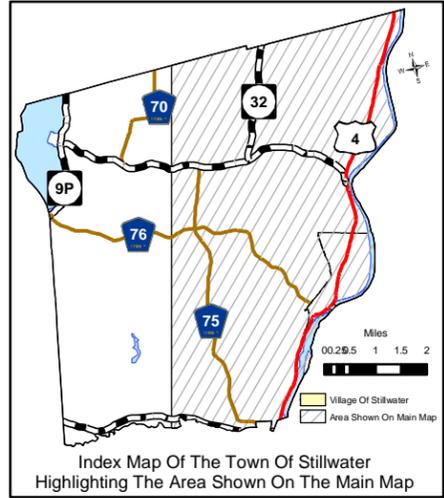
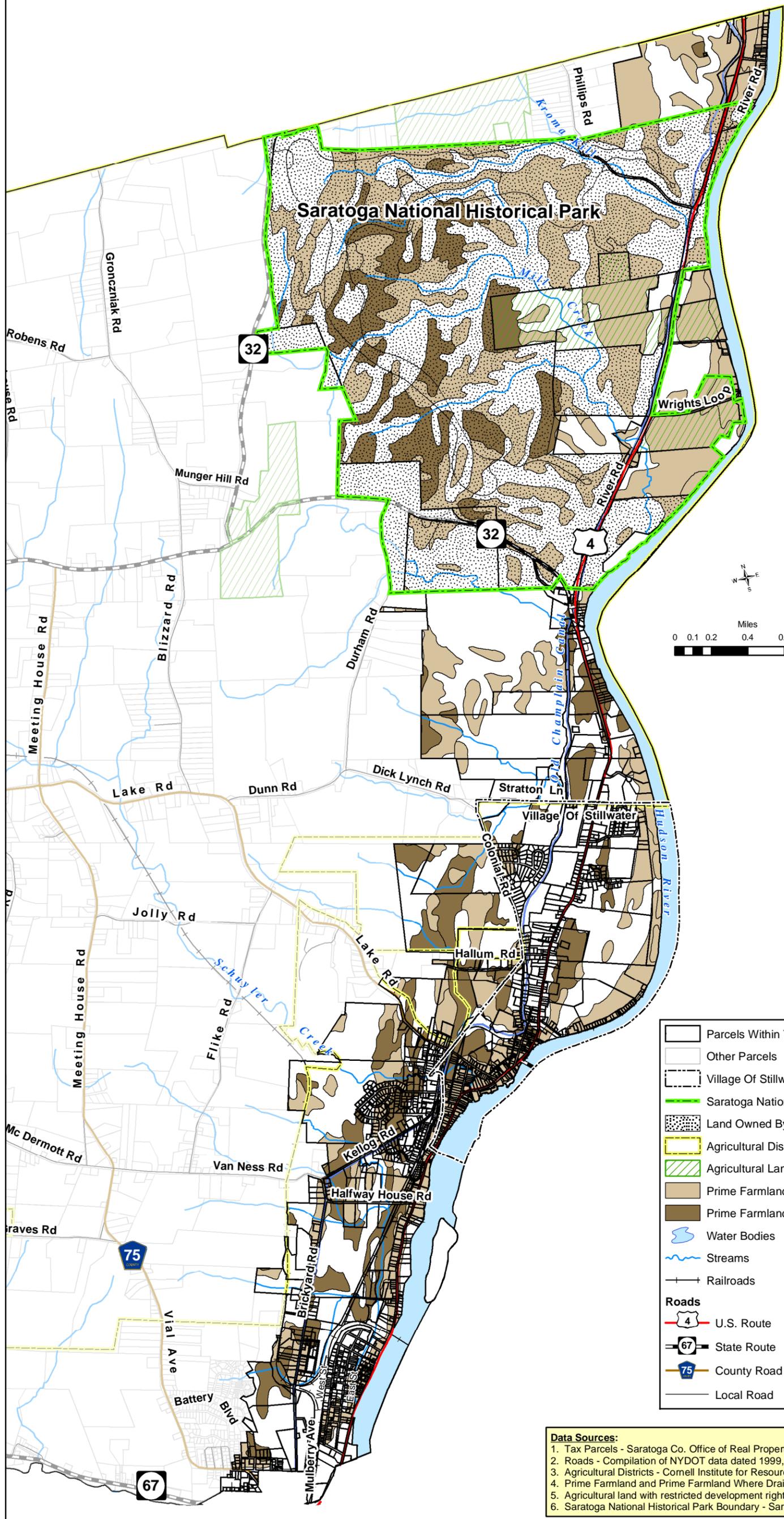
Most of the Corridor can be characterized as gently rolling. A majority of the parcels have between a 0-8% slope. However, some parcels in and around the Saratoga National Historic Park contain slopes ranging from 15-25%. These areas tend to follow stream corridors and smaller drainage ways that are tributary to them. Typically, slopes are expressed in three categories related to land development suitability. The categories are severe limitations to development (slopes greater than 20%), moderate limitations (slopes ranging from 10-20%), and none to slight limitations (slopes ranging from 0-10%). The development of steep slopes can lead to erosion and slippage of soils. Figure 2 *Environmental Features*, identifies areas of slope along the Route 4 Corridor.

Agriculture Resources

Figure 3 illustrates the location of certain agricultural features in the Corridor. A large portion of the Corridor is within Saratoga County Consolidated Agricultural District Number #1. The purpose of Article 25-AA of Agriculture and Markets Law is to encourage the continued use of farmland for agriculture production. The map also indicates which parcels are comprised of Prime Farmland and Prime Farmland Where Drained. The U.S. Department of Agriculture defines Prime Farmland as land with the best combination of physical and chemical characteristics and an adequate supply of moisture for producing a sustained high yield of crops.



Agriculture along Route 4 in the vicinity of the Saratoga National Historical Park



- Parcels Within The Study Area
 - Other Parcels
 - Village Of Stillwater
 - Saratoga National Historical Park (Legislative Boundary)
 - Land Owned By Saratoga National Historical Park
 - Agricultural District #1 Boundary
 - Agricultural Land In Active Use With Restricted Development Rights
 - Prime Farmland
 - Prime Farmland Where Drained
 - Water Bodies
 - Streams
 - Railroads
- Roads**
- U.S. Route
 - State Route
 - County Road
 - Local Road

- Data Sources:**
1. Tax Parcels - Saratoga Co. Office of Real Property Services, 2005.
 2. Roads - Compilation of NYDOT data dated 1999, and Census 2000 data.
 3. Agricultural Districts - Cornell Institute for Resource Information Systems, 2002.
 4. Prime Farmland and Prime Farmland Where Drained - USDA National Resource Conservation Service, 2003.
 5. Agricultural land with restricted development rights - Saratoga County Planning Department, 2004.
 6. Saratoga National Historical Park Boundary - Saratoga National Historical Park GIS staff, 2006.



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Town Of Stillwater Route 4 Corridor Plan
Figure 3. Agricultural Resources In The Study Area

Town Of Stillwater
Saratoga County, New York

Drawn:	CLC
Date:	03/24/2006
Scale:	1:36,000
Project:	90574.00
Figure:	3

There are a small number of active agricultural operations in the Corridor. Approximately six parcels of agricultural land that remain in active use are under some form of restricted development rights program. A restricted development right is a limitation, usually set forth in the deed or through a conservation easement that prohibits the future development of a parcel of land. The use of restricted development rights is a method to preserve farmland, open space, or historic structures. The parcels in Stillwater have been conserved as agricultural land as part of an effort to preserve the rural landscape around the Saratoga National Historical Park.

Transportation

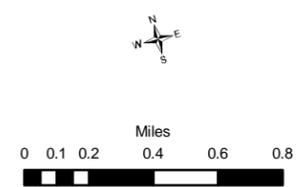
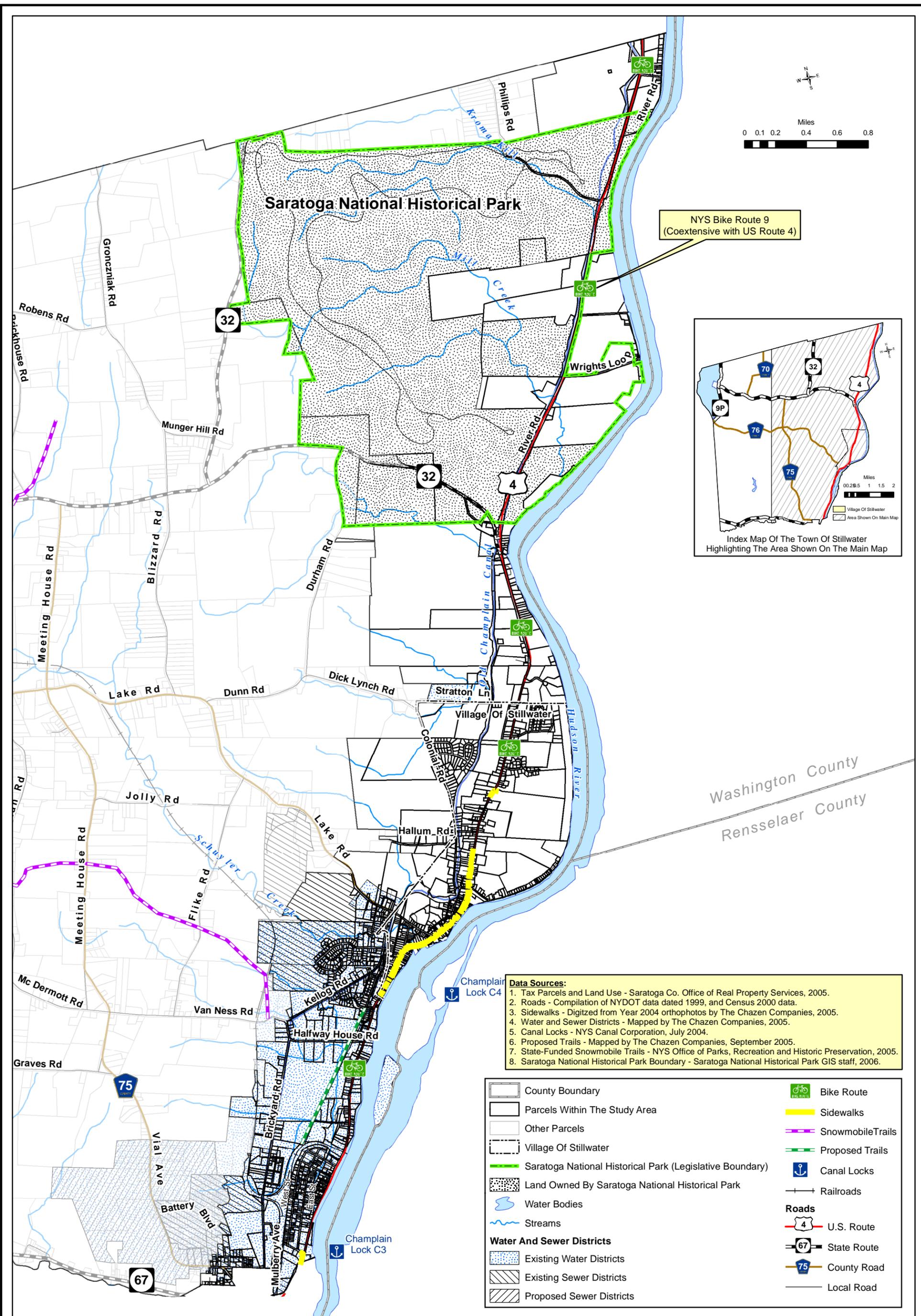
Figure 4, *Transportation and Infrastructure*, illustrates roads, rail lines, existing and proposed trails, sidewalks, the location of Champlain Canal locks, and existing and proposed water and sewer districts.

Route 4 in the Town of Stillwater runs north/south beginning at the City of Mechanicville line and ending at the Town of Saratoga line, a distance of 8.5 miles. According to the 2004 NYSDOT Highway Sufficiency Ratings, the Average Annual Daily Traffic (AADT) volume varies from 10,080 at the southern end of the study area to 1,700 at the northern end. Truck traffic is estimated at between 5 and 7% of the AADT. The AADT numbers and the share of truck traffic are consistent with the highway's classifications and do not indicate a traffic problem. However, the public's perception regarding the amount of general traffic and truck traffic, especially in the Village of Stillwater, indicates a growing quality of life issue for the community.

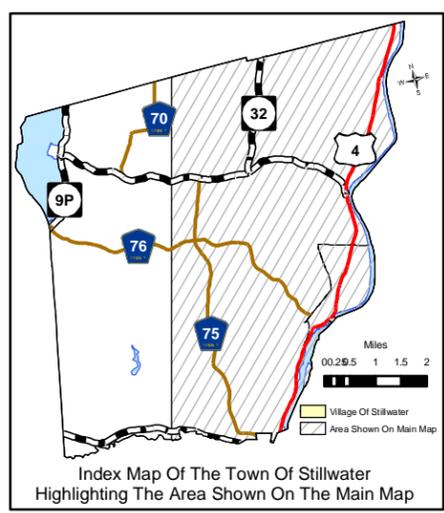
In general, horizontal and vertical roadway geometry provide good sight distance along Route 4, and sight distance from intersecting roads onto Route 4 is good.

From the City of Mechanicville line to the Village of Stillwater, a distance of 1.8 miles, Route 4 is a two-lane asphalt roadway with two-foot paved shoulders. The pavement, pavement markings, and guide-rail are new and in excellent condition. The speed limit is 40 mph. This section of Route 4 is classified by NYSDOT as an Urban Minor Arterial. Route 4 from the southern Village line to the Town of Saratoga is classified as a Rural Minor Arterial. The Federal Highway Administration is currently reviewing this classification, and it is likely that the Urban Minor Arterial designation will be extended to the north end of the Village. The implications of a change in designation, should it be made, are somewhat obscure and related primarily to funding programs and technical specifications.

Route 4 in the Village of Stillwater continues as a two-lane asphalt roadway. The asphalt overlay is in good to fair condition, as are the longitudinal pavement markings.

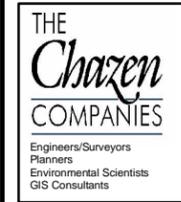


NYS Bike Route 9
 (Coextensive with US Route 4)



- Data Sources:**
1. Tax Parcels and Land Use - Saratoga Co. Office of Real Property Services, 2005.
 2. Roads - Compilation of NYDOT data dated 1999, and Census 2000 data.
 3. Sidewalks - Digitized from Year 2004 orthophotos by The Chazen Companies, 2005.
 4. Water and Sewer Districts - Mapped by The Chazen Companies, 2005.
 5. Canal Locks - NYS Canal Corporation, July 2004.
 6. Proposed Trails - Mapped by The Chazen Companies, September 2005.
 7. State-Funded Snowmobile Trails - NYS Office of Parks, Recreation and Historic Preservation, 2005.
 8. Saratoga National Historical Park Boundary - Saratoga National Historical Park GIS staff, 2006.

County Boundary	Bike Route
Parcels Within The Study Area	Sidewalks
Other Parcels	Snowmobile Trails
Village Of Stillwater	Proposed Trails
Saratoga National Historical Park (Legislative Boundary)	Canal Locks
Land Owned By Saratoga National Historical Park	Railroads
Water Bodies	Roads
Streams	U.S. Route
Water And Sewer Districts	State Route
Existing Water Districts	County Road
Existing Sewer Districts	Local Road
Proposed Sewer Districts	



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Town Of Stillwater Route 4 Corridor Plan
Figure 4. Transportation And Infrastructure Within The Study Area

Town Of Stillwater
 Saratoga County, New York

Drawn:	CLC
Date:	01/11/2006
Scale:	1:36,000
Project:	90574.00
Figure:	4

Curbing and sidewalk, separated by a two-foot buffer strip, are present on both sides of Route 4, starting at the Village line on the west side of Route 4 and 1/10 of a mile later on the east side. The sidewalk runs for 1.15 miles. Three pedestrian crosswalks are provided in this section: at the Library, at Block House Park, and at the Post Office. These uses generate a fair amount of pedestrian traffic and were therefore selected as appropriate locations for crosswalks. The crosswalk markings are in fair to poor condition. However, signing for the crosswalks, both in advance and at the crosswalk are numerous and in excellent condition. The sidewalk ends 0.4 miles prior to the Stillwater School campus on the east side and extends several hundred feet further on the west side. A sidewalk is again present for 250' in front of the school, however this sidewalk is not connected to anything and there is no crosswalk for students who wish to cross Route 4. The safety of students who walk to and from school is a major concern for residents in Stillwater. Students can often be observed walking along the shoulder of Route 4, dangerously close to passing traffic.



Crosswalk marking on Route 4 in the Village of Stillwater is in fair to poor condition, but the sign is highly visible.

The speed limit from the southern village line to just past the school campus is 30 mph, after which it is 40mph to the northern village line, a distance of 0.7 miles. Actual vehicle speed and pedestrian safety on Route 4 through the Village are significant issues for residents.

From the northern village line to the Town of Saratoga the speed limit is 55mph. Route 4 remains a two -lane roadway, with asphalt overlay in fair to good condition for 1.1 miles to the junction of Route 32. From the Route 32 junction to the Town of Saratoga line, Route 4 continues as a two -lane roadway, with the old concrete pavement and paved 8 to 10 foot shoulders. Both the concrete pavement and the paved shoulders are generally in fair condition, but there are segments that are in poor condition.

Traffic control along Route 4 consists of stop and yield signs at intersecting roads and streets. A flashing traffic signal controls traffic at the intersection of Route 4 and County Road 125 (Stillwater Bridge Road) in the Village. Signing is good for all traffic and safety aspects, including speed limit signs, route & directional signing, warning signs, and destination signing (such as for Saratoga Battlefield). As noted previously, the pedestrian crossing and warning signing is very good in the Village and at the Stillwater School Campus.

The accident history for Route 4 in the Town and Village does not indicate any sections of Route 4 or particular intersections that exhibit a higher than expected accident rate or a particular type of accident. According to the Stillwater Police Department, the two types of accidents that occur the most are rear end and vehicle/animal (deer) accidents which one would expect given the two-lane, mostly rural nature of the Route 4 corridor.

Throughout the study area, Route 4 is designated as Bicycle Route 9 under the NYSDOT Bicycle and Pedestrian Program. Signing for this designation is located along Route 4 throughout the study area. Bike Route designation is primarily intended as route guidance for long distance bike travel. The designation is not intended to indicate that there are special features for local biking activity. In truth, this type of facility appeals primarily to the most experienced cyclist, while the typical recreational cyclist would not find it particularly safe or enjoyable.

Access to the Hudson River is limited throughout the Route 4 Corridor. The Blockhouse Park in the Village of Stillwater provides the only improved public access to the river. However, the Town, the National Park Service, and New York State own several waterfront parcels that could create additional opportunities for riverfront access.

Public transportation is not available in the immediate Route 4 Corridor. Amtrak intercity train service is available from stations in Saratoga Springs, Fort Edward, Schenectady, and Rensselaer. The Capital District Transportation Authority (CDTA) does not provide bus service to or from the immediate Stillwater area. Commuter bus service by Upstate Transit is available to the Albany Airport, Wolf Road, the State Campus, and downtown Albany from Saratoga Springs and from several other locations and Northway Exit Park and Ride lots on a regular daily schedule. Upstate Transit Run #6 provides daily service once a day to and from the McDonalds restaurant in Mechanicville.



Route 4 is designated as Bicycle Route 9 under the NYSDOT Bicycle and Pedestrian Program. Above: Examples of sign and pavement markings for Bicycle Route 9.

The existing rail line indicated on Figure 4, which runs through the southern portion of the study area and crosses over Route 4 and the Hudson River to Rensselaer County, serves freight only. It is owned by Guilford Transportation Industries, Inc. A second rail line, which is shown running northwesterly on the map, no longer exists. Unfortunately the right-of-way is now under fragmented ownership making it much more difficult to someday reuse this alignment for a multi-use bicycle/pedestrian trail or for the reemergence of passenger rail transportation should that someday occur.

Residential neighborhoods within the Corridor, but off Route 4, generally do not have sidewalks. Though there are specific locations where sidewalks exist, these are isolated and not part of a connected system. There are no formal footpaths, trails or walkways connecting residential neighborhoods to Route 4.



Example of the fragmented (unconnected) sidewalk system in the Riverside neighborhood (located immediately west of Route 4 in the southern part of the corridor)

Finally, Champlain Canal Locks 4 and 5 are located just east of the Corridor on the east side of the Hudson River. These locks are owned and operated by the New York State Thruway Authority's Canal Corporation. Under the Canal Corporation, recreational use of the canal has increased in recent years. The New York State Canal System is now considered an important and growing component of regional tourism efforts in Upstate New York. As noted above, public access to the river/canal in the Stillwater Route 4 Corridor is limited to just the Blockhouse Park. Identifying opportunities for improving public access to the river is one of the goals of this study.

Water and Sewer Infrastructure

The Village of Stillwater provides water to residents within the Village boundaries as well as users located in the Town of Stillwater Water District #1. According to the 2003 Annual Drinking Water Quality Report, the Village maintains 1,500 service connections supplying over 4000 individuals, including Village residents, with municipal water. The Village also supplies water to the Riverside Neighborhood.

The City of Mechanicville operates a surface water treatment plant supplying water to the residents of Mechanicville, Schaghticoke, Halfmoon, and Stillwater. Water service is provided via 1,350 residential services to a population of approximately 8,000 persons and at least one industrial customer in the Town of Halfmoon. The

City of Mechanicville is a supplier of water to certain areas of the Town of Stillwater located in Water district #3 (located adjacent on the westerly side of the Corridor study area).

The Village of Stillwater has a wastewater treatment facility to service the entire Village area. The Village wastewater treatment facility also treats the adjacent Castlecliff mobile home park in the Town. All wastewater in Stillwater is collected at the County wastewater treatment facility located in the City of Mechanicville and then discharged to the Hudson River.

Further development in the Corridor could be constrained if future expansion is not made in regard to sewer and water districts.

Cultural, Historical, and Recreational Resources

The Town of Stillwater is rich in historic, cultural, and recreational resources. The Town has been settled since the 1700's and there are many historic sites and buildings preserved along the Route 4 Corridor. Blue and yellow markers describe the historical significance of many of these sites.

The Saratoga National Historical Park occupies 2,614 acres, approximately one quarter of the Town's total land. This park commemorates the Battle of Saratoga during the Revolutionary War and provides significant open space for passive recreational use. The park facility includes a visitor's center and many trails for bicycles, horses, and pedestrians. Winter activities include cross-country skiing and snow shoeing.



This sign is one example of the many historic markers that exist throughout the Corridor.

The Blockhouse, near the southern entrance to the Village, is also a historic resource within the Corridor. It is a replicate of the early 18th century blockhouses that were indigenous to the region. The Blockhouse stands in a small riverfront park (approx. 2 acres) on a scenic section of the Hudson River. The riverfront park rests at the heart of the Village of Stillwater, on the east side of Route 4. Immediately north of the park is a hydro facility. Residential and small-scale commercial uses lie south and west of the Blockhouse.



Above left: Blockhouse Park in the Village of Stillwater



Above right: Riverside Veteran's Park in the Town of Stillwater

Veterans Park is located at the south end of the Town of Stillwater. The park contains recreation fields. The recent demolition of the old Boiler House on Route 4 will create an opportunity to expand the recreational opportunities available at this end of the Town. Additional recreational areas are located on the school campus at the north end of the Village, and there are a few informal open space areas that exist along the Corridor. The picture at right shows a small pocket park that contains a bench and provides a nice view of the Hudson River.



A pocket park located at the intersection of Burns Bridge Road and Route 4. This small park contains a bench and landscaping.

Aside from a snowmobile trail that runs westerly from a point just west of the Village of Stillwater, and the numerous trails within the Saratoga National Historical Park, there are no existing trails in the study area. There are, however, plans to develop multi-use trails in several areas. At a regional level, a concept plan was developed in 2002 for the Champlain Canal Trail. Sponsored by the New York Parks and Conservation Association, the study looked at opportunities for a multi-use trail running along the path of the Old Champlain Canal. This would include the



Old railroad right-of-way that is owned by the Town of Stillwater – future multi-use trail connection from the Riverside neighborhood to the Village of Stillwater

Route 4 Corridor in Stillwater. The Town of Stillwater recently held a groundbreaking for a proposed multi-use trail that would connect the Riverside neighborhood to the Village of Stillwater. Construction is scheduled to begin next year. In addition to providing an important local transportation link, this would be the first section of Stillwater's portion of the Champlain Canal Trail. Saratoga PLAN, a regional land conservation and planning advocacy organization, also owns a 13 acre linear parcel that was part of the old Champlain Canal and towpath. This parcel could become an important component of a future phase of development of the Champlain Canal Trail.

Current Land Use Regulations (Zoning)

Figure 5, *Existing Zoning Districts*, illustrates the location of each zoning district within the study area.

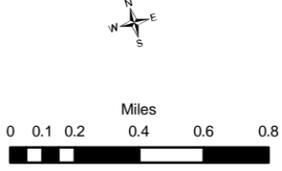
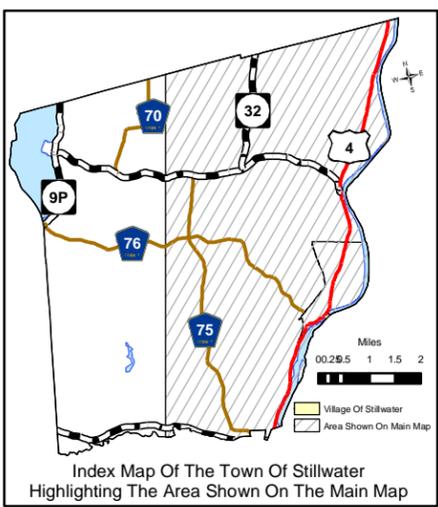
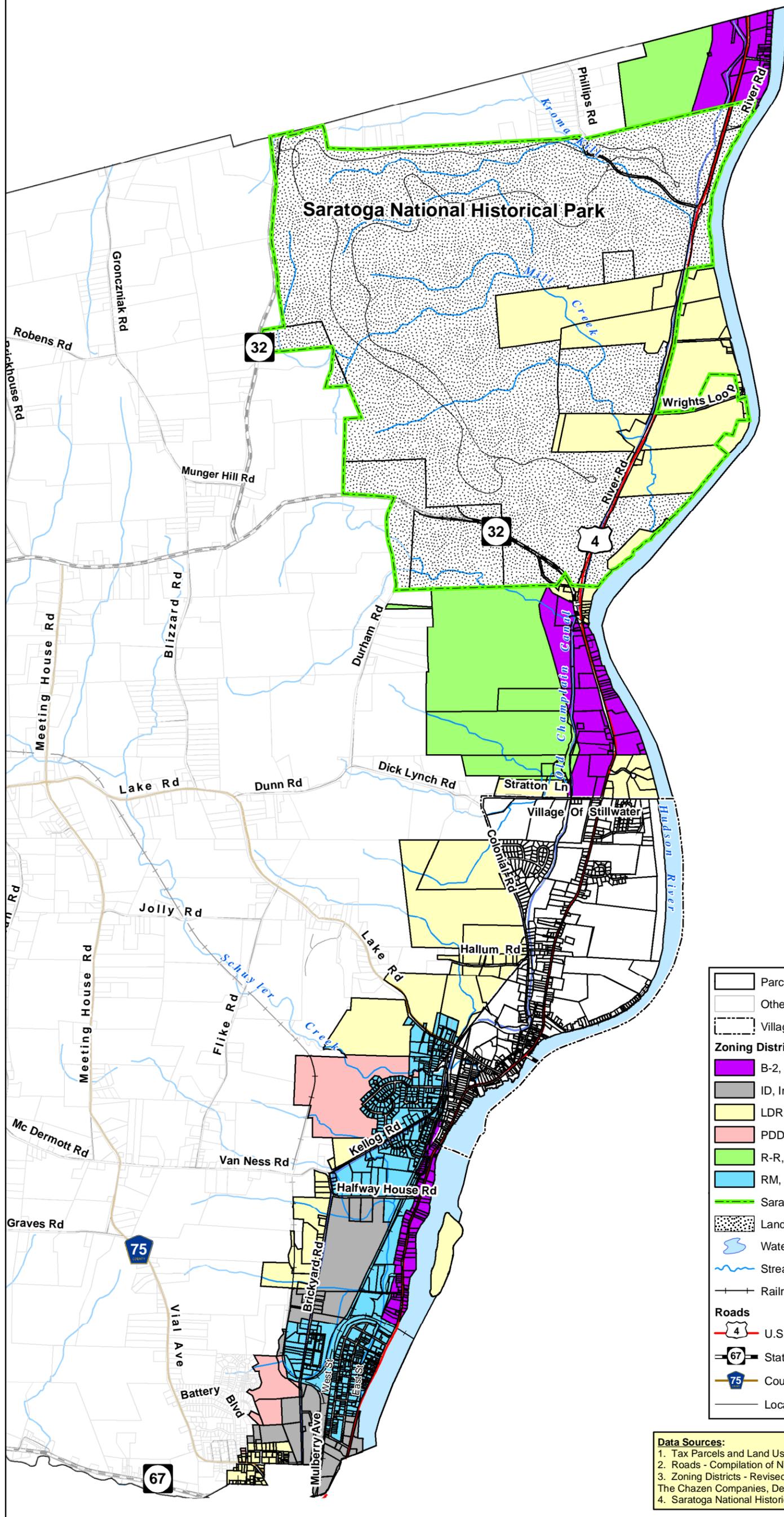
The Village and the National Park contain no zoning regulations. The majority of the Corridor (excluding parcels that contain no zoning) is residentially zoned, comprised of the Low Density Residential (LDR), the Moderate Density Residential (RM), and the Rural Residential (RR) Zoning Districts. These districts total approximately 2,214.1 (+/-) acres of land or 35.1 percent of the Corridor. The General Business district encompasses about 342.2 (+/-) acres, or 5.4 percent of the Corridor. The Industrial district totals 229.7 (+/-) acres, or 3.6 percent of the Corridor. Finally, the Corridor contains a Planned Development district that consists of 168.6 (+/-) acres, or 2.7 percent of the Corridor's study area.

As the map indicates, the LDR District is located in the northern portion of the Corridor study area adjacent to the National Park. The minimum lot size is 2 acres without public water and sewer, and 1.5 acres with either public water or sewer service. If both public water and sewer are present the minimum lot size is 1 acre.

The RM District is located in the south west portion of the Corridor. This zoning district encompasses the Riverside Neighborhood. The minimum lot size is 1 acre without public water and sewer, and 20,000 SF with either public water or sewer service. If both public water and sewer are present the minimum lot size is 10,000 SF.

The RR District is located on the westerly side of Route 4, between Durham Road and Price Road. The B-2 District borders the RR District to the east. The RR District has a minimum lot requirement of 2 acres.

The B-2 District encompasses three different locations throughout the Corridor. The first borders the RM District to the east, the second is just north of the Village and is bordered by the RR and LDR Districts, and the third location of the B-2



- Parcels Within The Study Area
- Other Parcels
- Village Of Stillwater
- Zoning Districts**
- B-2, General Business District
- ID, Industrial District
- LDR, Low Density Residential District
- PDD, Planned Development District
- R-R, Rural Residential District
- RM, Moderate Density Residential District
- Saratoga National Historical Park (Legislative Boundary)
- Land Owned By Saratoga National Historical Park
- Water Bodies
- Streams
- Railroads
- Roads**
- U.S. Route
- State Route
- County Road
- Local Road

- Data Sources:**
1. Tax Parcels and Land Use - Saratoga Co. Office of Real Property Services, 2005.
 2. Roads - Compilation of NYDOT data dated 1999, and Census 2000 data.
 3. Zoning Districts - Revised from the original Town Zoning Map by The Chazen Companies, December 2005.
 4. Saratoga National Historical Park - Saratoga National Historical Park GIS staff, 2006.



CHAZEN ENGINEERING & LAND SURVEYING CO., P.C.

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This map is a product of The Chazen Companies. It should be used for reference purposes only. Reasonable efforts have been made to ensure the accuracy of this map. The Chazen Companies expressly disclaims any responsibilities or liabilities from the use of this map for any purpose other than its intended use.

Town Of Stillwater Route 4 Corridor Plan
Figure 5. Zoning Districts Within The Study Area

Town Of Stillwater
Saratoga County, New York

Drawn:	CLC
Date:	03/24/2006
Scale:	1:36,000
Project:	90574.00
Figure:	5

District is in the northern portion of the Corridor and is adjacent to RR zoning. The minimum lot requirement for the B-2 District is 6,000 SF.

The Industrial Zoning District contains 2 areas located in the southerly portion of the Corridor. The minimum lot requirement is 1 acre. The industrial districts are adjacent to the RM District and in many cases neighbor residential dwellings.

Overlay Districts

The Town of Stillwater Zoning Code recognizes the importance of the Village's Watersheds as a source of water supply to the City of Mechanicville and the Village itself. The Village of Stillwater *Watershed Protection Overlay District* outlines certain prohibited activities within its buffer. The location of the overlay district is shown on the official Town of Stillwater Zoning Map. Because it is well outside the Route 4 Study area, it is not illustrated on Figure 5.

The Town of Stillwater's zoning also describes buffer zones between uses. The purposes of these areas are to separate land uses and offer visual screening of incompatible uses. Three different types of buffers are specified in the Town Zoning Regulations and contain certain minimum landscaping and screening requirements.

Comprehensive Plan Update

The Town and Village of Stillwater are currently developing a joint Comprehensive Plan which will describe the community's vision and goals for the future, and provide recommendations for achieving them. As part of this process, the current zoning regulations are being analyzed and could change in particular areas in the Town or Village. Public input is still being sought, and it is anticipated that a final draft of the plan will be adopted in the near future. This Route 4 Corridor Study is intended to complement the Comprehensive Plan, providing more detailed recommendations for transportation and community design in this important corridor.

Zoning in Surrounding Municipalities

The Corridor (eastern part of the Town of Stillwater) is bordered by the City of Mechanicville, and the Towns of Saratoga, Schaghitcoke, Easton, and Halfmoon.

The City of Mechanicville lies to the south of the Corridor and has one zoning district along the border. The Industrial district in Mechanicville is located adjacent to the Stillwater's Industrial zone immediately north of the Town line. The Town of Halfmoon also lies to the south of the Corridor and borders the Town of Stillwater. The current zoning in this area is well established industrial use.

The Town of Saratoga is located to the north of the Corridor, and contains one zoning district along the Corridor's border. The Conservancy District protects and preserves portions of the Town of Saratoga that are deemed environmentally sensitive. This district provides for single-family residences with a minimum lot size of 80,000 square feet. This zoning designation does not compliment the northeastern corner of the Study Area which in Stillwater is zoned General Business. However, the north western corner of the Study Area is zoned Rural Residential which is consistent with the bordering Conservancy District.

The Town's of Schaghticoke and Easton are located to the east of the Route 4 Corridor (across the Hudson River). The Town of Schaghticoke is finalizing an update to its comprehensive plan. Zoning in Schaghticoke, across the river from the Stillwater Route 4 Corridor, consists of a Residential Agriculture (RA) District, Marine (MD) District, and a Hamlet District. The RA District encompasses most of this area and provides for single-family dwellings with a minimum lot area of 1 dwelling unit per 3 acres and, if no public water or sewer exists, a minimum of 50% open space. Other types of uses permitted in the RA District are the production of agriculture and horticulture crops and livestock, storage and processing of farm produce, as well as municipal buildings and uses. The MD District covers the area around Locks 4 and 5 on the Champlain Canal. The purpose of this district is to support riverfront activities with sound environmental practices and provide for public access to river. The MD District allows for single-family dwellings with a minimum lot area of 40,000 sq. ft. and provides for other use types such as the production of agriculture and horticulture corps and livestock, storage and processing of farm produce. Also, such uses as docks, marinas, yacht clubs, bed and breakfast inns, boat launches, and barge and ship storage facilities can be obtained by way of a special use permit.

The Town of Easton is also in the process of updating its comprehensive plan. The Town does not have zoning regulations, but it does manage residential development through the use of subdivision regulations. Easton's riverfront is characterized by active agriculture and low density residential development. A local land conservation organization has partnered with the Open Space Institute to acquire conservation easements on agricultural land in this area of the Town; permanently protecting the historical working landscape in the Saratoga National Historical Park's viewshed.



View of the agricultural landscape across the Hudson River from Stillwater in the Town of Easton.

The Corridor Today: Plans, Policies, and Projects

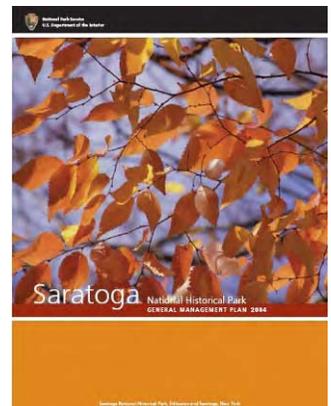
As mentioned earlier, the Town and Village of Stillwater are currently in the process of creating a joint Comprehensive Plan. Data and information is currently being compiled for this Plan. Land use along Route 4 is likely to be addressed in this Plan. Therefore, the development of this Corridor study should be accomplished in concert with the Comprehensive Plan effort. However, the Corridor Plan will be its own separate long-range planning tool with a focus on transportation and community design.

Related Studies and Initiatives

In the last ten years there have been several studies and/or initiatives that were completed or remain on-going in Saratoga County and the surrounding area that compliment the Route 4 Corridor Study.

National Historical Park General Management Plan

The National Historical Park General Management Plan was completed in 2004. The main function of the Plan is to define the park's direction within its boundaries as well as the surrounding area. The objectives of this Plan include the development of alternative modes of park touring by extending the park's trail system along the Champlain Canal within the park's boundaries. Also, ensuring long-term protection of viewsheds across Route 4 (east), and modifying the park's boundaries to enhance access to the park, particularly the improvement of the Route 32 entrance are among the recommendations.



Consistent with this Route 4 Corridor Study, the park would like to improve public access to the Hudson River as well as enhance pedestrian and bicycle facilities along Route 4 and at the entrance of Route 4 and the park. Access to the Hudson and enhancement of the Route 4 park entrance will require minor boundary modifications and linkage between existing passive trails (located throughout the park) and the waterfront. The minor boundary modifications may require legislative action, depending on the circumstances of the lands under consideration. The General Management Plan also suggests enhancements to visitor services with future improvements to the visitor center facility.

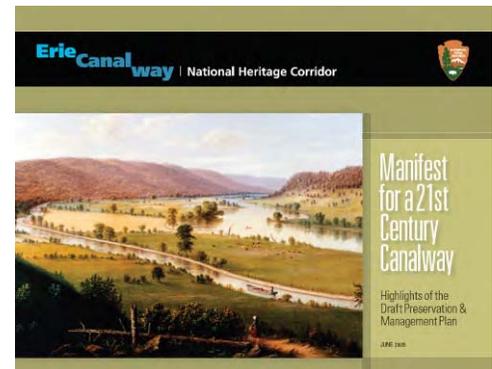
An Alternative Transportation Study for the Saratoga National Historical Park was completed in 2005. This study looked at multi-modal alternatives for moving visitors between and throughout the Battlefield and Old Saratoga Units of the National Park.

New York State Canal Recreationway Plan

This Plan is part of a statewide effort by the Canal Recreationway Commission to develop the New York State Canal system into a coordinated recreationway. The directional objectives of this plan include developing existing tow paths along the Champlain and Erie Canalways into recreational trails and improving canal frontage at Lock sites. The overall goal is to foster sustainable economic development for surrounding communities through tourism and recreation.

Erie Canalway National Heritage Corridor Plan

The Erie Canal National Heritage Corridor Plan encourages broad initiatives to assist conservation and historic preservation, providing connectivity of recreational trails, and collaborative efforts among stakeholders engaging community development throughout the Canalway Corridor. The program has committed federal monies to the Heritage Corridor Plan over the next several years.



Champlain Canal Trail Plan (2002)

The Champlain Canal Trail Plan promotes a corridor in Saratoga County that provides opportunity to capitalize on the areas located near the Champlain Canal. The Plan seeks cooperation with existing initiatives to develop a connecting trail system alongside the Champlain Canal in order to foster recreation and assist communities in economic development throughout Saratoga County.

Lakes to Locks Passage National Scenic Byway

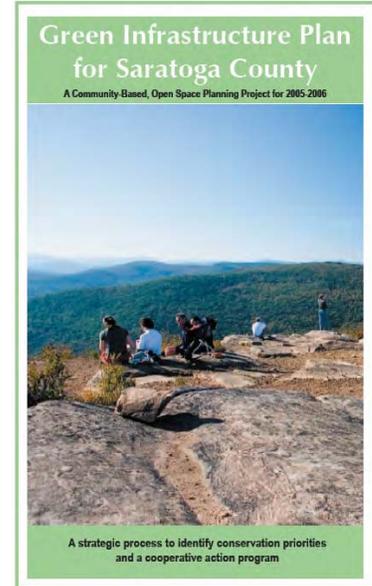
The objective of this initiative is to establish Route 4 as part of a locally managed tourism corridor from Waterford, New York to Quebec. The effort seeks to coordinate local initiatives and plans to foster tourism, recreation, and economic development by utilizing recreational waters such as Lake Champlain, Champlain Canal, Lake George, and the Richelieu Valley.



Saratoga County Farmland/Open Space Preservation Program

Following adoption of the Saratoga County Agriculture and Farmland Protection Plan by the County Board of Supervisors in the late 1990s, Saratoga County has allocated monies to fund a matching grants program for the of purchase development rights in productive agricultural and open space lands. The Board of

Supervisors appointed a committee of citizens and supervisors to oversee the program. In 2003 the County Board of Supervisors allocated \$1,000,000 of funding for the program for 3 years. In 2003, \$333,000 were used for matching grant funds under the program to help provide required local matches for farmland protection projects and open space acquisition projects. In 2004 the Board of Supervisors allotted \$500,000 and repeated that amount in 2005. As a result of the program's continued success and in recognition of the importance of open space to the quality of life in Saratoga County, the Board of Supervisors charged the committee with preparing an Open Space Plan to preserve farmland and open space in Saratoga County.



Saratoga County Open Space Plan (underway)

In March 2005, the Saratoga County Board of Supervisors launched a committee to explore creating the first county open space planning initiative in the region. The Plan will be developed with the input of Saratoga PLAN in order to investigate opportunities and partnerships for preserving significant open space resources.

Local Waterfront Revitalization Program (LWRP) Master Plan for Old Saratoga Area (underway)

A master plan is currently underway that will create a regional vision and implementation strategy for Old Saratoga on the Hudson. Initiatives will be identified and prioritized at the local and regional level through this process. The process features active involvement and participation on the part of the towns of Saratoga, Northumberland, Easton, and Greenwich, and the villages of Schuylerville and Victory.

Of high importance is the need to build on previous planning and current initiatives while providing a comprehensive "blueprint" that can guide economic sustainability, protect the rich heritage found in the region, create a regional tourism marketing strategy, and continue revitalization efforts of the villages of Schuylerville and Victory while protecting farmland, open space and majestic scenic landscape. This \$70,000 plan is being completed through a grant from NYS Department of State LWRP program, with a financial and in-kind match from the 6 municipalities.

American Battlefield Protection Program (ABPP) (underway)

This \$45,000 project will create an inventory of historically and viewshed significant sites around the Saratoga National Historical Park and the Old Saratoga region

(will look to include sites within Stillwater), and create a preservation plan that will provide the basis for protecting our regional and national heritage. It is anticipated that the effort will serve as the foundation of conservation and preservation activities for Saratoga PLAN, local municipalities, and other partners in this historically rich and beautiful part of Saratoga County.

The Old Saratoga region surrounding the national park is unique in that the cultural landscape has not seen major changes from the days of battle in the 18th century. This is extremely rare within the context of other national parks across the nation. National parks such as Gettysburg suffer from visible encroachment of development and changes in land use from historically significant periods.

Champlain Canal Towpath Enhancement- EPF grant

Saratoga PLAN applied for and successfully received a \$60,000 Environmental Protection Fund (EPF) grant on behalf of the Town of Saratoga for enhancements to a 1.5 mile portion of the Champlain Canal Trail. Much of the trail is the old towpath that links major destinations of the Old Saratoga region- (going north) the Phillip Schuyler House, Schuylerville's business district, continuing on to Lock 5 Island. Enhancements anticipated to be made include trail excavation and resurfacing, creation of rest areas, and introduction of kiosks, landscaping and other pedestrian amenities along the trail. This exciting project will greatly enhance the pedestrian and bicyclist connection, for both local residents and visitors to the region.

Luther Forest Technology Campus (LFTC)

Luther Forest Technology Park is a proposed nanotechnology manufacturing campus located on 1,350 (+/-) acres of land in the Towns of Malta and Stillwater. The project site will be accessed from State Routes 9 and 67, and two locations off Cold Spring Road. The Final GEIS was accepted as complete by the Town Board of Malta on October 16, 2003. The Final Generic Environmental Impact Statement does not discuss potential impact or mitigation strategies associated with Route 4 or the Corridor. The project has the potential to improve the local and regional economy by creating quality jobs and generating new sources of local tax revenue. LFTC will pay 100 percent of all local property taxes associated the project. If this project is successful it could have a significant impact on the local real estate market.



Visual Characteristics: Existing Conditions Photo Log

The Photo Log on the following pages captures the general visual characteristics of the Route 4 Study area from south to north.

Entering the Corridor



Existing view as seen when entering the Town of Stillwater (north) on Route 4. Industry is the predominant use (along both sides of Route 4) upon entering the Town of Stillwater

Existing view of proposed extension to the Riverside Veteran's Park. This remediated brownfield site (location of the former Boiler House) is important because it will serve as a gateway into the Corridor.



Existing view facing north on Route 4 upon entering the Town. Industrial equipment is stored immediately adjacent to Route 4. Equipment could be screened to provide a better visual presence along the Corridor.



View of the Riverside Neighborhood . The neighborhood contains many discontinuous sidewalks and offers no pedestrian footpaths connecting the neighborhood and the Corridor.



Existing View (north) of Old Champlain Canal. The Old Canal traverses the Riverside Neighborhood.



View of the Riverside neighborhood as seen facing north from the intersection of Champlain Ave and Route 4.



Existing view of trailer park as seen facing south along Route 4. The location of the picture is at the northern edge of the Riverside neighborhood, just south of the railroad bridge. There is a large diversity of housing type in the Route 4 Corridor.



View facing north along Route 4 between the Riverside neighborhood and the Village. The picture illustrates the residential presence along both sides of the road along this stretch of the corridor.



View facing south along Route 4 between the Riverside neighborhood and the Village. Small commercial uses are interspersed with the residential in this stretch of the corridor.



View facing east. South of the Village boundary, U.S. Route 4 has minimal shoulder space, no sidewalks and no official pedestrian connections to the river. This section of the Corridor limits pedestrian and bicycle use along Route 4.



Existing view as seen facing north into the Village of Stillwater. Residential single-family dwellings and sidewalks line both sides of Route 4 upon entering the Village boundary.



Residential neighborhood east of Route 4 (Bunce Lane) along the Hudson River. There is private access to the river from this neighborhood.



View of Blockhouse Park when entering the Village Core. Public parking and a park/picnic area exists along the grounds of the blockhouse. Views of the Hudson River and riverfront access are provided.

The reconstructed French and Indian War Blockhouse is one of the many historic sites along Route 4.

Blockhouse Park provides public riverfront access.



Existing view of a historic working building at the entrance of the Village core. The commercial building is currently under renovations for reuse.

Village Stillwater

Village Core



Existing view of the Village's core streetscape. This section of the Corridor is very walkable, but not conducive to bicycle traffic. The streetscape provides for on-street parking on both sides with no shoulder.



View of Village streetscape. The Village Core contains a mix of restaurants, retail, and residential uses.



The Village Core contains a diversity of buildings and architecture.



View of commercial uses within the Village Core.

County Route-125 is accessed from the Village Core. The bridge contains a sidewalk conducive to foot-traffic.



Village Core Building Types



Commercial building

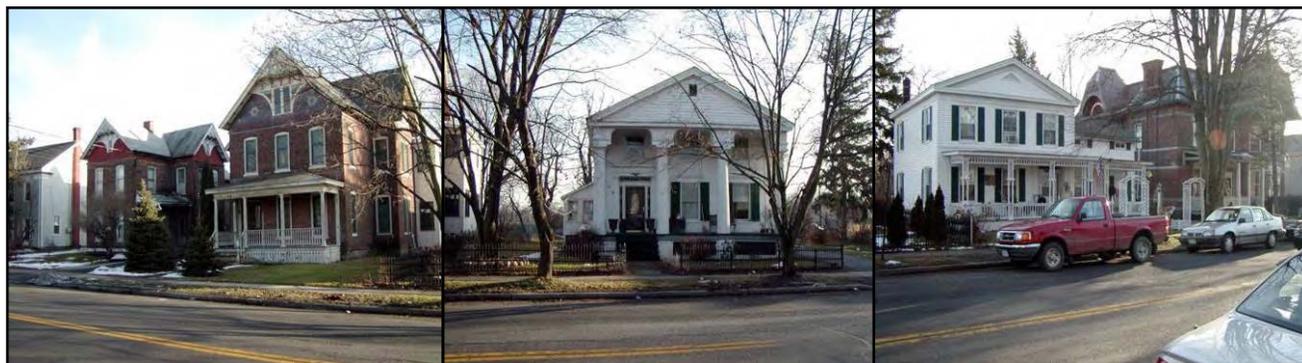


The Village Post Office

Institutional building



Mixed use buildings



Residential single-family dwellings
within the Village Core



Existing View of vacant land north of the Village Core (still in the Village) where the Corridor becomes less dense.



Stillwater Central School District. The school is located in the northern portion of Village of Stillwater.



Existing view of Route 4 facing north (Town of Stillwater) upon leaving the Village.



The Corridor becomes more rural as it approaches the National Park.



Operating farm field demonstrating the rural landscape in the northern part of the Corridor



Main entrance to the Saratoga Historic National Park. However, most visitors use the Route 32 entrance.



The Park maintains informational signage along Route 4.



Bicycle indicators/signage is located in limited areas throughout the Corridor.



Bicycle signage on Route 4. Route 4 is a designated State Bicycle Route 9.



Welcome sign when entering the Village from the north (along Route 4).