



**INTERVIEWED PROPERTY OWNERS & STAKEHOLDERS:**

- RAY AGNEW Glens Falls Hospital
- JAMES BALLARD Property Owner
- DAVID BORGER Main Care
- COLIN BRICE Studio Mapos/Topos
- JAMES CAROUSO Property Owner
- CHRIS CASTRIO Argyle Brewing Company
- JILL CRAWFORD Type A
- CHRIS CRIPPS Better Bee
- JOHN CULLINAN Battenkill Motors
- CALLIE CURRIN Currin Compliance
- TERESA DAWSON Skin Diva Med Spa
- WAYNE EDSFORTH Greenwich Hardware
- CHRIS ELLIS Suburban Propane
- KELLY EUSTIS Greater Greenwich Chamber of Commerce
- JACOB FETTERMAN Trout Unlimited
- GLORIA FAUNDERS Washington County Co-Op Insurance
- LEO FLYNN Village of Greenwich DPW
- BRUCE FERGUSON Northeast NY Railroad Preservation Group
- DEB GONSALVES Cumberland Farms
- BARBARA HAMMEL Business Owner
- JEAN HAMMERMAN Center for Creative Land Recycling
- ANN MARIE HATCH Glens Falls Hospital
- JENNIFER HERBERT NAPA Auto Parts
- SHERRI LOON Battenkill Hydro Associates
- AMBER MATHIA Bonacio Construction
- TRACY MILLS Glens Falls Hospital
- JAMIE NEVINS Flynn Brothers
- BRIAN NILSEN Viking Fabrication
- LARRY NOVIK Bonacio Construction
- WARREN NULTY Property Owner
- LAURA OSWALD Washington County Economic Development
- BETHANY PARKS Property Owner
- DAN PETTEYS Property Owner
- PETER PROCIDA Procida Companies
- JOHN RIEGER Country Power Products
- JEAN ROY, Battenkill Hydro
- CHRISTOPHER SASS Property Owner
- LINDA SHAW Knauf Shaw
- CHUN SHUN LI, Resident
- BOB ST. MARY Village of Greenwich DPW
- BILL TABER Battenkill Railroad
- ANNIE TIRSCHWELL Type A
- STEVE TOWNSEND Property Owner
- BILL WADE Property Owner
- ANDREA WENNER Type A
- SCOTT ZELEKOWITZ Gibraltar Management

**SECTION  
3**

**Analysis of the  
Study Area**

### 3.1 SOCIOECONOMIC CONTEXT<sup>2</sup>

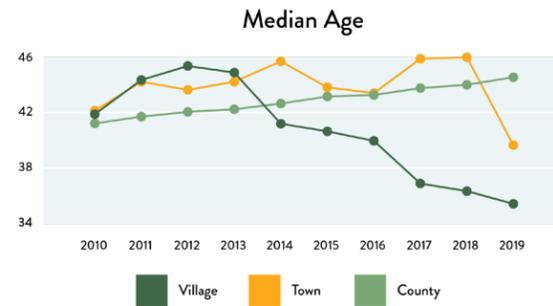
#### KEY TAKEAWAYS: SOCIOECONOMIC CONTEXT

- The Village’s population has grown substantially over the past decade, unlike the Town, Washington County, and neighboring communities.
- The study area, Village, and Town of Greenwich are younger than the surrounding area, with a growing percentage of their populations comprised of people under 34.
- Most households are owner-occupied. The need for renter-occupied units to meet the needs of the increasingly younger population in the study area should be considered.
- The Town and Village are both higher income than the greater County, with household income increasing at a higher rate in the Village over the last decade.
- The population of Greenwich is primarily white, with very little diversity. As population continues to rise within the Village, ensuring racial equity and inclusion is critical.

#### POPULATION

Data from the 2010 Census and most recent (2015-2019) American Community Survey (ACS) show that the Village of Greenwich’s population grew by 21% from 1,777 residents to 2,149 over the 2010-2019 period. This trend differs from the population of the Town of Greenwich population, which decreased by just over 2% to 4,822 and Washington County, which has shown a similar rate of decline over the nine-year period (to 61,616). The Village’s population growth over this same period is also a differentiator from the surrounding areas, such as the Towns of Cambridge and Salem, which, similar to that of the Town of Greenwich and the greater County, did not experience population growth.

<sup>2</sup> Data included in this section includes the most recent (2015-2019) Five-Year ACS. ACS data is based on a population sample. This section will be updated in the Final Plan with 2020 Census data, if available.



#### AGE

The current median age for the Village of Greenwich is 35.8, and for the Town of Greenwich the current median age is 39.9. The median age of both municipalities decreased between 2010 and 2019, differing from the aging trends of the greater County and the majority of Upstate New York: the median age for Washington County is 44.2, an increase from 41.2 since 2010. Based on ESRI estimates for 2020, the study area median age is lower than that of the greater Village and Town.

Data from 2010 and 2019 show that the population of those in age cohorts of 34 and under have increased in both the Village and Town of Greenwich. This may suggest that there is a movement of younger families coming to the area. In contrast, data for the County show that there has been a consistent and gradual decrease in the 34 and under age cohorts.

Looking more specifically at the study area, based on ESRI estimates, the 20-34 age cohort has been increasing since 2010 and is expected to continue to increase through 2025. This is notable when compared to the Village, Town, and greater County, which are all projected to experience decreases in the 20-34 age cohort by 2025.

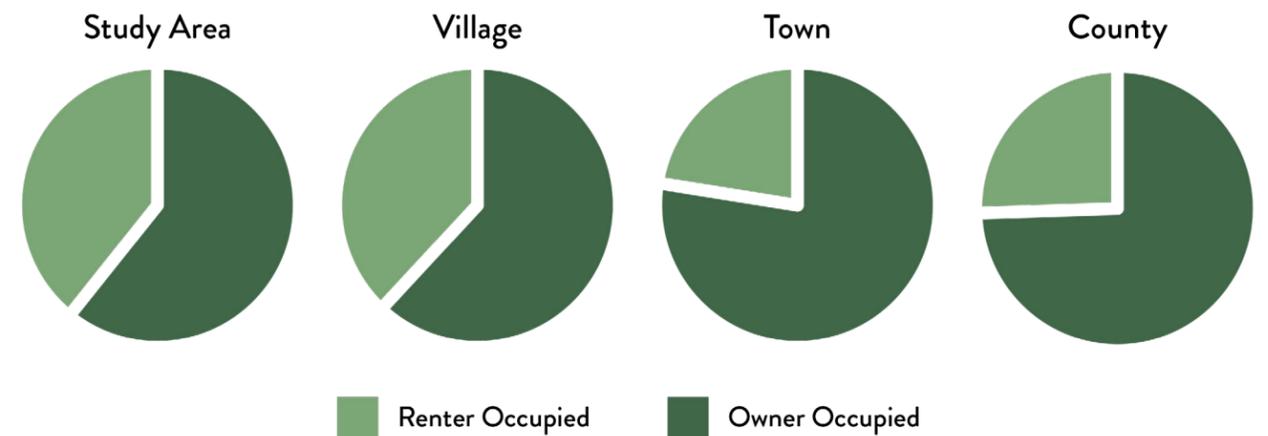
#### HOUSEHOLDS

##### TENURE

Based on ESRI estimates, 61% of occupied households in the study area are owner-occupied; this rate is comparable to that of the Village of Greenwich (62% based on 2015-2019 ACS estimates). However, owner occupancy in the study area and the Village is lower than that of the Town of Greenwich and Washington County, which are 78% and 74% owner-occupied, respectively. These household owner occupancy rates have remained constant since 2010, with a few minor fluctuations. Comparing demographics of owner households and renter households, owner-occupied households are generally older and higher income than renter-occupied households.



#### Household Size



#### HOUSEHOLD SIZE

According to the most recent (2015-2019) ACS estimates, the average household size in the Village of Greenwich is 2.64, which is comparable to that of the Town of Greenwich (2.60). Washington County, in comparison, has a lower average household size of 2.43. Interestingly, since 2010, Washington County’s average household size has decreased (from 2.62), while that of the Village and Town of Greenwich have increased (from 2.34 and 2.47). Based on ESRI estimates, the study area’s average household size is comparable to that of the Village.

#### INCOME

In 2021 dollars, the median household income in the Village was \$68,458 in 2019 and \$64,273 in the Town, both of which are higher than the median household income the County (\$59,503). This is a shift, as prior to 2012, ACS data suggest that the median household income of the County was higher than that of the Village of Greenwich. Since 2010, households in the Town of Greenwich have consistently had a higher median income than the greater County. The Village median household income has grown at an average annual rate of 3% (since 2010) while the

median household income in the Town has decreased slightly (-0.3%) over that same period, and that of the County has remained relatively unchanged (increasing by just 0.2%).

Based on 2019 ACS estimates, the poverty rate in the Town and the Village of Greenwich is 7%, which was below the 10.5% national poverty rate of 2019. The poverty rate for Washington County is considerably higher than the Town and the Village at 11.3%.

#### RACIAL COMPOSITION

2019 ACS data indicate that the percentages of population in the Village and Town of Greenwich identifying as white or Caucasian are 96% and 95%, respectively. Washington County is only slightly more diverse, with 94% of the population identifying as white or Caucasian. Other races identified in the Village and Town population include Black or African American (less than 1%) and Asian (0.5% and 1.4%, respectively); 3% of the Village population and 1.3% of the Town population identifies as two or more races, and 3% of the Village population and 1.5% of the Town population is of Hispanic origin.

## 3.2 LAND USE & ZONING

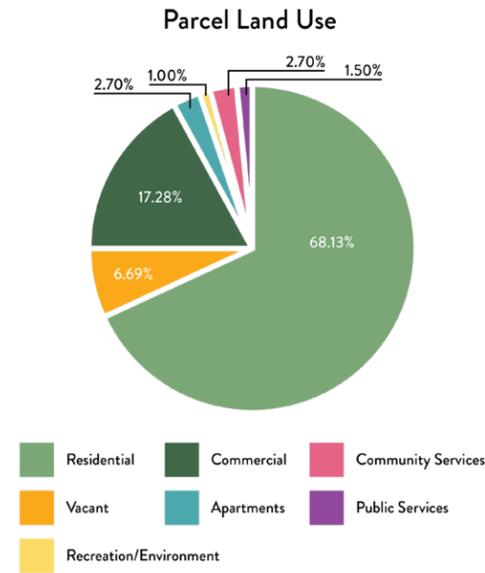
### KEY TAKEAWAYS: LAND USE & ZONING

- The Village has a walkable, historic Main Street comprised of mixed-use buildings with ground floor retail and residential apartments above. The existing zoning is inconsistent with this historic pattern: mixed uses are only permitted by Special Use Permit, while more auto oriented uses are permitted along the corridor as-of-right.
- The Town portion of the study area is predominantly commercial. Multifamily uses are permitted along NYS Route 29, but no multifamily housing exists along the corridor. Potential impediments to this use should be explored.
- The Village's Industrial zoning district is along the Battenkill. Much of the Industrial zoned land is vacant, indicating that the zoning is potentially inhibiting waterfront development.
- The Village has no Planning Board and does not require site plan review, limiting the potential for public input and opening up the potential for out-of-context development.

### LAND USE

**Figure 4** presents land uses in the study area based on New York State Office of Real Property Services (NYSORPS) land use classes. As shown in the figure, the study area is largely comprised of a mix of residential and commercial uses, with residential uses more prevalent in the Village portion of the study area and commercial uses more prevalent in the Town portion of the study area. Residential uses occupy the majority of parcels (68%), but, given their smaller lot size, represent only 38% of study area parcel acreage. Apartments occupy an additional 14 lots (3% of the study area parcels) and just over 1% of study area parcel acreage. There are no apartments in the Town portion of the study area.

While commercial uses represent less than 18% of study area parcels, they comprise 34% of the study area parcel acreage. Commercial uses are generally



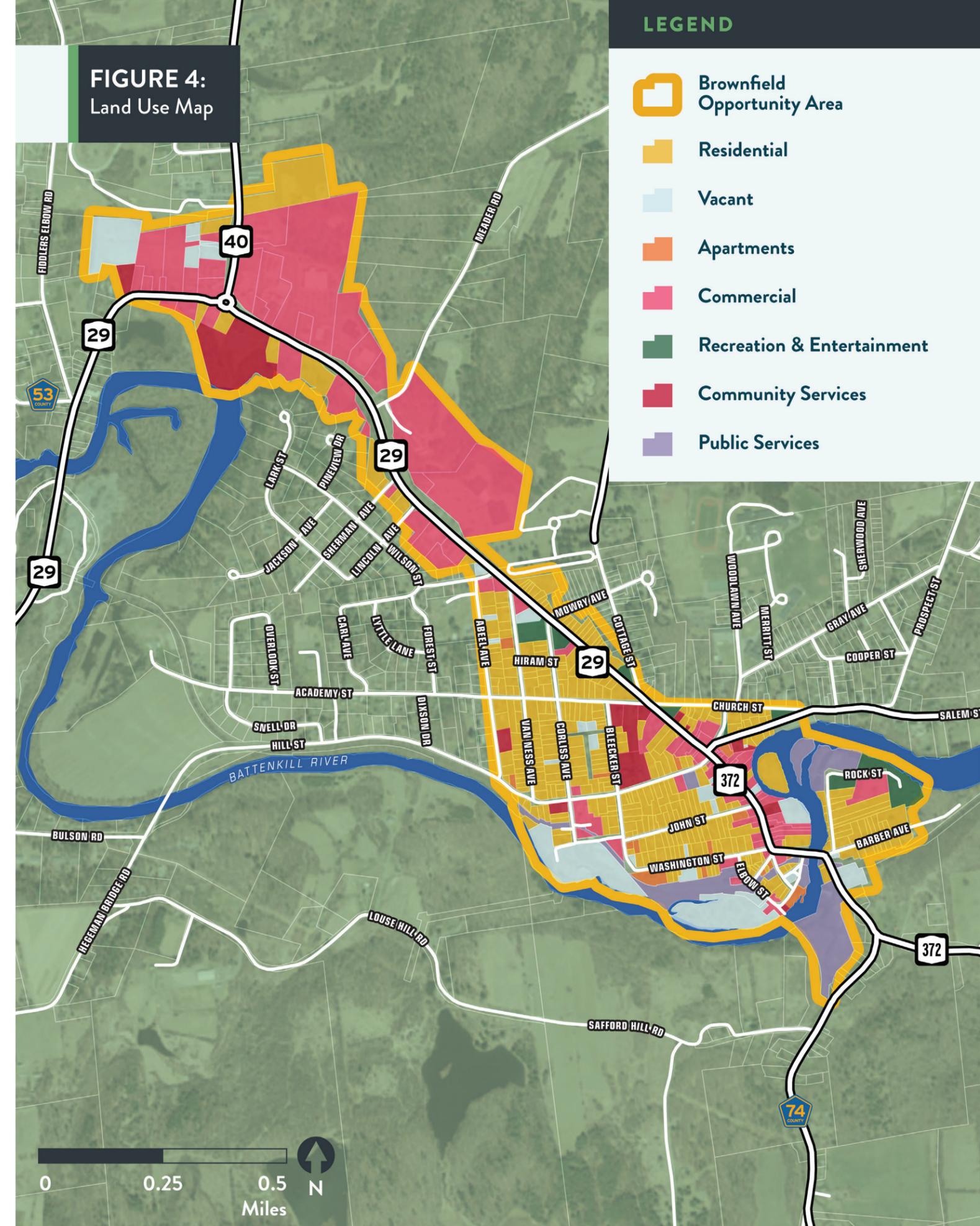
concentrated along Main Street. Within the Village portion of the study area, commercial uses are primarily small independent businesses (restaurant, retail, professional office). Commercial uses in the Town portion of the study area are predominantly larger, regional or national chains and auto sales businesses.

While less than 7% of the study area parcels and 11% of study area parcel acreage is classified as vacant, these include some of the largest parcels in the study area, including many along the Battenkill. The large number of vacant parcels on the waterfront represents an opportunity for revitalization along the Battenkill.

Recreation and entertainment uses include Village parks and the Battenkill Branch of the YMCA. These uses are interspersed throughout the Village portion of the study area and represent 1% of study area parcels and acreage.

Community services (representing 3% of parcels and 6% of acreage) include the Glens Falls Hospital Greenwich Branch (in the Town) and several churches, municipal buildings, the Greenwich Fire Department, the Greenwich Free Library, and the local post office. There is a cluster of community service buildings on Academy Street between Bleeker and Main Streets.

Public service uses, including a rail line, utilities, and a hydro facility, comprise less than 2% of study area parcels and over 8% of the study area acreage. All public service uses are located in the Village portion of the study area, including several waterfront properties. The presence of these more industrial uses may hinder growth and access to the waterfront.



### LEGEND

- Brownfield Opportunity Area
- Residential
- Vacant
- Apartments
- Commercial
- Recreation & Entertainment
- Community Services
- Public Services



## ZONING

All properties included in the BOA study area fall within one of six zoning districts, including three located within the Town of Greenwich and three located in the Village of Greenwich (refer to **Figure 5**). The Village and Town Zoning Map differ from actual land uses on-site (described above), as multiple uses coexist within a zoning district; the relationship between zoning and actual land use is an important consideration moving forward in the development of potential sites.

## VILLAGE ZONING

The Village Zoning Code is a generic zoning code provided by the State to municipalities that has been minimally updated since its original adoption in 1972. Several interviewed stakeholders felt that the existing Village zoning was antiquated, with vague and unclear planning guidelines, making it difficult to get projects approved and slowing down the development process. Business owners indicated that clear guidelines that provided contextual sensitivity as well as flexibility in the code, would be helpful for current business owners as well as outside developers looking to invest in the Village.

For each of the three zoning districts within the Village, the Village Code describes what level of review needs to be observed for each potential use. There is no site plan review in the Village; therefore, unless a project requires a Special Use Permit or variance, it can be developed without any discretionary approvals. Special Use Permits are required for certain specified uses in each zoning district and are issued by the Village's Zoning Board of Appeals (ZBA). Unlike many municipalities, it is important to note that currently there is no Planning Board within the Village.

The outdated Zoning Code, combined with the absence of a Planning Board and site plan review within the Village, limits the ability for public review of many project and leaves open the possibility for development that is out of context with community character, community needs, and the architectural landscape.

It should be noted that the Village is currently undertaking a targeted zoning update for the Main Street corridor in furtherance of the 2019 Main Street Streetscape Plan. It is anticipated that the zoning update, in addition to modernizing parking regulations, will establish additional design guidelines and oversight along Main Street.

### Medium density residential district (MDR)

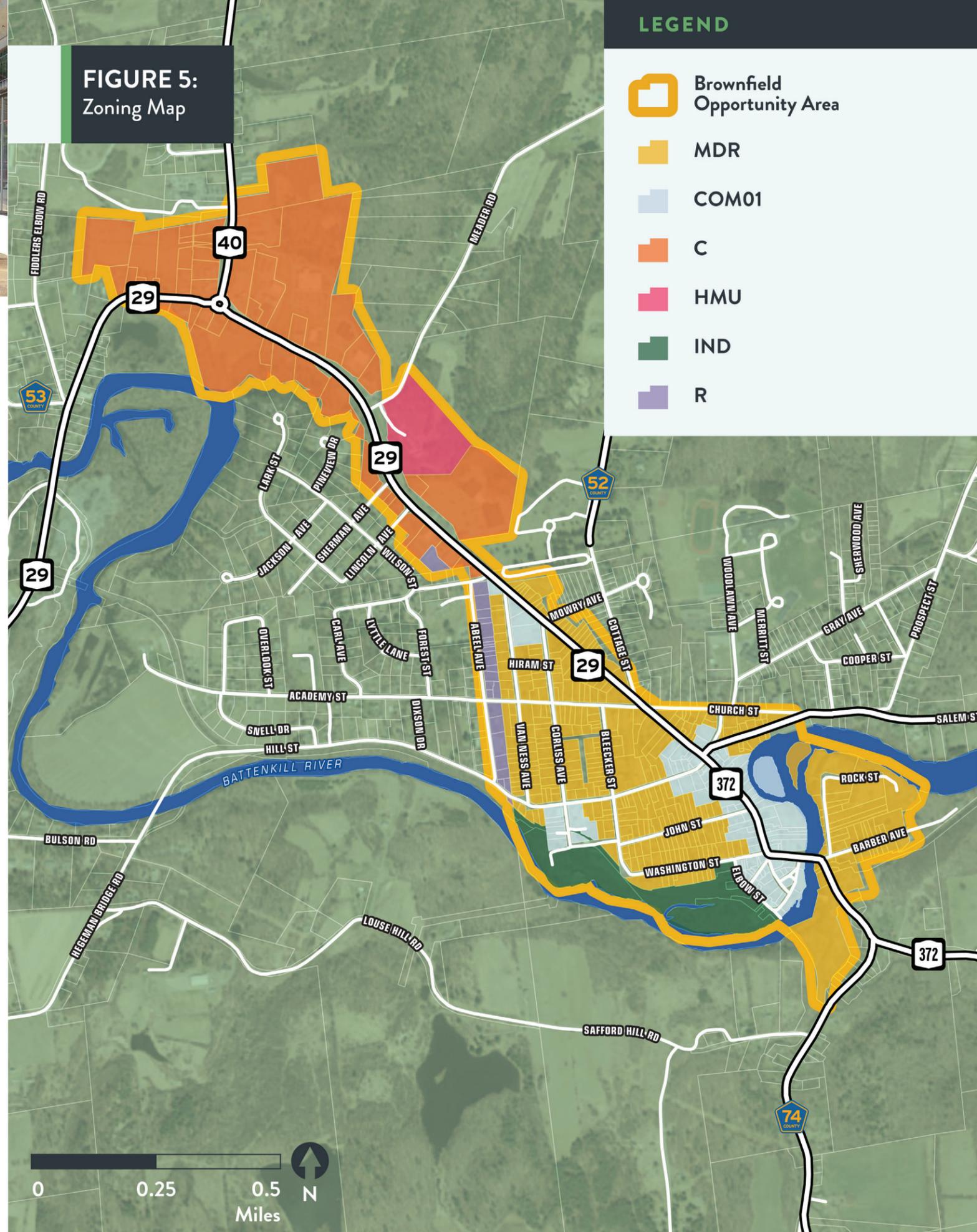
The Medium Density Residential (MDR) zoning district is described in the Village Zoning Code as “generally accessible to other population centers and are generally feasible for being served with public water and sewer facilities.” Approximately 60% of the BOA study area lots are zoned MDR, representing approximately 37% of the BOA study area lot area. Most MDR-zoned lots within the study area are occupied by residential uses, consistent with the intent of the district. One exception is the MDR-zoned district on the east side of the Battenkill (along Rock Street), which includes a greater mix of uses.

Single-family dwellings, accessory uses, home occupations, public recreational facilities, and public or private schools are permitted principal uses in the MDR district. The following additional uses are permitted only by ZBA Special Use Permit: hospitals and clinics, nursing homes, multi-family residential buildings, public buildings, planned-unit developments, essential service buildings, churches, banks, business and professional offices, bed & breakfasts, and mixed uses of all of the above.

### Commercial District (C-1)

Approximately 20% of the study area lots are zoned C-1, representing approximately 11% of the study area lot area. The C-1 district is mapped primarily along the Village's Main Street corridor south of Church Street, in addition to the Mill Hollow neighborhood, a small C-1 district mapped along Corliss Avenue between John and Hill Streets and four C-1 parcels along the south side of Main Street between Mowry Avenue and the Village/Town line. The areas that are zoned C-1 are generally consistent with the areas of the Village where commercial uses are located; one exception is the Mill Hollow neighborhood, which is primarily occupied by residential uses, despite its C-1 zoning.

**FIGURE 5:**  
Zoning Map



Permitted principal uses in the C-1 District include offices, research/testing labs, clinics, commercial accommodation, public facilities, banks, food and drink establishments, personal services, retail stores, theaters, commercial recreation, auto-related uses, essential services, and all uses permitted in the MDR district. Churches, essential service buildings, private clubs or schools, and mixed uses require a Special Use Permit from the ZBA. The fact that mixed uses are only permitted by Special Use Permit, while more auto-oriented uses are permitted as-of-right is notable and inconsistent with the pedestrian-friendly, walkable and vibrant character of the Village.

**Industrial district (I)**

An Industrial (I) district is mapped along the Battenkill River waterfront, west of Elbow Street. While just 2% percent of the study area lots are zoned Industrial, these lots comprise approximately 8% of the study area lot area.

Uses permitted as-of-right in the I district include any manufacturing, compounding, processing, packing, treatment, or warehousing of goods and products that meets performance standards, as well as research/testing labs, offices, public facilities, warehousing/trucking terminals, and essential services. Commercial uses serving the industrial area, essential service buildings,

and mixed uses are permitted by ZBA Special Use Permit. There are no industrial uses in the I district within the study area, and most of the I-zoned portion of the study area is vacant. The I district may have been more reflective of historic land use patterns with waterfront mills but is not consistent with the current vision of an improved waterfront access. Re-envisioning and repurposing this underutilized Industrial area to provide access to the waterfront would be crucial in providing more environmental awareness, river education and recreation, access, and perhaps even tourism to the area.

**Bulk & Area requirements**

**Table 1** summarizes the bulk area requirements in the Village zoning districts.

Potential issues with the existing bulk and area requirements are summarized below:

- Minimum lot size and setback requirements in the MDR and I district vary based on the availability of water and sewer infrastructure, with the minimums increasing for parcels without infrastructure access to accommodate for on-site wells and septic. However, as discussed in the **Infrastructure** section, all lots in the Village have access to public water.

TABLE 1: BULK & AREA REQUIREMENTS (VILLAGE ZONING DISTRICTS)					
	MEDIUM DENSITY RESIDENTIAL (MDR)		COMMERCIAL (C1)	INDUSTRIAL (I)	
	PUBLIC WATER AND/OR SEWER	ON-LOT WATER & SEWER		PUBLIC WATER AND/OR SEWER	ON-LOT WATER & SEWER
Minimum Lot Size (SF)	10,000	40,000	10,000	50,000	80,000
Minimum Lot Width (Feet)	90 or 100	150	50	200	200
Minimum Yard Dimensions (Feet)	Front	25	N/A	25	25
	1st Side	15		25	25
	2nd Side	25		25	25
	Rear	40		50	50
MAXIMUM BUILDING HEIGHT (FEET)	35	35	35	35	35



- The majority of MDR-zoned lots are non-conforming and often require variances.
- There are no minimum front, rear, or side yard requirements in the C-1 district. However, there are also no maximum yard requirements, allowing for development that does not continue the historic development pattern of a consistent streetwall.
- The maximum building height in all Village zoning districts is 35 feet, and there are no lot coverage requirements.

**TOWN ZONING**

The Town Zoning Code was adopted in 2007 and reflects the goals and vision of the Town's 2004 Comprehensive Plan. Unlike the Village, the Town does have a Planning Board (as well as a Zoning Board of Appeals) and also has an established site plan review procedure.

A description of the three Town zoning districts within the study area, as well as applicable supplemental regulations is provided below.

**Commercial District (CD)**

The purpose of the Town's Commercial District (CD) is to provide for high-density commercial development along Route 29 and adjacent to the Village. This district encompasses and expands the Town's historic commercial core. Design guidelines associated with the CD are intended to provide for the long-term transformation of the commercial district into a pedestrian-friendly, Village-scale area for living, shopping, and working (see **Design Standards** section, below). Most Town lots in the study area are mapped CD, representing 38% of the total study area lot area.

Within the CD, agricultural structures or uses, farm worker housing, forestry uses, and parks are allowed as permitted principal uses. Automobile sales and repair, banks, bars/taverns, boat and machinery-related sales and repair buildings, business incubators, convenience/grocery stores, cultural, educational, medical, indoor recreational, mixed-use developments, motels/hotels/inns, multifamily houses, municipal buildings, nurseries, nursing homes, offices, personal services, religious buildings/uses, restaurants, retail uses, shopping centers, theaters, veterinary establishments, and warehouses are permitted by site plan review. Additionally, the CD permits daycares, gas stations, home occupations, light industrial, kennels, outdoor recreational uses, private utility buildings, and telecommunications towers by Special Use Permit.

It is worth noting that although multifamily residential development is permitted in the CD under site plan review, there are no multifamily uses present in the study area. With a stated interest by the Town to encourage multifamily

infill development along Route 29, potential reasons why multifamily has not been pursued along the corridor previously should be explored. Encouraging multifamily residential along the corridor would be consistent with the Zoning Code’s vision for the CD to be an “area for living, shopping, and working.”

**Hamlet/Mixed-Use District (HMU)**

The purpose of the Hamlet/Mixed-Use District is to encourage higher-density, mixed-use development providing small-scale services to the surrounding community. Development that occurs in these hamlets should be at a scale with the existing development and which is compatible with the historic qualities of these neighborhoods and respects the integrity of surrounding open space and agriculture lands. Within the study area, there is just one parcel that has HMU zoning: Better Bee, a beekeeping supplies and education business located on Meader Road. This HMU-zoned parcel represents 4% of the study area lot area.

Permitted principal uses in the Hamlet/Mixed-Use District include single-family and two-family houses, agricultural-related uses, and parks. Banks, bed-and-breakfasts, cultural uses, educational uses, medical uses, mixed-use developments, motels/hotels/inns, multifamily houses, municipal buildings, nurseries, nursing homes, public utilities, and religious buildings/uses require site plan review. Day cares, bar/taverns, convenience stores, gas stations, recreational uses, offices, personal service uses, restaurants, retail uses, and self-storage facilities are permitted uses allowed by Special Use Permit.

**Residential District (RD)**

The purpose of the Residential District is to protect and encourage moderate-density residential development, as well as a limited number of compatible uses, such as professional offices that complement the residential character of the Town. Within the study area, 25 parcels along Abeel Avenue are zoned RD, as well as one parcel with no street frontage that is located between Wilson Street and Route 29; the RD-zoned parcels represent less than 3% of the study area lot area.

Permitted principal uses in the Residential District include single-family and two-family houses, as well as agricultural-related uses. Day cares, bed and breakfasts, and multifamily houses, are permitted uses allowed by special use permit. Cultural buildings, educational buildings, municipal services, public utility buildings, and religious uses are permitted only under site plan review. Most of the existing uses within the RD mapped in the study area align with the purpose and intent of the district.

**Bulk & Area Requirements**

Bulk and area requirements in the CD, HMU, and R districts vary by use. Most uses within the CD have no minimum lot size, road frontage, or lot coverage, have minimum front yard setbacks of 35 feet along NYS Route 29, and have minimum rear yard setbacks of 15 feet; minimum side yard setbacks range from 0 to 50 feet, and the maximum permitted building height is generally 60 feet. The maximum building height in the district exceeds that of most buildings in the district and seems to support the Town’s vision for encouraging more multifamily housing development along the corridor.



For the HMU-zoned parcel in the study area, the minimum lot size is generally 20,000 SF or one acre (depending on use), the minimum front yard setback is generally 20 feet or the average of the two adjoining front yards, and the minimum side and rear yard setbacks are generally 10 and 15 feet, respectively. For most uses in the HMU district, the maximum building height is 35 feet and the maximum lot coverage is 80%. The HMU-zoned parcel in the study area is well within these limits, with a significantly lower lot coverage and larger setbacks.

Depending on use, most R-zoned parcels in the study area have a minimum lot size of 10,000 SF or one acre, and minimum front, side, rear yard setbacks of 25 feet, 10 feet, and 15 feet, respectively, a maximum building height of 35 feet, and a maximum lot coverage of 50%.

**Design Standards**

The Town Zoning Code includes design standards applicable to all uses that are subject to site plan review or a Special Use Permit. These design standards include environmental considerations, access standards, infrastructure, lighting, traffic and on-site circulation, parking, landscaping, architectural design, and use-specific standards. Notable

are the standard of locating parking areas in such a way as to minimize visibility from roadways and adjacent properties and of landscaping all parking areas exceeding 20%. Despite these standards, many of the parcels in the Town portion of the study area have large parking areas in their front yards, as many were developed prior to the Town revising their Zoning Code in 2007. Potential other incentives to further the Town’s goal to “to provide for the long-term transformation of the commercial district into a pedestrian-friendly, Village-scale area for living, shopping, and working.”

**Additional Regulations**

The Town’s Zoning Code includes required setbacks from the Battenkill (and Hudson) that are intended to protect these important water resources. These include generally restricting structures within 100 feet of the mean high water mark, restricting the cutting of vegetation within 35 feet of the river’s edge and regulating and minimizing the cutting of low-growth vegetation and trees up to 65 feet from the river’s edge. These supplemental regulations are notable, in that they are absent from the Village zoning code, leaving open greater potential for resource degradation within the Village bounds.

### 3.3 BROWNFIELD, ABANDONED, AND VACANT SITES

#### KEY TAKEAWAYS: BROWNFIELD, ABANDONED, AND VACANT SITES

- 110 potential brownfield sites, totaling a combined 107 acres, were identified in the study area, 50 of which would require a Phase 1 ESA, and most likely a Phase 2 ESA, prior to their redevelopment.
- The former Dunbarton Mill site is a key abandoned, brownfield site that was the subject of a Phase II ESA in 2016. Additional assessment and remediation work is needed at the site to move forward with redevelopment.
- There are over 103 acres of vacant, abandoned, or underutilized sites in the study area, including multiple large parcels and much of the Village waterfront.

#### BROWNFIELD SITES

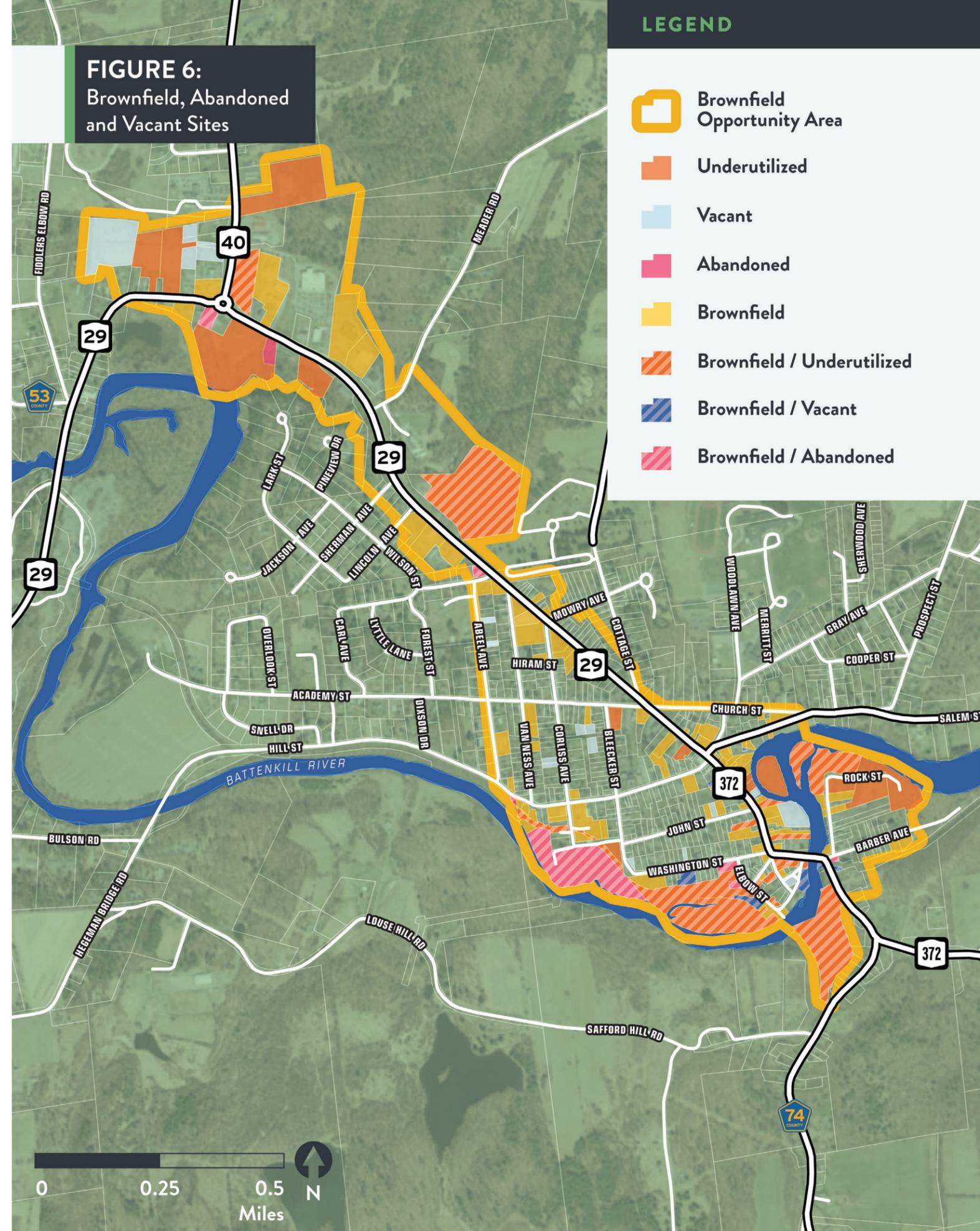
Each site within the Greenwich BOA was evaluated for the likelihood of environmental issues. The purpose is to create an inventory of sites that identifies known or potential environmental issues and categorize each site according to the potential severity of contamination or other environmental issues. These sites may be active and viable businesses, new developments, or vacant and derelict properties. The identification of “brownfield sites” is not intended to indicate a site that requires immediate assessment and/or remediation. Rather, it is intended to identify potential impediments to development and inform sites that might be eligible for BOA Pre-Development funding to spur private investment.

To identify potential brownfield sites, research was conducted on the historic use and potential environmental status of each parcel located within the study area. Facility and site information, maintained at both the State and Federal level, was reviewed to determine preliminary site conditions. Information was obtained from five main sources including:

- **NYSDEC Spills Incident Database:** Maintained by the NYSDEC, this contains a listing of chemical and petroleum spills throughout New York State, dating back to 1978. Information includes the type and/or volume of contaminant spilled, media impacted, and the status of the spill.
- **NYSDEC Remedial Site Database:** This database contains listing of all properties that are currently enlisted in one of the NYSDEC’s remediation programs. The NYSDEC programs are distinguished by property ownership, type of assistance and level of cleanup required.
- **NYSDEC Bulk Storage Database:** This database contains information on all Bulk Storage Facilities within New York State including petroleum bulk storage, chemical bulk storage, and major oil storage facilities. Facilities are classified by the volume of substance stored on-site.
- **USEPA Envirofacts Database:** Information contained within this database is used to identify whether or not a facility is certified to handle hazardous waste. The USEPA utilizes specific testing methods to determine whether or not material is hazardous.
- **Parcel Assessment Database:** This database contains the NYSORPS land use classes, which identify the types of activities that occur on individual properties.
- **Historic Sanborn Maps:** This database contains information on historic land uses. Sanborn maps from 1884 to 1950 were reviewed, as available, for the study area.

A visual assessment (“windshield survey”) of the properties listed on the above databases was also conducted to gain a better understanding of the types of activities taking place. Based on this first step, a total of 110 parcels, representing a combined 107 acres, were identified as potential brownfields, which are indicated in **Figure 6**. Many of these sites are active, thriving properties. The potential contamination of these sites does not inhibit their current use; rather, it may prove to be a consideration in future private investment (e.g., new development or major rehabilitation). The brownfield sites were then reviewed with Chazen, A LaBella Company’s environmental due diligence and brownfield investigation staff. The sites were categorizing based on the level of contamination that is likely to be or have been present on the site, from Level 1 (not anticipated to be significantly contaminated) to Level 3 (the most likely to be contaminated). This categorization was employed as a means of identifying the general level of environmental assessment that is needed for each site.

**FIGURE 6:**  
Brownfield, Abandoned  
and Vacant Sites



**LEVEL 1 SITES**

A total of 12 of the 110 potential brownfield sites had relatively minor environmental history concerns, such as small recently closed spills, and were, therefore, categorized as “Level 1” sites. None of the sites in this category appear to warrant any additional environmental investigation prior to reuse.

**LEVEL 2 SITES**

Fifty of the 110 potential brownfield sites were identified as “Level 2,” which are listed in **Table 2**. These sites may require preparing Phase I Environmental Site Assessments (ESA) if new development (ground disturbance) or substantial alterations are proposed. Phase I ESAs are investigations into historical site uses and visible evidence of environmental conditions, using publicly available records and sources.

**LEVEL 3 SITES**

**Table 3** lists the 48 potential brownfield sites that were identified as “Level 3” sites. Prior to any redevelopment, all these sites will require a Phase I ESA at a minimum and are the most likely to require a Phase 2 ESA, which could be eligible for BOA Pre-Development Funding. These more intensive levels of investigation typically involve sampling of soil, air, groundwater, and/or surface water. Recommendations from a Phase 2 ESA will generally identify whether remediation, a soil management plan, or other mitigation measures are necessary prior to site redevelopment.

**TABLE 2: LEVEL 2 BROWNFIELD SITES**

PARCEL ID	ADDRESS	PARCEL ID	ADDRESS	PARCEL ID	ADDRESS
237.10-1-4	25 Eddy Street	237.5-3-35	131 Main Street	237.5-4-39	33-35 Main Street
237.6-2-29	1 Barber Avenue	237.5-3-37	139 Main Street	237.5-4-42	29 Main Street
237.6-2-30	6 Barber Avenue	237.5-3-41	143 Main Street	237.5-4-43	27 Main Street
236.8-1-22	102 Hill Street	237.5-3-9	21 Hill Street	237.5-4-44	15-21 Main Street
236.8-1-23	101 Hill Street	237.5-4-14	41 Salem Street	237.5-4-46	1-3 Main Street
228.-3-9.2	1135 NYS Route 29	237.5-4-15	39 Salem Street	237.5-4-8	25 Church Street
237.5-5-25	10-16 Depot Street	237.5-4-16	Salem Street S/Off	237.5-5-18	Elbow Street
237.5-6-18	12 Washington Street	237.5-4-19.1	7-9 Salem Street	237.5-6-20	Elbow Street
237.5-6-19	9 Elbow Street	237.5-4-21	111 Main Street	237.5-6-8.6	66 Corliss Avenue
228.-2-20.1	1111 NYS Route 29	237.5-4-23	103 Main Street	237.5-6-8.7	Elbow Street
228.-3-10.2	1123 NYS Route 29	237.5-4-25	99 Main Street	237.5-7-24	26 Main Street
228.-3-12.1	1106 NYS Route 29	237.5-4-30	79 Main Street	237.5-8-19	82 Main Street
228.-3-14.1	1116 NYS Route 29	237.5-4-31	75 Main Street	237.5-9-1	74 Hill Street
228.20-4-5	88 Abeel Avenue	237.5-4-36	55 Main Street	237.5-9-14	45-47 John Street
229.17-1-11	183 Main Street	237.5-4-37	49-53 Main Street	237.5-9-2	72 Hill Street
229.17-1-51	168 Main Street	237.5-4-38	39 Main Street	237.5-9-3	70 Hill Street
				237.5-6-21	Elbow Street W/Off

**TABLE 3: LEVEL 3 BROWNFIELD SITES**

PARCEL ID	ADDRESS	PARCEL ID	ADDRESS	PARCEL ID	ADDRESS
237.10-2-1	8 Eddy Street	229.17-1-50	170 Main Street	237.5-4-29	81 Main Street E/Off
237.6-2-1	20 Rock Street	229.17-1-82	184 Main Street	237.5-5-15	8 Mill Hollow
237.6-2-4.1	40 Rock Street	229.17-1-83	200 Main Street	237.5-5-18.1	26 Mill Hollow
237.6-3-2	Eddy Street	237.5-1-24	38 Van Ness Avenue	237.5-6-7	48 Washington Street
237.6-2-21	33 Barber Avenue	237.5-1-25	36 Academy Street	237.5-6-8	South End Village
237.6-2-20	39 Barber Avenue	237.5-2-27	55-57 Hill Street	237.5-6-8.4	Elbow Street
236.8-1-16.1	18 Abeel Avenue	237.5-2-6	12 Academy Street	237.5-7-23	34 Main Street
237.5-5-7	4 Main Street	237.5-3-34	2 Washington Square	237.5-7-27	10 Main Street
237.5-5-8	Bridge Street	237.5-4-10	48 Salem Street	237.5-8-20	80 Main Street
237.5-5-9	7 Bridge Street	237.5-4-11	Church Street	237.5-8-24	50 Main Street
237.5-6-12	34 Washington Street	237.5-4-18	35 Salem Street	237.5-8-27	5 John Street
228.20-3-4	1258 NYS Route 29	237.5-4-26	87 Main Street	237.5-8-29	9 John Street
228.20-3-7	1268 NYS Route 29	237.5-4-27	85-89 Main Street	237.5-9-5.1	61 Corliss Avenue
228.20-3-9	1286 NYS Route 29	237.5-4-28	81 Main Street	237.5-9-6	60 Hill Street
				237.5-9-8.1	58-60 Corliss Avenue

**DUNBARTON MILL SITE**

One of the Level 3 sites is the former Dunbarton Mill property. The property was previously the site of a paper mill that began operating in the late 19th century. As a result of a 2002 fire on the property that destroyed and severely impacted some of the buildings on-site, the USEPA identified a large quantity of leaking drums, leaking storage containers, non-functional electric transformers containing PCBs, and an underground storage tank (UST) containing 6,00 gallons of No. 6 heating oil and subsequently conducted a Removal Action (RA) to remove these items from the site. The USEPA remained concerned about remaining soil contamination missed during the RA, in addition to the possibility of asbestos-containing materials (ACM) in site buildings and debris piles. The property has been abandoned since 2002.

To address these concerns, a Phase 2 ESA was conducted in 2016, which concluded that contamination was primarily in surface soil and debris piles. Groundwater had several metal exceedances, as well as lead. There were little to no detections in subsurface soil. The 2016 report also noted the presence of ACM. The report concluded that further assessment of environmental conditions was necessary. In December 2021, the Village submitted an application to the USEPA requesting funding to conduct additional site assessment work and prepare the site for remediation and future development.

## ABANDONED, VACANT, AND UNDERUTILIZED SITES

Sites that are identified as vacant, abandoned, or underutilized were selected using the parcel assessment database, augmented with field reconnaissance. These sites were divided as follows:

- **Vacant:** Any property that is vacant, has no apparent current use, and does not contain structures.
- **Abandoned:** Any property that is vacant, has no apparent use, and contains structures.
- **Underutilized:** Any property that is currently used, but the use is considered to be less than the property's highest potential based upon the underlying zoning. For example, a vehicle storage lot situated along an active retail corridor and a multi-story mixed-use building with vacant upper floors are both considered to be underutilized. This designation is subjective and is based primarily upon field reconnaissance, the building utilization survey, and input from the Steering Committee.

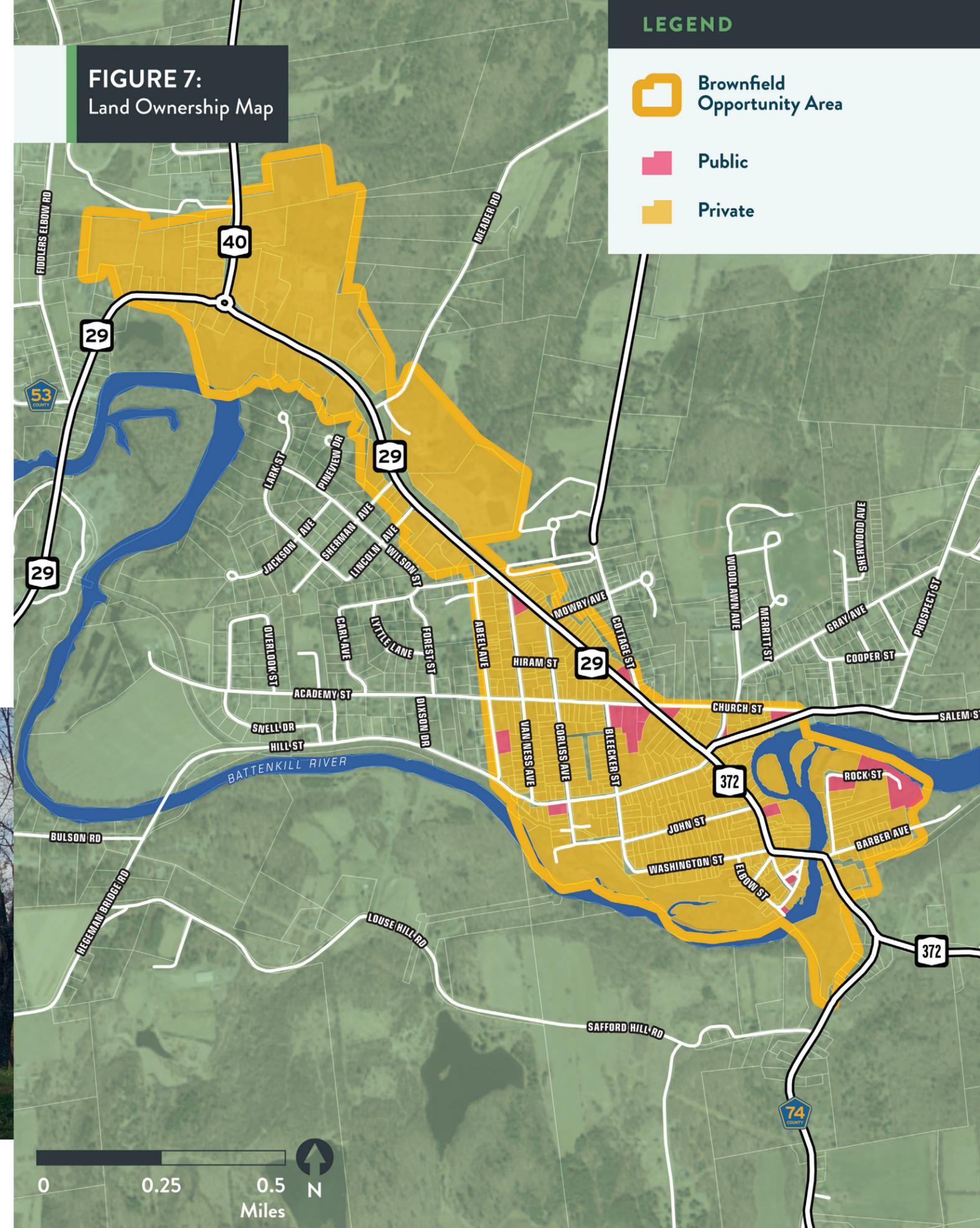
In total, the BOA study area currently contains over 103 acres of vacant, abandoned, or underutilized sites. These underutilized sites present significant opportunities for redevelopment and are comprised of 28 vacant properties, 12 abandoned properties, and 22 underutilized properties. A map of all the vacant, abandoned, and underutilized sites is provided in **Figure 6**.

## 3.4 LAND OWNERSHIP PATTERN

### KEY TAKEAWAYS: LAND OWNERSHIP PATTERNS

- Opportunities to revitalize vacant and underutilized properties in the study area should be explored, as specific projects may be more easily implemented and directed on lands owned by public entities.
- With most of the study area parcels privately owned, it is critical to engage and work with property owners throughout the planning process.

**Figure 7** identifies publicly and privately owned land in the study area. Ninety-seven percent of the study area parcels are privately owned. Most private property owners own two or fewer properties in the study area, with just 13 private property owners in the study area owning three or more properties.



Publicly owned parcels represent less than 3% of study area parcels and include the cluster on Academy Street that includes municipal buildings and the Greenwich Free Library, Village parks, the Village DPW, Volunteer Fire Department, wastewater treatment facilities, and the post office. The Village owns the greatest number of properties in the study area (11), including several brownfield, vacant, and underutilized parcels. Notably: a vacant property in Mill Hollow that was envisioned to be developed as a park as part of the 2019 Main Street Streetscape Plan, the underutilized Rock Street Park, and the Village Hall, large portions of which are currently unoccupied due to structural issues.

### 3.5 PARKS AND OPEN SPACE

#### KEY TAKEAWAYS: PARKS AND OPEN SPACE

- There are no parks or open space resources in the Town portion of the study area. With a stated interest in encouraging multifamily residential development in this area, the adequacy of open space access should be considered.
- There are no actively programmed parks in the study area. The need for active recreation, including playgrounds and dog parks, should be evaluated.
- The Village’s two waterfront open spaces are not well connected to downtown and are not well utilized.

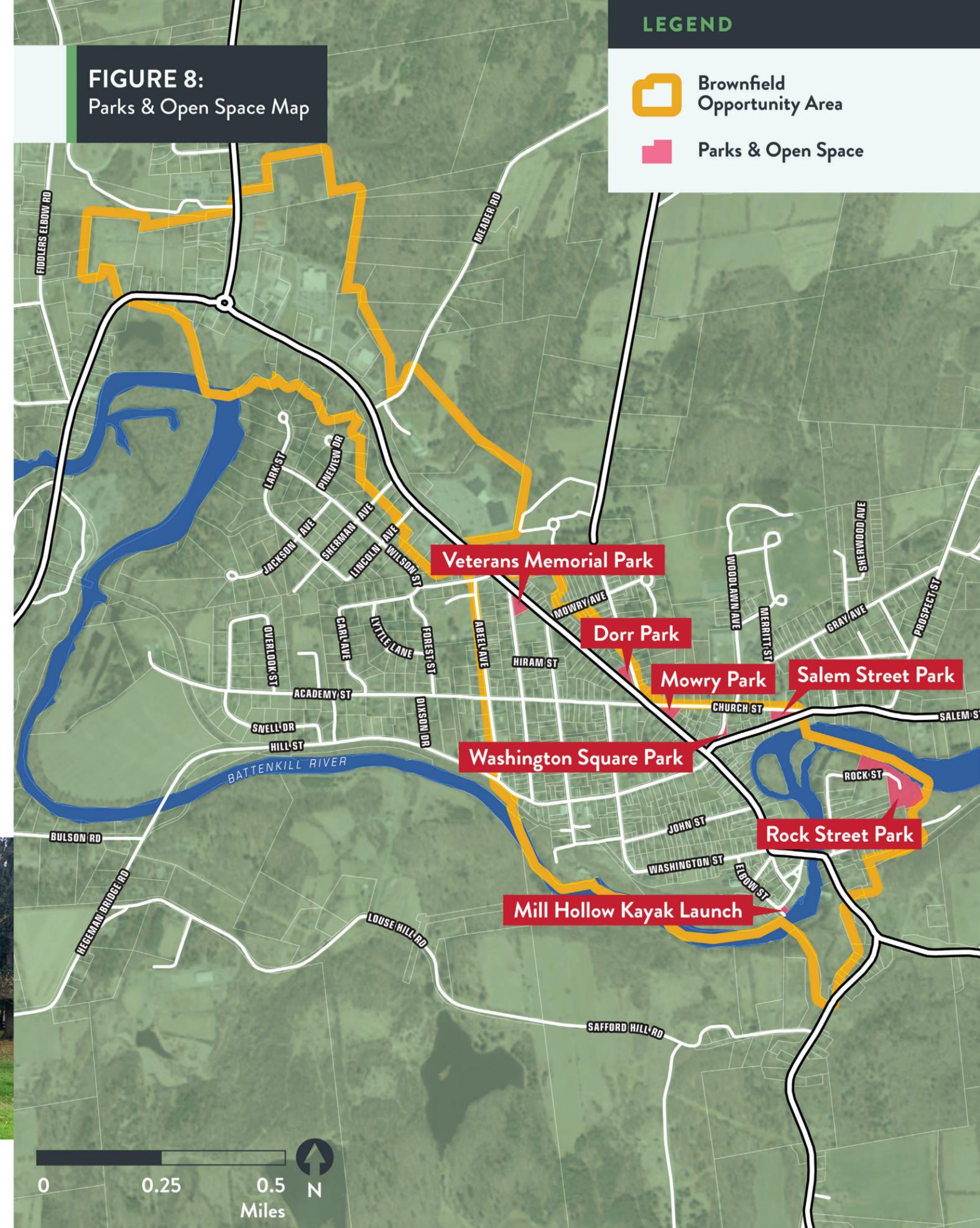
- **Dorr Park** is a 0.6-acre Village-owned park located on a triangular parcel between Main and Cottage Streets. The park features benches, plantings, and a fountain.
- **Mowry Park** is a 0.5-acre Village-owned park located on a triangular parcel between Main and Church Streets. The park features benches, picnic tables, plantings, and a gazebo. Mowry Park is the location of many community events, including Whipple City Days in the spring.
- **Washington Square Park** is a 0.1-acre Village-owned open space located on a triangular parcel between Washington Square and Salem Street that features a monument and a bench.
- **Salem Street Park** is a 0.5-acre Village-owned open space located on a triangular parcel between Church and Salem Streets. The park features benches, a flagpole, and plantings.
- **Rock Street Park** occupies approximately 0.4 acres of a larger Village-owned property that also includes the wastewater treatment plant. The park features benches, picnic tables, and grills, as well as a small dock that paddlers can use to access the river. No swimming is permitted at the park. In addition to the park, an unpaved trail continues east between the river and the treatment plant.
- **The Mill Hollow Kayak Launch** is located at the southern terminus of Elbow Street. The kayak launch was originally conceived of by the Battenkill Conservancy and incorporated into a Hudson River Valley Greenway (HRVG) grant that the Village received in 2019. Completion of the original proposal was not feasible within the grant award. To date, the launch has simply been cleaned up, including removing brush.

There are seven parks in the study area, all of which are located in the Village and maintained by the Village DPW (refer to **Figure 8**). Most of the study area parks are passive, unprogrammed “pocket” parks, that provide the Village with open green space. The parks, which are maintained primarily through tax dollars, have not been any major improvements to the parks in recent years. A description of each open space resource is provided below:

- **Veteran Memorial Park** is a 0.8-acre Village-owned park located on a triangular parcel between Main Street and Corliss Avenue. The park features seating, plantings, and a monument.



**FIGURE 8:**  
Parks & Open Space Map



## HISTORIC OR ARCHAEOLOGICALLY SIGNIFICANT AREAS

### KEY TAKEAWAYS: HISTORIC OR ARCHAEOLOGICALLY SIGNIFICANT AREAS

- The Village of Greenwich Historic District provides opportunities for funding sources, tax credits, and other incentives to support revitalization efforts.
- Revitalization options for listed and eligible historic resources should carefully considered their impacts.
- The archaeological sensitivity of the study area indicates that additional site-specific assessments will likely be needed for all recommendations involving ground disturbance.

## ARCHITECTURAL RESOURCES

### VILLAGE OF GREENWICH HISTORIC DISTRICT

The Village of Greenwich Historic District has been listed on the State and National Registers (S/NR) of Historic Places since 1995. Within the study area, the district includes properties along Main Street from just north of John Street to Mowry Avenue, in addition to Church Street, Salem Street, Washington Square, and a portion of Academy Street (refer to **Figure 9**).

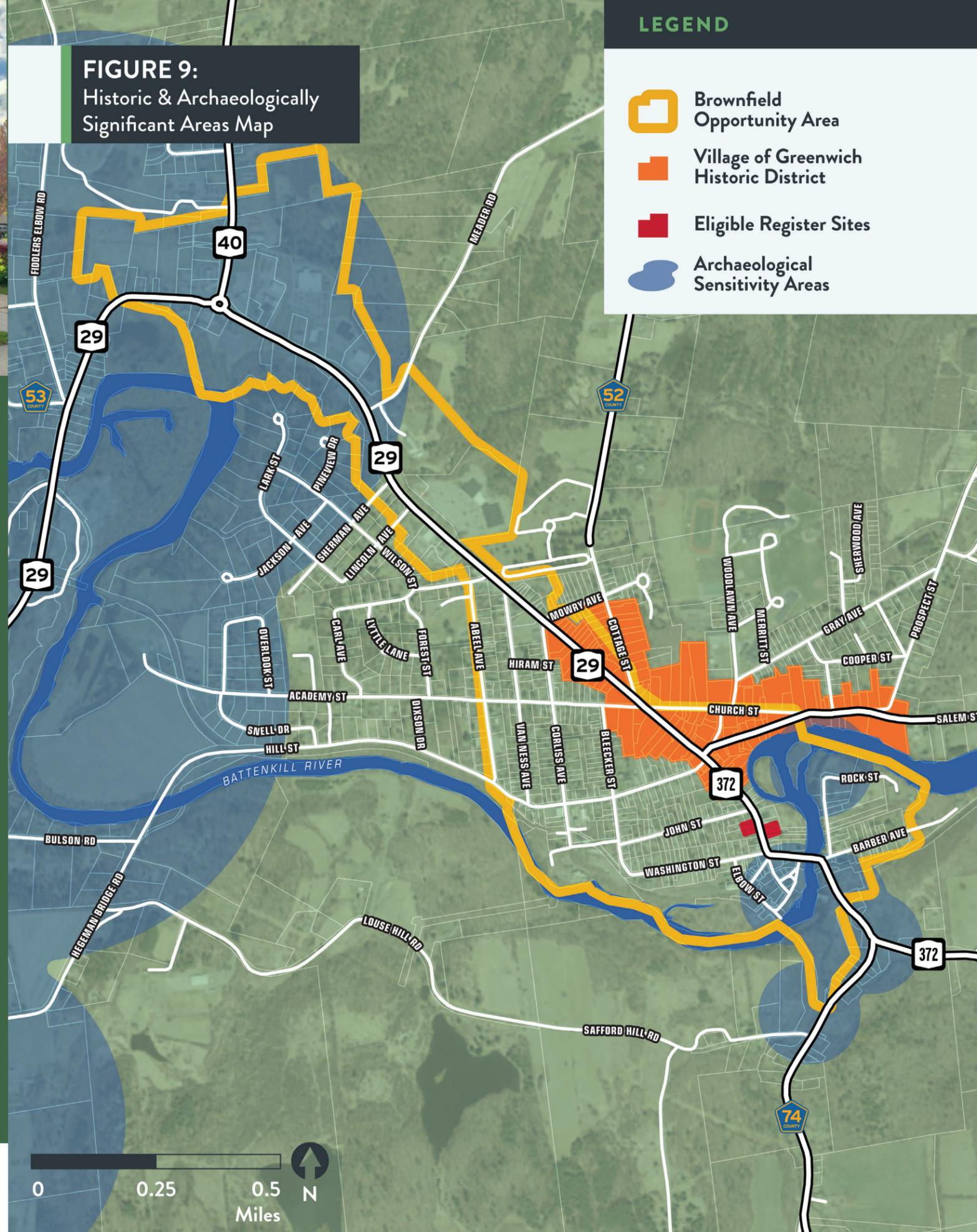
The Historic District includes 199 contributing resources constructed mostly between 1840 and 1900. The district encompasses mostly residential structures, as well as six historic parks, four churches, the Village and Town municipal buildings, and the most historically intact portions of the commercial core.

The presence of historic structures not only adds to the character and appeal of the Village but also opens up potential funding opportunities that could be pursued to encourage or support revitalization efforts.



**THE VILLAGE HALL** is a key building in the Greenwich Historic District. The front portion was constructed in 1848 to house the Union Village Academy. In the 1870s the rear addition was built. The Village Hall is a large two-story brick building that retains a substantial degree of integrity and is significant for its Green Revival architecture and for its historic associations. Although the basic structure remains surprisingly sound, the entire back half of the building was destabilized through a renovation in 1952 to accommodate the Greenwich Volunteer Fire Department. Several years ago, the Fire Department moved to a new building, and the space they previously occupied was been deemed unsafe to use without renovation. In 2018 and 2019, the Village convened a task force to study Village Hall, past and future, and reached out to citizens via a survey and a public planning meeting. The result was strong support for renovating the building in a way that preserves the historic elements and creating a true community center. To address the deteriorating building condition and determine the potential for reuse, the Village of Greenwich applied for and won a \$7,600 Preserve New York grant in 2020 to conduct a Building Conditions Report, which is nearing completion.

**FIGURE 9:**  
Historic & Archaeologically Significant Areas Map



## ELIGIBLE HISTORIC RESOURCES

As shown in **Figure 9**, there are four structures that have been determined to be eligible historic resources.

- **27 Main Street** is a mixed-use building that is home to Lynn's Country Café. The building was determined to be eligible for S/NR listing in 2018.
- **28 Main Street** was, until recently, the site of Alan Brown Realty. The building was historically a church parsonage, a tavern, and apartments. The property was sold in 2020, and plans for the building are unknown.
- **29 Main Street** is the Rough and Ready Firehouse Museum. The firehouse was constructed in 1904 and now houses a historic fire engine and memorabilia.
- **Greenwich & Johnsonville Freight House** was determined to be eligible for S/NR listing in 2018.

Buildings that are eligible for S/NR listing do not qualify for the financial assistance available to S/NR-listed properties. However, the fact that they are eligible is an indicator that they are buildings that are potentially worth preserving, but also that any changes to these buildings would be subject to additional scrutiny by the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP).

## ARCHAEOLOGICAL RESOURCES

OPRHP maps "archaeologically sensitive areas" on their online Cultural Resource Information System (CRIS) database based on buffers around recorded archaeological resources. This database shows that the northwestern and southeastern ends of the BOA study area are located in "archaeologically sensitive areas." However, OPRHP clarifies that locations outside of the buffer area may also be archaeologically sensitive.

A *Phase 1A Literature Review and Archaeological Sensitivity Assessment* was prepared for the entirety of the Village of Greenwich in May 2018, which identified portions of the Village that are archaeologically sensitive due to the potential presence of "precontact" (i.e., Native American) or "historic" archaeological deposits. Based on the proximity to waterways and the presence of nearby precontact quarry sites, the assessment concluded that large portions of the Village have elevated sensitivity for "precontact sites," with the central portion of the Village and the area paralleling Fly Creek having high sensitivity, and more northern portions of the Village having low to moderate sensitivity. Portions of the Village that were developed before the 20th century were also considered at high sensitivity for historic archaeological deposits. Within the study area, this indicates that all properties exclusive of those along Hiram Street and Van Ness and Abeel Avenues, are sensitive for historic archaeological resources.

The potential archaeological sensitivity of most of the study area is important to consider, as it indicates that most work involving ground disturbance would require consultation with OPRHP and potentially Phase 1B archaeological assessments, at a minimum.

### 3.7

## TRANSPORTATION SYSTEMS

### KEY TAKEAWAYS: TRANSPORTATION SYSTEMS

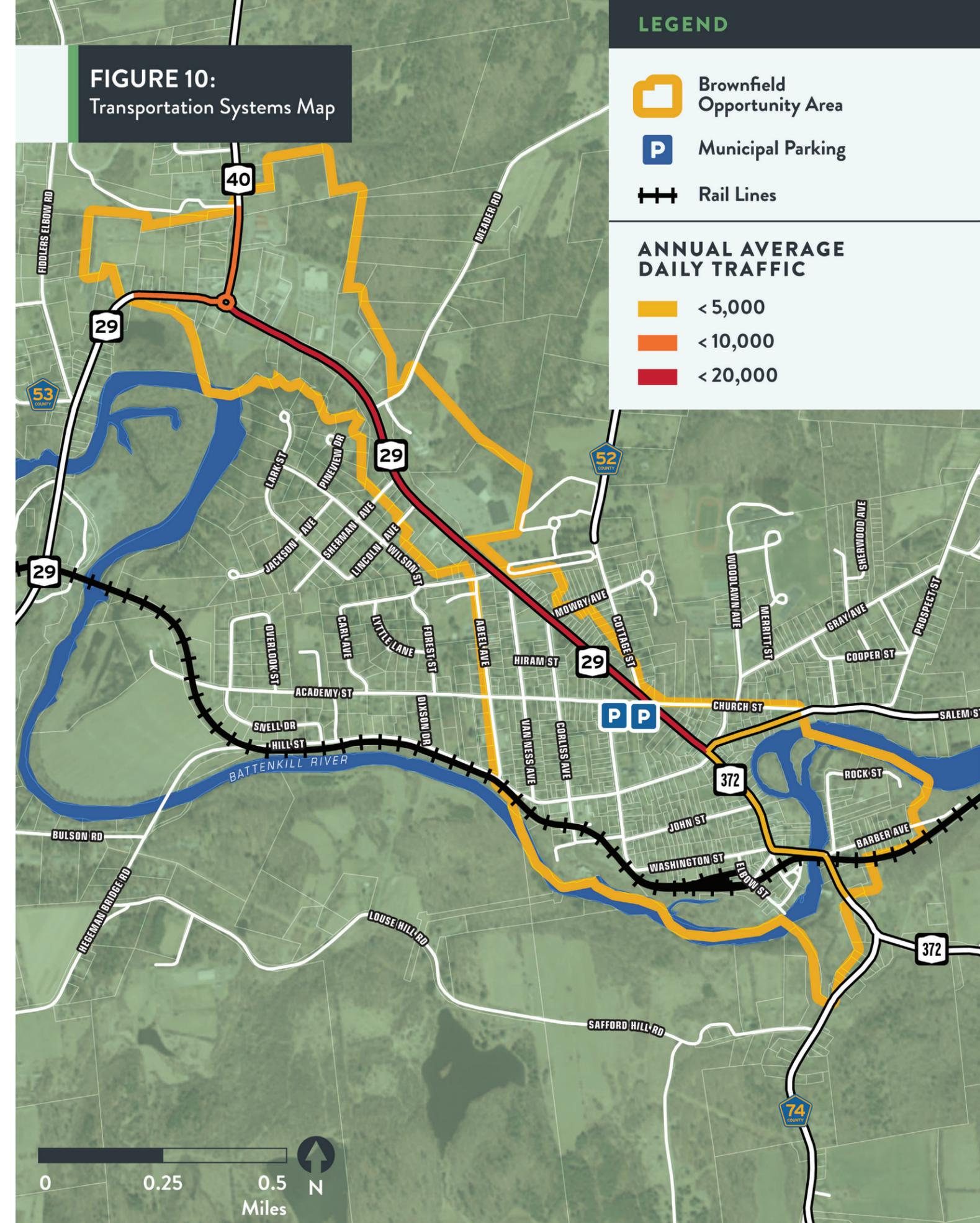
- Main Street is a well-traveled roadway that, along with the main gateways at each end of the study area, should be prioritized for enhancement, as it is the section of the Town and Village that is most visible to visitors and residents, alike.
- Study area roadways are generally pedestrian-oriented; however, there are some gaps in the sidewalk network and large curb cuts that create potentially dangerous conditions.
- On-street parking is generally sufficient in the aggregate, but its efficiency could be improved.
- There are several large, underutilized private parking lots in the study area. Potential opportunities for shared parking or making better use of this land should be explored.
- An underutilized rail line runs through the study area and along the Dunbarton site. Potential opportunities for this rail line to serve as a bicycle and pedestrian connector and connect to the Dunbarton site should be explored.

## ROADWAY NETWORK

### MAIN STREET

The study area is centered along Main Street, the primary thoroughfare of the Village and Town and the most heavily trafficked roadway in the study area, with over 9,000 vehicles traveling on it daily (refer to **Figure 10**). Main Street is also identified as New York State (NYS) Route 29 through much of the study area; south of Washington Square, NYS Route 372 parallels Main Street, while NYS Route 29 turns east onto Salem Street. Main Street generally consists of

**FIGURE 10:**  
Transportation Systems Map



two travel lanes. Within the Town, the roadway has a curb-to-curb width of 40 to 45 feet. In the Village, the roadway has a curb-to-curb width of approximately 30 to 35 feet.

Most of the roadways intersecting Main Street are stop controlled, along freeflow traffic along Main Street. This freeflow condition results in vehicle delays at the five-way intersection of Main, Church, Academy, and Cottage Streets, particularly for vehicles entering Main Street from Cottage Street during the school arrival/departure hours.

Within the Town, there are signalized intersections at the two largest shopping complexes (the Hannaford Plaza and the Big Lots Plaza). In the Village, there is one traffic signal at the intersection of Main Street, Hill Street, and Washington Square. Despite the intersection offset, right turns on red are permitted on Main Street in both the approaches (onto Hill Street and Washington Square), posing potential safety concerns.

At the western end of the study area, NYS Route 29 intersects NYS Route 40 at a roundabout. The roundabout was part of a \$2.3 million NYSDOT project to improve the intersection in 2004. The roundabout was installed to allow more free flow traffic conditions, in addition to slowing down traffic at the intersection, which had previously experienced frequent traffic accidents. While designed as an attractive gateway into the commercial corridor, including landscaping and brick pavers, underutilized properties along the roundabout detract from these improvements.

#### OTHER VILLAGE ROADWAYS

Most of the other Village roadways are minor residential streets that serve two-way traffic. Hill Street is a more frequented roadway that is used as a connector between Main Street and NYS Route 40 to the southwest. Church Street is also a more frequented roadway that is used to travel to the Greenwich CSD campus, just north of the study area.

#### OTHER TOWN ROADWAYS

Other roadways within the Town section of the study area are limited to portions of NYS Route 40, Meader Road, and Sherman, Lincoln, Abeel, and Carl Avenues. NYS Route 40 is a north-south State highway that runs from Troy to the south to Granville to the north. Meader Road is a rural roadway that is often used as a connector between NYS Route 29 and County Route (CR) 52/North Greenwich Road. The remaining Town roadways are low volume residential streets that serve two-way traffic.

#### PARKING ON-STREET

Within the Village, on-street parking is generally permitted. Parking spaces are striped on Main Street from just north of Hill Street to Washington Street; the remainder of on-street parking spaces are unmarked. Without striping, particularly along Main Street, on-street spaces are often used inefficiently, effectively reducing total capacity. Select sections of Main Street, Washington Square, and Salem, John, and Washington Streets have posted two-hour parking restrictions.

Within the Town of Greenwich, on-street overnight parking (12 AM – 6 AM) is not permitted.

As part of the Village’s Main Street Streetscape Plan, parking utilization surveys were conducted along Main Street (between Church and Washington Street) and adjacent roadways during the weekday and Saturday midday periods in November and December 2018. The average weekday parking utilization was approximately 31%, and the average Saturday parking utilization was approximately 27%, indicating that there is sufficient parking supply in the Village, overall. However, during both periods, spaces were not equally occupied along the entirety of each roadway segment, with demand highest adjacent to occupied businesses that do not have off-site parking.

#### OFF-STREET

There are only two public surface parking lots within the study area: the 16-space lot west of Village Hall and the eight-space lot behind the Greenwich Free Library. Neither of these parking lots have posted regulations.

There are multiple large private parking lots in the study area that are accessory to commercial businesses. All of these parking lots are underutilized outside of business hours, and many are underutilized during business hours, indicating an oversupply of parking. Most notably, the Big Lots plaza has a parking lot with approximately 500 spaces that, based on a review of aerial imagery, is typically less than 10% occupied. Potential opportunities for shared parking or making better use of these surface lots should be explored.

#### RAIL

As shown in **Figure 10**, a rail line runs along the southern border of the study area, generally between the roadway and the Battenkill. The rail crosses Elbow Street at-grade and has an elevated (bridge) crossing over Mill and Eddy Streets and the Battenkill River. West of Elbow Street is a rail yard, train maintenance building, and headquarters for the train owner and operator. Outside the study area, the 35-mile rail extends west to the Greenwich hamlet of Thomson and east to portions of the Towns of Salem and Cambridge.

The rail line was originally part of the Greenwich and Johnsonville Railway, which opened in 1870, and is currently owned by the non-profit Northeast New York Rail and maintained and operated by Battenkill Railroad, per a long-term lease. While there have periodically been tourist passenger service on portions of the rail, it is now used only for freight, and there is currently one active user in the Town of Salem (to the east). The section of the rail line that is located within the study area has been largely unused for several years as Battenkill Railroad awaits completing repairs on the Battenkill River crossing in the study area. Once these repairs are completed, it is anticipated that the Greenwich rail yard will return to active use for both train repairs and storage.

#### PEDESTRIAN AND BICYCLE FACILITIES

The study area is generally pedestrian friendly: most roadways have sidewalks, and crosswalks are provided at key intersections. However, in some portions of the study area large curb cuts disrupt the sidewalk, causing potentially dangerous pedestrian conditions. Notable sidewalk absences within the Village include the northern end of Rock Street (leading to Rock Street Park) and roadways in Mill Hollow/south of Washington Street. Within the Town, a sidewalk runs along the north side of Main Street/NYS Route 29, connecting the Village to Middle Falls to the west; there is also a sidewalk on the south side of the roadway, running along the Glens Falls Hospital property.

There are no designated bike routes, bike lanes, or other bike infrastructure in the study area. However, the underutilized rail line described above is identified as a “Potential Trail Corridor” in the NYS OPRHP’s final Statewide Greenway Trails Plan (released in April 2021). The potential pedestrian and bicycle trail identified in the plan extends over 15 miles from the existing Champlain Canalway Trail to the west to the planned and existing Delaware and Hudson Rail Trail in Salem (to the east).

## 3.8 INFRASTRUCTURE

### KEY TAKEAWAYS: INFRASTRUCTURE

- The Village’s public water system is being upgraded and could support additional development in the study area and expansion into the Town.
- The Village’s combined sewer system is limited in geography. Potential opportunities to expand the system to encourage investment in key properties should be considered, as well as new development on underutilized properties that are already served by the system.
- The Town portion of the study area is almost entirely served by natural gas, but natural gas infrastructure is limited in the Village. Opportunities for expansion should continue to be explored with National Grid.
- There are two hydroelectric facilities in the Village, neither of which are currently operational, that are seeking Federal approval of a 20-year re-licensure. It is an opportune time for the Village to provide comments on these two facilities to ensure their consistency with the Revitalization Plan’s vision and goals.

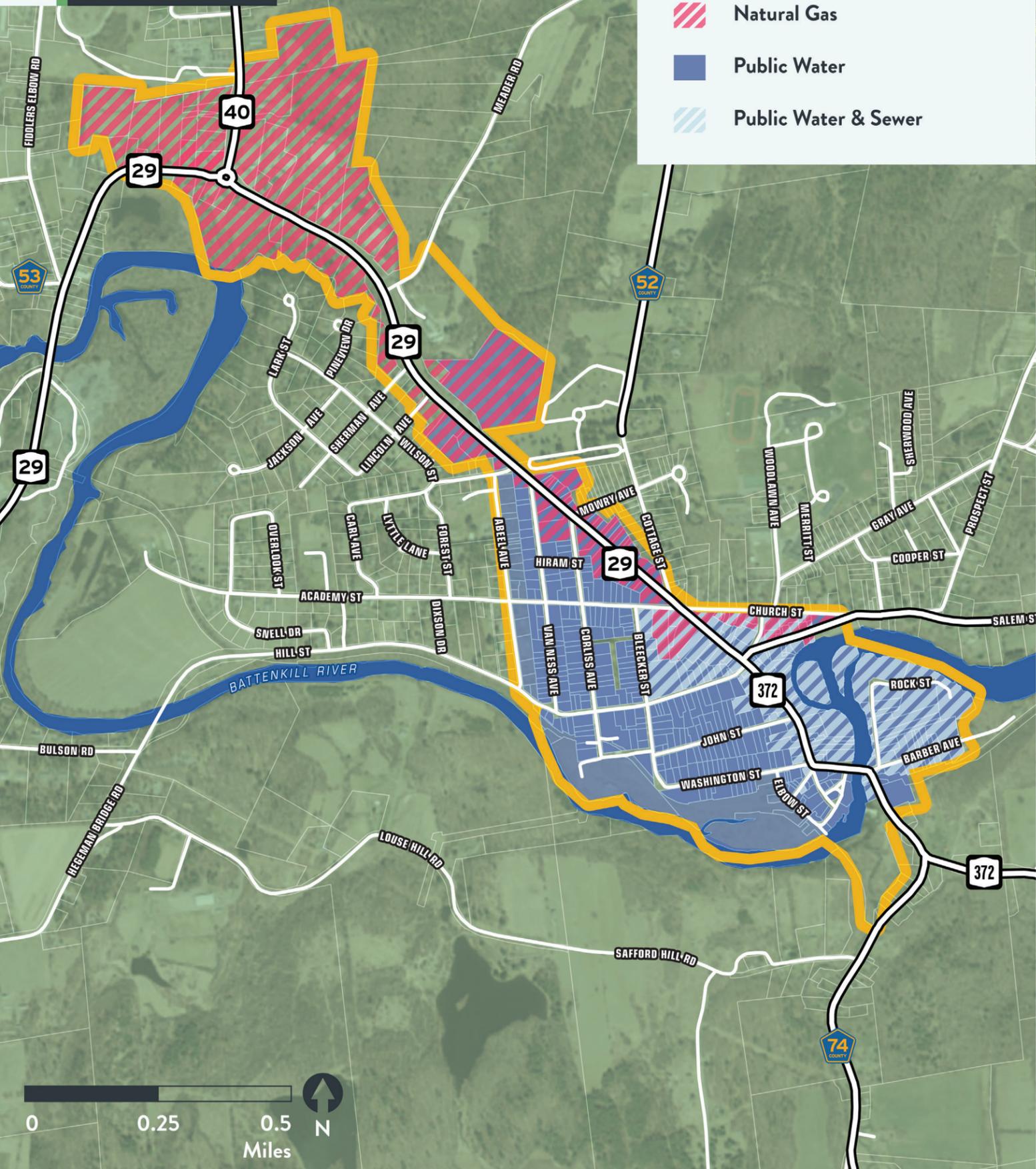
The availability of infrastructure is a key determinant in attracting investment. Properties within the Village that have access to public water, wastewater, and natural gas are mapped in **Figure 11**. A discussion of the existing infrastructure in the study area is provided below.



**FIGURE 11:**  
Infrastructure Map

**LEGEND**

-  Brownfield Opportunity Area
-  Natural Gas
-  Public Water
-  Public Water & Sewer



**WATER**

The Village has a public water system that services the entire Village and a small portion of the Town of Greenwich. The Town does not have a public water system, with all properties that are not served by the Village’s public water system, relying on individual wells. The Town properties within the BOA study area that are served by the Village system are limited to the properties on Abeel Avenue and Main Street south of Lincoln Avenue. Notably, the large, underutilized Big Lots plaza is on the Village water system.

The Village system currently uses approximately 180,000 gallons of water per day (gpd), with peak use during morning and evenings, and higher than average demand during the summer months. The water system is roughly 50 to 100 years old. The first parts of the system were installed in the 1880s, with extensions being made up to the 1950s. The DPW maintains a map of the fire hydrants and water pipe conditions.

The Village is currently embarking on a large water system upgrade that was mandated by the NYS Department of Health (NYSDOH). The project includes the addition of two new wells and the replacement of four-inch mains fire hydrants, which will help to provide an efficient water supply. The project also includes the replacement of property water meters. The Village is using 3 million dollars in State funding to support the improvements. Overall, once the improvements are completed, the water system will be in relatively good condition and could support additional uses within the study area. With the recent addition of new wells to the Village’s water system, the Town is currently conducting a feasibility study to determine potential expansions of the water system along NYS Route 29 towards its intersection with Route 40. The study is also evaluating the potential of establishing a new Town water supply to serve this area.

**SEWER**

The Village has a combined sewer system (e.g., stormwater and sanitary) that serves approximately 25 percent of the Village. The system was initially built in 1985 to prevent dumping of waste into the Battenkill. Properties located in the Town of Greenwich, as well as Village properties that are not served by the Village combined sewer system, have individual, on-site septic systems.

As shown in **Figure 11**, within the study area the Village’s public sewer system services properties along Main Street from Church/Academy Street to Washington Street, the entirety of the block bounded by Academy, Bleecker, Hill, and Main Streets, as well as almost all study area parcels located on the east side of the Battenkill. The Greenwich Central School (GCS), located outside of the study area, is a major system user. Properties served by the system generate roughly 30,000 gpd in sanitary waste and stormwater discharge. As usage of the system is influenced primarily by GCS, volumes are higher when school is in session.

Since the sewer system is relatively new, it does not have any major issues. Based on conversations with the Village DPW, the sewer plant could use some minor repairs, including new tanks and flooring. There are plans to make repairs to the system, as needed, but there are currently no plans to expand the system. To encourage development interest in the BOA study area, the Village may seek to explore expanding the existing sewer system.

**NATURAL GAS**

Roughly ten percent of the Village is supplied with natural gas lines supplied by National Grid. The Village’s DPW has explored expansion of the system; National Grid has indicated there is a limited gas supply. As shown in **Figure 11**, properties within the study area that are served by natural

gas lines include those with frontage on NYS Route 29/ Main Street (north of Church Street), Church Street, and portions of Salem Street and Washington Square.

The Village may consider revisiting conversations National Grid to expand the lines and increase service as a means to support new activities within the study area.

### HYDROELECTRIC FACILITIES

There are two hydroelectric facilities in the Village of Greenwich that began generating electricity in 1987: the Middle Greenwich Hydroelectric Project, and the Upper Greenwich Hydroelectric Project. Both facilities are permitted pursuant to Federal Energy Regulatory Commission (FERC) licenses (FERC Nos. 6903 and 6904, respectively) that were issued in 1986 and expire in 2026. Battenkill Hydro Associates, managed and operated by KEI (USA), acquired the two stations in 2009.

The Middle Greenwich Hydroelectric Project consists of the Middle Dam (described in greater detail in the **Natural Resources and Environmental Features** section), a nine-acre reservoir, a 150-foot-long power canal, a 150-foot by 20-foot powerhouse containing a 0.3 megawatt (MW) turbine-generator unit, a tailrace channel, generator leads, a transformer, a transmission line, and appurtenant facilities.

The facility has an authorized installed capacity of 0.3 MW.

The Upper Greenwich Hydroelectric Project consists of the Upper Dam (described in greater detail in the **Natural Resources and Environmental Features** section), flashboards, a reservoir with a normal water surface area of 20 acres, two intake gates, a 200-foot-long earth power canal, a 53-foot by 14-foot powerhouse containing two generating units with a 0.3 MW of capacity each, a transmission line, and appurtenant facilities. The facility has an authorized installed capacity of 0.6 MW.

On February 1, 2021, Battenkill Hydro submitted a Pre-Application Document (PAD) to file an application to renew their two FERC licenses by 2024. A virtual public meeting on the PAD was held in May 2021, and an in-person site visit to the two Greenwich hydroelectric facilities was held on August 24, 2021. Representatives from the Advisory Committee and consultant team attended these meetings. At the site visit, public comments on the PAD and requests for studies on the potential impacts of the relicensure. The Village of Greenwich submitted a comment letter and request for studies intended to ensure its consistency with the vision and goals of the Revitalization Plan and previously adopted plans.

## 3.9 NATURAL RESOURCES AND ENVIRONMENTAL FEATURES

### KEY TAKEAWAYS: NATURAL RESOURCES AND ENVIRONMENTAL FEATURES

- The Battenkill is a nationally renowned river that was fundamental to the historic development and growth of the Village and Town. Both physical and visual access to the river is minimal throughout the study area. Opportunities to improve this connection should be explored.
- The presence of three dams in the study area make navigating this section of the Battenkill in this area challenging.
- With unconfined aquifers, floodplains, and wetlands present in the study area, recommendations for the study area should minimize impacts to wetlands and groundwater and consider potential flood risk within the floodplain.
- Soils that are well suitable for a range of development types are mapped throughout most of the study area.
- Waterfront properties that have shallower slopes (e.g., below 15%) offer the greatest potential for waterfront access and revitalization.

### WATER BATTENKILL

The Battenkill is a 59-mile river that runs from Dorset, Vermont to the Hudson River (at the border of the Towns of Greenwich and Easton) and has been integral to the history of the Village and the Town. In the study area, the Battenkill is the boundary between the Town of Greenwich (to the north) and the Town of Easton (to the south).

The Battenkill is known nationally for its brown trout fishing. While the section of the Battenkill that runs through the study area is fished less, due in part to limited public access and the presence of multiple dams, for those in the know, it is a hidden gem for catching large trout.

All waters in New York State are assigned a letter classification that denotes their best uses. The Battenkill has two different classifications within the study area: west of the Middle Dam (discussed below) the Battenkill is a Class C waterbody; to the northeast it is a Class B(T) waterbody. The best usage of Class C waters is fishing. These waters are suitable for fish, shellfish, and wildlife propagation and survival. The water quality is considered suitable for primary and secondary contact recreation, although other factors may limit the use for these purposes. The best usages of Class B waters are primary and secondary contact recreation and fishing. These waters are be suitable for fish, shellfish and wildlife propagation and survival. The symbol (T) means that the classified waters are trout waters.

Based on the most recent NYSDEC aquatic biological monitoring data from sites located just west and east of the study area, the Battenkill is considered “non-impacted,” indicating that there is no evidence of water quality problems. Within the study area, the Battenkill is also classified in the National Wetland Inventory (NWI) as Riverine (R2UBH, R3UBH, and R5UBH), as well as Lake (L1UBHh).

Access to the Battenkill in the study area is limited to Rock Street Park to the west and the recently completed boat launch at the southern end of Cross Street. Between these two access points, however, are two dams, with no marked landward connections, should a boater choose to portage around the dam. West of the Cross Street launch is



a third dam, which, similarly has no landward public access, preventing boaters from continuing west along the Battenkill as it meanders through the Hamlet of Middle Falls. Additional information on the three dams located along this section of the Battenkill is provided below.

### Upper Dam

The Upper Dam is a 150-foot long, 11.5-foot high concrete dam located at the eastern end of the study area. The dam was constructed in the early 1900s. The dam features one-inch clear spaced angled trashracks and downstream fish bypass, which were installed by the dam's current hydroelectricity operator in coordination with NYSDEC and the U.S. Fish and Wildlife Service (USFWS).

### Middle Dam/ "Continental Dam"

The Middle Dam (State ID #242-0260) is located partially on the property of the Eddy Plow Works site. It is a concrete gravity dam that was constructed in 1902 for hydroelectric purposes. The dam is 275 feet wide and ten feet tall. The dam was most recently inspected by the NYSDEC in 2011 and is rated "Hazard Code B," denoting an intermediate downstream hazard potential in the event of dam failure. Similar to the Upper Dam, the dam features one-inch clear spaced angled trashracks and downstream fish bypass, which were installed by the dam's current hydroelectricity operator in coordination with NYSDEC and the U.S. Fish and Wildlife Service (USFWS). The Middle Dam is identified as the "Continental Dam" on the Federal Emergency Management Agency's (FEMA's) Flood Insurance Rate Maps (FIRMs).

Battenkill Hydro currently has a lease agreement with the owner of the Eddy Plow Works that allows access to the Middle Dam. The lease expires in 2027, covers liability concerns, requires Battenkill Hydro to partially pay property taxes, and has a provision that allows for the Eddy Plow Works property owner to terminate the lease before its 2027 expiration if the hydro operation is not operational for a period of three or more years.

Additional information on Battenkill Hydro, which currently leases the dam, is included in the **Infrastructure** section.

### Lower Dam/ "Golden Fleece Dam"

The Lower Dam (State ID #224-0271) is a concrete gravity dam located adjacent to the Dunbarton Mill site and was constructed in 1925. The dam is 255 feet wide and seven feet tall and, according to lore from previous employees from the former mill, has a hidden passageway allowing for access between the two sides of the river. The dam has not been inspected by the NYSDEC since 1970 and is also rated "Hazard Code B." The Lower Dam is identified as the "Golden Fleece Dam" on the FEMA FIRM.

### HARTSHORN BROOK

Hartshorn Brook runs between the Big Lots Plaza and Better Bee property, before crossing below Route 29 and continuing westward to the Battenkill. West of Meader Road, the stream generally runs along the rear property line of parcels fronting the south side of Main Street. This segment of the Brook (ID No. 941-211) is a Class C(T) waterbody, indicating that its best usage is fishing and that the classified water is trout waters.

Hartshorn Brook is also classified in the NWI as Riverine wetland R3UBH. The most recent NYSDEC aquatic biological monitoring data from a Hartshorn Brook site located to the north of the study area shows the water is "slightly impacted," indicating that, while water quality is usually not limiting to fish, shellfish, and wildlife survival, it may be limiting to fish propagation, especially sensitive coldwater fish taxa.

### FLY CREEK

Fly Creek traverses the southern portion of the Eddy Plow Works property before flowing into the Battenkill. This segment of the Creek (ID No. 941-214) is a Class C(T) waterbody, indicating that its best usage is fishing and that the classified water is trout waters. Fly Creek is classified in the NWI as Riverine wetland R3UBH and Freshwater Pond PUB/SS1Fh. The creek has a relatively low average summer water temperature, that could help regulate summer water temperatures in this area.

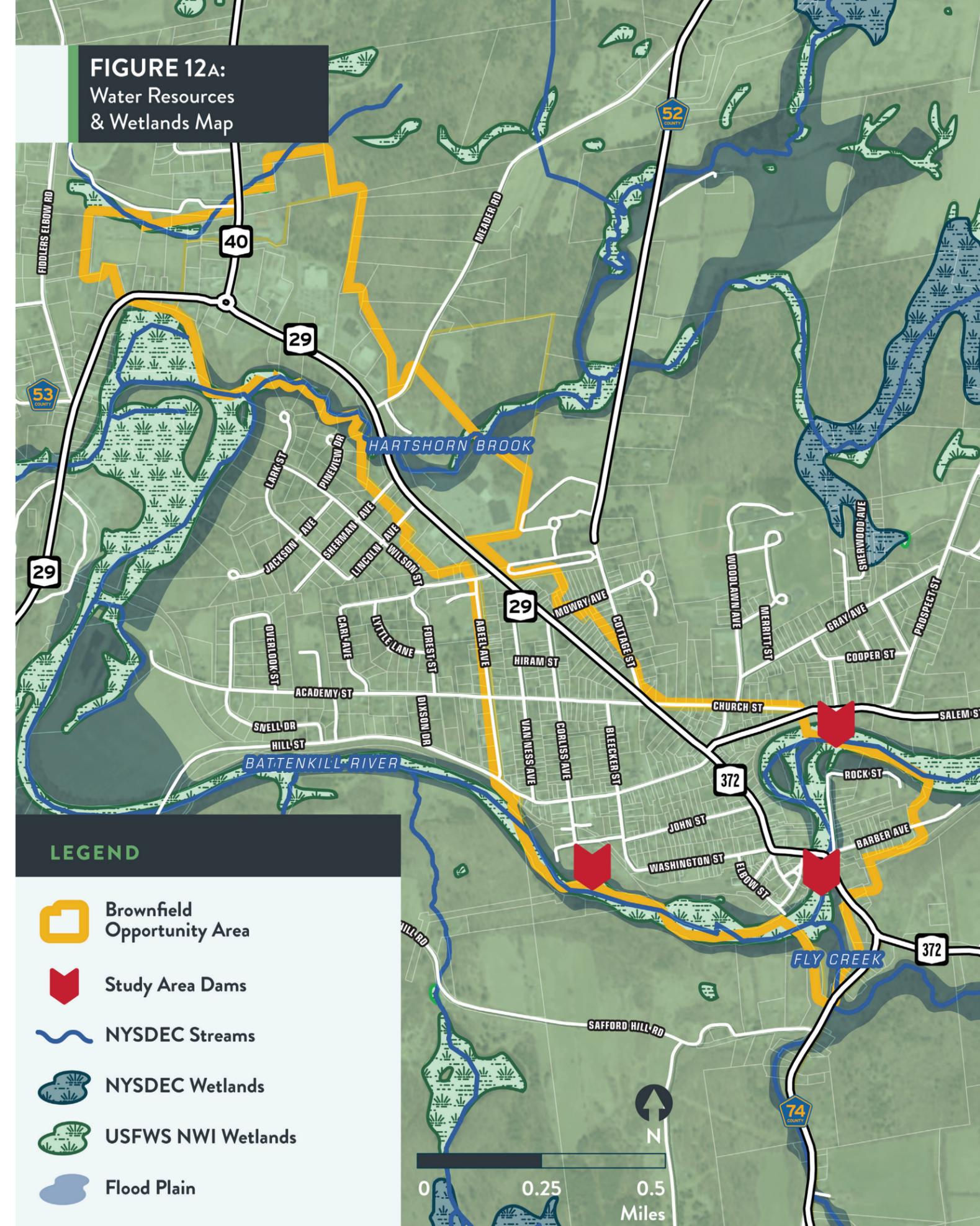
### WETLANDS

Wetlands are some of the most productive and diverse ecosystems in the world. They provide important habitat for a variety of species, contribute to water quality, and can also act as natural stormwater retention basins. NYSDEC and National Wetland Inventory (NWI) wetland datasets were reviewed to identify wetlands in the study area.

NYSDEC maps wetlands that, along with a 100-foot adjacent area, are regulated under the NYS Freshwater Wetlands Act. To be mapped by the NYSDEC, a wetland must be either a minimum of 12.4 acres or of unusual local importance. As shown in **Figure 12A**, there are no NYSDEC-mapped wetlands within the study area.

The U.S. Army Corps of Engineers (USACOE) also protects wetlands, irrespective of size, under Section 404 of the Clean Water Act. The Battenkill, Fly Creek, and Hartshorn Brook are both included in the National Wetlands Inventory (NWI), along with several additional wetlands, which are shown in **Figure 12A**. Most development within NWI-mapped wetlands requires a permit from the USACOE. The type of permit and level of review varies depending on the activity and associated wetland impact.

**FIGURE 12A:**  
Water Resources  
& Wetlands Map



As smaller, unmapped wetlands may be present on parcels within the study area, detailed site-specific wetland delineations would need to be conducted to confirm the degree to which wetlands are present. If deemed jurisdictional, unmapped wetlands can act as a constraint on future redevelopment initiatives.

### FLOODPLAINS

Floodplains have the potential for recurring inundation. Development within floodplains can cause a range of issues, including water quality impacts, structural damage from flood waters, and increasing flood elevations.

The portions of the study area that line the Battenkill, Fly Creek, and Hartshorn Brook are within the 100-year floodplain, as identified on the FEMA FIRMs (see **Figure 12A**). The Battenkill 100-year floodplain is designated “AE,” meaning that the base flood elevation (BFE) has been established. Within the study area, the BFE of the Battenkill 100-year floodplain ranges from a low of 314 feet in the west, to a high of around 343 feet at the eastern edge of the study area. The Fly Creek and Hartshorn Brook 100-year floodplains are designated “A,” which indicates that no BFE has been determined.

### AQUIFERS

It is important to understand the location and type of aquifers that underlie the study area, as development activities aboveground can have a detrimental effect on water quality within the aquifer. There are two primary types of aquifers: confined aquifers, which are characterized by groundwater located between two layers

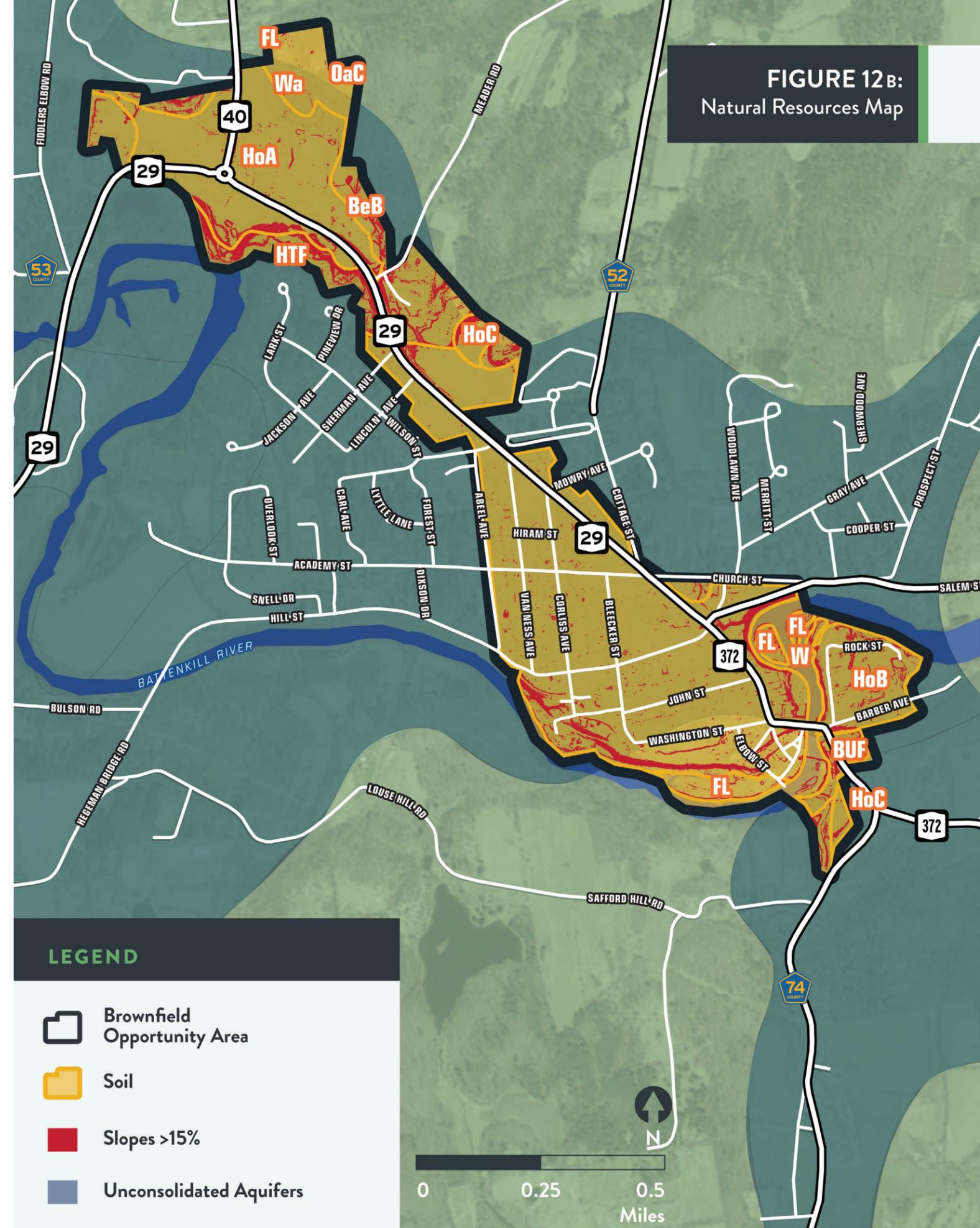
of impermeable material (e.g., clay); and unconfined aquifers, which do not have an upper confining layer and are instead bounded by the water table. Unconfined aquifers are particularly vulnerable to contamination.

**Figure 12B** shows the location of aquifers relative to the study area. As shown in the figure, with the exception of the area south of Washington Street, all of the study area is located above unconsolidated aquifers.

NYSDEC defines has three aquifer designations: “sole source aquifers” are designated by the USEPA as the sole or main source of drinking water for a community; “primary aquifers” are highly productive aquifers that are utilized as water supply sources for major municipal water supply systems; and “principal aquifers” are aquifers known to be highly productive or whose geology suggested abundant potential water supply, but which are not currently intensively used as water supply sources for major municipal systems. Based on NYSDEC guidance, certain unconfined aquifers are considered principal aquifers depending on their yield. The unconfined aquifers that are located below the study area are not considered sole source or primary aquifers. A portion of the study area located to the south of the Battenkill (including the former Eddy Plow Works site) is identified as having a yield of 10-100 gallons per minute and, therefore, is considered a principal aquifer. The Village’s water supply wells are within the principal aquifer.

Contaminated properties, erosion, and runoff within these areas have the potential to adversely impact groundwater and protection of groundwater resources must be considered in any revitalization recommendation.

**FIGURE 12B:**  
Natural Resources Map



## SOIL

Based on a review of USDA Natural Resources Conservation Service (NRCS) soils data, there are 11 soil types mapped in the study area, which are presented in **Figure 12B**. As shown in the figure, “Hoosic gravelly sandy loam” (indicated with HoA, HoB, and HoC labels) are the predominant type found in the study area, representing over 80 percent of the area.

**Table 4** summarizes the suitability of each of the soil types found in the study area for a range of development types, using information from the USDA NRCS Web Soil Mapper. “Not limited” indicates that the soil has features that are very favorable for the specified use. “Somewhat limited” indicates that the soil has features that are moderately favorable for the specified use (i.e., soil limitations can be overcome or minimized by special planning, design, or

installation). “Very limited” indicates that the soil has one or more features that are unfavorable for the specified use, and that the limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures.

As shown in the table, of the study area soils, HoA, HoB, and HoC – which are the most prevalent in the study area – are also suitable for the greatest variety of uses, including residential, commercial, and passive recreation. These soils are not suitable for playgrounds, however, due largely to their gravel content. Nassau shaly silt loam (NAC), which is present on the current Better Bee property and the rear of the Big Lots Plaza (representing a combined 3.7% of the study area) is not favorable to most land uses, due largely to its shallow depth to bedrock (less than two feet).

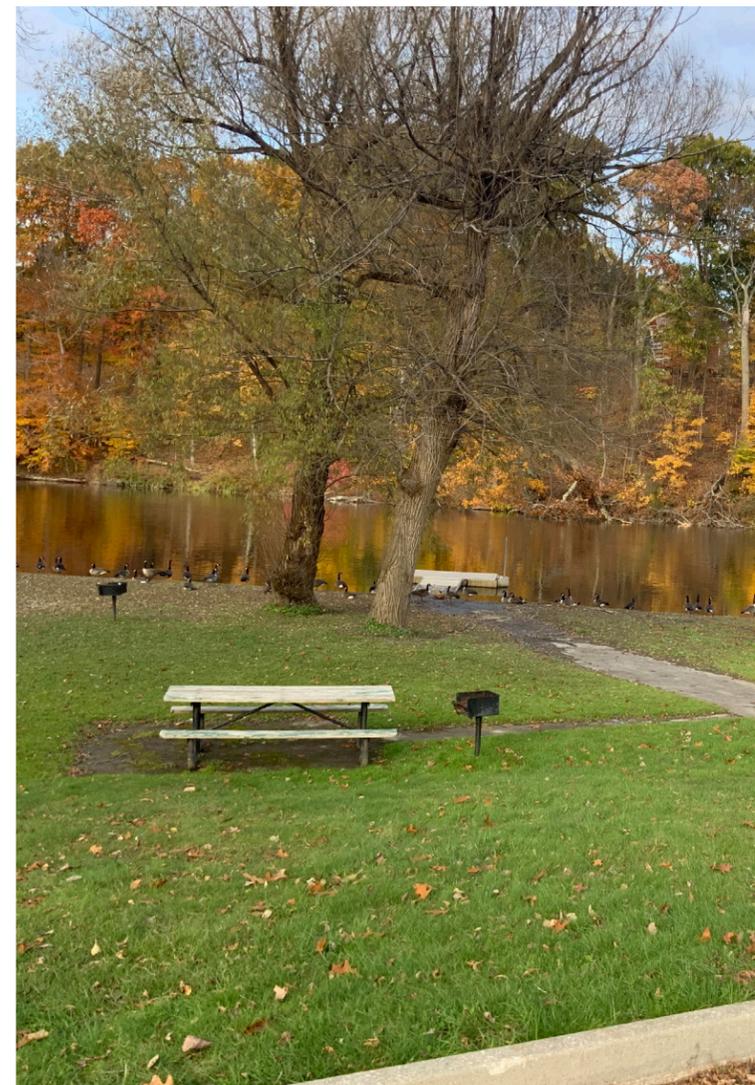
**TABLE 4: SOIL SUITABILITY FOR DEVELOPMENT**

SOIL TYPE	PERCENTAGE OF STUDY AREA (%)	DWELLINGS		RECREATION			SMALL COMMERCIAL BUILDINGS
		WITH BASEMENTS	WITHOUT BASEMENTS	PLAY-GROUNDS	PICNIC AREAS	PATHS AND TRAILS	
BeB	1.3	Very Limited	Somewhat Limited	Somewhat Limited	Somewhat Limited	Somewhat Limited	Somewhat Limited
BUF	1.6	Very Limited	Very Limited	Very Limited	Very Limited	Very Limited	Very Limited
FL	3.5	Very Limited	Very Limited	Very Limited	Very Limited	Very Limited	Very Limited
HoA	71.3	Not Limited	Not Limited	Very Limited	Somewhat Limited	Not Limited	Not Limited
HoB	7.4	Not Limited	Not Limited	Very Limited	Somewhat Limited	Not Limited	Somewhat Limited
HoC	1.2	Somewhat Limited	Not Limited	Very Limited	Somewhat Limited	Not Limited	Very Limited
HTF	3.1	Very Limited	Very Limited	Very Limited	Very Limited	Very Limited	Very Limited
NAC	3.7	Very Limited	Very Limited	Very Limited	Very Limited	Somewhat Limited	Very Limited
OaC	3.6	Somewhat Limited	Somewhat Limited	Very Limited	Somewhat Limited	Somewhat Limited	Very Limited
Sa	1.2	Very Limited	Very Limited	Very Limited	Very Limited	Very Limited	Very Limited
Wa	1.5	Very Limited	Very Limited	Very Limited	Very Limited	Somewhat Limited	Very Limited

Notes: Based on USDA NRCS Web Soil Mapper data; excludes portions of the project site that are mapped with “Water.”

## SLOPES

Understanding the location of steep slopes can help identify the most appropriate use or form of development, with steep slopes more susceptible to erosion than flatter slopes. Slopes greater than 15 percent are shown in **Figure 12B** and are considered very steep, limiting their development potential. Within the Town portion of the study area, properties on the south side of NYS Route 29 west of Sherman Avenue, as well as properties on the north side of NYS Route 29 between Meader Road and the Big Lots Plaza are characterized by steep slopes. Within the Village portion of the study area, steep slopes are generally present on waterfront properties, including properties along the west side of Rock Street, east side of Main Street north of John Street, and south side of John Street. South of Bridge and Washington Streets, steep slopes are generally located slightly inland from the waterfront, offering greater potential for waterfront access.



## 3.10 ECONOMIC & MARKET ANALYSIS

### KEY TAKEAWAYS: ECONOMIC & MARKET ANALYSIS

- With demand for housing in the surrounding area growing and expected to continue to do so, there is an opportunity in the study area to capture this increased demand.
- It is estimated that 60 additional housing units will be needed in the Village and 409 additional housing units will be needed in the Town by 2040.
- New housing demand should focus on diversification of the current housing stock, with a projected increased demand for rental housing, townhomes, and smaller lot single family housing.
- Demand for additional office space in the study area is limited.
- If Greenwich could recapture just five percent of the County’s retail leakage, it is estimated that approximately 45,400 square feet of new retail space would be warranted.
- Greenwich could capture 1-5% of the Capital Region’s projected demand for food and beverage service space, which amounts to about 2,550 – 12,750 square feet over the next decade.
- There is potentially unmet demand for a hotel in the area, which should continue to be monitored and explored for viability in the future.

Preparing a market analysis ensures that market-based considerations are factored into recommendations. A market analysis was prepared for the study area to identify trends and potential opportunities locally and regionally. The analysis incorporates data on the housing, office, retail, and hospitality industries and incorporates insight provided by interviewed local stakeholders.

## HOUSING

The housing market analysis evaluates the market for various types of housing and price points in the current Greenwich housing market and also provides projections for the future housing market. Using Census data, as well as ESRI Business Analyst and Envision Tomorrow software, the market analysis compares existing rental and owner housing unit supply with the demand of households today, and by 2040.

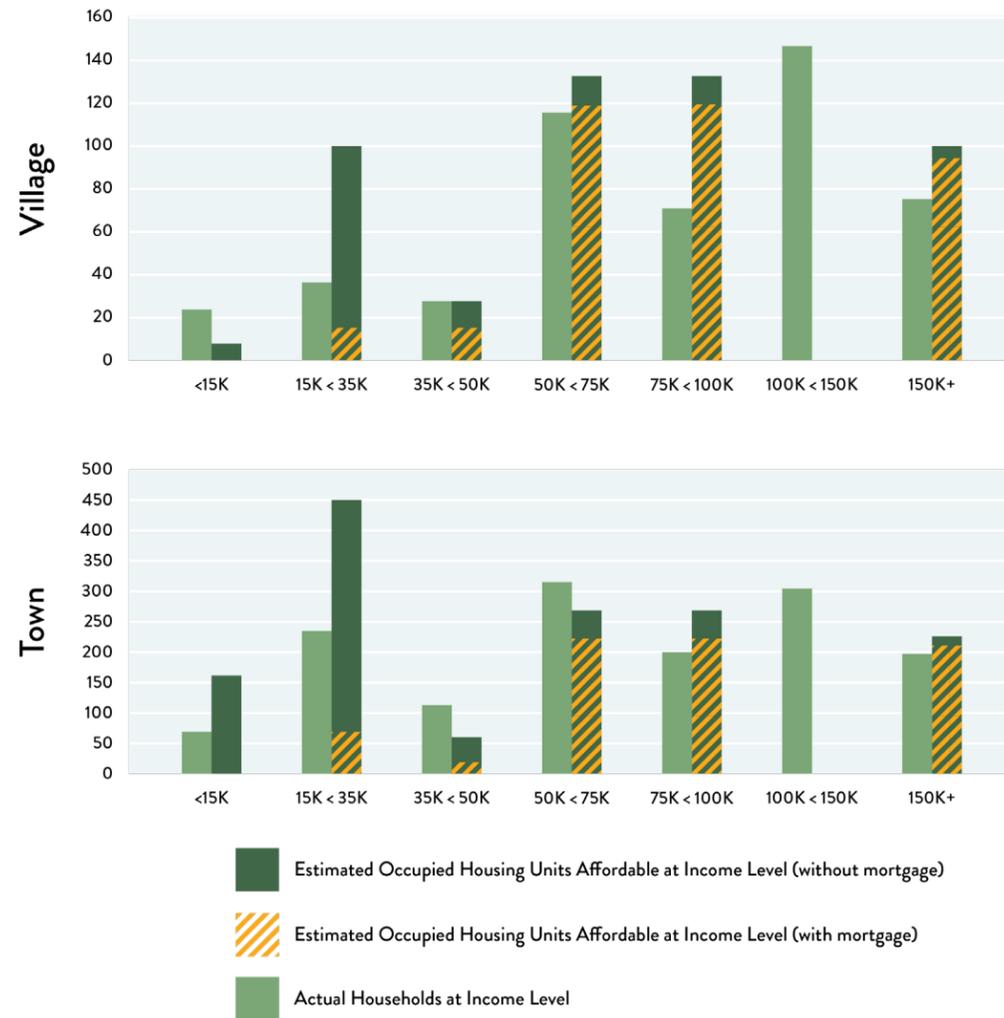
### OWNER-OCCUPIED HOUSING

Owner-occupied housing represents the majority of housing in the study area, Village, and Town, and is largely comprised of single-family housing. Comparing monthly

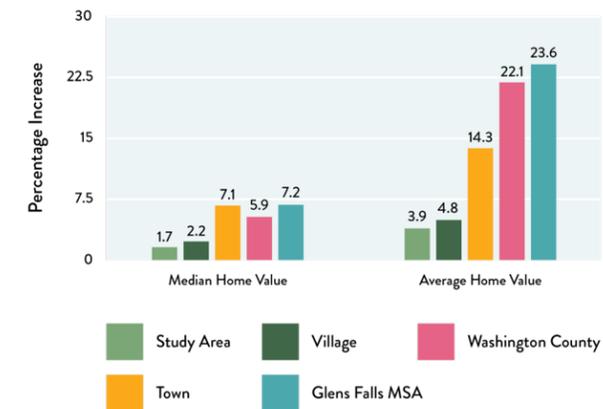
housing costs with household income levels, over ¾ of owner-occupied households have monthly costs that are considered “affordable” (defined as less than 30% of monthly income). Over 10% of owner-occupied households have monthly housing costs equal to 30-50% of their income, while just under 10% of owner-occupied households have monthly costs that exceed 50% of their monthly income (“severely unaffordable”).

Owner household incomes were compared with occupied units affordable by income level to identify current gaps in the market. Notably, in the Village, there is an insufficient supply of owner-occupied housing for households earning

**Comparing Owner Household Incomes with Occupied Units Affordable at Each Income Level**



**Projected Change in Home Values (2020-2025)**



under \$15,000, while there is an oversupply of housing affordable to households earning more than \$15,000. Conversely, in the Town, there is an insufficient supply of owner-occupied housing for households earning over \$35,000, while there is an oversupply of owner-occupied housing for households earning under \$35,000.

Looking at recent trends, many interviewed stakeholders indicated the high demand for housing in Greenwich. This increasing demand, which existed before the pandemic,

has been exacerbated over the past year with the influx of residents moving to the region (refer to graph below). Increased demand is elevating local sales prices, making it increasingly difficult for first-time homebuyers to enter the market. Based on a review of study area home sales data from April 2020-March 2021, the median and average sales price were \$141,400 and \$150,425, respectively. ESRI Business Analyst data project median and average home values in the study area to increase by 1.7% and 3.9%, respectively, which is less than the increases projected in the greater Village, Town, County, and Glens Falls MSA.

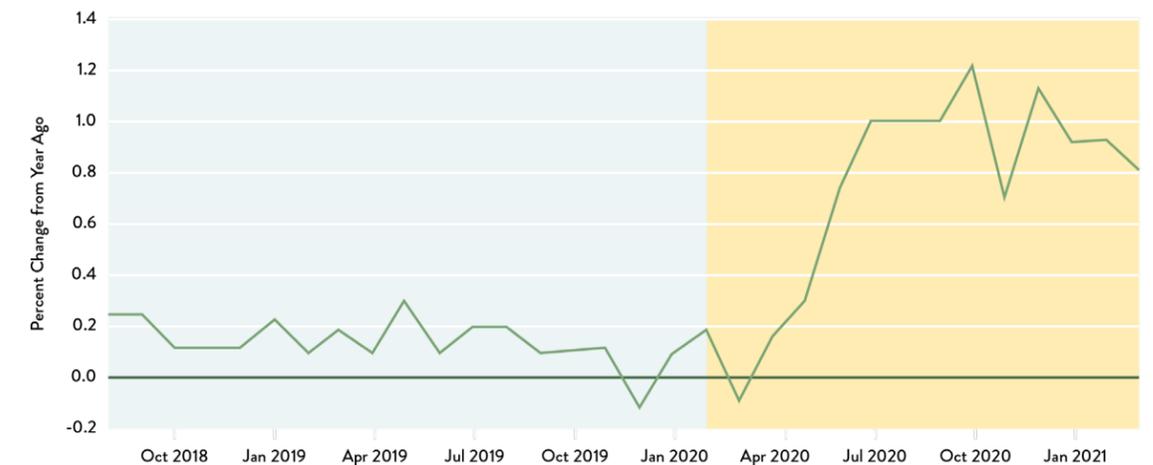
### RENTER-OCCUPIED HOUSING

The higher home purchase prices are resulting in increased demand for the study area’s limited supply of rental housing (less than 200 renter-occupied housing units). In contrast with housing prices, the median contract rent in the study area is 7% and 10% higher than in the greater Village and Town, respectively. As a result, a higher percentage of study area residents (over 21%) are paying more than 50% of their income towards rent.<sup>3</sup>

Renter household incomes were compared with occupied units affordable by income level to identify current gaps in the rental housing market. The disconnect is most pronounced in the Village, where households earning between \$35,000 and \$50,000 are the only cohort with sufficient rental housing stock availability.

<sup>3</sup> ESRI Business Analyst

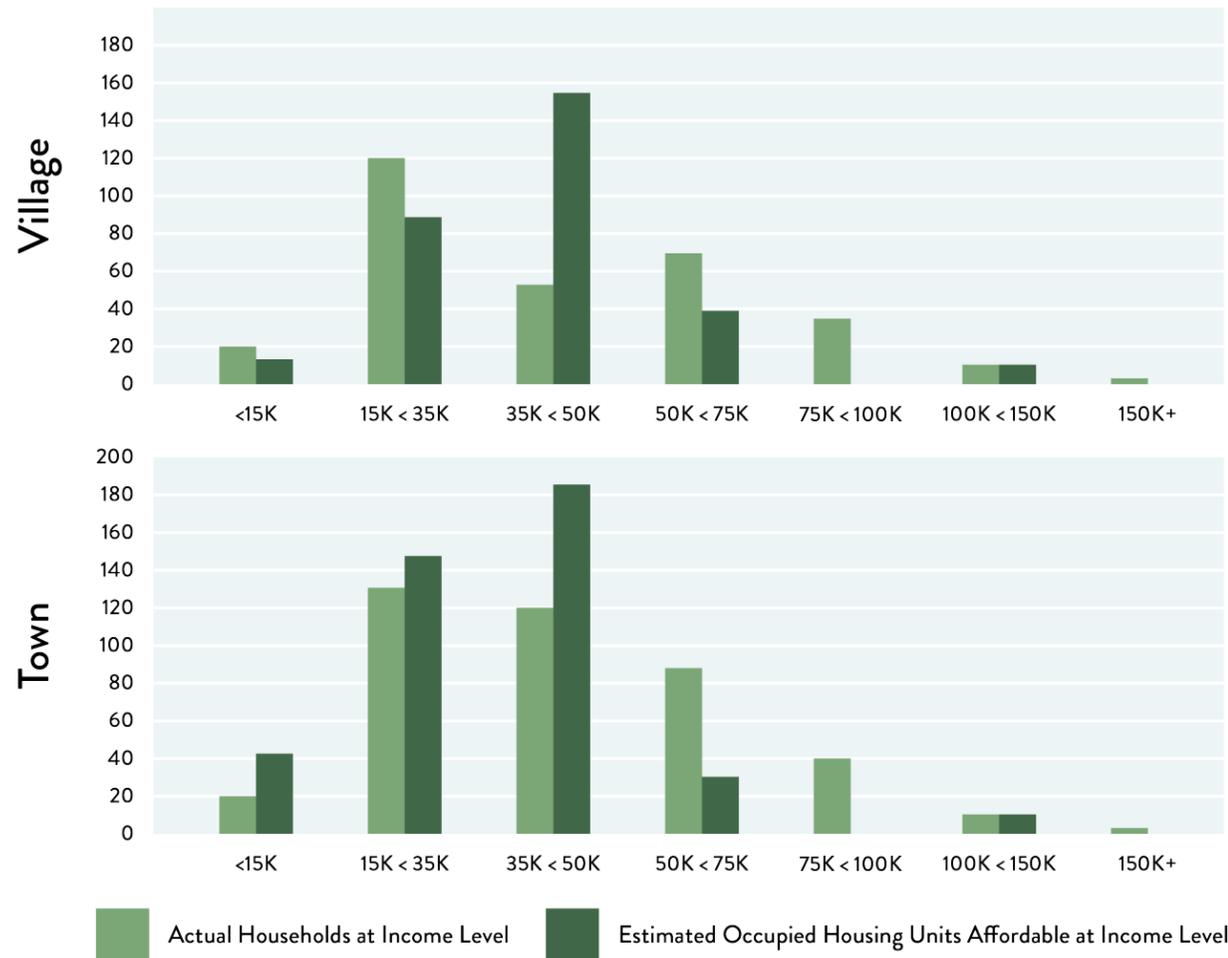
**Market Hotness | Listing Views per Property in Washington County, NY**



\* U.S. recessions are shaded; the most recent end date is undecided

Source: Realtor.org | fred.stlouisfed.org

## Comparing Rental Household Incomes with Occupied Units Affordable at Each Income Level



Finding these rentals is even more difficult: based on a review of craigslist, Zillow, Facebook marketplace, and realtor.com listings in March, there were only three apartments listed for rent in the study area. Interviewed stakeholders noted that this difficulty finding rentals may also preclude newcomers – potentially interested in renting before purchasing a home – from moving to the area.

### FUTURE HOUSING SUPPLY GAPS

Envision Tomorrow software was used to project future housing demand and supply to identify future (2040) gaps in the Village and Town housing market. Growth projections used in this analysis developed based on household size trends at the Village and Town level, and County level projections developed by Cornell Program on Applied Demographics (PAD). These projections account for changes in resident age and associated housing needs, as well as obsolete housing stock.

### 2040 VILLAGE HOUSING DEMAND

In the Village, it is anticipated that there will be demand for an additional 60 housing units. Notably, 55 of the 60-unit incremental housing demand (90%) comprises rental housing, a marked departure from the current predominantly owner-occupied housing stock in the Village. Most (over 90%) of the incremental rental housing demand is expected to be generated by the senior population (ages 65+). This age bracket generally prefers one-level, smaller units. There is the greatest need for rental housing

for households making between \$15,000 and \$35,000, equating to a monthly housing cost of \$375-\$875. In terms of preference by housing type, there is expected to be an increased preference for small-lot single family housing and townhomes, while the preference for standard large lot single family housing and multi-family housing is expected to decrease.

**TABLE 5:  
VILLAGE'S 2040 INCREMENTAL HOUSING DEMAND  
BY INCOME LEVEL & TENURE**

HOUSEHOLD INCOME	< \$15K	\$15K - \$35K	\$35K - \$50K	\$50K - \$75K	\$75K - \$100K	\$100K - \$150K	\$150K+	TOTAL
<b>RENTAL HOUSING NEEDS</b>								
Target Monthly Rent + Utilities (30%)	< \$375	\$375-\$875	\$875-\$1,250	\$1,250-\$1,875	\$1,875-\$2,500	\$2,500-\$3,750	\$3,750+	-
Target Rental Units Needed to Meet Projected Demand	11	54	-	2	4	5	-	55
Surplus Rental Units	-	-	28	-	-	-	-	-
<b>OWNER HOUSING NEEDS</b>								
Target Affordable Home Value (250%)	< \$37,500	\$37,500-\$87,500	\$87,500-\$125,000	\$125,000-\$187,500	\$187,500-\$250,000	\$250,000-\$375,000	\$375,000+	-
Target Owner Units Needed to Meet Projected Demand	18	-	10	-	3	22	-	5
Surplus Owner Units	-	35	-	9	2	-	22	11

**2040 TOWN HOUSING DEMAND**

In the Town, it is anticipated that there will be demand for an additional 409 housing units. Demand is expected to be more evenly split between rental units (42%) and owner-occupied units (58%). The income brackets that are expected to have the greatest excess demand for rental housing are households making \$35,000 to \$75,000. Unlike the Village, the cohort with the largest rental housing demand is expected to be those in the 25-34 age bracket. In terms of owner-occupied housing demand in

the Town, demand is projected to be greatest for senior households (who typically prefer single-level living), and households making between \$35,000 and \$50,000. Similar to the Village, by 2040 there is expected to be an increased preference for small-lot single family housing and townhomes, while the preference for standard large lot single family housing and multi-family housing is expected to decrease.



**TABLE 6:  
TOWN'S 2040 INCREMENTAL HOUSING DEMAND  
BY INCOME LEVEL & TENURE**

HOUSEHOLD INCOME	< \$15K	\$15K - \$35K	\$35K - \$50K	\$50K - \$75K	\$75K - \$100K	\$100K - \$150K	\$150K+	TOTAL
<b>RENTAL HOUSING NEEDS</b>								
Target Monthly Rent + Utilities (30%)	< \$375	\$375-\$875	\$875-\$1,250	\$1,250-\$1,875	\$1,875-\$2,500	\$2,500-\$3,750	\$3,750+	-
Target Rental Units Needed to Meet Projected Demand	9	36	55	48	7	18	-	173
Surplus Rental Units	-	-	-	-	-	-	-	-
<b>OWNER HOUSING NEEDS</b>								
Target Affordable Home Value (250%)	< \$37,500	\$37,500-\$87,500	\$87,500-\$125,000	\$125,000-\$187,500	\$187,500-\$250,000	\$250,000-\$375,000	\$375,000+	-
Target Owner Units Needed to Meet Projected Demand	47	-	222	12	46	35	-	236
Surplus Owner Units	-	140	-	1	-	-	13	-

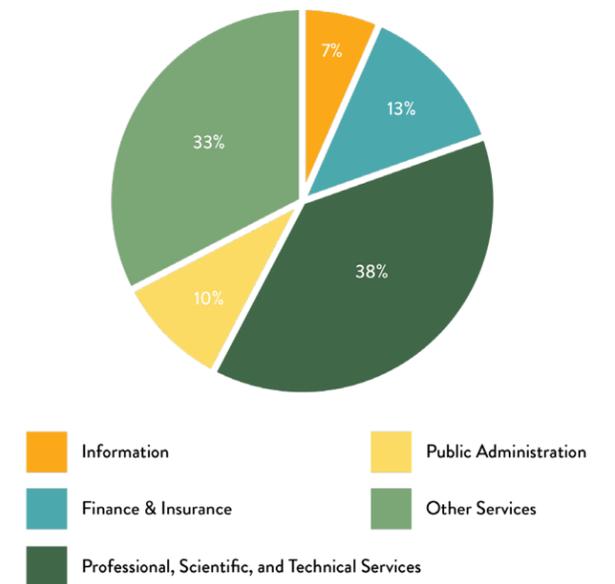
**OFFICE  
CURRENT OFFICE MARKET**

ESRI Business Analyst data indicate that there are currently 408 jobs in the study area, 23% of which are in office utilizing industries. This is generally consistent with the percentage of Village residents employed in office-utilizing industries (20% based on 2019 ACS data). Office jobs in the study area are generally smaller (with an average of 3.3 employees per business) and are mostly (71%) jobs in professional, scientific, and technical services or other services. In addition, 6.5% of Village residents and 7.9% of Town residents are self-employed (compared to 5.7% in NYS and 5.9% nationally).

**PROJECTED EMPLOYMENT CHANGES**

EMSI data was reviewed to identify projected changes in employment by 2030. Employment in Zip Code 12834 (which encompasses the study area) is expected to remain relatively unchanged over the next decade, indicating minimal demand for new office space. Given trends being seen nationally and regionally in the office market with the shift to remote work, the Village could explore potential coworking facilities, which cater to smaller businesses, remote workers, and self-employed workers; however, the scale of any such facility should be limited and potentially ancillary to another use (e.g., accommodation or residential) given local employment projections.

**Jobs in Office-Utilizing Industries**





## RETAIL

For the retail market analysis, the ESRI Business Analyst “Leakage/Surplus Factor” was evaluated. This calculation measures the balance between retail business supply (sales) and demand, calculated based on area households’ spending on retail goods. The Leakage/Surplus factor is a method of identifying business opportunity. **Table 7** presents the leakage/surplus factor by business type for the study area and comparison geographies. Surpluses are indicated with negative numbers, while leakages are indicated with positive numbers. Leakages indicate that residents are leaving the area to seek certain goods and services, while surpluses indicate that residents from outside are coming to the study area seeking the goods/service.

At the County level, retail demand is approximately \$775.7 million, compared to \$503 million in sales at the County level, showing a net leakage of approximately \$272.6 million outside of the County. If Greenwich could recapture just 5% of the County’s retail leakage, it is estimated that approximately 45,400 square feet of retail space would be warranted.

Looking more specifically at retail sectors:

- Several retail sectors are non-existent within the study area, Village, and Town and experiencing high leakage within the County, including home furnishing stores, shoe stores, and jewelry/luggage/leather goods stores. Tarding new businesses in these sectors may be risky, but would have no competition locally and little to no competition within the County.
- Two retail sectors that are non-existent within the study area, Village, and Town that are experiencing a surplus within the County: furniture/home furnishing stores and furniture stores. New shops in these retail categories could easily capture some local demand; however, they would not necessarily attract customers from outside of Greenwich.

- Two retail sectors are experiencing high leakage in Greenwich and the County: clothing/accessories stores and clothing stores. Expansion of these existing businesses will likely be less risky as compared to opening a new business, while facing only limited competition within the County.
- One retail sector is experiencing high leakage in Greenwich, while having a high surplus within the County: lawn/garden equipment/supply stores. Expansion of these existing businesses could capture some demand from Greenwich residents due to their convenient location, but may face stiff competition from establishments outside of the Village and Town.
- Two retail sectors are experiencing surplus in Greenwich and leakage at the County level: used merchandise stores and non-store retailers. While these businesses are outperforming the needs of local residents, there is additional untapped demand for these goods from County residents. These existing businesses could expand by marketing to the greater County.
- Two retail sectors are experiencing surplus within Greenwich and the greater County: automotive parts/accessories/tire stores and direct selling establishments. These are the existing retailers for whom the Village, Town, and County should consider crafting retention strategies.

As shown in **Table 7**, there is an unmet demand for restaurants locally and in the greater County that these new businesses can serve. Based on an analysis of the growth in employment in the food and drinking service industry sub-sector, there is an estimated demand for 255,000 square feet of food and drinking service space for the entire Capital Region over the next ten years. It is estimated that Greenwich could capture between one and five percent of the Capital Region’s demand for food and beverage service space, which amounts to about 2,550 – 12,750 square feet over the next decade.

**TABLE 7: LEAKAGE/SURPLUS FACTOR BY RETAIL BUSINESS TYPE**

RETAIL BUSINESS TYPE	STUDY AREA	VILLAGE	TOWN	WASHINGTON COUNTY
Motor Vehicle and Parts Dealers	-72.3	70.8	-42.4	27.2
Automobile Dealers	-74.7	100.0	-42.2	43.9
Other Motor Vehicle Dealers	100.0	100.0	19.9	-22.1
Auto Parts/Accessories/Tire Stores Furniture/Home Furnishing Stores	-65.7	-36.4	-63.0	-21.2
Furniture/Home Furnishing Stores	100.0	100.0	100.0	-33.2
Furniture Stores	100.0	100.0	100.0	-58.7
Electronics & Appliance Stores	67.8	35.7	46.5	63.6
Home Furnishings Stores	100.0	100.0	100.0	80.7
Building/Garden Equip/Supply Stores	40.6	58.9	60.0	-13.6
Building Material/Supplies Dealers	37.5	55.9	57.0	-10.2
Lawn/Garden Equip/Supply Stores	86.8	100.0	100.0	-37.0
Food and Beverage Stores	-3.1	52.3	-53.3	3.9
Grocery Stores	3.0	46.2	-57.0	-0.6
Specialty Food Stores	-19.9	100.0	29.1	42.3
Beer/Wine/Liquor Stores	-32.3	100.0	-26.3	44.0
Health and Personal Care Stores	72.2	85.9	-10.4	26.0
Gasoline Stations	5.8	49.2	51.4	33.0
Clothing/Accessories Stores	99.8	100.0	100.0	83.1
Clothing Stores	99.7	100.0	100.0	90.0
Shoe Stores	100.0	100.0	100.0	100.0
Jewelry/Luggage/Leather Goods Stores	100.0	100.0	100.0	51.1
Sports/Hobby/Book/Music Stores	88.4	100.0	79.1	35.3
Sports/Hobby/Musical Instrument Stores	100.0	100.0	100.0	34.9
Book Stores & News Dealers	45.1	100.0	15.2	37.1
General Merchandise Stores	0.4	100.0	-31.7	50.3
Department Stores excluding Leased Departments	-21.5	100.0	-49.4	57.5
Other General Merchandise Stores	84.1	100.0	58.3	40.2
Miscellaneous Store Retailers	34.9	27.1	18.1	25.0
Florists	-8.1	35.4	39.8	-0.3
Office Supply/Station/Gift Stores	42.1	-0.5	12.6	61.8
Used Merchandise Stores	-32.0	-31.7	-35.0	22.4
Other Miscellaneous Store Retailers	100.0	100.0	48.5	16.0
Non-store Retailers	-92.1	-80.9	-80.6	1.0
E-Shopping & Mail-Order Houses Vending Machine Operators	100.0	100.0	100.0	92.0
Vending Machine Operators	100.0	100.0	100.0	100.0
Direct Selling Establishments	-98.6	-96.3	-96.6	-68.8
Food Services & Drinking Places	20.1	14.8	16.9	45.2
Special Food Services	-49.9	100.0	-5.4	80.4
Drinking Places-Alcohol	-13.4	16.0	35.4	34.9
Restaurants/Other Eating Places	33.5	12.3	17.2	44.4

Source: ESRI Business Analyst (2017)

## HOSPITALITY AND TOURISM

The COVID-19 pandemic was both a disruption and a turning point for tourism in Upstate New York. With not a single hotel in the County, the initial disruptions did not have the same impacts on occupancy tax revenue as seen in neighboring counties and well-known destinations. Conversely, the increased demand for day trips, interstate travel, and outdoor activities spurred new interest in Washington County and its many agritourism offerings. Demand for Airbnb and other house rentals increased exponentially: Washington County receiving \$120,000 in bed tax from Airbnb in 2020 alone and County projections that bed tax revenue will double by next year.

To identify the potential hotel market, Smith Travel Research data was reviewed for a 20-mile radius around Greenwich. Determinants for additional hotel demand include occupancy rates and revenue, with standard thresholds of occupancy rates exceeding 60% and rising room rates and revenue indicating the potential for additional hotel demand. Within the 20-mile study area, average annual occupancy rates during the 2014-2019 period ranged from a low of 59% to a high of 64%; due to the COVID-19 pandemic and associated travel restrictions and temporary hotel closures, the occupancy rate decreased to 50% in 2020. In terms of average daily hotel rates and revenue per room, both of these indicators increased between 2014 and 2019 (to \$149 and \$89, respectively). Similar to the occupancy rate trend, both of these indicators took a hit in 2020 due to the pandemic, decreasing to \$135 and \$69, respectively.

Excluding the 2020 data outliers, these indicators suggest that the area is on the verge of needing more hotels and should continue to be evaluated, moving forward.

**TABLE 8: HOTELS WITHIN 20 MILES OF GREENWICH (2021)**

HOTEL CLASS	NUMBER OF HOTELS IN CLASS	TOTAL ROOMS IN CLASS
Economy	13	453
Luxury	7	338
Midclass	10	411
Upper Midclass	9	799
Upper Upscale	4	546
Upscale Hotels	7	631
<b>TOTALS</b>	<b>50</b>	<b>3,178</b>



### 3.11 STRATEGIC SITES

**17 STRATEGIC SITES** were identified, which offer economic, environmental, and community benefits to help realize the vision of this plan.

The Advisory Committee reviewed the inventory of brownfield, abandoned, vacant, and underutilized sites and prioritized “Strategic Sites.” In total, 17 strategic sites were identified, which offer economic, environmental, and

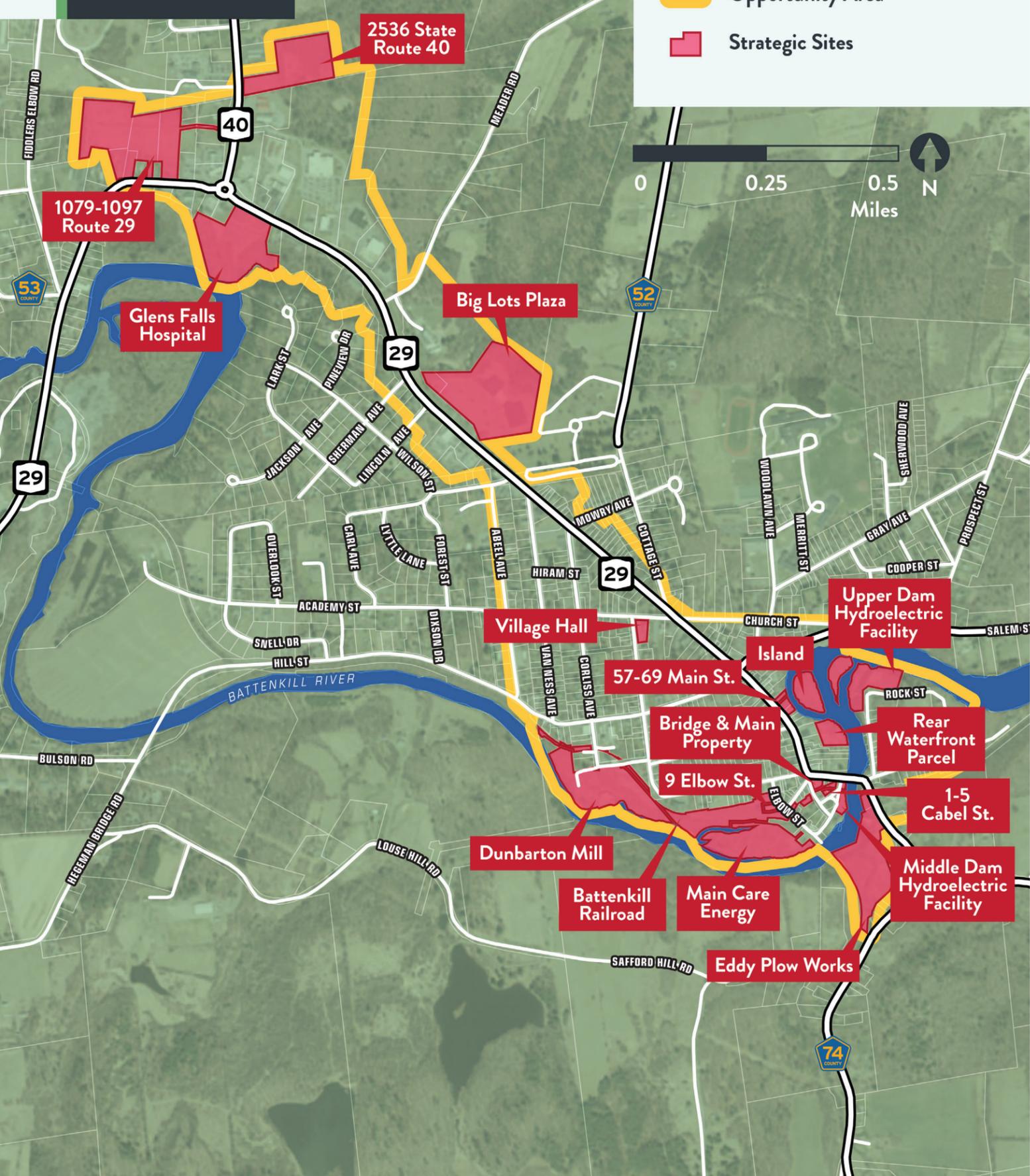
community benefits to help realize the vision of this plan. A map of the strategic sites is provided in **Figure 13**. A description of the sites and the process used to identify the sites is provided below.

**LEGEND**

-  Brownfield Opportunity Area
-  Strategic Sites



**FIGURE 13:**  
Strategic Sites Map



**SUBCOMMITTEE STRATEGIC SITES**

As a first step in strategic site identification, the three subcommittees identified strategic sites for their geographic focus areas. The considerations varied based on subcommittee goals and priorities. In all instances, the consultant team and/or Advisory Committee conducted outreach to the property owners prior to including the sites as strategic sites in the Plan.

**DUNBARTON MILL**

The former Dunbarton Mill site was one of the key sites that spurred the Village and Town's NYS DOS BOA Nomination funding request. The site has been the subject of ongoing planning, community interest, and environmental studies and the Village has been actively pursuing acquiring the site through eminent domain since 2016. The site is notable in its size (nine acres), waterfront location, and development potential. The Village is interested in prioritizing the site for redevelopment through an RFP process, once acquired.

**ROUNDBABOUT/GATEWAY**

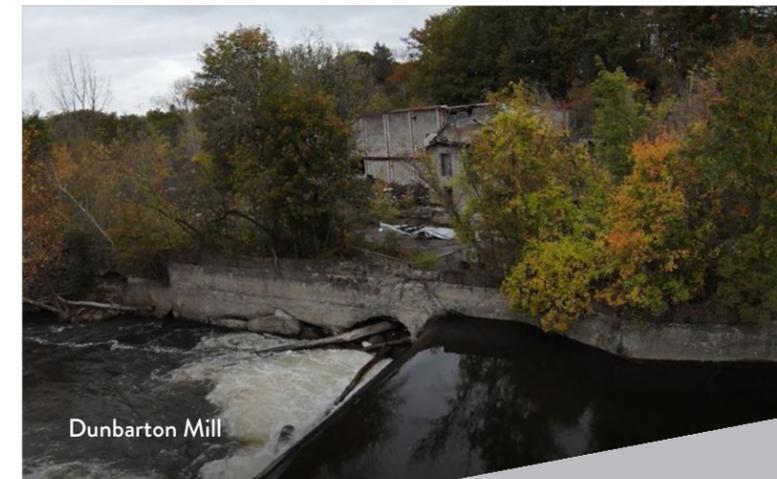
The Roundabout/Gateway subcommittee took a two-step process to identify strategic sites in this focus area:

- All abandoned, underutilized, vacant, and brownfield sites in the area were reviewed and discussed and prioritized based on their location, developable area, and potential to carry out the vision for the area (notably, mixed-use infill development).
- All property owners with priority sites were contacted to understand their long-term plans for the properties and their openness to infill development.

A description of the four strategic sites that were identified based on this process is provided below.

**Glens Falls Hospital**

The property at 1134 Route 29 (Parcel No. 228.-3-14.3) totals over nine acres, and a portion of the site is currently occupied by a Glens Falls Hospital medical office building. The existing building was constructed after the Town adopted its current zoning and reflects the zoning's intent to minimize front setbacks. The site is strategically located adjacent to the well-travelled Route 29/Route 40 gateway and the Hannaford supermarket. While partially developed, the site has additional development potential: the existing building's 2007 site plan approval included an additional one-story office building on the site, which has yet to be constructed. The subcommittee selected this property as a strategic site given this history, the property owner's openness to exploring infill development potential, and the opportunity to introduce a greater mix of uses on this conveniently located property.



Dunbarton Mill



Glens Falls Hospital



### Big Lots Plaza

Big Lots Plaza is located at 1251 State Route 29 (Parcel No. 229.-1-27.2) and is notable in its size (over 15 acres) and location along the border of the Village. The plaza was previously a well-frequented commercial shopping center with a Grand Union Supermarket (prior to the development of the current Hannaford supermarket) and KMart. While the building on the property is still largely occupied, the site is underutilized, with a large, paved parking lot occupying most of the property. The property owner has been actively advertising a land lease on the site and is interested in bringing in additional commercial activity.



### 1079 - 1097 Route 29

The 1079-1097 Route 29 strategic site comprises seven separate parcels under current ownership that surround the Greenwich Ford business at the Route 29/Route 40 gateway. The combined site totals approximately 15 acres and is unique in its shared ownership and development potential. The majority of the site is currently vacant, with three active uses on the site: two residences, and the Middle Falls Post Office. The subcommittee selected this property as a strategic site given its size, development potential, and key location, as well as the property owner's interest in developing the site.



### 2536 State Route 40

The property at 2536 State Route 40 (Parcel No. 228.-3-8) totals 7.8 acres and is currently listed for sale. The site contains one residential structure in the rear portion of the property. The strategic site offers the opportunity to explore mixed-use development along a well-traveled corridor and adjacent to the Hannaford supermarket plaza.



## WATERFRONT

With much of the Village's waterfront frontage split between narrow parcels and multiple property owners, the waterfront subcommittee identified strategic sites in this focus area based on their size, their potential to provide key connections needed to carry out the waterfront greenway vision, and the property owner's openness to potential future public access. A description of the five strategic sites identified by the waterfront subcommittee is provided below.

### Upper Dam Hydroelectric Facility

The Upper Dam Hydroelectric facility comprises the property located at 40 Rock Street (Parcel No. 237.6-2-4.1). The five-acre property is occupied by the hydroelectric facility, which is not currently operational and also includes an island in the Battenkill. The property abuts Rock Street Park and is largely vacant, with only two buildings located at the southern end of the site. Given the property's location and the hydroelectric facility's currently re-licensure application, the site presents an opportunity to increase public access to the waterfront.

### Island

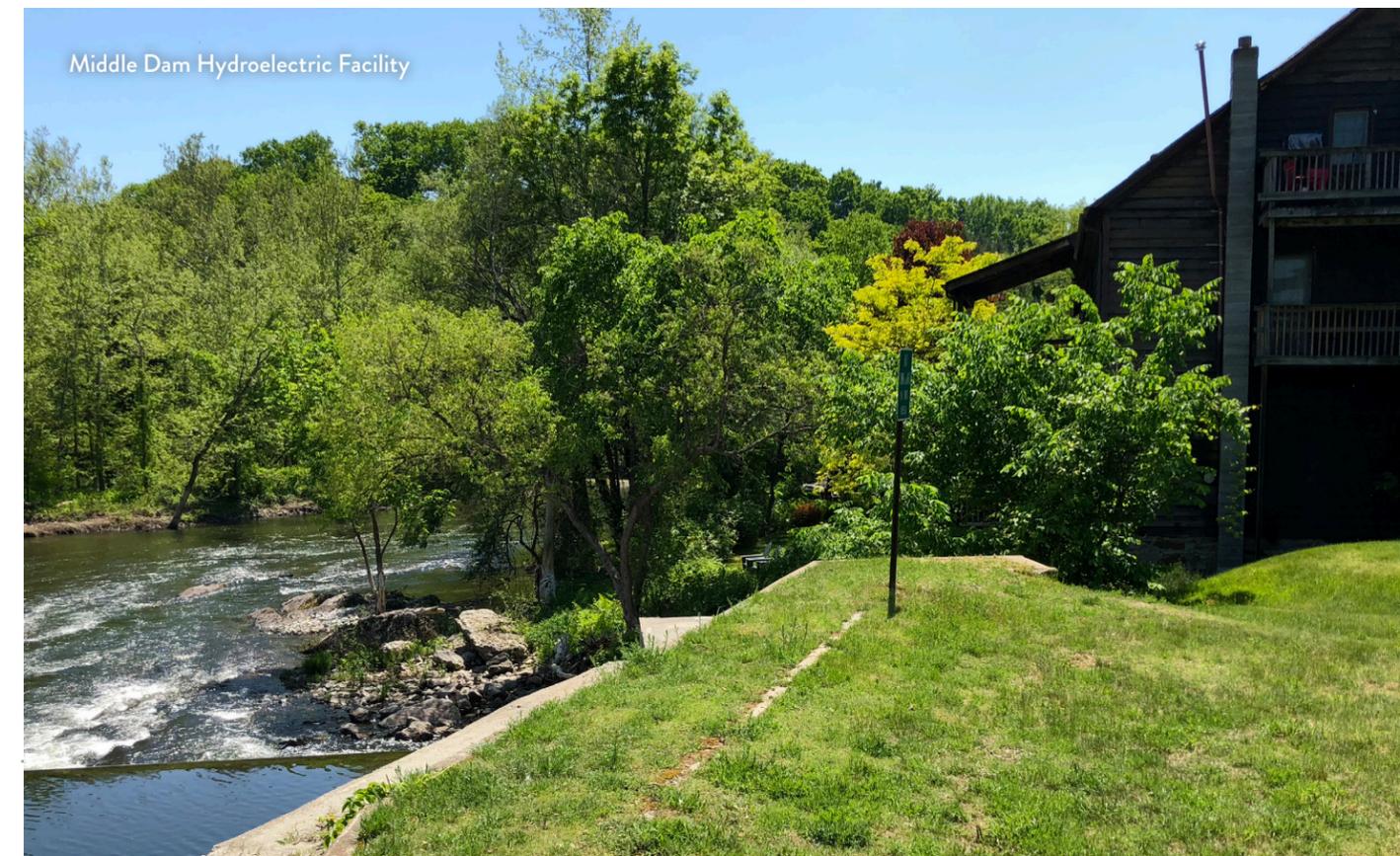
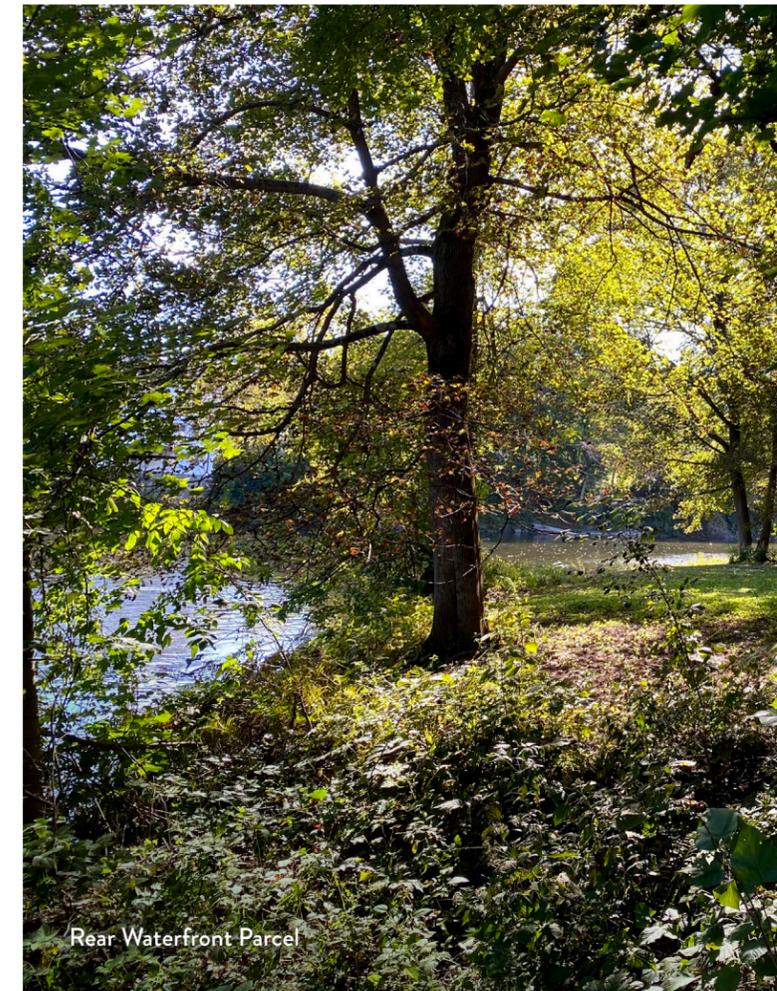
This strategic site is the island included in the 73 Main Street (Parcel No. 237.5-4-32) property. In addition to the islands associated with the Upper Dam hydroelectric facility property, this is the only other island in the study area. Currently vacant, the waterfront committee was interested in exploring access to and through the island as an alternate means of connecting the two sides of the river.

### Rear Waterfront Parcel

The rear waterfront parcel strategic site is unique in that it contains no street frontage and over 300 feet of waterfront frontage. The property is undeveloped and strategically located between the USPS (one of the few publicly owned properties in the study area) and the Island strategic site. This strategic site has minimal development potential, given its lack of street frontage, low elevation relative to the base flood elevation, and presence of wetlands/wetland adjacent areas, but presents a unique opportunity for waterfront access in the development of a waterfront greenway.

### Middle Dam Hydroelectric Facility

The Middle Dam Hydroelectric strategic site is located in Mill Hollow on Parcel No. 237.5-5-14.1. The waterfront parcel is entirely vacant, with all of the hydroelectric facility's buildings and equipment located on leased property on the other side of the Battenkill. The site, with the adjacent Village-owned property, was envisioned to be improved with a waterfront park in the 2019 Main Street Streetscape Plan. Similar to the Upper Dam Hydroelectric facility, the Middle Dam facility is in the process of being re-licensed, offering a timely opportunity to have a say in the site's future.





Village Hall

### Main Care Energy

Parcel No. 237.5-6-21 is located at the terminus of Elbow Street and includes over 1,200 feet of waterfront. Only a small portion of the property is occupied by gas storage tanks associated with Main Care Energy, which has several locations along or near the Battenkill Rail in the study area. The site is constrained by the presence of wetlands and the floodplain, making it unlikely that existing industrial operations located could expand. The site represents a key location as a waterfront connection between Mill Hollow and the Dunbarton Mill.

### ADDITIONAL STRATEGIC SITES

The Advisory Committee identified strategic sites by ranking abandoned, vacant, underutilized, and brownfield sites through an online survey. Prioritized sites were generally those with active private or public sector interest and/or unique historic character or location.

### VILLAGE HALL

The Village Hall (6 Academy Street; Parcel No. 237.5-3-1) was identified as a strategic site given its historic nature, its public ownership, its (critical) deteriorating condition, and the planning momentum and progress of the Village Hall Task Force and Building Conditions Report. As part of the Village Hall Task Force's work, they conducted a public survey to gauge public interest in the site's revitalization: 74% of respondents "strongly agree" that the building is important and should be restored and revitalized.

### BATTENKILL RAILROAD

The Battenkill Railroad strategic site (Parcel No 237.5-6-8) extends across multiple blocks in the study area running from the study area's western edge to the Battenkill. In addition to the train tracks, the strategic site includes the railyard located south of Washington Street between Elbow and Bleeker Streets, as well as the former train depot that currently houses the Battenkill Railroad offices. Given the area it covers, the railroad property is a notable fixture in the study area. The strategic site offers an opportunity to envision its future role in the community, while also highlighting the significance of its continued operation.

### 1-5 CABEL STREET

The 1-5 Cabel Street site (Parcel Nos. 237.5-5-11 and 237.5-5-12) was identified as a strategic site given its location in the Village's Mill Hollow neighborhood and its common ownership. Mill Hollow was identified as a strategic area in both the 2009 Vision Plan and 2019 Streetscape Plan, reflecting ongoing community interest in seeing its revitalization. These two dilapidated properties are currently for sale and there is private property owner interest in purchasing the two sites, bringing them under common ownership. The buildings both have significant structural damage requiring substantial investment prior to reoccupancy.



Battenkill Railroad



1-5 Cable Street

### 57 – 69 MAIN STREET

This strategic site includes three adjacent parcels (Parcel Nos. 237.5-4-33, 237.5-4-34, and 237.5-4-35) that are under common ownership. The site occupies a prime Village Main Street location with over 180 feet of frontage across from the recently renovated Wallie's restaurant. Existing uses on the site include a vacant lot, a vacant former commercial building, and an underutilized multi-tenant commercial building. The 67-69 Main Street building will be receiving funding for building improvements as part of a 2021 CDBG Main Street grant awarded to the Village of Greenwich.

### BRIDGE & MAIN PROPERTY

The property at the southwest corner of Bridge and Main Streets (Parcel No. 237.5-5-8) was identified as a strategic site given its largely vacant condition and location between the southern terminus of Main Street and Mill Hollow. The property contains one barn that is used for storage, so has no active, public- or consumer-oriented uses, despite its prominent location. The existing barn offers opportunities for adaptive reuse to spotlight the agricultural backbone of the greater Town. The property owner also expressed a willingness to exploring potential opportunities for the site's revitalization.



57-69 Main Street



Bridge Main Property

### EDDY PLOW WORKS

The Eddy Plow Works strategic site includes the former Eddy Plow Works building at 25 Eddy Street (Parcel No. 237.10-1-4) and the neighboring dilapidated former residential building at 17 Eddy Street (Parcel No. 237.10-1-3). The site was selected for its gateway location at the Village's eastern entry, size (over 7 acres), waterfront frontage on both the Battenkill and Fly Creek, historic character, and recent purchase. The late 1900s building, which originally housed the Eddy Plow Works company, was partially renovated and currently includes apartments with



portions of the building unfinished. Battenkill Hydro leases a portion of the property, and their Middle Dam hydroelectric facility is on the property. The property was sold in early 2022. The neighboring abandoned 17 Eddy Street property is included within this strategic site, as the two sites offer additional revitalization opportunities when combined.

### 9 ELBOW STREET

This strategic site comprises Parcel No. 237.5-6-19. While only 0.3 acres, the site is notable for the structure on the site and its location adjacent to the Battenkill Railyard. Currently used for storage for a business located off-site, the property owner is open to exploring the site's revitalization potential. The Advisory Committee selected the site because of its key location at the railyard and between the Dunbarton Mill property and Mill Hollow neighborhood. The site presents an opportunity to serve as a node and to highlight the railyard and Battenkill Rail's local history.

### BUILDING INVENTORY

A building inventory of the existing structures found on the strategic sites is included in the building inventory map and site profiles in **Appendix 5**. The purpose of the inventory is to better understand the built environment in the BOA and to help inform recommendations around reuse, redevelopment, and new development.



**THE DUNBARTON MILL** site is one of the key strategic sites in the study area. The abandoned, former industrial property contains several buildings in varying states of disrepair, including several buildings that have collapsed. Structural engineers from Chazen, A LaBella Company conducted a Limited Structural Stability Assessment of the buildings on the site in June 2021, which found that several of the site buildings are in unstable and unsafe condition and that demolition of these structures should be considered. If reuse of any of these structures is desired, temporary shoring is recommended to minimize the potential for the buildings to collapse (refer to Appendix 6 for full report). Based on the findings of the Limited Structural Stability Assessment, in August 2021 the Village Board of Trustees determined that the buildings are unstable, dangerous, and/or unsafe as defined by Local Law and ordered that the property owner begin all necessary alterations or demolish on-site buildings by December 1, 2021 and that the site be secured with "No Trespassing" signs to prevent public entry onto the site.

