

1. PROJECT SUMMARY

a. Project Title:

Repurpose Historic Fishing Settlement as a City Park

b. Summary Description:

This project will convert a settlement of historically significant fishing shacks, located on land owned by the City of Hudson, into a waterfront park to provide access to the Hudson River at the city's northern boundary. The shacks are remnants of Hudson's past importance as a center of commercial fishing. The site is a Maritime Cultural Landscape, deemed eligible by the State Historic Preservation Office for listing in the National Register of Historic Places. The project will include the demolition of some of the shacks to open the space, as well as basic repairs to preserve the more historically significant and visually interesting structures. The proposed park is within the Columbia Land Conservancy's North Bay Recreation and Natural Area, which includes a tidal freshwater marsh with an NYSDOS-designated Significant Coastal Fish and Wildlife Habitat and National Audubon Society Bird Area. The project is fundamental to the Local Planning Committee's goal of "one connected waterfront with uninterrupted access extending from the North Bay to the South Bay." Creation of this waterfront park, situated within an important historic landscape, will help stimulate the revitalization of this underutilized asset and preserve a unique aspect of Hudson's past for present and future generations.

2. PROJECT SPONSORS

a. Responsible parties

City of Hudson and the Hudson Parks Conservancy

The site is owned by the City of Hudson, and the project would develop the site as a city park. The management and long-term sustainability of the park would be the responsibility of the Department of Public Works, as the management of the site is now. The development of the park and its long-term management and maintenance would be carried out with the support of the Hudson Parks Conservancy, a non-profit organization whose mission is to work in partnership with the City of Hudson to secure and leverage necessary funding to restore, enhance, and maintain the City's parks.

Sarah Sterling, acting chair of the Hudson Parks Conservancy, will be the contact person for the project.

b. Project Partners

State Office of Historic Preservation

SHPO is already involved in the project. William Krattinger from SHPO has visited the site and has spoken with the City about its preservation. We will seek guidance from SHPO in determining

which shacks to preservation and how best to preserve and honor the historic use and character of the site.

Columbia-Greene Community College Carpentry and Historic Preservation Program

The plan is to engage students in this new program at C-GCC in the repair and ongoing maintenance of the shacks selected for preservation.

Columbia Land Conservancy

The site is within CLC's larger proposed North Bay Recreation & Conservation Area. We hope for CLC's collaboration in developing and refining the plans for the site and in the ongoing management of the site.

c. Capacity

Although a nascent organization, the Hudson Parks Conservancy has harnessed and organized the talent and energy of nearly a hundred residents of Hudson who care about the City's parks and open spaces and are committed to their restoration and appropriate redevelopment as the City's most democratic spaces. The HPC evolved from a grassroots group known as the Mrs. Greenthumbs Hedge Fund, which demonstrated its ability to provide support, both financial and supervisory, and to work with the City in the design for a ramp to provide universal accessibility to Hudson's oldest park, Promenade Hill, created in 1795. The Hedge Fund provided the money to hire a landscape architect to design and ramp and worked with the architect in the development of that design.

3. ABOUT THE SITE

a. Location:

The project site of approximately 1.75 acres is located north of the intersection of Dock Street and North Front Street within the DRI "Bridge District" (see Attachment B, "Project Location Map").

b. Existing uses:

This City-owned waterfront lot is nearly unused, and largely neglected. Entry to the site was barred in 2012, despite the intentions of City government to eventually increase public access at North Bay. Naturally, foot and vehicular traffic have increased since the site was reopened in 2016, but the property still feels abandoned, and far from welcoming.

For years, the City has anticipated plans to increase public access at this property's waterfront, but so far all that has been achieved is the removal of the fences erected in 2012 which were meant to keep the public out. (Below, under "Site Ownership," see an excerpt from a 2015 Common Council Resolution expressing the City's great interest in providing and improving public access across the

property.)

c. Building condition:

The proposed park is the site of 17 historic fishing shacks, some of which may date to the 19th century (see Attachment C.1., certified Sanborn maps 1889 - 1961). While the historic significance of individual shacks awaits a study by the NYS Historic Preservation Office, it is proposed, and SHPO tentatively agrees, that only a selection of shacks should survive an intended demolition. While the conditions of individual shacks vary, and at least two are in very good condition, the advanced deterioration of other shacks will likely enter into an evaluation of their worth.

d. Environmental conditions or other constraints:

In 2015, the site was the subject of a contaminants analysis conducted by Ambient Environmental, Inc. A lengthy document was produced by order of the City's Common Council, and is now available online (address below). This Hazardous Materials Survey Report describes non-friable asbestos in window glazing and limited areas of lead-based paint.

www.cityofhudson.org/document_center/Public%20Works/2686.pdf

Additionally, the entire site is in the "adjacent area" of Federal- and State-regulated waters (see Regulatory Requirements below).

e. Site Ownership:

Since 2012, the entire site has been City-owned, including the underwater lands immediately offshore. Three years earlier the City of Hudson had applied for a land grant to the NYS Office of General Services (see Attachment C.2., NYSOGS Map #2322).

A previous Common Council Resolution, dated May 19, 2015 stated that "the Council believes it is in the best interest of the people of the City of Hudson that the Furgary Boat Club area be made available for public access to the North Bay" (2015, Resolution #9).

f. Regulatory Requirements:

i. US Government.

Because no site disturbances are proposed below the water line, no part of the proposal is subject to regulation by the US Army Corps of Engineers.

ii. The State of New York

The project will not disturb any classified waterbodies, streams, or state or federal wetlands. With the possible exception of the replacing of supports beneath four (4) of the shacks (numbers 3, 5, 6, and

10; see Attachment C.3.), which is an exempt activity (see §663.4 below), the project is benign, and protective of the environment. Demolition of select shacks will be conducted with a minimum of invasiveness to the surrounding site, and all will be conducted within the parameters of the standards of the State of New York.

Exempt activities do not require a Freshwater Wetlands Permit from the NYS Department of Environmental Conservation. Under 6 CRR-NY §663.4 "Regulatory Procedures," whether in a freshwater wetlands or adjacent to wetlands the following activities are exempt:

"Ordinary maintenance and repair of existing functional structures, facilities or improved areas, including but not limited to bridges, roads, highways, culverts, railroad beds, bulkheads, docks, beaches, piers, wharves, pilings, dolphins, utility rights-of-way, buildings, landscaped or paved areas, lawns and mosquito control ditches. Such maintenance and repair might include, for example, replacing broken boards in docks, repainting structures, redriving pilings, resurfacing paved areas, and installing and removing docks on a seasonal basis, but does not include activities covered by items 22, 23, 24, 38, 39, 40 and 41 or other applicable items listed in this chart" (§663.4, item #10; exclusions do not apply to the present proposal).

Nevertheless, we will request that permittees with NYSDEC Region 4 review our final plan before any work is commenced.

iii. The City of Hudson

The City Code Office and the City Planning Board will be approached for potential site plan approval.

Beyond the removal of unwanted structures in order to create a more open parkland, the immediate proposal envisions no more than maintenance actions to the remaining structures.

The site of the proposal lies entirely within the City of Hudson's Recreational Conservation Zoning District, which is found at §325-17.2 of the City of Hudson Code. The District purpose and its permitted uses are wholly consistent with the proposed park:

"A. District purpose. The purpose of the Recreational Conservation District is to conserve the unique and ecologically sensitive environments of the North and South Bays; maintain the integrity of the landfill closure measures undertaken in the North Bay; and, to the greatest extent possible, provide public access to the recreational and natural resources of the North and South Bays and the Hudson River.

"B. Permitted uses. Subject to the bulk and area regulations of Recreational Conservation R-C District, no building shall be erected, moved, altered, rebuilt or enlarged, nor shall any land or building be used, designed or arranged to be used, in whole or in part, for any purpose in the Recreational Conservation R-C District except the following:

"(1) Public and private boat rental operations, docks and launches for pleasure or recreational watercraft.

"(2) Public and private parking lots.

"(3) Public parks.

"(4) Recreation facilities and amenities, including but not limited to walking and biking trails, boat rental facilities, boat launching facilities, boating instruction schools, and information kiosks."

4. PROPOSED DEVELOPMENT

a. Description and concept

Any desire to establish a waterfront park at the City's North Bay is limited to a single site which is already occupied by a collection of vacant fishing shanties, or shacks. Several of these structures previously serviced a local commercial fishery which lasted from the 19th century to the moratorium on the catching of Shad in 2010 (see Attachment C.6 with 2015 SHPO determination of eligibility for listing on the National Register of Historic Places; and Attachment C.1. of the site's Sanborn insurance maps through time).

As the last such historic maritime resource on the Hudson River, the surviving shacks are recognized as a potentially significant artifact by the State of New York, and thus an obstacle to the establishment of any park whose aim was simply to clear the land. But whether seen as an asset or an obstacle, compromise is required by all who wish to create a park there: some shacks will stay and some must go.

Whether a shack is preserved or demolished, the entire site must be remediated to remove modest amounts of contaminants. Remediation will be the necessary first step in any conceivable plan to develop this property (see cost estimates).

Following remediation, demolition of specific shacks will be accomplished in a matter of two to three days. Roughly half of the shacks are already singled out for removal (see cost estimates), although the final decision regarding which shacks to retain will rely on the input of the NYS Historic Preservation Office. (Attachment C.7 is a now-superseded proposal and site plan which remain faithful overall to the updated proposal.)

Construction (in the form of vertical supports beneath four shacks) and carpentry (primarily the re-roofing of shack #13) will then begin on the remaining shacks - weather and ground conditions permitting. Other shacks will remain sealed, and preserved for their historic and aesthetic value.

Since the proposal will be a city park, general maintenance will be carried out by the City's Department of Public Works, with the support of the Hudson Parks Conservancy.

The park design for the immediate proposal (see Attachment C.4.) will follow two existing driveways which came into existence through many generations of use. The straight northeast drive which ends at Shack #6 provides ample parking, while the semi-circular northwest drive in its parkland setting will be stunning once individual shacks are removed which currently block the view to the wetlands beyond (see Attachment C.5. for a photo-illustration of the proposed vista).

A design to encourage flow between the two driveways and their respective sets of shacks is automatically created by the removal of shacks 11 and 1. These shacks sit at the would-be nexus of the park's future site traffic, a location which may be opened entirely if and when the well-preserved and movable Shack #12 is relocated (either on- or off-site).

Limited landscaping is planned along with any requirement to make the relatively flat site ADA-compliant.

For decades, the public has used freely a concrete boat launch (ramp) on CSXT-owned property at the base of the railroad embankment. We can think of no reason to interfere with this helpful, local arrangement. A second boat launch was built by the former occupants of the camp, but it is unusable at low tide. Anyone who launches small craft at this site will continue to do so using their own discretion.

It is difficult and perhaps impossible to assign a numeric value to the catalytic/transformational promise of this future, new, waterfront park. To consider the park's inert assets alone, which is to say shacks that are sealed and preserved merely for their aesthetic value, their "yield" is immeasurable.

Below, we list the floor areas of all 15 shacks that are accessible in winter (shacks 7 and 8 are elevated above the wetlands, and are currently beyond reach). See Attachment C.3. for the layout of the respective numbered shacks.

1. 312 square feet (likely candidate for demolition)
2. 921 square feet
3. 903 square feet
4. 587 square feet (likely candidate for demolition)
5. 245 square feet
6. 550 square feet
7. —
8. —
9. 688 square feet (likely candidate for demolition)
10. 444 square feet
11. 642 square feet (likely candidate for demolition)
12. 445 square feet
13. 827 square feet
14. 288 square feet
15. 594 square feet
16. 588 square feet
17. 331 square feet (likely candidate for demolition)

b. Market study / analysis

[N/A]

c. Implementation

Site remediation is a prerequisite for all other actions that follow.

The remediation work can be achieved within months, and before the end of winter.

Pending the approval of the NYS Department of Environmental Conservation for an exempt activity, and the input of SHPO for its evaluation of each shack's historical value, demolition of the unwanted shacks can begin as soon as possible, and will take two to three days.

(Discussions with SHPO about its next site visit were underway with SHPO officials as recently as 1/2/18.)

Local permits for the project are assured, and will be expedited when the time arrives.

Work on the vertical supports beneath four of the shacks cannot commence until the ground is fully thawed, but will take approximately one to two weeks.

The re-roofing of Shack #13 is to be done in April and early May (with a maximum building time of one month), with small, unobtrusive repairs continuing through the summer.

5. COST ESTIMATES AND FINANCING PLAN

a. Estimated Costs

Demolition and repair of shacks		\$89,290
Asbestos removal and disposal	\$19,500	
Demolition and removal of seven (7) shacks	\$29,600	
Vertical supports for 4 (four) shacks	\$30,000	
Roof replacement and repairs for Shack #13	\$10,190	
[Costs are actual estimates from contractors]		
Park planning and implementation		\$50,000
Landscape design	\$20,000	
Design implementation (paths, picnic area, etc.)	\$30,000	
[Costs are speculation]		
TOTAL		\$139,290

c. Funding Sources

Use of Funds	Amount	Source of Funds	Amount
Demolition and repair of shacks	\$89,290	City of Hudson DRI funds	\$11,000 (committed) \$78,290 (proposed)
Landscape design	\$20,000	DRI funds	\$20,000 (proposed)
Design implementation	\$30,000	Other grant sources— e.g. Hudson River Estuary Program, Key Bank Community Fund	\$30,000 (proposed)

Total Request from DRI Funds: \$98,290

6. LOCAL IMPACT

a. In the early twentieth century, this area along North Bay provided access to the river for the people who lived on the north side of Hudson. Reverend Silas J. Harper performed full immersion baptisms here. Young men from the neighborhood swam here. By the latter part of the twentieth century, the area was perceived by most to be off limits to all but the owners of the shacks. When it was clarified in 2012 that the City of Hudson owned the land, and the occupants of the shacks were forced to depart, access to the entire site was prohibited to all. In 2016, Mayor Tiffany Martin Hamilton reopened the site, although the shacks remained sealed and were not maintained by the City.

While it is impossible to provide metrics for the increased foot traffic at the site since 2016, it can be predicted with confidence, based on demonstrated public interest in the site, that developing the area as a city park will draw people there. In 2012, after the City announced the intent to close the site, then known as the Furgary Boat Club, an open house drew more than a hundred people to the shacks. A meeting held at the site held by Mayor Hamilton in 2016 drew a similar number of people, interested in the site and its preservation. Establishing the park and preserving the more significant—historically and aesthetically—shacks will return public access to the river at this site to the residents of Hudson—especially the people who live on the north side of the city—as well as visitors to the city.

The plan now proposed is sufficient to establish a basic park. Following the varying degrees of planned restoration for any shacks that are not demolished, surviving shacks can be made available for subsequent projects, with the City's permission, or sealed and preserved for their historic and aesthetic value. One such project, a proposed Shad Museum, is currently being organized for future placement in a single shack. Mayor Rick Rector has expressed his interest in finding other organizations that can benefit from the use of one or more shacks, such as the Everett Nack Environmental Center or the neighboring North Bay ReGeneration project, a proposed DRI project.

This proposal has the potential to change an abandoned site into a vibrant community resource, bringing people in touch with the river and the natural world, as well as with the shacks themselves, which have long been a subject for landscape painters and photographers. Conversely, if nothing is done to reclaim the site, the steady deterioration of the shacks by natural causes will be assured. Any improvement on that inevitability is justification for the catalytic/transformational promise of a new waterfront park in this location.

b. In its development, the park will provide jobs for people engaged in the remediation of the site, demolition or repair of the shacks:

Site remediation—two (2) workers

Demolition—four (4) workers

Foundations—three (3) workers

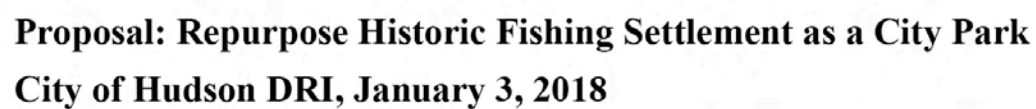
Roof repairs—two (2) workers

The implementation of the landscape plan will also provide jobs. As a city park, however, it will not create jobs. Potential subsequent development—the creation of a Shad Museum, for example—will involve the creation of both temporary and permanent jobs, but those jobs and their projected wages cannot be part of this proposal.

Attachment A

Documentation of Qualifications/Relevant Experience

The Hudson Parks Conservancy is a nascent organization, with members who have impressive qualifications and relevant experience in creating parks, but as an organization our relevant experience is limited to our intervention in the design for a ramp for universal access to Promenade Hill—a project that will be carried out by the City of Hudson.





BEGINS at a PK nail set in pavement on the northeasterly side of Dock Street, said point being S. 41° 47' 04" E., a distance of 375.35 feet from a granite monument recovered near the end of a chain-link fence on the southwest side of Dock Street, and N. 68° 43' 45" W., a distance of 745.75 feet from a granite monument recovered on the north side of the intersection of Dock Street, Mill Street and North Second Street;

thence from said POINT OF BEGINNING N. 52° 36' 46" W., along the northeasterly line of Dock Street, 745.36 feet to a point; thence along the southeasterly line of lands formerly of New York Central Lines, LLC, the following three courses and distances:

1. N. 57° 21' 14" E., a distance of 50.00 feet to a point;
2. N. 32° 38' 46" W., a distance of 34.90 feet to a point;
3. N. 52° 28' 14" E., a distance of 515.16 feet to a point;

thence S. 40° 32' 22" E., along lands of the City of Hudson Industrial Development Agency 1147.26 feet to a point in the approximate former high water mark of the Hudson River;

thence along said approximate former high water mark and along lands owned or occupied by the City of Hudson the following five courses and distances:

1. S. 52° 32' 40" W., a distance of 173.90 feet to a point;
2. S. 52° 52' 40" W., a distance of 214.50 feet to a point;
3. S. 67° 58' 09" W., a distance of 173.35 feet to a point;
4. S. 85° 53' 16" W., a distance of 157.04 feet to a point, and
5. N. 83° 14' 53" W., a distance of 185.48 feet to a point of beginning.

CONTAINING 14.49 acres of land more or less.

BEGINNING at a point in the northwesterly boundary of lands of New York Central Lines, L.L.C., said point being N. 37° 09' 33" E., a distance of 189.46 feet from the center of a railroad bridge on said lands of New York Central Lines, L.L.C., thence from said POINT OF BEGINNING, through lands under the waters of the Hudson River the following four courses and distances:

- 1) N. 52° 52' 50" W., a distance of 132.15 feet to a point;
- 2) N. 1° 44' 24" W., a distance of 424.26 feet to a point;
- 3) N. 44° 45' 39" E., a distance of 1200.80 feet to a point;
- 4) S. 42° 48' 30" E., a distance of 337.75 feet to a point, and said northwesterly boundary of said lands of New York Central Lines, L.L.C., thence along said northwesterly boundary on a curve to the right having mofds of 5580.00 feet and a deflection angle of 41° 57' for an arc length of 424.53 feet, said curve being subtended by a chord of 424.53 feet, bearing S. 1° 44' 24" W., a distance of 424.53 feet, and S. 52° 28' 14" W., a distance of 1204.44 feet to the point of beginning.

ALL OF WHICH 9.00 ACRES OF LAND ARE MORE OR LESS.

WESTERLY LINES OF EVANS/PHIPPS AND BYRNE GRANTS
PLOTTED FROM LP BK. 42, P. 57 AND LP BK. 39, P. 174

FMLY. FOSTER REFRIGERATOR
PARCEL 2 IN L. 361 P. 372
SEE FILED MAP 6498
SEE NOTE 3

SHADED AREA INDICATES LANDS CONVEYED TO THE HUDSON RIVER RAILROAD COMPANY IN L. TT, P. 8, L. WW, P. 380 AND L. UU, P. 138. THIS AREA IS NOT INCLUDED IN PRIOR WATER GRANTS MADE TO THE HUDSON RIVER RAILROAD COMPANY. NO RECORD OF A GRANT TO THE RAILROAD FOR THIS AREA WAS FOUND. THIS AREA LIES WITHIN LANDS FORMERLY UNDER THE WATERS OF THE HUDSON RIVER.

POINT OF BEGINNING

CENTER OF
RAILROAD BRIDGE

CABINS CLAIMED/OCCUPIED

DRIVEWAY →

LANDS N/F OF
RIVERLOFT HOLDINGS LTD

15

~~NO~~ RIVERLOF

4

A hand-drawn sketch of a roof structure. It shows a simple gabled roof with a chimney on the right side. The drawing is done in black ink on a white background.

John M. Hoo

JOHN M. HERNICK, L.S., NO. 049858
PUBLIC LANDS SURVEYOR EXAMINER

I HEREBY CERTIFY THAT THIS MAP WAS MADE FROM AN ACTUAL SURVEY BY ME OR UNDER MY DIRECTION, FIELD WORK WAS PERFORMED DURING NOVEMBER 2008 AND APRIL 2009 AND THAT THIS MAP WAS COMPLETED ON AUGUST 11, 2009 AND REVISED ON SEPT. 15, 2009 (WEST LINE OF EVANS & BYRNE GRANTS SHOWN, DESCRIPTIONS REVISED, POB'S LABELLED).

Daniel J. Russell, DATE *9/15/*
DANIEL J. RUSSELL, L.S., NO. 050639
HUEHNEL LAND SURVEYING, A DIVISION OF
CRAWFORD & ASSOCIATES ENGINEERING & LAND SURVEYING, P.C.
551 WARREN STREET, HUDSON, NY 12534
TELEPHONE: (518) 828-1245

CITY OF HUDSON INDUSTRIAL DEV'T. AGENCY
L. 587, P. 488

"LANDS APPLIED FOR"
14.49 ACRES

APPROXIMATE FORMER HIGH
THE HUDSON RIVER AS SCAL
GRANT INDEX MAP 10 OBTAIN
OFFICE OF GENERAL SERVICE

LANDS OCCUPIED BY

CITY OF HUDSON
INDUSTRIAL DEVELOPMENT AGENCY
L. 535. P. 972

NORTH SECOND ST'

EXTERIOR LINE OF GRANT TO THE CITY OF HUDSON
DATED APRIL 22, 1785 PER CHAPTER 83 LAWS OF 1785.
IN CONFORMITY WITH PRIOR GRANTS (EVANS/PHIPPS,
GEORGE C. BYRNE AND OTHERS), LANDS WITHIN THE
1785 GRANT ARE INCLUDED IN THE LANDS APPLIED FOR

APPROXIMATE FORMER HIGH WATER MARK
OF THE HUDSON RIVER AS PLOTTED FROM
EVANS/PHIPPS WATER GRANT DESCRIPTION
(LINE A-B-C)

APPROXIMATE FORMER HIGH
THE HUDSON RIVER AS SCAL
GRANT INDEX MAP 10 OBTAIN
OFFICE OF GENERAL SERVICE

LANDS OCCUPIED BY

CITY OF HUDSON
C. 482, F. 487

LANDS N/F OF CCRC, INC.
C. 604, F. 1830

CITY OF HUDSON
L. 464, P. 419

MILL STREET

MAP REFERENCES:

PROPERTY OF FIREMEN'S ASSOCIATION OF THE STATE OF NEW YORK, PREPARED BY ROCKEFELLER & NUCCI, DATED APRIL 17, 1981 (FILED MAP 8819)

RIGHT OF WAY AND TRACK MAP, NEW YORK CENTRAL RAILROAD, OPERATED BY THE NEW YORK CENTRAL RAILROAD COMPANY, MAIN LINE-HUDSON DIVISION VALUATION MAPS V60/80 AND V60/81

SURVEY PREPARED FOR THE CITY OF HUDSON, NY, LANDS LYING IN THE CITY OF HUDSON AND PARTLY IN THE TOWN OF GREENPORT, COLUMBIA COUNTY, NY, PREPARED BY THIS FIRM DATED DECEMBER 19, 2008, LAST REVISED JANUARY 22, 2009.
WATER GRANT INDEX MAPS 8, 9, 10 AND 11 OBTAINED FROM THE NEW YORK STATE OFFICE OF GENERAL SERVICES.

NOTES:

1. PROPERTY SHOWN HEREON IS SUBJECT TO ANY AND ALL EASEMENTS/RIGHTS OF WAY AND/OR RESTRICTIONS OF RECORD.
2. UNAUTHORIZED ALTERATION OR ADDITION TO A SURVEY MAP BEARING THE EMBOSSED SEAL AND SIGNATURE OF A LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209, SUBDIVISION 2 OF THE NEW YORK STATE EDUCATION LAW.
3. CARTRIDGE 482, FRAME 487 CONVEYS TO THE CITY OF HUDSON A PORTION OF THE LANDS OF FOSTER REFRIGERATOR CO. THE INTENTION OF CARTRIDGE 482, FRAME 487 WAS TO CONVEY ALL OF THE LANDS OF FOSTER REFRIGERATOR CO.

0' 100' 200' 300'

SCALE: 1 INCH = 100 FEET

OGS MAP NUMBER 2322





ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

RESOURCE EVALUATION

DATE: 7/10/15

STAFF: Linda Mackey & Daria Merwin

PROPERTY: "The Shacks" [Furgary Boat Club]

MCD: Hudson

ADDRESS: North Front Street at Dock Street

COUNTY: Columbia

PROJECT REF: 15PR02455

USN: 02140.000911

- I. ☐ Property is individually listed on SR/NR:
name of listing:
- ☐ Property is a contributing component of a SR/NR district:
name of district:
- II. ☒ Property meets eligibility criteria.
- ☐ Property contributes to a district which appears to meet eligibility criteria.
Pre SRB: ☐ Post SRB: ☐ SRB date

Criteria for Inclusion in the National Register:

- A. ☒ Associated with events that have made a significant contribution to the broad patterns of our history;
- B. ☐ Associated with the lives of persons significant in our past;
- C. ☒ Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possess high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction;
- D. ☐ Have yielded, or may be likely to yield information important in prehistory or history.

STATEMENT OF SIGNIFICANCE:

Summary Statement

Based on the information provided, the property historically known as, and still referred to by former inhabitants as "The Shacks", is eligible for the National Register under Criteria A and C in the areas of

maritime history, social history, and architecture. Located along the Hudson River at North Bay in the City of Hudson, “The Shacks”, or more recently referred to as the Furgary Boat Club, is a cluster of seventeen fishing cabins or “shacks”. In recent decades, the fishing shacks were used primarily for recreational purposes as seasonal camps, but Sanborn maps provide evidence that the existing buildings have evolved from buildings already in place more than a century ago, and the use of the property has evolved from a fish market at the river’s edge dating from the late nineteenth century. The buildings that

Division for Historic Preservation

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exist today show evidence of having been patched and repaired—some with salvaged local materials, others with vinyl siding and various new building materials. Arranged in an “L-shape” along the waterfront, the buildings fronting the water are sited on piers and feature exterior wooden decks, walkways, and docks; there is also a boat ramp. Overall, the buildings are of frame construction, generally one-story in height with side or front gable roofs, wood or vinyl windows, and contain one or two multi-purpose rooms.

Known also as simply “the camps” or “shanties,” the property is a rare surviving collection of vernacular buildings, which represent a time when sturgeon and shad were abundant in the Hudson River, and people made their livelihoods fishing the river and selling their catch on the shore. These people, commonly called “Furgarians” today, formed a community where the buildings were handed down generation-to-generation. The period of significance for “The Shacks” is ca. 1880 through ca. 1960, which reflects the peaks of the shad fishing (see the graph below). This includes the initial occupation and mid-twentieth century rebuilding/expansion.

Historic Context

Nineteenth and twentieth century fishing and hunting along the Hudson River for small scale commercial operations and personal subsistence or recreation are largely undocumented activities in terms of history and the material record of archaeology and architecture. Buildings such as fishing shacks and storage for small watercraft, and structures like duck blinds and net drying racks were often located on isolated river banks, accessible only by boat. Sites that survived into the twenty-first century tend to be in what might be perceived as marginal environments. For example, in the case of the Furgary Boat Club in Hudson the site is adjacent to a wastewater treatment plant on public land. A similar fishing shanty existed adjacent to a wastewater treatment plant and industrial ruins in Poughkeepsie until increasing riverfront real estate values led to the redevelopment of the site with upscale restaurants, a marina, and other facilities.

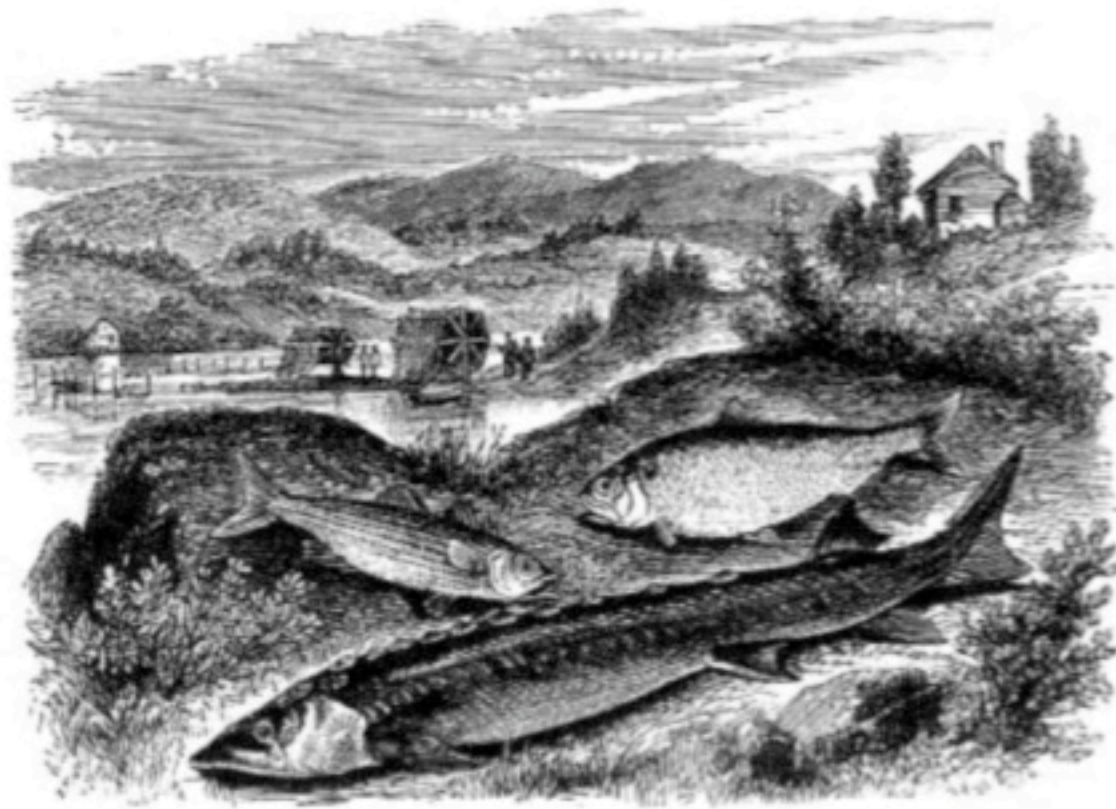
The buildings, structures, boats, and other fishing equipment are part of the maritime cultural landscape of the Hudson River. They are also the tangible remains of a traditional way of life that is rapidly disappearing, as habitat loss, pollution, over-harvesting, and other causes have nearly ended commercial and recreational fishing here. For example, today all non-migratory fish and crabs in the estuarine portion of the Hudson River (New York Harbor to Troy) are off-limits for women of childbearing age and children under 15 due to pollution, and shad fishing in New York waters has been banned since 2010 due to stock depletion.

Shad is among the most important fish species of the Hudson River, valued for both its meat and roe. Adult shad live in salt water, but return to the freshwater streams from which they hatched in order to spawn. Shad return each year to the Hudson River, typically starting in early April for roughly two months, to spawn in the sandbars north of Kingston. In the past, shad could be taken by the hundreds during this spring run, so that by the mid-nineteenth century the shad's arrival had become a major annual event, as described by Benjamin Lossing (1868:144-145):

It was in blossoming May, in 1860, when the shad fishers were in their glory, drawing full nets of treasure from the river in quick succession, when the "tide served," that I visited this portion of the Hudson. On both sides of the river they were pursuing their vocation with assiduity, for "the season" lasts only about two months. The immense reels on which they stretch and dry their nets, the rough, uncouth costume of the fishermen, appropriate to the water and the slime, the groups of young people who gather upon the beach to see the "catch," form interesting and sometimes picturesque foregrounds to every view on these shores. The shad is the most important fish of the Hudson, being very delicious as food, and caught in such immense numbers, as to make them cheap dishes for the poor man's table.

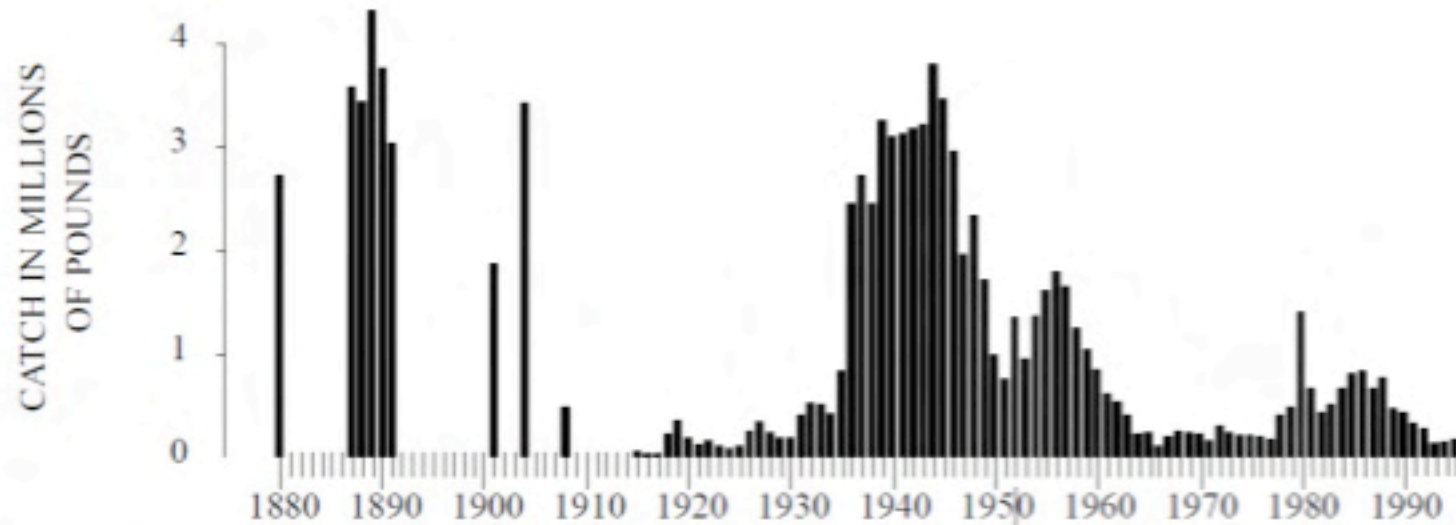
By the early twentieth century, however, shad fishing on the Hudson River was in decline. Dredging for ship channels on the approach to Albany impacted spawning grounds, and in other areas, riverfront development projects such as the Palisades Interstate Park (opened 1909) resulted in the removal of fishing shanties. This decline in fishing was reversed during the Great Depression, when economic necessity led to the rebirth of shad fishing for subsistence, which in turn led to rebuilding shanties along the river's banks. The commercial shad fishery regained importance during World War II (Of Time and Tides 2008), peaked in the late 1940s, and experienced major declines after the 1950s (Hattala 1997).

It is likely that shad fishing was the major economic activity at the earliest incarnation of the Furgary Boat Club dating to the second half of the nineteenth century, though other seasonal and year-round fishing (sturgeon, bass, eel, crab) and hunting (muskrat, deer) were also carried out.



FISHING STATION-STURGEON, SHAD, BASS *

Fishing station near Cossackie, from Lossing (1868, page 145).



DATA SOURCES: National Marine Fisheries Service, U.S. Fish & Wildlife Service, New York State Department of Environmental Conservation

THE CATCH of Hudson River Shad from 1880 to 1995 shows the effects of over-harvesting—long cycles of boom and bust. The gaps indicate periods of no data.

(from Hattala 1997:10)

Sources

The Hudson, from the Wilderness to the Sea by Benson J. Lossing, Virtue and Yorston, New York, 1868.

Of Time and Tides, Palisades Interstate Park Commission *Cliff Notes*, May 2008

(<http://www.njpalisades.org/timesTides.html>).

Managing Hudson River American Shad: A Biologist's Perspectives on the Shad's Ups and Downs by Kathryn A. Hattala, *Shad Journal* 2, 3 (Summer 1997).

Photographs



Photo 1 - "The Shacks" ca. 1962 (courtesy of Timothy O'Connor)

North Bay Shantytown Remediation & Redevelopment Proposal

Authors: Leo Bower and Timothy O'Connor

November 20, 2017

"The City of Hudson enjoys a unique maritime heritage and relationship to the water. Beginning with its founding in the late 18th century by displaced New Englanders, Hudson prospered as it developed its shipbuilding, whaling and sealing, sailmaking, blacksmithing and cooperage industries. The City was reputedly the home of one of the largest whaling and shipping fleets on the Atlantic coast until the mid-1800's, by which time political and technological change had steered the City onto a new course."

Randy A. Daniels, NYS Secretary of the State, 2005

The development of the City's second waterfront park on land recently acquired from the State of New York has been slowed by the question what to do with the site's uninhabited structures. Known locally as "The Shacks," "Shantytown," or "Furgary," these remnants of a 19th century encampment were active until 2012, and today stand testament to a local fishing and hunting tradition whose choice of materials and methods dates to the mesolithic era.

The site's vernacular structures were occupied seasonally for more than 130 years, evoking a heritage which is today all but erased from the Hudson River valley.

While local fish and game will continue to supplement area dinner tables, fishing as a commercial enterprise for the Shantytown occupants ceased in 2010 when the state closed the once-lucrative shad fishery. (The small harbor continues as a base for sport fishing, trapping, and duck hunting, and may someday once again support the gill-netting of shad and sturgeon.)

As the last example of its kind on a major river which once teemed with sturgeon and shad, in 2015 the Shantytown shacks became eligible for listing on the National Register of Historic Places. In 2017, the City hosted a visit by the NY State historic preservation office (SHPO) to coordinate the site's potential federal listing.

Its future listing notwithstanding, it is beyond dispute that Shantytown is a locally significant historic resource. The site's past notwithstanding, a commercial fishery may yet return when the Hudson River's unique shad population is out of danger (different rivers support their own migratory populations).

However, beyond its specific uses both past and future, there is the site itself with its spectacular views to one of the Hudson River's few remaining tidal freshmarshes. If implemented with care by first addressing the site's existing artifacts, an unusual public park will develop to service the public's need for open space and water access while underscoring the city's traditional, off-beat appeal.

With the initial step of culling the less interesting structures from those with a recognized historical and/or aesthetic value, and the second phase of sealing, and then later preserving (third phase) select shacks for reuse, the site's future as an important city park will be assured.

DRI funding will be used principally to address limited asbestos in the structures (mostly in window glazing), and to raze and dispose of undesired shacks.



Concept of Park Viewshed (Upriver) Following Removal of Select Shacks

Area-wide Plans for Adjacent Properties

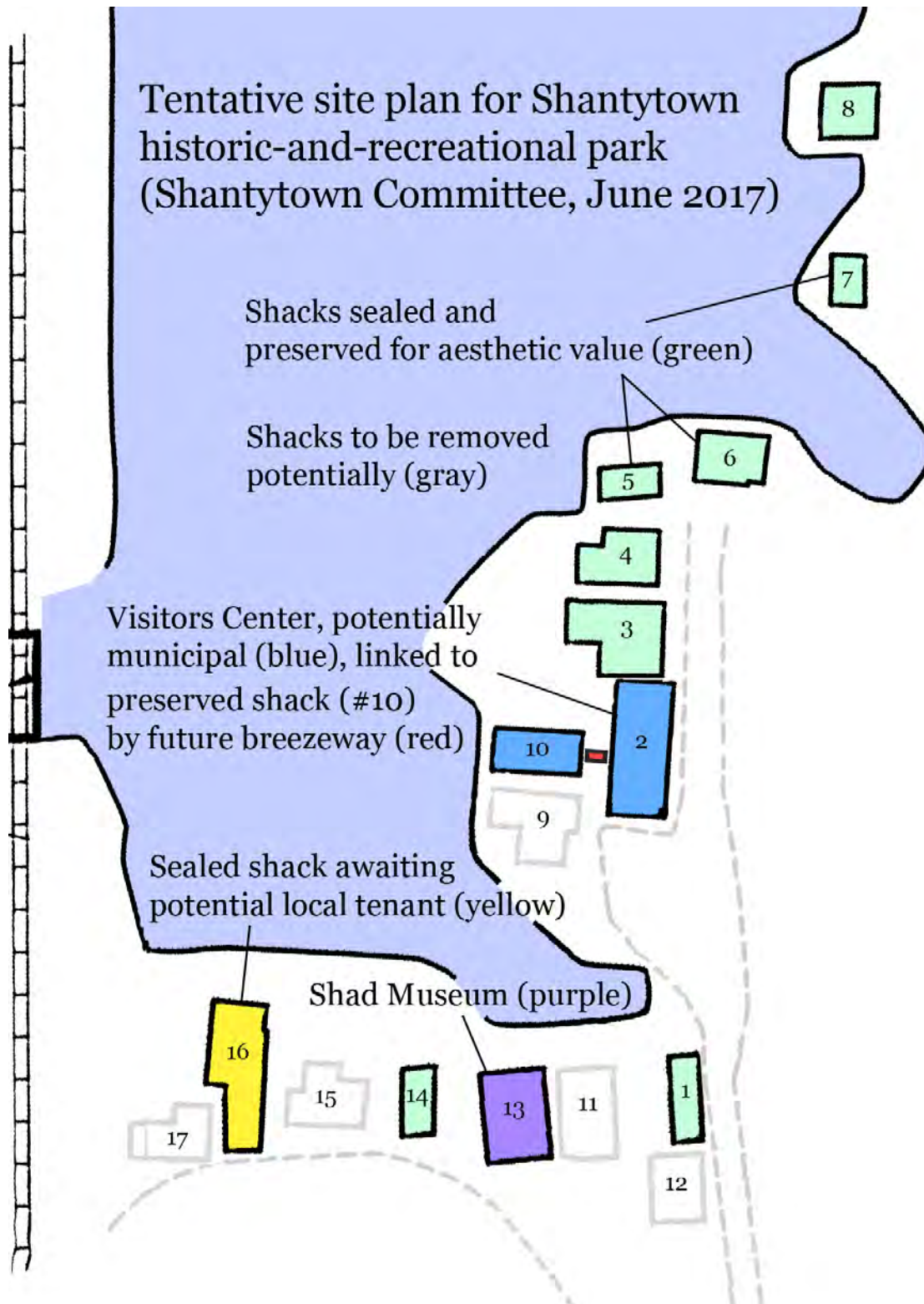
As this City-owned property begins its transition to fuller public use, it does so in the context of broader, complimentary, and area-wide plans all of which serve a growing interest in public recreation.

Along with the Empire State Trail, the Hudson River Valley Greenway, and the Hudson River Greenway Water Trail, all of which must include this site, a North Bay Recreation Area is currently under development by the Columbia Land Conservancy.

The Natural Resource Inventory for the planned North Bay Recreation Area which is located several hundred yards away acknowledged the importance of Shantytown in the very shaping of the bay's ecosystem. Indeed, the marsh itself is an artifact resulting from the creation, in 1851, of the Hudson River railroad berm.



Planning Concepts



In addition to the site's value as a historic resource, the small harbor located just inside the CSXT rail lines provide the City's only northern access to the river's tidal waters. This site is the nearest access to river water for residents of the 2nd Ward.

However, the site presents recreational limitations which must always be born in mind. Dubbed the "North Bay Access Point" in 2016, municipal signage was installed cautioning that "only experienced kayakers should proceed." This is a serious concern on an outgoing tide, judging from past drownings beneath the trestle.

Additionally, the same sign warns the public not to "swim alone," when swimming in treated, and sometimes non-treated, effluent from the City's adjacent Waste Water Treatment Plant is perhaps never advised.

Nevertheless, we envision a public park which will integrate residents' many waterfront interests side-by-side with the themes which have characterized the site for more than a century.



Future Boardwalk Concept with Wild Rice Plantings

Working closely with SHPO to carefully choose the best candidates for preservation among the shacks (and potentially moving two or more of them), the remaining structures of lesser interest would be razed to open the park's vista to the North Bay marsh.

In future, various of these City-owned shacks will be used to commemorate the history of the previous encampment; as an educational facility, and possible shad and eel hatchery; and as a municipal visitor's center.

We specifically envision connecting shacks #2 and #10 via a small, well-fortified atrium, to link the visitor's center (#2) to a fully restored riverside camp.



Proposed Atrium

While portions of the first North Bay are City- and County-owned, the northern third is owned by the Columbia Land Conservancy. Additionally, this federally protected wetlands is a NYSDOS-designated Significant Coastal Fish and Wildlife Habitat, and an "Important Bird Area" designated by National Audubon in the 1990s. The bay forms the northern section of the City's Recreational Conservation Zoning District.

When shacks of lesser interest are removed, the site's existing entrance of lawn and mature trees, already a park-like setting, will open out onto an exhilarating expanse of bay and the river.



Future Boardwalk Concept

Our proposal aims to bridge the history of this unique site with the continuation of its age-old, outdoor themes by any and all city residents.

Attachment D

Market Analysis

We do not believe this is a relevant consideration for a public park.



Contracting and Specialties

1 Harrison Street PO Box 844 Troy, NY 12181

Irex Contracting Group

Phone: 518-272-2715
FAX: 518-272-0380

12/28/2016

Proposal #1217-17

City of Hudson
520 Warren Street
Hudson, NY 12534
Timothy O'Connor

Scope of work:

- Removal and disposal of Asbestos per Ambient Env. Survey dated September 17, 2015 for Buildings 1, 5, 14, and 17 at the Furgary Boat Club located in Hudson NY

Removal and Disposal: \$ 19,500.00

Clarifications:

- Owner/General Contractor to supply building permit, if required
- Supply licensed and qualified Supervision & manpower for removal
- Supply Asbestos G.L. & W.C. insurance certificates
- Removals based on quantities listed above
- Removals based on one mobilization
- Owner to remove all salvage and non-contaminated items in and around the buildings prior to abatement/demolition
- Replacement of materials not included
- Provide Close-out paperwork as required or upon request
- Removals and disposal are performed according to all state and federal regulations
- **Sales tax**, if applicable, is a separate item unless the proper tax-exempt or capital improvement documentation is provided
- Owner or G.C. to provide free and ready access to work area, utilities and able secure staging area
- Standard payment terms are due upon receipt of invoice
- Weekend, Holiday, or Overtime ordered by the contractor or owner to be considered an extra charge
- Any extra disposal, off specification charges or other work performed beyond the scope of work, unless otherwise agreed to in writing, will be billed at **Atlantic Contracting & Specialties** standard T & M rates
- This proposal will remain in effect for 30 days

If you have any questions, feel free to call Sergio Proietti at 518-788-3536 or E-mail
sproietti@atlanticcontracting.com

This proposal is expressly conditioned upon (a) customer entering into a written contract with Atlantic Contracting & Specialties not later than thirty days hereof, and, (b) Atlantic Contracting & Specialties' review and expressed written acceptance of all terms and conditions of all other contracts and any other document binding on Atlantic Contracting & Specialties. Unless both of the foregoing conditions are satisfied in full, this proposal will be null and void and customer will have no claims against Atlantic Contracting & Specialties arising out of or resulting from this proposal

Atlantic

Contracting and Specialties

1 Harrison Street PO Box 844 Troy, NY 12181

Irex Contracting Group

Phone: 518-272-2715
FAX: 518-272-0380

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McCagg Excavating, Inc.

33 Bender Blvd.
Ghent, NY 12075

ESTIMATE

DATE	EST #
12/28/2017	2855

NAME/ADDRESS

Hudson's Shantytown
Attn: Timothy O'Connor



DESCRIPTION	QTY	RATE	TOTAL
<ul style="list-style-type: none">- Demo & remove buildings #4, 9, 11, 15, & 17- Debris to be trucked to local transfer station- Any asbestos removal needs to be completed prior to demo- Clean up & remove existing foundations Plan B - Removal of buildings #1 & 5 <ul style="list-style-type: none">- Demo & remove an additional (2) buildings (#1 & 5)- Debris to be trucked to local transfer station- Any asbestos removal needs to be completed prior to demo- Clean up & remove existing foundations Add \$11,800.00		29,600.00	29,600.00
Thank you - please call or e-mail with any questions.		SUBTOTAL	\$29,600.00
		SALES TAX (8.0%)	\$0.00
		TOTAL	\$29,600.00

Phone #	Fax #	E-mail
518-828-2388	518-828-5806	mccagg.excavating@verizon.net

Luft

Construction Co. Inc.

30 Michael Drive
Hudson NY 12534

Phone 518 461 2828

Website: www.luftconstruction.com

1/2/2018

Shantytown -on -the-Hudson

Hudson NY 12534

Shacks # 6,5,3,10

- Where possible ...using 20 ton jacks we will raise up and level each shack as listed above
- Supports will consist of pressure treated 6 x 6 x 24" leveled horizontally in concrete every 8 ft.as a footprint for vertical support
- Using 6 x 6 pressure treated vertical support up to horizontal main support beam of shack
- All pressure treated material will be fastened together with screws coated with Rustoleum

- All pressure treated material will also be fastened to main support beams of shacks

Each shack materials and labor	\$7,500.00
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Total for all 4 shacks	\$30,000.00
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Attachment E

Budget

Expenses

Site remediation—asbestos removal and disposal	
\$19,500	
Demolition and removal of seven (7) shacks	
\$29,600	
Vertical supports for four (4) shacks	\$30,000
Roof replacement and repairs for Shack #13	
\$10,190	
Landscape design	\$20,000
Design implementation (paths, picnic area, etc.)	
\$30,000	
TOTAL	\$139,290

Funding Sources

City of Hudson	\$11,000
DRI Funding	\$98,290
Other grant funding	\$50,000
TOTAL	\$139,290