



Matton Shipyard

Preservation and Adaptive Reuse Initiative Site
Assessment, Planning and Feasibility Study

Public Informational Meeting, February 2nd, 2017

Team Introductions

Fisher Associates

Bill Price, RLA

Sarah Hogan, RLA

Bero Architecture

Virginia Searl, RA

Jennifer Ahrens, RA

Ryan Biggs Clark Davis

Jack Healy, PE

Stacey Thomas

Mike Miller

MJ Engineering

Brian Cooper, PE

Holly Capasso

Hartgen Archeological Assoc.

Justin DiVirgilio

Adirondack Studios

Seth Harkins

Popli Design Group

Joseph Parisella



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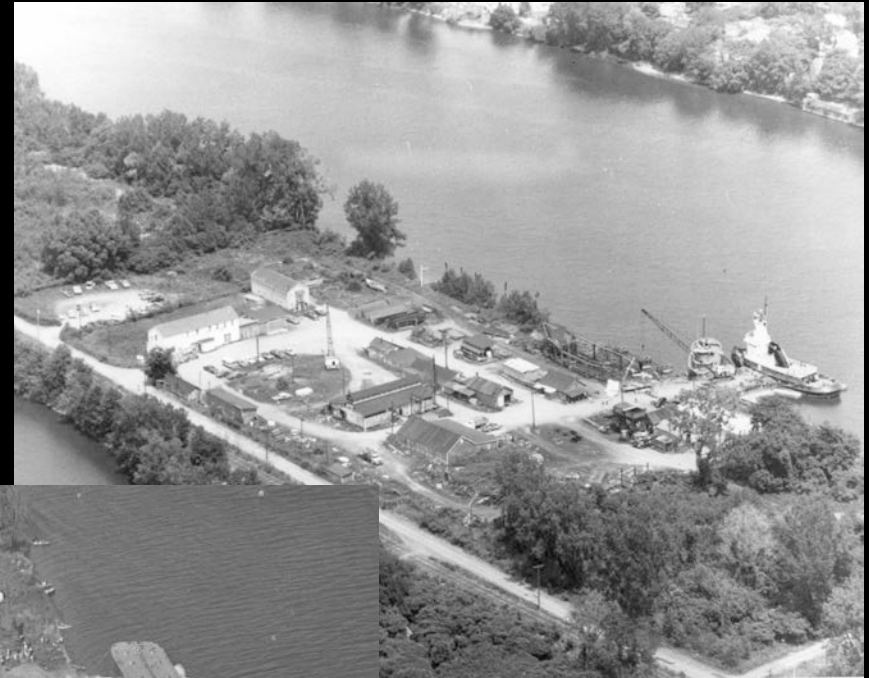
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Inventory & Analysis

Site Inventory & History	Fisher Associates
Environmental Site Assessment	Fisher Associates
Building Assessment	Bero Architecture
Structural Assessment	Ryan Biggs Clark Davis
Hydrology Summary	MJ Engineering
Cultural Resource Survey	Hartgen

Site History – *Matton Shipyard development over the years.*



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Site History – *Boats Constructed at Matton Shipyard*



Turecamo Tugboat



Navy Sub Chaser



Oil Transfer Barge



NYC Police Patrol Boat

Site History – Boats Constructed at Matton Shipyard



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Site Inventory

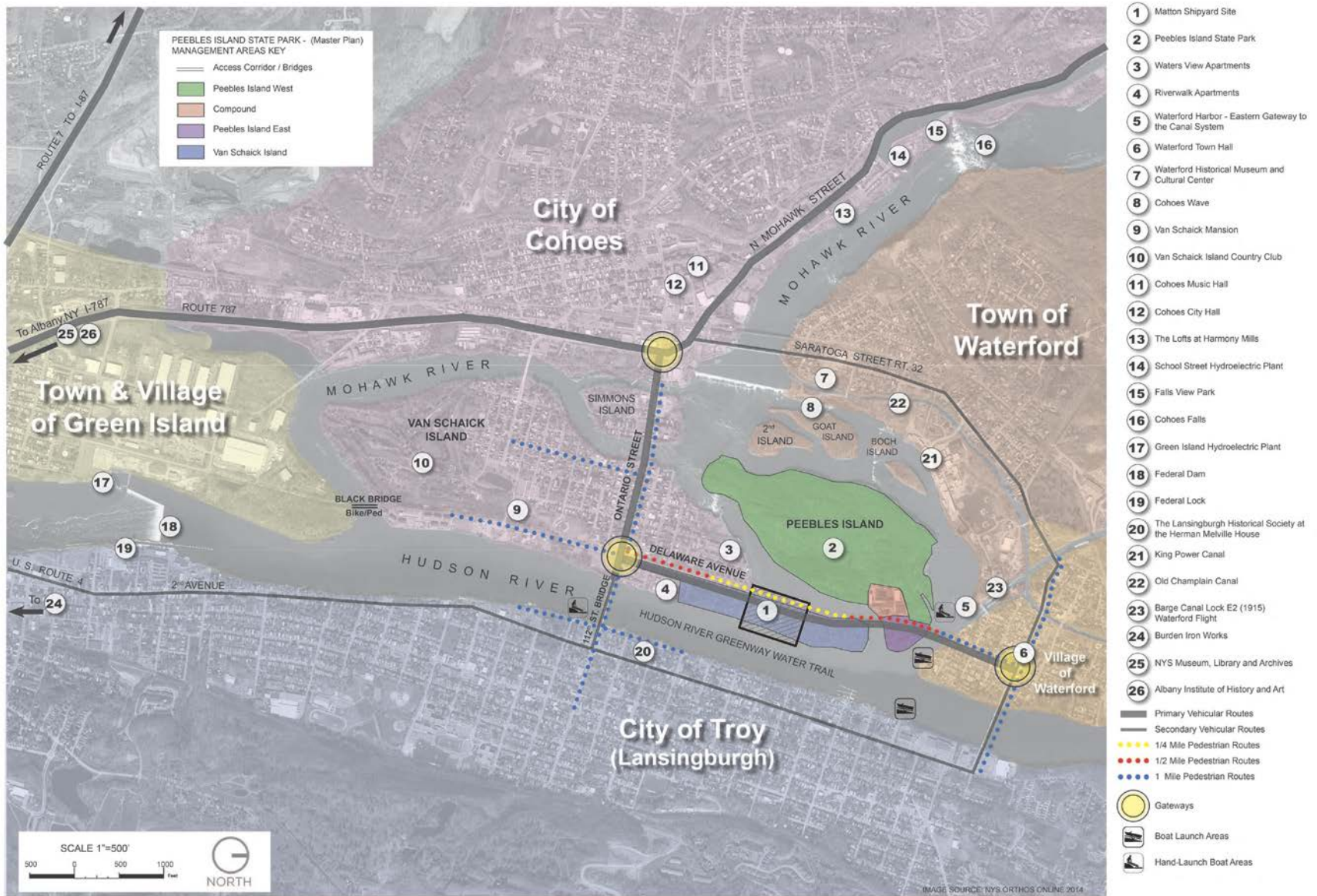
- Issues
 - Building Condition
 - Engineering
 - Utility Infrastructure
 - Shoreline Stabilization
 - Traffic, Pedestrian, Bike, Vehicular
 - Archeological (Pre-Contact Period)
 - Historic (Shipyard)
 - Textile Industry
 - Environmental
 - Hazardous
 - Ecological - Flooding, Vegetation, Habitat



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MATTON SHIPYARD BUILDINGS

- 1 Office / Stores
- 2 Warehouse & Molding Loft / Former Navy Barracks
- 3 Watchman's Building
- 4 Sheet Metal Shop Site
- 5 Carpenter's Shop
- 6 Stores Building
- 7 Stores Building Site
- 8 Pipe Shop
- 9 Pitch Building
- 12 Former Garage Site
- 12a Electric Building
- 13 Steel Utility Building
- 14 Vertical Steel Plate Storage Site
- 15 Former Welding and Bending Site
- 16 Latrine Site
- 17 Compressor / Tool Shop Site
- 18 Storage / Machine Shop Site
- 20 Oil Shed Site
- 21 Shed Site
- 23 Saw / Planning Building Site

Primary Vehicular Routes

Bicycle / Pedestrian Routes

PEBBLES ISLAND MASTER PLAN MANAGEMENT AREA: VAN SCHAICK ISLAND

RECOMMENDATIONS:

- Develop the area for recreation including boating, low impact camping, biking, hiking, naturalist destination.
- Creation of public/private partnership
- Adapt / re-use Matton Shipyard buildings for support facilities such as boat launches transient docking, fuel facilities, comfort/bath facilities, restaurants, gift shops, boating supply and repair, fishing access and other marine related facilities.

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Building Condition Assessment

- Salvageable Buildings
 - Building No. 1 – Office / Stores
 - Building No. 3 – Watchman's Building
 - Building No. 5 – Carpenter Shop
- Non-salvageable Buildings
 - Building No. 6 – Stores
 - Building No. 8 – Pipe Shop
 - Building No. 9 – Pitch Building
 - Building No. 12A – Electrical Building



Watchman's Building



Stores Building

Building Condition Assessment

- Character-defining Features
 - The essential physical features that enable a property to convey its historic identity.
 - They define both why a property is significant and when it was significant.
 - Without them a property can no longer be identified.



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Structural Building Assessment



- Structures Stable for Mothballing
- Structural Renovation Repairs
 - Roof Reinforcement
 - Base of Wall Framing Repairs
 - Floor Reinforcement (Based on Intended Use)
 - Foundation Repairs (Based Flooding Retrofit)
 - Lateral Bracing



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Structural Building Assessment - *Beyond Repair*

Building 6 - Compressor/ Tools Shop



Building 8 - Pipe Shop



Building 12A - Electrical Building



Hydrology Summary

- Flood Elevations
 - Ground elevations at the property range from 16 ft to 28 ft
 - FEMA Flood Insurance Study and FIRM Map
 - Provide 10, 50, 100, and 500-year flood elevations for Mohawk and Hudson
 - Utilizes cross-sections flood profiles of the rivers to determine the flood types

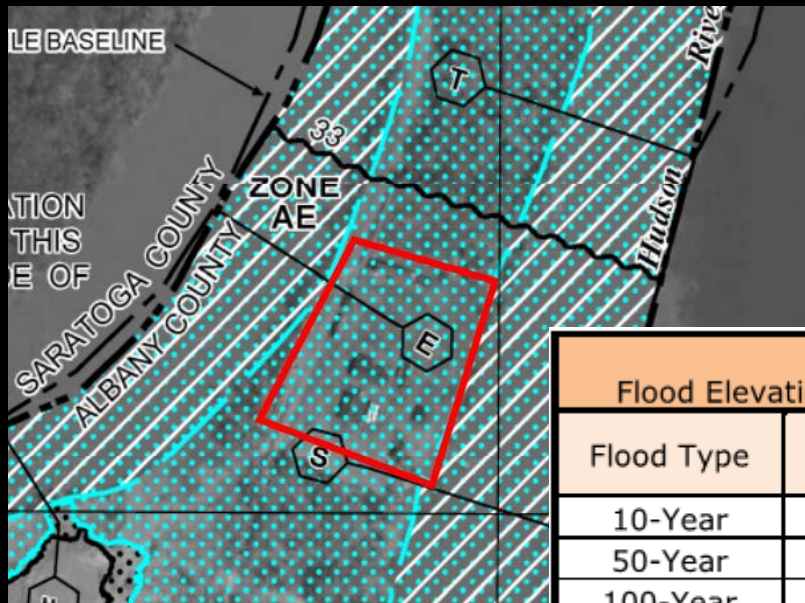
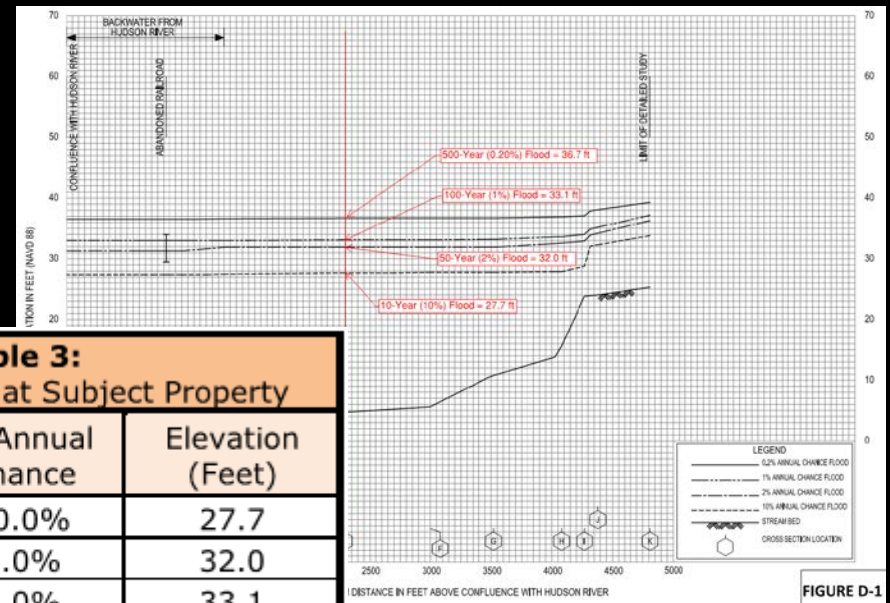


Table 3: Flood Elevations at Subject Property		
Flood Type	% Annual Chance	Elevation (Feet)
10-Year	10.0%	27.7
50-Year	2.0%	32.0
100-Year	1.0%	33.1
500-Year	0.20%	36.7



Hydrology Summary

- Property Base Flood Elevation (BFE) = 33.1 feet
- Hurricane Irene Flood Elevation = 29.08 feet (~30 year flood)
- Located in Flood Zone AE – High-Risk Area
 - 1 in 4 chance of flooding during a 30-year mortgage
 - Home and business owners with mortgages from federal regulated insured lenders are required to purchase flood insurance.
- FEMA National Flood Insurance Program (NFIP)
 - FEMA P-936, Floodproofing Non-Residential Buildings (2013) – Chapter 2: Design Considerations for Floodproofing
 - To order to achieve a favorable NFIP insurance rating, a building must be dry floodproofed to an elevation at least 1-foot above the BFE
 - BFE at property + 1 foot = 32.1 feet

Cultural Resource Survey

- Background Research – Highly important Native American site at the north end of Van Schaick Island
 - Excavations were primarily done by avocational archeologists.
 - Findings north of Matton Shipyard include Numerous Native American burials, the outline of a stockade, a midden of mussel shell and sturgeon plates, complete pottery vessels, and other artifacts.
 - The site north of the shipyard was largely destroyed by topsoil stripping.
- The site continued southward into the Matton Shipyard.
 - Trade axe found by Homer Folger near the “planer site”
 - Hearth, projectile point, and concentration of fire-cracked rock observed by OPRHP archeologists in 1985 as fuel tank was removed. Two cultural strata were observed.
 - Indian burials reportedly found during World War II when a new building was constructed.

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Community Outreach

- Stakeholder Interviews & Key Themes:
 - Public Water Access: *kayaks, canoes, fishing, camping*
 - Mixed-Use Development: *restaurants, shopping*
 - Tourism / Economic Development: *museum trail*
 - Education: *BOCES, K-12, STEM*
 - Regional Connectivity
 - Industrial Heritage
 - Natural Environment
 - Power Generation
 - Adjacent Islands
 - Multi-generational Experience
 - Women, Men, Children
 - Technology / Interactive
 - Maintain Authentic Industrial Character

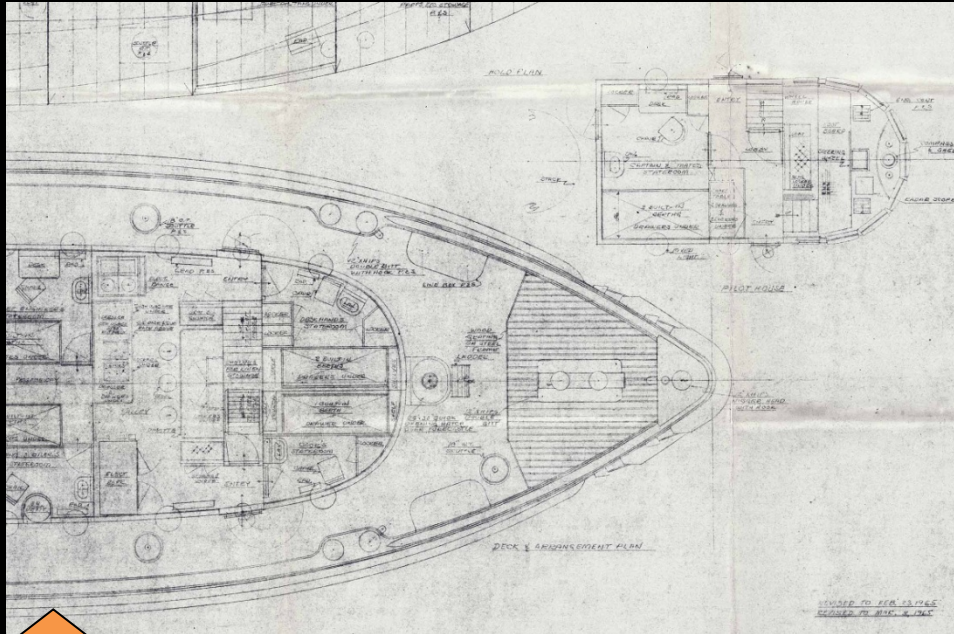
Program Discussion

- Program Issues
 - Limiting Use of the Shipyard Property
 - Success Metrics
 - Financial & Operational Sustainability
 - Attendance
 - Create Industrial Aesthetic / Character “Clutter is Good”
 - Influence on Town Land Use Planning

Program Discussion

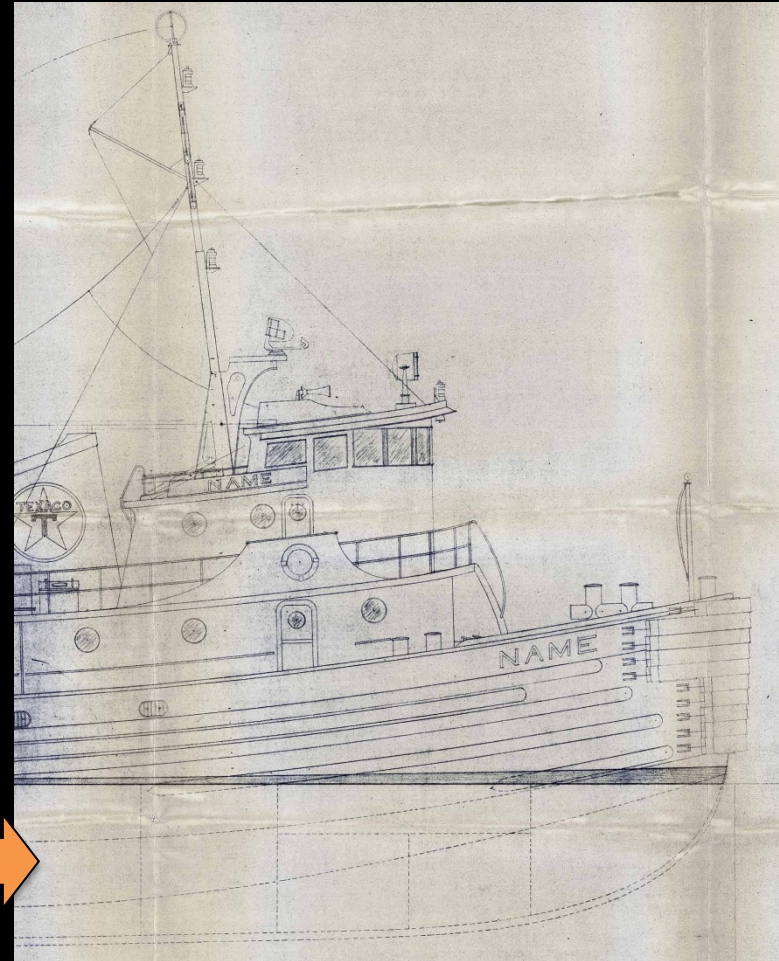
- Program Opportunities
 - Availability of Adjacent Parcels / Masterplan Development
 - Terminal Wharf / Lands North of Matton
 - Public / Private Partnership
 - Event Venue
 - Commercial Partnership: Outdoor Sports
 - Rentals: Outdoor Equipment
 - Visiting Vessels
 - Boat Building / Boat Repair & Maintenance
 - Range of Water Access
 - Kayaks, Canoes, Transient Facilities
 - Water Taxi
 - Engage the Senses

Plans from Burden Ironworks



Arrangement & Hold Plan, Welded Steel Diesel Tugboat
Turecamo Coastal & Harbor Towing
Merritt Demarest, Naval Architect Sept. 21, 1960

Outboard Profile, Welded Steel Diesel Tugboat
Matton Shipyard Company
Merritt Demarest, Naval Architect May 6, 1965



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Project Next Steps

- Program Development
- Conceptual Site Plans
- Public Meeting #2 – May 2017
- Implementation Strategies
- Final Masterplan Document

DISCUSSION



Preliminary Program Discussion

- National Register Criteria
 - A
 - Property is associated with events that have made a significant contribution to the broad patterns of our history.
 - Commerce
 - Maritime History
 - Transportation
 - Industry
 - C
 - Property...represents a significant and distinguishable entity whose components lack individual distinction
- Aspects of Integrity
 - Location, Design, Setting, Materials, Workmanship, Feeling, Association

Environmental Site Assessment

- **Environmental Site Assessment Phase 1**
 - Paints, Solvents & Cleaning Products
 - Wastewater disposal
 - Fuel Tanks
- **Visual Site Assessment**
 - Asbestos & Lead Base Paint
 - Building Surfaces - Lead Base Paint
 - Asbestos Containing Building Materials
 - Roof Shingles, Floor Tiles, Wall Plaster, Window Glaze
- **Recommendations**
 - Hazardous Materials Survey
 - Removal of Paints, Solvents & Cleaning Products, Fuel Tanks

Hydrology Summary

- Hurricane Irene



- Floodwaters peaked on August 29, 2011
- Waterlines at office building = 29.08 ft
- Flood Type
 - Mohawk = 23- year flood (Using )
 - Hudson = 35-year flood (Using )
- USGS Floods of 2011 in New York – Scientific Investigation Report 2014-5058
 - Used USGS stream gauges upstream at Cohoes (Mohawk) & Waterford (Hudson)
 - Maximum gauge discharge for each = 30-year flood

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Map number	Streamgage number	Streamgage name	Drainage area (mi²)	Period-of-record peak discharge				August 26–29, 2011, peak discharge						
				Period of record	Date	Stage (ft)	Dis-charge (ft³/s)	Date	Time (h)	Stage (ft)	Dis-charge (ft³/s)	Annual exceedance probability (percent)	Recurrence interval (years)	
26	01335754	Hudson River above Lock 1 near Waterford, N.Y.	4,605	1888–1929	03/28/13	--	120,000							
				1930–56,	01/01/49	--	118,000	08/29/11	1815	34.60	75,500	3.3	30	
				1977–2011										
53	01357500	Mohawk River at Cohoes, N.Y.	3,450	1918–2011	03/06/64	23.15	143,000	08/29/11	1300	21.86	117,000	3.3	30	

Cultural Resource Survey

- Field Results
 - Southeastern 1/3 of property has been disturbed to a depth of at least 3 feet.
 - Remaining 2/3 of property contained three principal strata:
 - (1) fill/recent alluvium
 - (2) a buried “A” horizon/former ground surface pre-dating the Matton Shipyard
 - (3) “B” horizon/subsoil
 - Paul Huey (OPRHP) noted evidence of cultural stratum at about 3 feet deep while observing removal of a fuel tank in 1985. This layer was not observed in the shovel tests.
 - Precontact artifacts were primarily debitage, with a few bifaces and fire-cracked rock.