Canajoharie Crossroads
Our Heritage
Our Future

University at Albany, SUNY
Planning Studio
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Foreword

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Introduction

Canajoharie has always been a crossroads. It was a crossroads for the earliest transportation routes in America, it was a crossroads for new technologies in the industrial revolution and it has served as a crossroads for the modern transportation network of the Mohawk Valley, becoming a gateway into the Adirondacks and into the central Leather-stocking region of New York State. Currently, Canajoharie is at a critical point with its growth and development, which we see as a new crossroads.

Over the past couple of months, we have spent a substantial amount of time thinking about Canajoharie. We have thought about its history, architecture, environment, urban design, transportation networks, culture, business, and art, among many other things that are important to this village. Our goal was to aid Canajoharie in its desire to become a better place to live, work, and visit. Reaching this goal, however, was a healthy challenge. Canajoharie is a very complex place: it has a long, rich and diverse history; it is located on varied terrain (with hills, a river plane, steep elevation drops and other characteristics); it has many types of architectural styles; it has a diverse array of businesses; it has several types of transportation networks; and it has a population with many different types of needs and desires.

This document is a compilation of our recommendations for Canajoharie, which are intended to improve the quality of life for village residents and to attract more visitors to the village. The input of the village residents, which was gathered at the recent meeting at the Canajoharie High School, has played a central role in the development of these recommendations.

We would like to thank Canajoharie’s residents for giving us the opportunity to work with their village. We would also like to thank the Arkell Foundation, NBT Bank, and the Mohawk Valley Heritage Corridor Commission for sponsoring this initiative. We are hopeful that our recommendations will benefit Canajoharie at this new “Crossroads.”
Community Meeting Summary & Findings

On October 13th 2004, the University at Albany Planning Department along with other local groups and businesses hosted a community meeting for the 2004 Canajoharie Planning Studio. A total of over eighty people attended, which was held at the Canajoharie Public High School. Introductory remarks were made by Professor Gene Bunnell, Phd. From the Canajoharie Planning Studio as well as members from the Mohawk Valley Heritage Corridor Commission, Canajoharie Planning Board, NBT Bank, and the Arkell Foundation. Executive Director Fred Miller opened with some inspirational remarks followed by an urban design PowerPoint presentation from Nathaniel Strosberg highlighting the potential for Canajoharie as well as some urban/landscape design guidelines to keep in mind for future project ideas. The group discussions were now set to begin. Jodie Sackett, meeting moderator and timekeeper, gave the guidelines and instructions for the group discussions that were to follow.

Five groups were then created, each with two UAlbany Students facilitating and recording the remarks and ideas relayed from the community members. There were three main sections of the facilitated discussions: 1) Assessing strengths, 2) Assessing weaknesses, and 3) Suggestions for future projects.

Strengths:

This category produced the greatest number of responses, emphasizing the community’s sense of pride and knowledge of the village’s numerous assets. Some of the common strengths that were addressed from the community were historical character; quality of life; attractive architecture; and Canajoharie’s central location.

Weaknesses:

Some of the common weaknesses that were pointed out by the community were lack of employment opportunities; physical degradation (buildings, infrastructure, sidewalks, access to parks); transportation issues (thruway dividing the town, truck traffic); and lack of local pride among the youth.

Suggestions:

There were many ideas created within each group, a majority of which could be grouped into four common themes: aesthetic improvements; historic preservation; community development; and tourism/economic development.

Here are some ideas that were frequently identified:

Aesthetic Improvements:
- Sidewalk Maintenance & Improvement Projects
- Vegetative Plantings (sound barriers & visual screens)
- Mural Projects (Beech-Nut walls)
Historic Preservation:
- Historic Signage Program
- Historic Preservation Group

Community Development:
- Elder Hostel Program
- Art/Theatre/Cultural Programs
- Protect & Enhance current Summer/Year-round Programs
- Bring more Families into the Village

Economic Development & Tourism
- Tourism Projects (Beech-Nut tours; ecotourism; gateway improvements)
- Increased Job Availability
- Village Publicity Programs (publications; brochures)

After the group discussions were complete, the group note-takers each presented their main themes and project ideas, which were identified. Jodie Sackett then summarized the main themes and project ideas for each group. The meeting was then concluded with final comments from Gene Bunnell and MVHCC Executive Director Fred Miller with plans to analyze the information taken at the meeting and regroup with a final community meeting to present the findings and recommendations made from the Planning Studio.
Historic Preservation

Introduction

The village of Canajoharie has many important historic assets, which must be protected and promoted. This section contains recommendations to help the village to promote, preserve and strengthen its historic character, and make visitors to the village aware of the village’s historic importance.

Existing Conditions

1. Historic Buildings
The village’s buildings are its strongest historical assets. These historical landmarks have the potential to attract visitors and strengthen the village’s economy. The village’s buildings are attractions for those interested in architecture and history. The National Register of Historic Places list several properties in downtown Canajoharie that are eligible for the National Register. The properties consist of 20 commercial buildings, 3 churches, the Canajoharie Library and Art Gallery, 1 NYS Historic Marker and the dummy traffic light. The US Post Office and the West Hills School are already on the National Register. A list of the properties is provided in the attaché table (Table 1.) There is currently no Historic Resources Commission or historic preservation regulations in Canajoharie to protect properties that are not on the Register. Some of the village’s important historic buildings have already been lost because there was no active historic preservation law to protect them.
2. **Historic Signs**

Canajoharie has a rich historical past that has included the Erie Canal, Beech-Nut and Susan B. Anthony. The construction of the Erie Canal was a great engineering marvel that had great economic impacts in the state and nation. The Beech-Nut Corporation has a long history of providing high quality food products that are sold throughout the country. Susan B. Anthony’s political contributions gained her national fame. The village only has a few historic signs present in its downtown to inform visitors and tourists of the village’s historic importance. The signs do not have any uniformity in their design. The village has been working with the MVHCC to implement new signs and approximately six new historic signs will be added to the downtown. The village already had a historic plaque program in the past, but in recent years it has fallen into disuse.

3. **Susan B. Anthony**

Susan B. Anthony was in charge of a woman’s school in Canajoharie for two years. She not only touched the lives of many Americans with her activism, but her teaching had a direct impact on women in Canajoharie. The village currently has no memorial for her or significant historical signage to inform visitors of her role in the village’s history. Only one historic marker exists in the village to inform visitors of her connection to Canajoharie.
4. *Historic Attraction*

Canajoharie has the potential to become a major historic attraction, and should be promoted as a site of historic importance. The village is within a half-day’s drive of major cities with large populations. The presence of the NYS Thruway provides a convenient means for visitors to travel to the village. However, at present the village offers few amenities for them.

**Summary of the Analysis**

Historic preservation in the village can be improved by addressing four major areas: 1) the preservation of its historic structures, 2) the creation of historic and interpretive signs, 3) the promotion of Susan B. Anthony’s past in the village and, 4) the promotion of the village as a prime historic destination.

**Recommendations**

1. *Adopt a historic preservation plan and create a Historic Resources Commission.*

The village should adopt a historic preservation plan similar to the one proposed in the Cazenovia Area Planning Project, Economic Development Study. The study was an economic and tourism developing strategy developed as part of a three-town comprehensive planning process undertaken by the Cazenovia Area Planning Project and their consultant, Behan Planning Associates. According to its website, “Because of Cazenovia’s long recognized historic character and the economic revitalization potential of historic preservation and heritage tourism, a key piece of this project element was the preparation of a detailed analysis of Cazenovia’s efforts to identify, protect, enhance, promote and preserve their historic resources. This analysis included site visits, telephone interviews with representatives of Cazenovia, the Cazenovia Preservation Foundation, Art Park, and others interested in the preservation of historic resources” (Cazenovia website.) The following work was also conducted: “A historical overview of historic preservation efforts in Cazenovia, an analysis of heritage tourism data at Lorenzo Park and Art Park, and a review of National Register of Historic Places listings and local laws relating to the protection of historic resources and community character. Recommendations included adoption of a local historic preservation law; development of detailed design guidelines for new construction, infill, signage, landscaping, and formal architectural review procedures; establishing incentives to encourage the rehabilitation of older and historic buildings; and implementing a formal Main Street program.” All of the information about Cazenovia’s Historic Preservation was obtained from: [Http://www.riverstreet.org/preservation.html](http://www.riverstreet.org/preservation.html)

A Historic Resources Commission should be created in order to advise the Village Planning Board about items related to developing and adopting zoning regulations to
insure that the facades of historic buildings are preserved. The interior of buildings can be subject to the less stringent regulations, depending on the historical significance of the interiors. This would allow owners to use the space in buildings as they see fit, as long as the buildings overall significance is not altered.

2. *Install more historic and interpretive signs throughout its Downtown Historic District.*

The village should adopt a uniform system of historic and interpretive signs in the downtown. This will reinforce the village’s historic character and create additional historic assets. Interpretive signs can also be added to provide information on Canajoharie’s natural resources and points of interest.

The village should follow the Mohawk Valley Heritage Corridor Commission’s (MVHCC) guidelines for signage and continue to work with the MVHCC to develop more historic signs. According to their website, “A standard design grid has been developed for interpretive signs, wayside exhibits, trail markers, and orientation kiosks. The graphics design will immediately assist the Corridor and its partners in two ways: by presenting a consistent and effective public image, and by transmitting information to visitors in clear and effective ways. The graphics system elements are available to all communities within the corridor, and are adaptable for many applications. The graphics include visual elements of the Valley’s heritage: the distinctive curves of the Mohawk River and Oneida Lake, the hills and valleys of the corridor, and the purple wampum figure and initials of the Mohawk Valley Heritage Corridor logo. Interpretive panels use a common grid pattern and an Iroquois design from the George Washington covenant belt of 1790. All panels will be made of the highest quality materials. Individually and as a system, these signs will guide visitors to places throughout the Valley. They will also tell significant local and regional stories, and will also give visitors helpful practical information. Signs and interpretive panels using this design system are already planned for several Corridor communities, including Amsterdam, Little Falls, and Waterford. Eventually there will be MVHCC graphics at canal locks and other points of land/water contact, town centers and places where visitors already congregate, and of course along well traveled roads” (MVHCC website.)

3. *Promote Susan B. Anthony’s connection to Canajoharie and her contributions to America.*

Susan B. Anthony is a figure of national importance. Canajoharie should capitalize on this by building a memorial to her and becoming a Susan B. Anthony historic site. This would strengthen the village’s role as a historic tourist destination.

Commemorative Susan B. Anthony U.S. Mint Dollar
4. *The village’s businesses and Chamber of Commerce should work together to promote the village as a place of historic importance.*

More advertising should be done to promote the village as an important historic destination. Restaurants and souvenir shops need to be open on weekends and at times when visitors are likely to arrive. The businesses should actively promote the village’s historic character. The Chamber of Commerce should be the lead organization in this effort.

**Implementation**

1. A Historic Preservation Commission can consist of local residents, property owners and professionals. The historic regulations can be implemented by officially defining the boundaries of the downtown historic district and then could follow the approach in Cazenovia. There is no need to amend the existing zoning. The historic district could be an overlay zone. The Commission should work with the Village Planning Board in developing guidelines of buildings in the historic district. Implementing these recommendations would allow the village to preserve its overall historic character and not be limited to just the preservation of buildings. The Commission should approve all requests for the alteration of historic buildings and new construction on the historic district.

2. The village’s Natural Resources Commission should work with the MVHCC to implement a signage program. The costs and responsibilities associated with the MVHCC’s signage are shared among several partners, including the Corridor and the local community (MVHCC website.) The Natural Resources Commission could apply for grants in order to fund its contribution of the signage. The signs should be prominently placed in front of properties and be visually accessible to the standards set by the MVHCC, so they are consistent with the MVHCC’s plans for signage in the corridor.

3. The village should strengthen its historic character by commemorating and promoting Susan B. Anthony’s presence in Canajoharie. The Historic Resources Commission should work with the MVHCC to develop a plan to promote Susan B. Anthony’s role in Canajoharie.

4. The Chamber of Commerce should place more advertisements in newspapers and local television stations to promote the village’s historic character. Businesses can promote the village’s historic character by adopting historic themes and by selling historically related items including postcards and souvenirs. The promotion can also include hosting historically related events.
**Summary**

The village should create a Historic Resources Commission and appropriate zoning regulations to preserve its historic buildings and character. Canajoharie should work with the MVHCC to install historic and interpretive signs throughout the downtown historic district to inform visitors of the village’s historic importance. The village should strengthen its historic character by promoting and commemorating Susan B. Anthony. The Chamber of Commerce along with local businesses should promote the village’s historic character to elicit heritage tourism.

The Historic Resources Commission proposal is linked to the proposals about zoning and design aesthetics. The historic and interpretive signage proposal is linked to proposals about street and park signage. The proposal to promote Susan B. Anthony is linked to proposals about tourism. The proposal that businesses promote the historic character of the village is linked to the economic development and tourism proposals.
Introduction

Increasingly, cultural resources – museums, the arts, culture, and local heritage – are becoming the driving force behind the revitalization and regeneration of both urban and rural communities, impacting on education, tourism, social inclusion and cultural diversity. Members of all communities desire an enjoyable, interesting and entertaining place to live. Visitors also seek new and inviting experiences that differ from those of their own communities. Canajoharie has an abundance of opportunities for cultural endeavors, some already in place, a few in need on improvement, and others waiting for identification and development. Therefore, this cultural resource objective seeks to capitalize on Canajoharie’s wealth of distinctive cultural assets and discover the potential to serve as sources of inspiration, learning, community cohesion and identity, and economic development.

Development and participation in cultural activities:

- Enriches lives by providing an opportunity to experience different cultures.
- Promotes physical and mental well being by providing a foundation for a healthy life.
- Provides sources of entertainment that retain and attract young residents.
- Generates economic and social benefits for the community.
- Helps residents learn and appreciate more about their history.
- Provides learning opportunities for people of all ages.
- Fosters civic pride and increases the incentive for people to remain active in the community as citizens, neighbors, visitors, and property owners.
- Provides opportunities for Canajoharie to highlight its collective wealth of history, culture, and art, and thereby improve its regional profile and identity.

It should be noted that this list of existing conditions is by no means a complete inventory of all of the possible opportunities to capitalize on Canajoharie’s cultural resources. Rather, it is a starting point and a guide to be built upon. The four areas are highlighted above simply create a setting for the cultural resource recommendations and reflect comments and suggestions from the Community meeting held October 13, 2004.
Existing Conditions

1. The village offers several opportunities to gain an understanding and appreciation of the arts.

Residents and visitors could spend the afternoon with a visit to two of the most prominent buildings in the village. The Canajoharie Library and Art Gallery, one of the finest non-urban art galleries in the United States, and the Van Alstyne Homestead, a 1745 fortified home. The Canajoharie Library and Art Gallery offers an internationally recognized collection of more than 350 works as well as a variety of impressive guest exhibits, an array of traditional library services (including a great local and Beech-Nut history section), as well as several regularly scheduled shows, celebrations, and learning opportunities for visitors of all ages. The Van Alstyne Homestead, a distinctive landmark of the colonial and revolutionary eras has been preserved and offers an opportunity to experience early colonial artifacts and furnishings, 19th century images of historic sites by Canajoharie artist Rufus Grider, and musical concerts.

After spending the day amongst several exhibits, one could attend a performance at The Arkell Performing Arts Center, a professional theater with substantial stage and audience space at the new high school. The Center hosts year round performances ranging from the Rotary Club Variety Show to Fort Plain-Canajoharie Drama Club productions.

However, if one happened to be in Canajoharie on a Tuesday in July or August, one must attend a free outdoor performance of the Village’s “Music on Main Street” Program. Before calling it a day, one cannot forget to stop by one of the distinctive shops in the historic downtown, such as Clay Horse Pottery and Picture Perfect, which sell art supplies and display works by local artists.
It is clear, despite its small size, that arts participation is high in Canajoharie and that an appreciative public exists in the village as well as the surrounding area. However, there is little coordination or communication among the different groups and institutions that provide the opportunities for artistic endeavors. Therefore, the major issues facing the arts in Canajoharie are coordination, sustainability, and promotion.

2. *There is no community events calendar for the Village of Canajoharie.*

Some local groups and establishments maintain their own event listings, but many do not. Currently, the village has an information shanty that serves as a seasonal information center for area activities, promotions, and attractions. A limited number of activities and events in the village can also be found on the Montgomery County Chamber of Commerce’s countywide calendar of events and through the Mohawk Valley Heritage Corridor Commission.

3. *Resources contributing to Canajoharie’s development and prosperity seem to have been buried beneath the pavement of Erie Boulevard.*

The New York State Preservation Office has called Canajoharie one of the last intact Erie Canal-era villages in the state, and the Village has also been labeled a “Heritage Community.” Unfortunately, little has been done to capitalize on these prestigious designations. More needs to be done to showcase Canajoharie’s history and development. These unique opportunities for cultural endeavors deserve identification, protection, display, and interpretation. For example, the Erie Canal was paved over in 1917 and transformed into Erie Boulevard. Today the name of the street is the only reminder of what once flowed down this wide boulevard (see photographs below.)

4. *Local farmers invite residents and visitors to taste its agricultural identity every Friday from May through October at the Canajoharie Farmer’s Market.*

Canajoharie is a small agriculturally based town. Throughout the nineteenth century agriculture was the principal pursuit of the inhabitants. Canajoharie served as a trading and shipping center for agricultural and dairy products from the surrounding area. Today agriculture is still the main industry in Montgomery County and sheep, beef, field corn, and fruits and vegetables continue to be grown locally as evidenced by a landscape dotted with dairy farms and produce stands. These farming practices have preserved a local lifestyle as well as the rural, small town atmosphere of the area.

Residents and lucky visitors also get to take advantage of Canajoharie’s Farmer’s Market from May through October, which typically consists of four vendors. Three of them are local farmers who sell fresh produce and the fourth vendor sells a variety of delicious authentic, homemade treats.
The Montgomery County Chamber of Commerce promotes all of the Farmer’s Markets in the County, but little is done locally. Every Friday morning, beginning in May, the local farmer who organizes this event sets out a sign inviting all to come. Unfortunately, not having a permanent location or structure for the market has been a distinct disadvantage. Years ago, the old freight terminal building on Mohawk Street was used as the Farmer’s Market, but since the building was removed the market has been bounced around between different locations. This year it was held at the vacant lots on Mohawk Street and next year there is talk of having it in the new parking lot on Main Street.

Recommendations

1. *Create a Canajoharie Arts Council, representing and including in its membership Canajoharie’s cultural and fine arts organizations, the library and art gallery, as well as local artists so as to promote, coordinate and synergize artistic and cultural activity in Canajoharie.*

Strategies: Identify all artistic and cultural organizations in the community. Membership in the Council should include non-profit and commercial galleries, museums, theaters, music groups, dance groups, film/video companies, historic sites, educational organizations, and individual artists, as well as businesses and individuals interested in supporting local cultural activities. Convene representatives from each organization to discuss creating a Council with at least one member from each organization participating.

Opportunities: The Arts Council would be committed to the prosperity of the Village’s cultural assets. By promoting arts, history, and culture in all of its forms (visual, performing, literary, and media arts, museums, and arts education) the members would serve as a community resource to advocate for and support arts and culture in the region, which would enrich the lives of citizens and visitors alike.
Possible programs and tasks that Arts Council could pursue:

- Design, produce, and widely distribute a "Pocket Guide to Canajoharie Culture" – a handy guide that could contain facts about Canajoharie’s (or the region’s) wealth of arts, culture, and historical sites and venues. This Pocket Guide could also include foldout maps of the Canajoharie area and the downtown corridor, highlighting cultural attractions.

- Build partnerships to stabilize and promote local public and private funding for artists and arts organizations. Identify possible nontraditional funding sources for new events.

- Create an “Art in Public Places Program.” This program could identify establishments in the village where public art could be displayed. This will enable artists to utilize a variety of exhibition sites from banks and restaurants, to schools and offices.

- Create an annual Youth Art Exhibit, which would highlight the art of kindergarten-12th grade students in the Canajoharie School District.

- Create and maintain a “Canajoharie Area Artists Directory.” This directory would be a listing of the Canajoharie’s area’s talented visual and performing artists, musicians, dancers, and writers.

- Conduct a survey of existing local art programs. Learn what is working and what needs improvement. Learn from the other programs that have some history (a sure measure of success), examine other innovative arts programs, and brainstorm about new venues.

- Play a lead role in the planning, designing and installation of a Canajoharie ARTWalk (see recommendation number three.)

Implementation/Feasibility: Identify an appropriate agency or organization to lead the development of this new Arts Council and consult the New York State Council on the Arts (NYSCA) website. [Http://www.nysca.org](http://www.nysca.org) NYSCA provides institutional development support to emerging organizations. Those making a commitment to improve professional capacity are eligible for targeted support. Additionally, once non-for-profit status is established, the Canajoharie Arts Council will also qualify for sponsorship of individual artists, special programs and activities, and institutional support.

2. Create and maintain a Canajoharie Community Events Calendar.

Strategy: Organize upcoming exhibits, shows, concerts, lectures, tours, auditions, rehearsals, meetings, films, festivals, celebrations, demonstrations, special events, and more into a community events calendar to increase the awareness of and attendance to events and programs throughout the area. The calendar should be published in various ways. For example, calendars could be designed as a brochure and in a poster/bulletin style for distribution and display at the library and art gallery, the Post Office, schools, Thruway rest areas, state tourist information booths, and the local information booth as well as a variety of other local businesses. And to reach out to new audiences, the village should try to have the calendar viewable on the Internet. However, more traditional means of advertisement, the local radio and newspaper.
should also regularly promote community events. For example, every Thursday the 
*Courier Standard* or the *Amsterdam Recorder* could publish a section on area arts and 
entertainment, which could include the village’s standard calendar, short write-ups 
about the programs and events, advertisements for sales at local businesses, and even 
a brief Canajoharie fact/history section.

**Opportunities:** The coordination of programs and events has the opportunity to not 
only preserve existing efforts, but also to inspire ideas for new programs and events. 
The Calendar would be an opportunity for Canajoharie to show off its high quality of 
life and to attract others to join them in making this community a hub of culture, 
commerce and tourism for the Mohawk Valley. This could even grow into a regional 
effort and the eight surrounding town and villages could organize and promote 
complementary events, which could also be submitted to the local newspaper.

**Implementation/Feasibility:** The proposed Canajoharie Arts Council could take a 
lead role in organizing, building partnerships, and seeking funding for the 
development and distribution of the Calendar.

3. **Design and create an “ARTWalk” along Erie Boulevard in downtown Canajoharie.**

**Case Study: Rochester ARTWalk**
The Rochester ARTWalk is a permanent urban art trail that links the arts center and 
public spaces within the city’s art district. It is an interactive museum, located on 
University Avenue between the Memorial Art Gallery and the George Eastman 
House. The idea of establishing the ARTWalk occurred to local residents, who got 
the idea when the Department of Transportation (NYSDOT) proposed a major street 
reconstruction project for their neighborhood. It started as a grassroots project and 
has evolved through the hard work of residents, community groups, city officials, 
cultural institutions, artists, merchants and volunteers.

Along the walk, pedestrians will encounter various pieces of art, visual objects ranging from sculptures and decorative benches, garbage cans, bike racks, and bus stops, to performing, aural and literary arts. Some of the features are constantly changed, while other elements, such as a wise decorative sidewalk stamped with local artists’ designs, are permanent features that guide pedestrians through the outdoor exhibit.

ARTWalk also holds programs and events such as competitions for artwork, fundraisers and award celebrations to encourage community participation. Examples of specific events and programs include:

- **Music on the Block** – A free weekly event in September. Music ensembles and bands perform a variety of musical pieces including classical, rock and roll, and blues.
- **ARTWalk Alive** – An annual multicultural event that comprises individual artists, dancers, musicians, dance companies, poets, and musical groups performing along the ARTWalk trail.
- **Art Walk for ARTWalk** – An annual walk-a-thon in late spring with an art parade and music performances to celebrate and raise funds for the ARTWalk.

The Rochester ARTWalk Mission: “To foster, create and maintain a designated distinctive public walkway connecting the arts and cultural activity centers, in order to provide a pedestrian environment which will encourage increased exposure to a variety of artistic experiences while building community.”

*Strategies:* Learn from the successful Rochester ARTWalk. Travel to Rochester to see the ARTWalk and talk to people associated with the project. Have the proposed Arts Council take the leadership role to develop and maintain the collections management process. Hold “open calls” for artists and sculptors to submit designs and invite the public to participate in the open juried competitions to select designs for the ARTWalk.

*Opportunities:* Establishing a Canajoharie-style ARTWalk along Erie Boulevard can enhance the museum/art gallery idea and create new ways of delivering content. This is a highly innovation model, which allows people to experience a wide range of art forms beyond four walls. ARTWalk could bring the art of institutions into the streets.
Canajoharie already has a lot of artists in the community and this could be a way to showcase their talent.

Additionally, the ARTWalk could be an opportunity to flaunt Canajoharie’s heritage. The ARTWalk could take a broad heritage theme and communicate Canajoharie’s development through art forms, or it could even focus around the Erie Canal era. For example, why not install benches that are replicas of the first railroad sleeping cars, which were designed by Canajoharie resident, Webster Wagner, for the New York Central prior to Pullman? Fountains that resemble the “Pot that Washes Itself” could also be a nice addition to the Village Center. Or what about garbage cans that mimic bags from the Arkell and Smith Paper and Cotton Flour Sack Manufactory? Whatever the theme, the collaborative effort to create such a cultural attraction would strengthen Canajoharie’s status as a cultural center in the Mohawk Valley.

**Implementation/Feasibility:** The proposed Canajoharie Arts Council and the current plans for an expansion to the Canajoharie Library and Art Gallery increase the feasibility of establishing an ARTWalk on Erie Boulevard and possibly elsewhere. The Council will be able to seek funding and provide the organizational capacity to accept design submittals, involve the public, and overlook maintenance.

The unofficial plans for the 5-acre site on the corner of Erie Boulevard and Church Street include increased exhibit space, but also conference facilities, a visitor’s center, café, education room, a “village square”, and extensive landscaping. Longer-term goals even envision including a primary care center, field house facility, and outdoor amphitheater. These features will undoubtedly be an enormous draw, which will generate new life and activity in this area of the village. ARTWalk could complement the Library and Art Gallery expansion project in several ways. For instance, the plans for the lawn behind the library and art gallery call for a parking lot and berm to be installed along Erie Boulevard. The berm is needed to block the noise from the Thruway, but what will this do to the pedestrian experience along Erie Boulevard? Anyone walking down the sidewalk will be isolated from any activity on the other side of the parking lot and berm. However, the ARTWalk can take advantage of the noise improvements that will occur and extend the museum/art gallery experience out into the streets. Maybe the art of the streets could even spill over into the large lawn.

4. *Expand and promote the Canajoharie Farmer’s Market.*

**Strategies:** The Village should communicate with the active vendors who participate in the Canajoharie Farmer’s Market to strategize about possible avenues for expansion. Ideas about establishing a permanent location (preferably on Mohawk Street in the vacant lot between the bank and West Hill School) for the Market are already being discussed. The Village should support this effort, but it should also encourage the development of a permanent structure, such as a multipurpose community pavilion, and work to facilitate any funding or administrative barriers that may arise.
More should be done to advertise the event both locally and regionally. For example, display seasonal, permanent signage for the Market throughout the area to attract and inform the public about this wonderful event all week long, not just the morning of the market. Other vendors should be invited and encouraged to participate. For example, to increase vendor participation the village could mail a formal invitation packet including a letter of introduction and map to the site to all possible sellers.

*Opportunities:* The Farmer’s Market could become a venue where Native Americans and Amish locals would have the opportunity to sell and display their crafts and other goods alongside local farmers. Furthermore, the area surrounding the suggested site on Mohawk Street would benefit greatly from the aesthetic improvements and activity that would be brought to the site.

*Implementation/Feasibility:* It is recommended that the Village support the development of a permanent structure and location for the Farmer’s Market and explore any state grant programs that might support it. For example, Glens Falls received a grant for $48,000 from the New York State Department of Agriculture and Markets to construct a community pavilion for their farmers market. The Village Planning Board should also offer suggestions about appearance, zoning and design elements.

[The South Street Community Pavilion, Home of the Glens Falls, NY Farmers Market]
Environmental Analysis

Introduction

The benefits of Wintergreen Park and its trails, along with the Riverfront Park, go well beyond economic and other quantifiable measures of land use. Many people within the village feel that the parks are of great value and should be improved. During the community meeting, several groups listed the parks as a village strength. There is an underlying pride within Canajoharie when discussing their parks; the recent acquisition of the Riverfront property for the park was celebrated within the region.

Canajoharie’s location near the Mohawk River and Erie Canal is also a wonderful asset for the village. In the early days of the Erie Canal, the flow was directed through the center of Canajoharie with boats circulating materials and goods along the building fronts. After the Canal was diverted and the original filled in, the importance of the waterway remained strong throughout the village’s history up to present day. Now the Mohawk River/Canal has been converted from a method of transport for materials and goods to a recreation source for boating and fishing.

Existing Conditions

1. The Village currently has a number of trails within the park, which offer a great opportunity for recreation and enjoyment, but maintenance is needed.

Although there are a number of great trails within these parks, there are no continual trail maintenance efforts, making some of the trails almost inaccessible. One trail in particular, which leads down to the Washing Pot, has some serious erosion that needs to be controlled and repaired. Continual trail maintenance is needed in order to help in effectively marketing the parks.
2. *The Village should strive to connect all of its parks and environmental assets into a unified system.*

Currently, there is interest within the village and the municipal government in particular to find enough available land or get a right-of-way to link the parks together in a multi-park trail system also connecting the Erie Canal bike trail. Accessibility to the Riverfront Park from the bike trail currently takes riders through the village center and crossing the busy intersection of Church and Main Street.

3. *Parks currently lack educational, recreational and interpretive programs.*

At one time there were nature walks held within Wintergreen Parks, but currently the parks do not have any environmental education programs. The parks are currently patrolled by the local police and monitored at various times by a regional park ranger. Nature walks and other cultural programs (square dancing) used to exist until recently.
4. Canajoharie’s location to the Mohawk River and its two tributaries provide great opportunities for recreation and aesthetic enjoyment.

Pride exists for the Mohawk River/Canal among village residents because the Erie Canal once flowed through its center. The Canal also can be thought of as a regional asset for its ability to link together neighboring municipalities with its shared history. Water quality, therefore, should be at the forefront of the village’s environmental planning efforts to preserve the aesthetic and environmental assets that the Canal and its tributaries provide.

The tributaries of Bowman’s Creek and Canajoharie Creek flow through the village center into the Mohawk River. The tributaries are both a class C water quality, as defined by the New York State Department of Environmental Conservation (NYSDEC). The section of the Mohawk River, below lock 14 is a class B water quality. The Mohawk River is currently used for boating purposes and for fishing where numerous species can be caught. The village boat dock is located down near the Palatine Bridge and makes accessing the river easy for recreational needs.

Currently, the tributaries and the Mohawk River are monitored by Region 4 of the NYSDEC Division of Water. There is a buffer of 100-feet within the town, but no buffer on the streams within the village itself. Although the 100-foot buffer is a great first step for controlling run-off, there is still an opportunity for pollutants to enter the stream where trees, shrubs and other vegetative plantings are not located. Many impervious surfaces are also located directly near Canajoharie Creek, which currently places the tributary and the Mohawk River in danger of low water quality.

The “pot that washes itself” – Canajoharie’s namesake.

Wintergreen Park
Recommendations

Interpretation Proposals

1. Bring back the nature walks included within the creation of an interpretive program for the parks. Most underutilized parks have little or no environmental education programs. These programs can be used not only to encourage use, but also to help enhance a municipality’s sense of social capital with public involvement. Local Boy Scout Troops or other non-profit groups should be tapped to help create summer interpretation programs, which can be locally staffed by volunteers.

2. Interpretive signage is often a low cost and effective way to enhance park trails while at the same time educating the public about their valuable natural assets. Trail signage in general is also an easy way to orient people throughout the park and combined with simple interpretive drawings and facts can make the experience much more enjoyable.

3. There are currently no brochures or websites specifically oriented towards the parks. It has shown other popular city parks that publications and advertisements in general greatly help to improve patronage. Simple, but effective and attractive brochures can be created with little money and with common computer software such as Adobe Photoshop.

Park and Trail Improvement Proposals

1. Accessibility of the parks is vital in encouraging use and enhancing the image of a park system. The trails at Wintergreen and the Gorge system seem to be poorly maintained and with a little volunteer work a handful of times a year, this problem can be quickly ratified. Again, community groups are great sources of volunteer help, especially with the cost of yearly maintenance, which most municipal governments seem to place on the “back burner” for their budgets.
2. Graffiti seems to be a problem at the one overlook located at Wintergreen Park. Without year round employees to care for and protect the grounds from vandalism, other methods of deterring these activities should be pursued. Alternatives to regular household paints should be researched and tried. Many companies have created and tested alternatives to regular paint, which can possibly lower vandalism within the park and make the clean up process much easier.

3. Canajoharie is fortunate to be intersected by a statewide linear park system along with a considerable amount of parkland within its municipal boundaries. A newly completed section of the Erie Canalway Trail, coupled with a multi-use recreation path, can connect the Hudson River to Lake Erie (which runs adjacent to Route 5S and links the village on its east and west sides.) The abundance of parks and trails married with a compact and walkable downtown sets the stage for an amiable pedestrian environment.

While Canajoharie does possess these attributes, the person on bike or foot often face hostile surroundings in their travels. Signage within the village is cluttered and confusing; sidewalks and pedestrian facilities are in poor condition; and there is a lack of continuity between the parks and trails. These issues tend to overshadow the village’s positive features, making the pedestrian feel insignificant and devoid of safety.

To overcome these issues, the village might consider unifying its parks and trails system, which would in turn be tied in with the downtown. Some of the solutions would require long-term planning and investment. However, many of these efforts could be achieved with little cost aside from time, creative thinking, and a little sweat equity. The implementation of a unified park and trail system would take a considerable amount of planning and investment. Some simple and short-term solutions, could, however, be put in place and results would be seen immediately.

Two of Canajoharie’s parks that can be joined together to create a unified park system.
4. The new Riverfront Park presents many opportunities for cultural programs and tourism. Canajoharie should look into preserving and enhancing current festivals and cultural programs which are held along the Mohawk River.

*Water Quality Improvement Proposal*

1. The village should work together with surrounding municipalities to create a combined watershed protection and stormwater management plan. This would give the opportunity not only to protect the water quality of the tributaries and the Mohawk River, but also to expand relations with neighboring municipalities. Planning on a watershed scale forces municipalities not only to effectively protect urban streams, but more importantly to expend the scope of municipal efforts in environmental planning. This stormwater program should also include a local stream monitoring and buffer control program, which could look to include community members and possibly work in conjunction with a local high school science class. Although the NYSDEC’s environmental monitoring is effective, it should be assisted by the local community, which could possibly enhance the sense of ownership and responsibility for water quality of the tributaries and the Mohawk River.

*Implementation*

1. The village needs to create a list of potential volunteer groups, which might be interested in assisting with the trail maintenance and interpretation efforts. Again, local community organizations should be utilized first. The Adirondack Mountain Club also might be a good regional source for volunteers with park and trail maintenance. Their source of interpretation professionals might also be a good source for setting up Canajoharie’s environmental education programs. Tapping for volunteers locally, especially with young adults is more likely to gain public approval than trying to raise money for a professional trail or environmental education organization.

2. The sign efforts can be included within a village signage program for including both the downtown and the parks. There are a number of websites, which discuss how to properly create effective signage for direction and interpretation. Theses sites, as well as working with other park employees within the Mohawk Valley should give enough assistance for the creation of effective park signage. Signs should be clear, concise, appropriately placed, and adhere to certain design standards. In the current environment, the signage tends to be confusing and vehicle oriented. Efforts should be made to lower signage in order to clearly demarcate the pedestrian system on a human scale.

3. Another short-term solution for the trail system would be to provide appropriate pavement markings for pedestrians. Currently, crosswalks are poorly marked, and there is no sense of the Canalway trail within the village, even though it bisects through the crosswalks. Perhaps the Canalway trail could be marked with
a distinguishing color of paint. By creating these markings, the bike pedestrian system would be tied together, thereby improving the overall safety.

4. The park employees and web resources can also help to design attractive and effective brochures advertising Canajoharie’s parks. If the village wishes to design professional-looking brochures, the municipality should look to a graphics design company within the village to either volunteer their services or provide the brochures at a discounted price.

5. More money needs to be set aside each fiscal year for the maintenance and environmental education program for the parks. Once the municipality declares a set amount in the budget, the efforts dedicated for the parks are more likely to be followed through. Along with money set aside for trail maintenance, Canajoharie can either include a set amount in their budget for interpretive signs or ask local hardware and lumberyards for donations for the project.

6. Being that Bowman’s Creek and the upstream portion of Canajoharie Creek flow through agricultural fields, and the downstreams directly through the village, there presents many opportunities for runoff pollution to degrade the current water quality and possibly the Mohawk River. Although NYSDEC often takes the initiative to encourage the creation of the Non-Point Source (NPS) prevention planning and storm water management planning, Canajoharie can take the first step in working with local farmers in implementing Best Management Practices (BMP’s) specifically with increasing buffer zones along the tributaries. Currently there is a 100-foot development buffer within the town near the tributaries, but none within the village. This presents both a problem and an opportunity though, for the village to work with businesses and homeowners situated near the streams. The city of Los Angeles has created a very effective storm water management program, whereby one of its aspects is working with local businesses to reduce on-site runoff pollution using education programs and materials. Canajoharie could create outreach programs for both businesses and homeowners within the village to deal with the existing development problem near Canajoharie Creek.

7. The village government should consider enhancing guidelines for development by using such unique and effective techniques as development credit systems (i.e. a “brownie-point” system for developers) or other tools which promote the creation of not only architecturally attractive, but more importantly, environmentally friendly site planning. This can be tied in with open space preservation by possibly allotting more credits to developers who set aside open space for public use or to enhance the current bike trail that runs through Canajoharie. Many municipalities have effectively dealt with storm water management by showing developers alternatives to building and parking lot design which allow more on-site infiltration and control of runoff, thereby reducing the possibility of downstream flooding and pollutant loading.
8. The other aspects of a storm water program are required by the National Pollutant Discharge Elimination System (NPDES), which is a Phase II amendment of the 1972 Clean Water Act. A few of the requirements are that a storm water plan needs to address public education and outreach; illicit discharge elimination and control; and pollution prevention. There are a number of useful books, which address how municipalities can start a storm water management program, which the village can use as a reference:


Canajoharie should try and keep in mind that there would need to be environmentally educated people available for the village, to answer any storm water questions; program updates/compliance; and to be present at village meetings to review storm water management from developers’ site proposals. At least one of the village planners should take the initiative to learn about storm water planning and management, especially in regards to NPDES permits and site design. Further inquiries can be given to the NYSDEC Region 4 Water Division, or the Albany central office.

**Summary**

Since the early history of the village, the Erie Canal has provided an opportunity to be connected to others outside of the municipal boundary as well as opportunities for recreation. Being that a majority of the vegetated buffer of its tributaries are located upstream, the village should strongly consider the creation of a storm water management plan/program to control the current class B water quality of the Mohawk river. Without a high standard or concern for water quality of the Mohawk River, pride of the Canal and availability of recreational uses could quickly decline thereby losing a great environmental asset to both the village and Mohawk Valley.

Wintergreen Park (including its trails), Riverfront Park, and the Erie Canalway Trail also provide great assets to the village. As with any public park and trail system, signage, connectivity (with a multi-park trail system), and trail improvements are needed for continual public usage and increased tourism. Interpretive programs for Wintergreen Park coupled with an interpretive/directional signage project could make use of nature’s bountiful opportunities for environmental education, social interaction, and youth activity with a public park.

The implementation of a multi-park trail system connecting Wintergreen Park to the downtown and ending at Riverfront Park could increase public usage and stimulate interest for increased tourism.
Knowledge within the village of the environmental assets and what they provide are great for its residents and workers, but not effectively advertised to the village can leave out opportunities for outers outside Canajoharie to enjoy its uses. A link on the proposed village website coupled with a simple fold out park map and brochure can effectively advertise the recreational and aesthetic uses which Canajoharie’s parks and trails provide.

The environmental benefits for Canajoharie provide opportunities for the revitalization of cultural activities, increase tourism, and an overall enhanced quality of life for all who live and/or work with the village boundaries. The previously suggested proposals are low-cost and effective tools for increasing public use of municipal environmental resources and should be taken into consideration for the future of Canajoharie.
Urban Design & Aesthetics

Introduction

Canajoharie’s location and built environment are truly distinctive. The village has several prominent, historic stone buildings in its downtown; sections of the village are built around beautiful waterways of major historic significance; the massive Beach-Nut factory stands as a firm reminder of the Mohawk Valley’s great industrial tradition; a unique traffic light peaks the interest and passion of locals and visitors alike; and the village is gracefully situated amidst the bucolic hills surrounding the Mohawk River. Nonetheless, though the village is blessed with an array of appealing design elements, it also has many design challenges. For example, the Thruway separates Canajoharie from the Mohawk River; a significant number of the village’s streetscapes appear to be dominated by asphalt, road signs, steel fences, rather than attractive landscaping.

Through community involvement and creativity, Canajoharie has great potential to increase its aesthetic appeal. In most cases, the solutions to the village’s eyesores are simple and relatively cheap; some of these solutions include the planting of vegetation in strategic locations, the installation of new lampposts, and the repositioning of road signs. Improving the village’s design is in the interest of everyone: village residents and visitors alike could take great pride in and better enjoy Canajoharie.

Opportunities & Constraints

Canajoharie has the opportunity to create a well designed and visually-appealing downtown and waterfront, which should increase the number of visitors to the village and improve its overall quality of life. The foundation for this downtown and waterfront already exists: the village has a compact and pedestrian-friendly downtown as well as waterfront property. Additionally, Canajoharie also has the opportunity to make the Beech-Nut factory a visually attractive landmark and village symbol.

The chief threat to Canajoharie’s aesthetic dimension is neglect of its physical infrastructure, which is clearly evident in the downtown’s deteriorating sidewalks and its underutilized, under-maintained stock of historic buildings. If this neglect is continued, perception of the Village as a place to live, work and visit will become increasingly negative.
These were the two main design-related goals of Canajoharie residents stated at the October public meeting:
1. Preserve the historic character of downtown;
2. Add to the vibrancy of the core.

Many of the concerns expressed at the October community meeting regarded the unaesthetic character of downtown. In general, Canajoharie citizens take pride in their village’s history and want to restore its economic vitality, especially in downtown. Design improvements can play a large role in achieving this goal.

Design Strategies

Based on public aspirations expressed at the October community meeting and our analysis of the existing situation, we propose improving the aesthetic fabric of Canajoharie’s downtown be applying five design principles:
1. Preserve and enhance the historic character of downtown;
2. Encourage mixed-use commercial development;
3. Eliminate unpleasing spaces in downtown;
4. Encourage a pedestrian-friendly environment;
5. Plan future areas of development with design and aesthetics in mind.

Principle One: Preserve and enhance the historic character of downtown
Canajoharie citizens, local officials and the Mohawk valley Heritage Corridor Commission (MVHCC) all consider the village’s historic character to be of the utmost importance. Canajoharie must preserve the historic characteristics of its built environment, being sure to restore those that have degraded over time. Additionally, the village must create new designs that are in sync with its historic character.

1. Increase Attention Given to Architecture and Design in Canajoharie
Architecture is one of the most important components of a community’s historic character. Many of the buildings in Canajoharie possess a wealth of architectural richness dating back to the late 19th century. Unfortunately, poor facades have hid some of these characteristics, and some have fallen into disrepair.

Action: Adopt design guidelines for downtown Canajoharie.

Concepts:
• Maintain general 2-3 story height of buildings;
• Maintain build-to-line character in appropriate places;
• Maintain compatibility of building form and style.
Action: Implement a Permanent Façade Program
Canajoharie has already recognized the importance of improving facades through the Canajoharie Revitalization Program. This program should be continued once the current funding stream has ended. A board could review façade projects as well as seek funding sources.

Concepts:
- Recommended materials: brick, stone, wood, stucco.
- Not recommended materials: imitation brick or stone siding, vinyl or metal siding.
- Detail of facades and fenestration should be focused on the ground level of a building and decrease as the building rises. This makes the ground level more attractive to the pedestrian.
- The color of facades should be consistent with the local vernacular style.
- Windows should maintain a traditional pattern of openings, be vertically oriented, have a consistent style, and should be clear glass (not reflective or dark.)
- Existing eaves, cornices, etc. should be preserved and maintained, and new construction should include similar features.
- Facades should emphasize different uses for different floors. For example, businesses on the ground level should have more detail and openings then residential uses above them.
- Façade details should be continued around the corner of buildings where exposed.

www.riponmainst.com/.../Design%20Guidelines.htm
2. Improve Streetscape Design in a Historic Fashion

Streetscapes are also a vital part of retaining historic character in a community. There are many components of a streetscape that are shaped by the municipality and property owners. A streetscape with a historic character makes people appreciate their surroundings and brings them to the businesses located there.

Rebuilding a streetscape is possible even as the village incorporates new technological and transportation elements. Traffic signs, utilities, parking meters and more do not dovetail with the village’s historic character. Nonetheless, combining newer, more pleasing attributes with older ones (likes benches and old lampposts) can produce a beautiful streetscape that combines the best of old with the best of new.

**Action:** Revise Village sign code (157-25) to improve business signage.

**Concepts:**
- Signs should be complimentary to the building itself, and to surrounding buildings.
- Encourage more historic and aesthetically pleasing signage that is also more pedestrian oriented (i.e. hanging signs, hung perpendicular to the building.)
- 157-25b2 should be amended to encourage externally lit signs when appropriate.
- Projecting signs should be small so that they don’t overwhelm the building or overly intrude upon the streetscape.
- The size and location of signs should be fairly consistent among the buildings. However, shapes and colors can vary to allow for individuality.
- Signs should promote the businesses solely, and avoid the use of brand names such as Pepsi or Coca-Cola when possible.
- Signs provide a good opportunity to locate a street number, which should be simple and easy to read.
- Discourage neon lit signs, signs that move, and box signs with interior lighting.

**Action:** When new development occurs, encourage the location of utilities underground.

**Action:** Improve and increase street furniture in a historic fashion.

**Principle Two: Encourage Mixed-use Commercial Development**

Many communities throughout the United States have zoning ordinances that separate land uses into single-use zones as opposed to traditional mixed-use community patterns or traditional neighborhood development (TND.) The purpose of doing this has been to separate incompatible activities like industry
and residence. Yet not all uses are in conflict and should be separate. Single use zones prohibit the proliferation of a built environment with a historic character, which is mixed-use. Many of the buildings in downtown Canajoharie were designed and built for both commercial and residential uses, but the current zoning do not permit this. Some buildings currently function in this manner, but the need to seek variances and special exceptions to the zoning ordinance discourages this practice.

**Action:** Amend zoning to allow mixed-use venues in downtown Canajoharie.

**Principle Three: Eliminate unpleasing spaces in downtown**

The issue of downtown’s appearance is central to revitalizing Canajoharie. Traveling to downtown destinations, and traveling through downtown, should be a pleasant experience for village residents and visitors alike. Though downtown currently has several areas in need of a “face lift,” vast improvements can be made in relatively simple ways. Below are some tactics for improving downtown’s appearance. Many of the same tactics apply to different areas in downtown.

1. **Enhance gateways into Canajoharie to create a positive sense of arrival**

Canajoharie’s Riverfront Park: This park has aesthetically pleasing features and amenities, and offers prime access to the river. Unfortunately, the park is adversely impacted by noise from the Thruway, which runs just behind the park. Traffic in the Thruway is also a visual distraction for visitors to the park: it detracts from the peace and serenity of the river and the landscape. Additionally, to travel to the park, visitors must walk through a dark, concrete tunnel underneath the Thruway. The park is also inundated with noise from traffic on the Mohawk River Bridge, and from freight trains, which run on the other side of the river.

Possible mural underneath the Thruway, source of mural: [http://www.eriecanal.org](http://www.eriecanal.org)
Actions:
- Place a distinctive “Welcome to Canajoharie” sign where vehicles come into the village from the Mohawk River Bridge.
- Build sound barriers along the northern side of the Thruway to minimize noise pollution in the riverfront park.
- Plant tall trees along the outside of the wall to conceal it.
- Paint murals on the walls in the tunnel underneath the Thruway.
- Create visually pleasing lighting in the tunnel.
- Create brick patterns in the tunnel sidewalks.

Thruway Exit: This exit is one of the most important points of entry into the village of Canajoharie. The first impressions for people who enter the Village via this route are based on appearance of the backside of the Beech-Nut plant. As a major point of entry, Canajoharie should improve this gateway appearance.

Actions:
- Place a distinctive “Welcome to Canajoharie” sign after the Thruway tollbooths.
- Plant a row of trees along each side of the exit road.

Beech-Nut Plant: Beech-Nut commands a major presence in downtown and is an important feature along the northern gateway into the village. The factory stands out because of its large white walls, its razor wire fence, and its bland landscaping. The problem with making improvements here is that the property is solely private and any intervention will require the consent of Beech-Nut Nutrition Co. Simple actions proposed below could be agreeable to factory managers.

Actions:
- Paint murals on the plant’s outside walls. These murals could reflect the company’s history.
- Remove or replace fencing.
- Add greenery to the front side of the building.

Before and after pictures of Beech-Nut to help emphasize the affect of white walls versus street trees.
**Wagner Square:** Due in large part to the demolition of the old Wagner Hotel, Wagner Square lacks a sense of place. Nonetheless, the “dummy light” in the middle of the square remains a distinctive centerpiece that could be further highlighted through streetscape improvements and surrounding plantings.

**Actions:**
- Use infill development to improve emptiness of the old hotel site.
- Replace deteriorating pedestrian infrastructure
- Plant trees on the sidewalks.
- Install round black steel grates around each of the trees, and plant flowers inside the grates.
- Install benches, garbage cans, and “old-fashioned” lampposts in the sidewalks.
- Create a terrace for the “dummy light” in the middle of Wagner Square.
- Plant a bed of flowers around the “dummy light.”
- Remove the current support frame for the “dummy light” and mount the light on a more decorative base would improve the aesthetics and also increase the visibility of the light.

**Additional Actions:**
- Replace deteriorating infrastructure.
- Use trees and bushes to separate rows of parking.
- Place “old fashioned” lampposts throughout parking lots
- Paint murals on empty walls facing parking lots.
- Retain on-street parking.
- Redefine and mark clearly the entrance/exit to off-street parking.
- Keep off-street parking entrances/exits to a minimum.
- Introduce bike parking at various locations on Church Street (Wagner Square, Church and Main, Church and Erie, Riverfront Park.)

**Principle Four: Encourage Pedestrian-friendly Environment**
The most important factor of any vibrant downtown is its pedestrian-friendliness. This includes clean, safe, comfortable, and attractive sidewalks, crosswalks, street lighting, signage, street furniture and more. Many of these components are either absent of in poor condition in downtown Canajoharie. To attract more business and tourism and make the area generally more comfortable, certain strategies and actions must be undertaken.

1. **Improve sidewalks in the Village**
The sidewalks offer no accommodations for the old, handicapped, or people with children or strollers.

**Actions:**
- Restore sidewalks with a mix of materials such as brick, stone, and concrete with a tasteful aesthetic design.
- Introduce trees/plants along the sidewalks at regular intervals.
• Introduce seasonal flowerbeds around the base of street trees and flower-hangs from streetlights.

2. Improve crosswalks
Downtown has crosswalks at all major intersections. However, these crosswalks are not marked properly and are not pedestrian-friendly. They need to be reconstructed with the latest techniques available, so as to clearly distinguish between the automotive realm and pedestrian realm and to improve attractiveness and safety.

Examples of pleasing sidewalks and crosswalks
www.worldisround.com/articles/10207/photo33.html
www.oaklandmd.com/gallery/index2.html

Actions:
• Construct raised intersections, preferably with a different material than asphalt, such as stone or brick.
• Construct new crosswalks with a different material (brick) in the central area, and use distinctive markings in other places.
• Clearly mark on-street parking.

3. Install alternative street lighting
Street lighting increases safety, and can add to a location’s aesthetic appeal. The present light fixtures do not match the historic character of the downtown and are unaesthetic. Another purpose of street lighting is to highlight the importance of “place” by lighting some of the great buildings in downtown.

Actions:
• Introduce traditional-style lampposts with a human scale.
• Use a lighting style that would eliminate glare, but clearly highlight the sidewalk and street.
• Introduce external lighting at the library and museum and at some buildings at the intersection of Church Street and Main Street, and at Wagner Square (in order to highlight historic character.)

4. **Create a unified traffic signage system**
Traffic signs at present are cluttered and confusing. A new system of signage should be introduced that is simple and more attractive for both pedestrians and drivers.

**Actions:**
• Reduce cluttered signs.
• Use a common theme for signs (common color, shape, size, height, etc.)
• Distinguish between different types of signs (route identification, street names, parking, welcome, traffic calming, etc.)

5. **Improve street furniture**
Street furniture is integral to making downtown attractive and user-friendly. Street furniture can include benches, trash bins, message boards and kiosks, newspaper and brochure stands, bike parking facilities, historic markers and interpretive plaques, maps and more.

**Actions:**
• Introduce traditionally-style street benches at regular intervals. There must be more than one bench at important intersections such as Church and Erie, and Wagner Square.
• Introduce trash bins at regular intervals.
• Introduce a few message boards to display events, attractions and more. Some possible locations would include Wagner Square, Church and Main, and Church and Erie.
• Introduce bike parking at various locations on Church Street (Wagner Square, Church and Main, Church and Eire, Riverfront Park.)
• Introduce/redevelop more attractive newspaper stands at various locations on Church Street (Wagner Square, Church and Main, Church and Erie, Riverfront Park.)

Principle Five: Plan future areas of development with design and aesthetics in mind
Three areas in downtown have the potential to become more active nodes of activity: Wagner Square, the reflecting pool on Church Street at the Library, and areas of Erie Boulevard adjacent to and across from the expanded Art Gallery extension.

1. Infill development at Wagner Square
Wagner Square is one of the most important locations in downtown. In addition to the “dummy light,” it has a number of historic buildings of exceptional quality, as well as the Canalway trail and vacant space with development potential.

Actions:
• Explore the option to construct public/private buildings on the west side of Wagner Square in order to enclose the square and re-establish its historic character. Such buildings need not be built-to-line, but should follow similar setbacks. This would allow some space in front of the buildings to increase the usability of the square. The space in front of such buildings must be made public with benches, kiosks, and other facilities.
• Use new design elements and information boards to make the entrance and exit of the Canalway trail at the Square more prominent.

Possible infill development at Wagner Square that would conform to the village’s architectural character.

2. Redevelop the reflecting pool/garden near the library
The reflecting pool and garden adjacent to the Library and Art Museum are currently not user-friendly and are to be redeveloped as part of the Art Gallery extension.
extension. According to this plan, open entry to this space from Church Street might be removed. We believe that to keep Church Street vibrant, it is desirable to keep this space accessible from Church Street. The proposed cafeteria could become a major component of downtown life if it were accessible from Church Street.

Actions:
• Do not fence-in the area alongside the sidewalk.
• Use the pool as a central attraction for the proposed cafeteria with public access from Church Street.
• Introduce security measures such as fencing or a wall on the west side of the pool.

3. Redevelopment of sites along Erie Boulevard
Erie Boulevard is the location of the old Erie Canal. Redevelopment of this area in order to highlight its historic importance could become a major attraction for the village. The proposed Art Gallery extension is a wonderful opportunity for such a redevelopment to occur.

Actions:
• Design the proposed entry to the Art Gallery extension as a public square connected to Erie Boulevard.
• Develop the proposed landscape design in front of the Art Gallery Extension to celebrate the Erie Canal. This is possible be representing some of the old locks or other components of the canal as part of the
landscape design. The shrubs or other plants could be trimmed in the shape of canal components.

- Construct a roundabout at Erie Boulevard and Main Street in front of the current village hall to improve the quality of the space. This could also serve as a western gateway into the village.

**Implementation**

In order to provide funding for the creation and upkeep of these design changes, Canajoharie should create a Beautification Committee in charge of locating and distributing funding. The committee should also oversee the implementation and upkeep of these design changes.

Possible sources of funding and assistance include:

- Mohawk Valley Heritage Corridor Commission [http://www.mvhcc.org](http://www.mvhcc.org)
- NYS Canal Corporation [http://canals.state.ny.us](http://canals.state.ny.us)
- Erie Canalway National Heritage Corridor [http://www.eriecanalway.org](http://www.eriecanalway.org)
- NYS Office of Parks, Recreation & Historic Preservation [http://nysparks.state.ny.us/grants](http://nysparks.state.ny.us/grants)
- NYS Division of Housing and Community Renewal [http://www.dhcr.state.ny.us/ocd/nofas/ocdnofas.htm](http://www.dhcr.state.ny.us/ocd/nofas/ocdnofas.htm)
- Preservation League of NYS [http://www.preserveny.org/fundinghome.htm](http://www.preserveny.org/fundinghome.htm)
- National Trust for Historic Preservation [http://www.nationaltrust.org/help/funding.html](http://www.nationaltrust.org/help/funding.html)
Transportation & Circulation

Introduction

Transportation plays a key role in the physical structure of a community because it impacts the social and economic lives of its residents. “Transportation” has come to refer to vehicular movement, that is, cars, trucks, and other motorized vehicles. In Canajoharie, cars and trucks are the most obvious elements of circulation. This, however, is a limited definition of transportation because it omits what is the most critical element of circulation in a village: pedestrian movement. We take a view of transportation that not only includes pedestrians, but also promotes them to top priority. In most cases, pedestrians share the same public rights-of-way with vehicles, but in a village setting, it is essential that the pedestrian’s rightful position – of highest status within those rights-of-way – be steadfastly defended. Moreover, an emphasis on pedestrians complements all other aesthetic, historic, cultural, business, tourism and environmental goals, which are put forth in this document.

Ideally, the village would have more time to consider transportation-related actions as part of planning its future, but events are in motion and time is of the essence. The New York State roads that pass through the Village of Canajoharie and the Village of Palatine Bridge (Routes 5, 5S, 10, and 920T) are all currently being redesigned by the New York State Department of Transportation (NYSDOT) and will all undergo reconstruction in a series of projects over the following four years, 2005 – 2008. In addition, Erie Boulevard, between Church Street and Main Street, will be resurfaced. Reconstruction of this degree occurs infrequently for a village, making this a pivotal moment and a great opportunity for the villages to influence decisions that will shape their mutual future for several decades. It is an ideal moment for Canajoharie and Palatine Bridge to emphasize pedestrian circulation as a means to achieve a pleasurable, walkable community that invites tourism and business.

NYSDOT Projects and Scheduled Construction Dates

- NYS Rte. 10: From Village’s southern line to Cliff Street (2005)
- NYS Rte. 920T: Moyer Street south of Montgomery Street, east of Canajoharie Creek (2006)
- NYS Rte. 10: Church Street, Cliff Street to Incinerator Road and Rte. 5S, and on Main Street, Canajoharie Creek to Food Mart/Sunoco (2007 & 2008)
- NYS Rte. 10 Incinerator Road, to Palatine Bridge and Rte. 5 in Palatine Bridge (2007 & 2008)

We consider the projects on Main Street, Church Street and the Mohawk River Bridge to be the most important to the village’s future. This is because these are the later of the projects and they also may offer an open window for community input on their design. It is our earnest hope that residents join one another and seize this opportunity to achieve the street reconstruction designs that they desire, whether or not they are based on the recommendations within this report.
Existing Conditions

Numerous transportation routes serve the Village of Canajoharie. Some of these pass through the heart of the village:

- NYS Thruway/Interstate 90 (east-west), with Exit 29 located within the Village’s eastern side.
- NYS Route 10 (north-south).
- NYS Route 5S (east-west).
- The Canalway Trail (east-west), a non-motorized, recreational trail that follows a former railroad line.

Other transportation routes pass adjacent to or just outside the village core:

- The Mohawk River/NYS Barge Canal (east-west), borders the village on the north.
- NYS Route 5 (east-west), just across the river in Palatine Bridge.

The Village of Canajoharie’s primary existing condition regarding transportation in the village core is confinement. The transportation system, like all development, is limited by natural features, such as the river, creek, and slopes and by built features such as the NYS Thruway. Most notably, the historic buildings and street pattern create transportation right-of-ways that are somewhat narrow, according to contemporary highway standards. There are also steep grades and sharp turns that do not conform to
the same engineering standards. Theses conditions pose difficulties for vehicles traveling at high speeds, and for large vehicles making turns. These are real problems – not only for truck traffic and would-be speeders, but also for traffic engineers. They are not, however, necessarily the chief concerns of a village seeking to revitalize its downtown. Putting an emphasis on these problems – and especially on their conventional remedies – may, in fact, work against village revitalization.

The village’s historic downtown is built with narrow right-of-ways. Church and Main present especially narrow spaces in which to create the “public realm” of a village downtown core. Some of the most space-consuming aspects of the public realm serve transportation functions, and include moving traffic lanes, parking, and pedestrian circulation. This public space also includes smaller, but still critical elements, such as lighting, signage, and street furniture. Existing right-of-way widths in the village core (building front to building front, including street and sidewalks) vary. On Main Street it is 47-49 feet; on Church Street, 50-55 feet. On Erie Boulevard (formerly the canal) it is 75 feet. By comparison, the total width of the bridge over the Mohawk River is about 40 feet, and the Montgomery Street Bridge is about 35 feet (see Table #1.)

Table #1

<table>
<thead>
<tr>
<th>Location</th>
<th>Sidewalk</th>
<th>Moving Lane</th>
<th>Parking Lane</th>
<th>Total Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Street</td>
<td>6 - 10</td>
<td>10.5</td>
<td>8</td>
<td>47-49</td>
</tr>
<tr>
<td>Church Street</td>
<td>8 - 9</td>
<td>9.5</td>
<td>8-9</td>
<td>50-55</td>
</tr>
<tr>
<td>Erie Blvd.</td>
<td>10</td>
<td>15-19</td>
<td>8</td>
<td>75</td>
</tr>
</tbody>
</table>

The plans of NYSDOT are not included here as “existing conditions.” Though, at present, NYSDOT design engineers have developed their plans to varying degrees of completion, they are not yet constructed, or even finalized plans, and so are subject to change. The initiative for any such changes lies with local residents and officials. Only they can present specific elements to be altered or included. This must be undertaken in the very near term, because design work is progressing, and, when finalized, the projects will go out for construction bids.

Though not “existing conditions,” it is important to understand exactly what conditions will exist after the street reconstruction projects performed by the NYSDOT. According to current NYSDOT plans, sidewalks on Main Street will be wider, but so will vehicular lanes, which typically indicate that vehicles will travel faster. On-street parking, currently existing on the north side of the street, will be eliminated, removing not only valued parking spaces, but also a buffer between sidewalks and traffic lanes. Similar results will be seen on Church Street: widened sidewalks (at least on one side of the street), but wider (faster) traffic lanes, and the loss of on-street parking - and its important buffering function – on one (the western) side of the street (see Table #2.)
Table #2
Under DOT plans: Dimensions of Village Street

<table>
<thead>
<tr>
<th>Location</th>
<th>Sidewalk</th>
<th>Moving Lanes</th>
<th>Parking Lane</th>
<th>Total Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Street</td>
<td>11-12</td>
<td>12</td>
<td>-</td>
<td>47-49</td>
</tr>
<tr>
<td>Church Street</td>
<td>10-14</td>
<td>12</td>
<td>8</td>
<td>50-55</td>
</tr>
<tr>
<td>Erie Blvd.</td>
<td>10</td>
<td>15-19</td>
<td>10</td>
<td>75</td>
</tr>
</tbody>
</table>

NYS DOT studies indicate that there has been insignificant growth in traffic volumes over the past three years, and the projection for the next twenty years reflect similar growth patterns (see Table #3.) The current levels of service for the major intersections in the study area are both at a level of service B, and the projections for the next twenty years put these levels at C (see Table #4.) One can reasonably assume that with the rehabilitation of much of the transportation network, where both of these locations are included, the village can accommodate a significant amount of growth without pushing the level of service to a point where it is unacceptable. (A level of service of D or better is considered acceptable.)

Table #3
Level of service for major intersections within the study area

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing (2002)</th>
<th>Projected (2022)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rte 5S and Rte 10</td>
<td>B</td>
<td>C</td>
</tr>
<tr>
<td>Rte 10 and Mohawk St</td>
<td>B</td>
<td>C</td>
</tr>
</tbody>
</table>

Table #4
Traffic Volumes

<table>
<thead>
<tr>
<th>Location</th>
<th>Year</th>
<th>AADT</th>
<th>Design Hr.</th>
<th>Design Hr. Volume</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rte 10 North of Erie Blvd.</td>
<td>2002</td>
<td>8400</td>
<td>1005</td>
<td>520</td>
</tr>
<tr>
<td></td>
<td>2022</td>
<td>11400</td>
<td>1325</td>
<td>690</td>
</tr>
<tr>
<td>Rte 10 South of Rte 5s</td>
<td>2002</td>
<td>8400</td>
<td>720</td>
<td>390</td>
</tr>
<tr>
<td></td>
<td>2022</td>
<td>11400</td>
<td>980</td>
<td>530</td>
</tr>
<tr>
<td>Rte 5S West of Rte 10</td>
<td>2002</td>
<td>4300</td>
<td>430</td>
<td>235</td>
</tr>
<tr>
<td></td>
<td>2022</td>
<td>5800</td>
<td>585</td>
<td>320</td>
</tr>
<tr>
<td>Rte 5S East of Rte 10</td>
<td>2002</td>
<td>5500</td>
<td>510</td>
<td>260</td>
</tr>
<tr>
<td></td>
<td>2022</td>
<td>7500</td>
<td>695</td>
<td>355</td>
</tr>
</tbody>
</table>
The Canal year runs from May into November (with virtually no traffic in November.)
Each year, about 2000 recreational boats go through Lock 14, just west of Canajoharie’s riverfront Park. June through September is the busiest time period, with July topping out with about 500 boats locking through Lock 14.

Lock 14 has the fewest boats of any lock east of Syracuse, which suggests there are additional boats within a few locks in either direction that might be drawn to Canajoharie.

Proposals

The general, over-arching recommendation concerning circulation is to elevate pedestrians to the highest status in the village, and demote vehicles to inferior ranks. In all directions, large and small, a constant priority should be placed on pedestrians’ interests, while minimally accommodating cars and trucks. This priority should infuse all stages of the planning, design, and construction of physical infrastructure (including sidewalks, intersections, lighting, signage, parking, buildings, and site plans) as well as their maintenance (repairs and snow clearance.)

Specific circulation and transportation proposals are intended to pursue this general, primary goal. Each proposal attempts to accommodate some needs of vehicles, while giving priority to serving and elevating pedestrians. Each is intended to enhance the Village of Canajoharie as a place to live, work and visit. This includes maximizing the quantity of pedestrian space, enhancing the quality of pedestrian space, and interconnecting those spaces. It also includes minimizing the negative presence of vehicular traffic, which primarily means slowing vehicles down as much as possible.

There are six categories of circulation recommendations:

1. Utilize the opportunity presented by NYSDOT work to install traffic-calming design measures on key blocks, at key intersections, and throughout the village to slow traffic and establish pedestrian priority.
2. Minimize the negative impacts of trucks in the village core by redirecting commercial truck traffic.
3. Examine alternatives for creating adequate and accessible parking for residents and visitors.
5. Create unified, comprehensive and cohesive signage to better facilitate pedestrian and vehicular circulation.
6. Create gateways that establish a sense of arrival and identity.
Proposal One: Traffic Calming and Pedestrian Emphasis

Proposal: Utilize the opportunity presented by NYSDOT work to install traffic-calming design measures on key blocks, at key intersections, and throughout the village to slow traffic and establish pedestrian priority.

A. Traffic-calming Design Tools

Raised “table” Intersections: In place of a sidewalk curb ramps that lower pedestrians to street-level, raised intersections carry vehicles to sidewalk-level at corners. This extended (e.g. 50 foot) speed bump slows traffic and allows pedestrians to cross without grade change. Pavement surface may have different material, texture, and color, which will give crosswalks greater prominence. Prime intersections for this design are located along Church Street at: Riverfront Park, Erie Boulevard, Main Street, and Wagner Square. The “table” construction can also be used for pedestrian crosswalks that are not at street intersections, such as that contemplated for Erie Boulevard.

Examples of crosswalks and raised tables http://www.portsmouth.gov.uk

Crosswalks: Whether a “table” intersection or not, generous, well-maintained crosswalks with distinctive markings and/or special pavements are important to slowing traffic and providing pedestrian safety.

Curb bulb-outs: Whether a “table” intersection or not, curb bulb-outs reduce turn radii, slow both thru and turning traffic, and shorten crosswalk distance. Curb bulb-outs can also be used for pedestrian crosswalks that are not at street intersections.
Sidewalks: Generous sidewalks are the basis of any quality pedestrian circulation system. It is important that sidewalks be as wide as possible, unobstructed, and well maintained – including clearance of snow and ice.

On-street parking: On-street parking, whether parallel or angled, provides not only valued parking for businesses, but also an important buffer between sidewalk and traffic, and serves to slow traffic. It should be retained or installed wherever possible. Where it is for some reason not possible, it becomes even more important to maximize the width of the sidewalk and create an alternative buffer near the curb using lampposts, trees, bollards, planters, pavement changes and more. The multiple benefits of on-street parking may merit its retention even if sidewalks must be narrowed.

Lane widths: To slow traffic, vehicular traffic lanes should be restricted to minimal widths. The existing dimensions of the traffic lanes on Church Street and Main Street in Canajoharie’s downtown core are considered “non-standard.” This term may be misleading for several reasons. Non-standard conditions are not uncommon, and are not necessarily unacceptable. Non-standard dimensions (of width or other measurements) may, in fact, be desirable in the interests of a village, such as Canajoharie.

As a reference of lane width, the existing bridge over the Mohawk River has two 12-foot traffic lanes. The bridge’s structural steel trusses – hardly a “soft” edge, immediately border these lanes. The most recent NYSDOT plans for Church Street and Main Street similarly propose two 12-foot lanes for each street, which represents a significant widening of lanes. Furthermore, three of these four lanes (two on Main Street, one on church Street) will be bordered by not a street truss structure, or even parked cars, but only by a curb. Only one lane of Church Street will be bordered by parallel parking. This lane width will not provide traffic-calming results.

Curb radii: The sharpness of a turn, measured by its radius, will determine the speed at which vehicles will move around it. Whether constructed with curb bulb-outs or not, sharper turns (with shorter radii) will slow traffic.

Bike lanes: The provision of bike lanes obviously serves both recreational cyclists and those who choose to pedal as their means of transport – at least sometimes. With the Erie Canalway trail passing through its center, Canajoharie has special reason to provide for bicyclists. Though, a generous, designated bike lane between, for example, Wagner Square and Riverfront Park, would be welcomed, the narrow right-of-ways of Church
Street (and Main Street) make it especially difficult to include bike lanes here. As was the case with on-street parking, above, given the confines of downtown streets, an unfortunate trade-off exists between sidewalks and bike lanes. Indeed, with on-street parking, there can be seen a three-way trade-off.

B. Specific Actions at Key Intersections and on Key Blocks

KEY INTERSECTIONS

Church Street & Main Street:
- Reconstruct as a raised table intersection with expansive crosswalks
- Curb bulb-outs, as applicable

Wagner Square:
- Consider reconstructing as a raised table intersection with expansive crosswalks
- Maintain walk-ability (current NYSDOT plans to widen square, install curb corners or greater radii)
- Strengthen the presence of the Canalway Trail (with pavement, signage, etc.)
- Ensure pedestrian connection to Cliff Street (sidewalk at church and Cliff will become steeper with NYSDOT plans)
- If steps are required, use the opportunity to create a gracious, artful staircase, rather than minimal steps
- This is the pedestrian gateway between downtown and both the East Hill and West Hill neighborhoods

Church Street & Erie Boulevard:
- Reconstruct as a raised table intersection with expansive crosswalks
- Add signal lights (traffic and pedestrian)
- Curb bulb-outs, as applicable
- As with all signals, consider need for either dedicated walk cycles or pedestrian push-buttons
- Public Art, perhaps highlighting old Erie Canal

Church Street & Riverfront Park:
- Reconstruct as a raised table intersection with expansive crosswalks
- Add signal lights (traffic and pedestrian)
- Curb bulb-outs, as applicable
- Creates gateway into village core
- Begins traffic calming
Erie Boulevard & Main Street:
- Reconstruct as rotary
- Creates gateway into village core
- Begins traffic calming
- Opportunity to create terminating vista for several streets
- Opportunity for distinctive public art, perhaps highlighting old Erie Canal

Church Street – from Erie Boulevard to Wagner Square:
- Restrict traffic lane widths, especially if alternate truck routes remove trucks from these two blocks
- Consider retention of on-street parking on both sides of street
- If there will be no parallel parking along the west side of the street, then sidewalks on that side should be wider than on the east side
- Light poles, street trees, planters, and/or bollards should be placed near curb line to create a buffer in the absence of on-street parking

Erie Boulevard – from Church Street to Main Street:
- Reconstruct as boulevard: center median (min. 10 feet) with trees, narrowed traffic lanes, on-street parking
- Signaled, raised table crosswalks at Art Gallery (mid-block) to stress the gallery/downtown connection
- Consider installing angled on-street parking along north side of street (to the west of Art Gallery entrance)
- Above may require right-of-way width be augmented by about 10 feet on the north side of Erie Boulevard
- Public art, perhaps highlighting old Erie Canal

Church Street – from Erie Boulevard to Riverfront Park and beyond:
- Generous, well maintained sidewalks, including under Thruway and over river bridge
- Restrict traffic lane widths
- Consider installing bike lanes

Main Street – from Church Street to Erie Boulevard:
- Improve sidewalks, especially along south side of street
- Restrict traffic lane widths

Main Street – from Church Street to Exit 29:
- Improve sidewalks, especially between Church Street and Mitchell Street
- Improve lighting, especially on Rte. 5s and Exit 29
- Restrict traffic lane widths, at least west of Mitchell Street
Proposal Two: Managing Truck Traffic

Proposal: Minimize the negative impacts of trucks in the village core by redirecting commercial truck traffic.

A. Existing Conditions

Currently, trucks turn at Main and Erie, and at Church and Erie. Trucks travel on Church, Main and Erie. This means that trucks traveling on Route 5S and 10 do not need to make any turns. However, virtually all trucks pass through the intersection of Church and Main, some twice. Historic buildings along that corridor become less appealing for redevelopment because of this traffic. Also, trucks are traveling through the West Hill neighborhood, which is dangerous due to steep grades and hairpin turns.

B. Alternatives

Construct new rotary at Main and Erie, and realign Michigan Street between rotary and Mohawk Street
- Trucks turn at Main and Erie Rotary, Church and Erie, and Wagner Square
- Trucks travel on Main, Erie and Mohawk/Michigan, but not on Church (Erie to Wagner Square)
- Permits narrower traffic lanes on historic downtown blocks and enhances redevelopment prospects
- Places additional trucks on Mohawk Street, and will likely redirect some car traffic between Route 5S West and Wagner Square

Regular truck traffic and congestion in downtown Canajoharie
Reroute NYS Truck Route 10 south of NYS Route 5S
- Assign NYS Route 10 to Old Sharon Road/Cunningham Road (meets Route 5S as eastern village line)
- Trucks turn at Main and Erie Rotary, Church and Erie, and NYS Route 5S at Cunningham Road
- Trucks travel on Main, Erie, Old Sharon Road/Cunningham Road
- Reduce truck traffic on many core village streets
- Places additional trucks on Old Sharon Road/Cunningham Road with steep slopes and sharp curves

Redirect to Wagner Square
- To west: Mohawk Street/Michigan Street – to/from new rotary at Main and Erie
- To east: Mitchell and Montgomery and/or Little Mohawk – to/from Main
- Might remove some trucks from Church and Main
- Places many trucks onto Mohawk/Michigan, Little Mohawk, and Mitchell and Montgomery
- Would likely redirect some car traffic and require significant reconstruction of Mitchell, Little Mohawk, Mohawk, Michigan, and perhaps the bridge over Canajoharie Creek

Redirect through Beech-Nut
- Existed in earlier years, and directed trucks between Exit 29 and Incinerator Road and Erie
- Removes trucks from village core
- Depends on future use/abandonment of Beech-Nut buildings
- Would likely redirect significant car traffic as well

CAUTION: In redirecting truck traffic away from the village core, car traffic can unintentionally be redirected as well. This may seem to be a positive effect, but a loss of car traffic means a loss of people and a possible loss of vitality for the village.

Proposal Three: Parking

Proposal: Examine alternatives for creating adequate, accessible parking for residents and visitors.

A. Existing Conditions

NBT bank has a 137-space parking lot along the north side of Mohawk Street, of which 25 have been designated community spaces. Though generous, this is apparently not well known and the spaces seem impractical for community use. Another NBT lot, on the southwest side of Wagner Square, will be
reduced by the NYSDOT plan for the square. Thirty-one spaces have been added in a new parking lot on the north side of Main Street, 50 yards east of Church Street. Also, current NYSDOT reconstruction plans are expected to eliminate thirty-seven on-street parking spaces.

B. Proposals

**On-street Parking (parallel or angled)**

- Preferred: retain wherever possible, on-street parking provides a physical and psychological buffer between vehicular traffic and pedestrians, where on-street parking is not possible, widen sidewalks and create buffers with trees, bollards, planters, pavement changes, etc.
- Consider installing angled on-street parking along north side of street (to the west of the Art Gallery entrance), this may require that the right-of-way be augmented by about 10 feet on the north side of Erie Boulevard.
Parking Lots

Where necessary, they should be attractive (not just hidden), readily findable (but not too conspicuous), convenient (but not given priority over aesthetics or pedestrians)

- Businesses, residents and institutions who desire parking should consider shared parking arrangements, which can often supply adequate parking for all with a minimum of spaces and land area committed to the use, achieved by a sort of “time-share”, in which peak need periods for the multiple users do not coincide

Proposal Four: Bridges

Proposal: Make bridges beautiful, artful, memorable, distinctive and pedestrian-oriented.

A. Existing Conditions

There are three bridges in Canajoharie: Mohawk River Bridge; Route 5S over Canajoharie Creek; and Montgomery Street over Canajoharie Creek. Bridges are important links in Canajoharie’s pedestrian circulation system and should be celebrated.

B. Proposals

NYS Route 5S over Mohawk River

- Provide a unique gateway and high quality pedestrian linkage of the two villages
- Pedestrian comfort (wide sidewalk and separation from traffic)
- Pedestrian oriented lighting
- Celebrated in design by day, plus architectural lighting at night

Route 5S over Canajoharie Creek

- Pedestrian oriented lighting
- Gateway into village core – potential for future redesign with improved aesthetics and pedestrian space

Montgomery Street over Canajoharie Creek

- The least traveled, and perhaps least visible, but a gateway to East Hill and Wagner Square
- Example of simple, ornamental lighting to be emulated (though not necessarily copied precisely)
- Railing could be more aesthetic, wider sidewalks

On-street and parking lots designs: [http://www.sonoma-county.org/prmd/docs/zoning/article_82.htm](http://www.sonoma-county.org/prmd/docs/zoning/article_82.htm)
Proposal Five: Signage

Proposal: Create a cohesive, comprehensive signage system to better facilitate pedestrian and vehicular circulation.

A. Existing Conditions

Currently signage within the village is confusing. They dominate sidewalks and obstruct pedestrian views. Additionally, they are aesthetically unpleasing and there is no hierarchy among the signs.

B. Proposals

De-clutter
• Improve aesthetics
• Create hierarchy among signs

Unify
• Create regulations on sign design elements to create a unified design convention
• Include all types of signs (environmental, trails, business, educational, historic, etc.)

Other
• On Thruway – Blue sign featuring attractions in Canajoharie
• At gateways – especially at Exit 29, continued themes, consistent colors
Proposal Six: Gateways

Proposal: Create gateways that establish a sense of arrival and identity for Canajoharie.

A. Existing Conditions

Currently gateways into the village are not prominently displayed. Other signs are larger and more vibrant and take away from the sense of arrival into Canajoharie. There are only two gateway signs: Exit 29 after the tollbooths; and Route 10 heading down the hill. Other signs or telephone polls obstruct both.

B. Proposals

Five Vehicular Gateways
• Thruway Exit 29, from tollbooth to Route 5S
• Route 5S from east at village line, at Exit 29, and at Canajoharie Creek Bridge
• Route 5S from west at village line, Erie Boulevard & Main Street, and the proposed rotary
• Route 10 from north at Mohawk River Bridge & Thruway underpass, both structures may be elaborated
• Route 10 from south at village line, and/or at Cliff Street/Wagner Square

Other Gateways
• River/Canal – at Lock 14, Mohawk River Bridge, and/or Riverfront Park; the village is not visible from boats on canal and Thruway is an additional psychological barrier; boaters can be attracted by greeting signage, appealing design and information
• Canalway Trail – at village line and/or Wagner Square; clearer connections, signage about attractions, restaurants, etc.
• Consider view sheds as an important place to put additional signage

• Create specialized signs (trail system, pedestrians, cyclists)
Economic Development & Tourism

Introduction

Economic development and tourism are vital components of the Canajoharie Crossroads work plan. Economic development is the lifeblood of the village, while tourism fosters a positive image and keeps people intrigued with the residents, history and culture. There are three parts to the plan: economic development and analysis; village tourism; and grants and funding.

Beginning with economic development and analysis an overview is provided of the economic climate of the village and its surroundings. The economic analysis provides basic economic data and statistics that are crucial for having an informed perspective of the village and region, while also providing an “economic backdrop” for the rest of the proposals.

Next, the village tourism section acts as the core of the overall group plan, listing specific proposals that aim to enhance tourism in the village. The main emphasis of the tourism effort is to establish programs that create and sustain a unique and special identity for the village. The tourism proposals also provide the catalyst for generating a sustained, increased level of economic activity in the village, raising the attractiveness and quality of life.

Lastly, the grants and funding section addresses the feasibility of the proposals based on the reality of funding opportunities present. The key goals of this last section are to present the current opportunities for funding the proposals and offer a new proposal to aid in the coordination and organization of events that spring from the tourism effort.

Existing Conditions

1. Business and Economy

The mean income of the population in the Canajoharie Village is about $44,250 and 12 percent of the individuals are under poverty level as per the Census 2000. The working population is mostly employed in health, education, service and manufacturing sectors. There has been no drastic change in percentage share of each industrial category over the years. The village is experiencing high Dependency Ratio of 22 percent, which is higher than that of adjoining villages. Please refer to table 1 for a comparative analysis of the Canajoharie Village with the adjoining villages.

The strengths, weaknesses, opportunities and threats for the business and economy of the village are analyzed and presented here under based on the community meeting
held back in October. It can be observed that the business community is closely knitted and has opportunity to expand with an increase in the tourism sector.

**Strengths**
- Small businesses
- Close relationship
- Beech-Nut factory
- Crime free

**Weaknesses**
- Dependency on manufacturing
- No substantial plans
- Shopping in downtown
- Employment base

**Opportunities**
- Ancillary industries
- Tourism based economic activities
- Starting of new department stores
- Development of downtown

**Threats**
- Shopping centers in adjoining villages
- Capital investment problems – funding
- Shifting of Beech-Nut

2. **Tourism**

Canajoharie has many tourism assets: arts and architecture, places for recreational activities, landscapes, the Mohawk River, and shopping and dining. The village has an advantage of easy access, located at the center of New York State. Especially, ways of access are extremely convenient owing to excellent road networks that pass through or near the village. The major targeted markets, such as New York City and its vicinities, the Capital region, Syracuse and Buffalo, are within some 200 miles and contain the majority of people on New York State. Most of the citizens are ardently interested in tourism, being proud of the assets. Moreover, the village has the chance to link with regional level entities, such as the Mohawk Valley Heritage Corridor Commission. The village is in the proximity of the well-known places for tourists, such as Saratoga and Cooperstown. Palatine Bridge cannot be separated from Canajoharie because two small villages need to be complementing each other in tourism infrastructure, such as shopping and lodging.

**Assets**
- Arts & Architecture: Canajoharie Library and Art Gallery, The West Hill School, Old Palatine Bridge School, Van Alstyne Homestead
• Historic Sites: Lock 14 of the Erie Canal, Barge Canal System, Former Webster Wagner Well, The Pot that Washes Itself, Tourist Information Shanty, pedestal Mounted Traffic Signal (Dummy Light)
• Recreational Places: Canajoharie Country Club, Wintergreen Park, Riverfront Park and Boat Launch
• Shopping & Dining: Dutchtown Plaza, Palatine Center, Amish Community
• Amenities: Canajoharie Library and Art Gallery, Arkell Hall, Lodging, Beech-Nut Nutrition

Strengths
• Excellent accessibility & visibility: Thruway (I-90), Route 10, Route 5S, Route 5 (visible to 25,000 cars that pass daily)
• Large target markets within 200 miles: New York City, Syracuse, Buffalo, Capital District
• Linkage with Mohawk Valley Heritage Corridor Commission: the tourism development of the village needs to have a partnership with MVHCC; among the sample attractions of eight counties, only two sites are introduced in the brochure for Canajoharie (Canajoharie Library and Art Gallery, and the van Alstyne Homestead); the New York State legislature established the MVHCC in 1997 to preserve, promote and celebrate the natural, cultural and historic treasures of the Mohawk Valley. Eight counties and the Oneida Indian Nation are directly involved in the commission; three complementary goals are: to build identity of the region, develop the area as a leisure destination for area residents, vacationers and heritage tourists worldwide, and to strengthen historic sites and stories

Weaknesses
• Limitations of Main Street development: fewer than 5,000 residents are too small to bolster the community’s retail trade and to improve the overall appearance of the downtown shopping area; to overcome limitations, it is essential to develop more attractions for a bustling tourist trade, such as Cooperstown
• Lack of harmonious urban design for tourism: colorless factory buildings at the gate reduce the characteristic images for an art and historic village; a partially-destroyed landscape exists; the Thruway passes through the village, destroying landscape and producing noise
• No tourism strategy: no strategic plan for tourism development, such as consistent image making, even though residents are deeply interested in tourism
• Region-wide similar historic sites with relation to Erie Canal: Mohawk Valley heritages are dispersed along the Mohawk River accompanied by the Erie Canal; they often have similar backgrounds
• Shortage of accommodations: only one motel is insufficient to attract affluent visitors and conferences
Recommendations

A. Business & Economic Development


Residents in the community meeting have raised the issue of having a hotel in the community, as there is no hotel/bed and breakfast, except in Palatine Bridge and Fort Plain. The advantages of having a new hotel in the community are: added tax base; added employment; spin-offs for local businesses due to overnight guests; new look for the village with respect to urban design; and increased pedestrian activity in village center after 5pm.

2. Induce Ancillary Businesses for Beech-Nut Industry

Ancillary businesses for Beech-Nut namely juice products, baby bottle liners, cereals and more can be planned with funds from State Government and/or County Government so as to induce economic activities in the area. The advantage of having ancillary units would be multifold, as they will act as the source and/or output destination for the Beech-Nut factory.

Further, a baby food museum is proposed with the various products of all the industries producing baby food and products. The museum can be planned at the same location of the older Beech-Nut museum or along with the existing museum. The new baby food and product museum shall also consist of entertainment features for the kids and shopping area of the products produced in the village factories.

3. Start a Community Department Store

Residents in the community meeting wanted a department store in the village which would reduce their travel time to the adjoining communities for shopping as well as get more people in the village for shopping purposes which in turn increases other economic activities.

Agreeing with the concerns of the residents, we propose that a department store shall be started in the village. But looking into the disadvantages of providing space and permission to a private department store, we propose to the village to start a community owned department store as on the lines of stores started in some towns of Wyoming, Montana and Vermont.

The advantages of having a community owned department store is that the village people would own it and it would not be a monopoly of a private
sector operator. Further, looking into the number of older people in the community, it is advisable to start a community owned store, which would give jobs to the older people in the community and will make them stakeholders in the venture.

The type of department store to be operated can be decided after getting through a market-oriented study with focus on the type of businesses in the downtown area and the zoning regulation variances to be adopted. The community store shall be located in the downtown, which would in turn increase the downtown character.

4. Celebration of “Canajoharie Village Day”

This will revive economic activities and will include tourism into the village. So as to induce economic activities and to increase the tourism activities, it is proposed to celebrate “Village Day” on the village formation day. Activities to be undertaken can include design competitions among kids to paint the walls of the village streets, river front activities, and historic walks and tours.

5. Synchronize Village Business Hours

It was observed that the downtown businesses close pretty early on the weekdays and are not open on the weekends. So as to induce tourism related activities, it is essential to have downtown businesses open on the weekends and increase their timings during weekdays. Chamber of commerce of village and county shall discuss the issue with their business partners and the businesses in the surrounding region to finalize the operating hours.

6. Establish a Business Improvement District

The goal of establishing a Business Improvement District (BID) in Canajoharie is a long-term one. Small towns and villages typically do not require the services provided by a BID, and often times, the assessments exacted by the BID tend to be too costly for the area to afford. Canajoharie may prove to be a different case due to its renewed emphasis on increasing economic development through “arts and culture” tourism.

The size of the BID, its budget, and the scope of its operations depend upon the property tax-accessible base of the businesses within its district. In this regard, Canajoharie may have a solid foundation due to the proximity of the Beech-Nut Corporation – it occupies much land within the downtown core of the village. Yet, the BID’s real value as an asset to the village would not be fully seen until more businesses are located within the district’s boundaries. Currently, there are few businesses in
Canajoharie, and the benefits of having a village BID, although much welcomed, would fall far short of the costs. A BID is a long-term proposal to be implemented after economic activity picks up in the village and tourism sees a marked boost. Once established, the BID could perform several key functions to varying degrees, depending upon the size of the BID.

A smaller BID would coordinate and plan village events, coordinate business activity within the district to include such things as synchronizing business hours, and it would help secure grants and funding for existing and new businesses. A larger BID would perform marketing and public relations for the village, pay for and maintain pedestrian scale improvements such as holiday and festival decorations and sidewalk maintenance, and it would fund village events all in addition to the items that a smaller BID would do.

B. Tourism Development Recommendations

1. Image Creation: Art Village

To develop tourism strategy, a goal image needs to be set at the first stage. The set image can be the guideline in developing tourism resources for the future. The 19th century is related to the works of the Art Gallery as well as the Erie Canal era. A sense of art is relevant to Canajoharie distinguished from neighboring communities considering its art assets to induce more visitors.

2. Active Promotion: Website and attractive brochures

Active promotion is essential for tourism. A place should be revealed to tourists at first. Nowadays, introduction of a place via website is the most powerful means. The website of Canajoharie should be improved and be also well maintained to attract “netizens.” A variety of attractive brochures are also very useful. Another way is to make the place contained in tourism guidebooks.

3. Walking Tour Program: Interpreters and Storytellers

Canajoharie is a walking-distance village, which has lots of historic heritage, such as arts, architecture; the NYS canal system and other historic sites. The sites usually require professional knowledge for understanding. Tourists need interpretation on sites, which enhances interests as well as understanding. Interpreters or storytellers can play an important role in the art museum and the historic sites. Canajoharie has to provide interpreters. Residents interested in art and history can become
storytellers by being taught how to do it effectively. Residents also need sufficient knowledge about their hometown to be proud of it.

4. Attractive Souvenir Development

Tourists are interested in souvenirs because they remind them of the time spent while on vacation. Souvenirs can include magnets, clothing, artifacts, miniatures, artwork and more. They need to be attractive and symbolic to entice tourists to buy them, reflecting well the characteristics of Canajoharie. Souvenirs are one of the essential business activities in tourism. Holding souvenirs contests is one of the ways to develop a variety of appropriate souvenirs to represent one’s trip to Canajoharie. Art oriented concepts should be focused on.

5. Campsite Development

Requirements for a recreational center usually include a central location, easy access, a natural environment and a large market for the center. Canajoharie’s excellent landscapes along the Mohawk River provide great places for people who love the outdoors to camp. Campsites usually consist of R.V. sites, tent sites, and established amenities such as bathrooms. Campsites can bring many benefits for the local economy by providing accommodations for visitors who will in turn spend more time in the village shopping and enjoying Canajoharie’s other amenities. Additionally, the campsite will be another method of advertising the village through guidebooks.

6. Art Festival

Festivals are one of the strong strategies to promote a community. Art festival is relevant to Canajoharie, considering its art assets. Excellent accessibility and landscapes are helpful for a festival. Art festival is an important motive for enhancing tourism and widening the range of the
festival include art businesses. The festival can have chances to introduce Canajoharie to the surrounding areas as an art epicenter. It can also be a momentum to consolidate the community’s pride in its artistic assets. The art festival might consist of fine art exhibitions, drawing contests, a sales outlet for fine arts, public education, an art conference, and more. Festivals provide an opportunity to sell seasonal fresh produce and a variety of traditional crafts, such as those produced by Amish families.

7. Commemoration of Rufus Grider

A historic figure can play an important role to promote a village. Rufus Grider was an art teacher in Canajoharie. Over 100 years ago he committed himself to recording the history of the region in ink and watercolors. Commemoration of Rufus Grider is another useful strategy to promote the community, which will help correspond it to being an art village.

8. Revitalizing the Tourism Committee in the Village

Residents in the village are incredibly interested in tourism. Their opinions should be merged into a meaningful outcome that provides benefits for the local economy. It is important to gather and implement ideas consistently and make consensus for tourism village-wide. The committee should function as a focus for citizen participation. The existing tourism Canajoharie-Palatine Tourism Committee should be energized by active citizen participation. The committee is expected to play a role in helping the village form a unified image for tourism by arranging urban designs for directions. Usually the chamber of commerce plays a pivotal role for tourism development because tourism is directly related to their business. Tourism development is concerned with image making of a community, involving citizen in general as well as business-related persons.

Implementation

1. Business and Economic Development

In order to construct a hotel in downtown or at any place in the village, zoning regulations have to be reviewed. An ideal place to construct a new hotel would be at the place where the old Beech-Nut hotel used to function. The character of the hotel should be according to the 19th century architecture in conjunction with the architecture of the village. The village board can appoint a Technical Panel to conduct the techno-economic feasibility study for allocating the land and shall try to attract the investors through its economic development department and through intense advertisement of promotion of its tourism industry, the technical panel can also look into aspects of
constructing a baby food museum and initiating programs for ancillary industries for Beech-Nut factory.

The village administration can have a detailed look at the other community department stores being initiated in the mid-western states and formulate their own strategy. The strategy can be formulated with respect to getting financial resources and administrative systems. The financial resources can be obtained from state grants and from bank loans.

The village day celebration can be planned with support of the local non-governmental organizations and business communities in accordance with the tourism improvement plans.

As outlined earlier for changing the timings of the businesses in the village and specifically downtown, the chamber of commerce of the village and county shall discuss the issue with their business partners in the surrounding regions to finalize operating hours.

2. Grants and Funding

No plan or program is complete without addressing its own implementation. Fiscal considerations and lack of financing for projects has left many plans and programs on the drawing board. Historically, federal funding of social and economic programs in cities has been necessary to counteract a general withdrawal from participation in public activities from a large portion of the American population. Although evidence shows that that trend may now be reversing, individual states have found ways to improve inner cities, villages and towns without destroying them in the process. In New York, there are two funding opportunities – one federal and one state – that achieve that purpose. The first is the Small Cities Community Development Program, and the second is the New York Main Street Program.

Primary Sources
- The Small Cities Community Development Program: The “Small Cities” program is a federally funded program with an annual allotment of $50 million nationwide. The funds are administered through the New York Governor’s Office for Small Cities (GOSC.) The GOSC issues funds in the form of Community Development Block Grants (CDBGs.) In September 2003, New York Lt. Governor Mary Donahue announced a $650,000 CDBG for Canajoharie Village to be used for implementing a comprehensive plan, revitalizing downtown, and providing economic assistance to local businesses. Officially, the funds are to be used for the next phase of the “Canajoharie Revitalization Program”, which will focus on façade improvements in the “core” downtown area. The grant funds will pay for approximately eighty percent of the total cost for the façade improvements.
• The New York Main Street Program: The “Main Street” program also provides economic support directly to municipalities via grants. Its goal is to “stimulate downtown revitalization through New York State.” It is a relatively new program, started by Governor Pataki and administered by the Housing Trust Fund Corporation (HTFC) and the NY Division of Housing and Community Renewal (DHCR.) Statewide funding is $20 million annually, and individual grants can range up to $200,000. Currently, Canajoharie has not received any Main Street funds. However, the large CDBG recently awarded does not necessarily diminish the future prospects of receiving the smaller Main Street grant.

Secondary Sources
• The Empire Development Zone Program: The Empire development Zone is a program that establishes a geographic boundary around areas that need sustained economic support. The main objective is improving businesses and economic development, not community development, but the strengthening of the former is seen as a coherent strategy towards indirectly bettering the latter. The “Zone” helps new businesses get started and also helps existing businesses survive during harder economic times. Economic assistance is offered through several tax relief programs that revolve around boosting employment opportunities within the specified area. Under the program, any development that adds jobs can enjoy “tax-free” status for up to ten years. Businesses located within the zone are granted exemptions from state sales tax on goods and services, including utilities, and they receive a refund credit for real property taxes. They can also receive additionally assistance such as wage and initial capital investment tax credits, as well as utility subsidies. For example, the 25% tax credit towards initial capital investment can be applied towards purchases such as office equipment, furniture, and permanent interior building enhancements. In some cases, these benefits can also be shared by not only the business owners, but also the residents and tenants working and/or living on the property.

• Use Specific Grants and Loans: Canajoharie has previously received two major use-specific grants. The first was a federal grant awarded by the U.S. Institute of Museum and Library Services (MLS.) Out of more than 800 museums nationwide, only 179 received the grant. To be awarded the grant, a museum must demonstrate “outstanding performance in all areas of museum operations.” The second award was granted by the Mohawk Valley Library System Library Services and Technology Act project, aimed at “providing assistance with future planning for the library and art gallery.”

There are several different additional secondary-funding sources relating to specific areas of interest in community and economic development. Most of them are federal grants, but some are also state and regional grants, while others come from private sources. Some of them are low-interest loans that must be repaid,
but they are far fewer. Some are oriented towards enhancing the arts, culture and history. Some are small industrial grants, aimed at improving the energy efficiency of factories.

3. Project Phasing

Near Term

Active Promotion: Website and Attractive Brochures
- Improve and maintain well the existing website of the village enriching the contents for advertising its image.
- Link the website with the county-level and state-level websites, as well as other websites related to Canajoharie and its heritage.
- Exhibit attractive brochures in the service areas on I-90 and I-87
- Try to get the Canajoharie area contained in tourism guidebooks like TourBook and AAA

Walking Tour Program: Interpreters and Storytellers
- Use community newsletters to focus on local history and heritage, also use videotapes where applicable as residents are the first promoters of tourism
- Prepare a program to teach residents how to be storytellers
- Allow residents to contribute to their hometown as part-time volunteer guides and interpreters, local governments can offer financial support if need be

Attractive Souvenir Development
- Make souvenirs symbolize specific places in Canajoharie
- Make them attractive and inexpensive
- Hold souvenir contests periodically, maybe once a year, to enhance the quality
- Use art work in the museum as a source of promotion and souvenir ideas
- Use representative architecture (West Hill School) or other symbols (Dummy Light)
- At the beginning, the winning work of the contest can be used for gifts for the formal visitors of the village hall

Vitalizing Tourism Committee
- Make the existing Canajoharie-palatine Tourism Committee a focus for citizen participation for consistent tourism development, hold periodical citizen area-wide meetings
- Organize focus groups for tourism development
- Let the committee play a role in helping the village form a unified image
Mid-Term

Image Creation: Art Village

- Set a principle for image creation as an art village by making urban design guidelines focusing on tourism. The 19th century can provide a foundation for the art image.
- The “Canajoharie-Palatine Bridge Tourism Committee” should play a pivotal role in developing the guidelines
- Use a new grant program for Downtown Façade renewals and ongoing highway improvements focusing on the 19th century character of the community
- Improve the gateway image as an art village; i.e. murals on factory walls

Campsite Development

- Seek a location for a campsite, possibly near Wintergreen Park
- The Chamber of Commerce may be able to provide funding and other assistance

Art Festival

- Try to organize an Art Festival Committee, involve all types of artist and community leaders
- Begin small-scale with the festival and expand as the years go on and interest enlarges
- Make the festival an important day in Canajoharie in order to gain resident support and participation

Commemoration of Rufus Grider

- Make the figure well known to residents, obtain consensus among them as to the type of commemoration
- Commemoration can start with a “Rufus Grider Drawing Contest” which captures the past, art and the Mohawk Valley, to be held during the art festival

Long Term

As stated in the earlier section, a BID is only feasible in the long-term. The recommendation for Canajoharie’s establishment of a village BID is contingent upon the village seeing some real progress in terms of economic development and small business creation in the next 2-5 years. In the meantime, it would be wise for the existing village merchants to form a strong and active “local business association” with the full support of the village and the county authorities. This association could learn from the success of other proposals offered in this report, namely the proposal for the website. Creating the local business association will
five the village a strong anchor when the idea of a BID becomes feasible in the future.

**Summary**

The purpose of the Economic Development and Tourism section has been to propose ideas that will energize the tourism base if the village and boost the local economy. All of the ideas and programs mentioned are aimed at the purpose. The economic development proposals targeted areas of development that benefit the “tourism-oriented” and “heritage-important” direction of the village, while the tourism proposals offered more specific ideas that can build the actual tourism industry. Lastly, the grants and funding section offered the idea of a village BID to coordinate business activities, organize local events, and make the village a more attractive place for future business investment.
Conclusion

It is our hope that the recommendations made will be used to the best of their ability in helping Canajoharie become the place that it’s residents have always viewed it to be. It is a place of a strong-knit community, of breathtaking scenery, and of history that is intricately tied to that of New York State and the nation.

We would like to thank the Village of Canajoharie, the Mohawk Valley heritage Corridor Commission, the Arkell Foundation and NBT Bank for their support. Additionally, we would especially like to thank the village residents for contributing to the planning process and taking the time and interest to participate in planning their village’s future. It is our belief that with all of this support from so many members of the community that Canajoharie will not only succeed in its goals, but will set an example for other villages to follow.
Sources

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18. NYS Office of Parks and Recreation & Historic Preservation Http://www.nysparks.state.ny.us
19. NYS Division of Housing and Urban Development Http://www.dhcr.state.ny.us
22. National Trust for Historic Preservation Http://www.nationaltrust.org
23. The Small Cities Community Development Program
24. The New York Main Street Program
25. The Empire Development Zone Program
Appendix

Canajoharie Village Profile

Regional Linkages and Settings

The Village of Canajoharie is connected by several modes of transport. There are roadways, railroads, inland waterways and trail ways. However, roadway linkages are the predominant in nature due to established networks. The village is connected to the adjoining regions by means of the NYS Thruway/Interstate 90 East/West, NYS Route 10 North/South, and NYS Route 5S East/West. Other regional transport connections to the village include: the non-motorized and recreational Canalway Trail East/West, following a former railroad, and; the Mohawk River/NYS Barge Canal East/West on the north side of the village.

Demographic Profile

Population

The population of the Village of Canajoharie is about 2,212 based on the 2003 census. The population of the village declined 1.1 percent between 1990 and 2000. During the same time the population in the county decreased 4.4 percent. Thus, the Village of Canajoharie followed the population trend in the county, but with a less severe declining rate (see Table #1.)

Table #1: Demographic Details of Village of Canajoharie

<table>
<thead>
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<th>Year</th>
<th>Canajoharie Village</th>
<th>Montgomery County</th>
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<tr>
<td></td>
<td>Population</td>
<td>Growth Rate (%)</td>
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<tr>
<td>1990</td>
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<tr>
<td>2000</td>
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<tr>
<td>2003</td>
<td>2,212</td>
<td>-0.66</td>
</tr>
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Source: Compiled from www. Census.gov from data of various years

Population Characteristics

The population density of the village is about 1,741 persons per square mile. The household size is 2.4 persons per household. The minority population amounts to less than 3 percent of the total population.
Economic Profile

Economic Activities

Major economic activities in both the village and the county are manufacturing, health services, and retail trade. The number of jobs generated in the 13317-zip code decreased from 1,224 in 1998 to 1,130 in 2001 (a 7.6% decline.) The percentage share of manufacturing jobs over the years is declining in both the county and the village. The average travel time for Canajoharie workers is about 23 minutes, which is about the same as in the country and region as a whole. However, 13.9 percent of people in the labor force in Canajoharie walk to work, which is the highest proportion in the region.

Income Levels

The median income in the village is about $44,250, which is higher than that for the county as a whole ($40,688) and higher than in all adjoining village except Palatine Bridge, which has a median income level of $46,667. Nevertheless, the 12 percent poverty rate in the Village of Canajoharie is greater than in all the adjoining villages, except Fort Plain, which has 14 percent poverty rate.

Environmental Profile

Water

The lower Mohawk River between Locks 13 and 14 (adjoining the Village of Canajoharie) have a Class B water quality according to classification by the New York State Department of Environmental Conservation (NYSDEC.) Canajoharie Creek and Bowman’s Creek, tributaries to the Mohawk River/Erie Canal, both have a Class C water quality classification as per NYSDEC. The Canajoharie Creek, which empties directly into the Mohawk River, poses a small but continual threat to water quality of the Mohawk River. This is due to its lower section flowing through the center of the village. However, the Mohawk River contains good fishing opportunities with numerous fish species such as Smallmouth Bass; Walleye, Bullhead; Crappie; Sucker and Blue back Herring.

Water Supply

The village water supply originates from the Canajoharie watershed located within Fulton County. It is north of the Mohawk River and close to the Adirondack Park. It
is fed by gravity to the Village of Palatine Bridge’s water treatment plant, from there it is piped across the bridge into Canajoharie.

Waste Management

The State Pollutant Discharge elimination System lists one wastewater discharge site in the village. There are two chemical bulk storage facilities existing in the village. Both are above ground tanks. One of which is at the Canajoharie wastewater treatment plant, and the other is at the Beech-Nut site.

Environmental Features

The entire village is considered an archaeological site. There are three Toxic Release Inventory Sites. One each at the Planters Life Savers Company, the Beech-Nut Corporation, and W&W Custom Clad. Local tree species include Maple (sugar, red, stripe, Norway), Birch (white, yellow, black and gray), Ash (white, green), Pine (white, red, Austrian, scotch), Spruce (red, white, blue, Norway), Oak (pin, white, red), and others (American beech, American elm, trembling aspen, bogtooth aspen, cottonwood, basswood, willow, eastern hemlock, cedar, black cherry, sycamore, black locust, honeylocust, crabapple, hawthorn.) DEC protected wetlands exist in both the Village and Town of Canajoharie. The upland sandpiper is the only observed and reported species that is listed in the town/village as threatened, endangered, or exploit-ably rare and vulnerable.

Roads and Transportation

As explained earlier, the village is connected to the region by means of several transport linkages. The village’s historic downtown is built with narrow right-of-way, which have limited space for traffic, parking, signage, and more importantly pedestrians. There is a lot of truck traffic at the central intersection of Church Street and Main Street. There is occasional congestion at Church and Main, and signage there is currently cluttered. Nearby Wagner Square, with the “dummy light,” is another important intersection, which includes the Canalway Trail, a regional recreation route.

The intersection of Church Street and Erie Boulevard may become more important with the expansion of the Art Museum. There are three bridges, one is over the Mohawk River and the other two are over the Canajoharie Creek. The river carries recreational boat traffic during half the year, and is served by the Riverfront Park. The NYSDOT is currently developing four projects to be undertaken in Canajoharie over the next four years.

Housing
Canajoharie has old housing stock. Eighty-six percent of owner occupied residences were built before 1960 and eighty-one percent of the renter occupied housing units were built before 1960 as well. The vast majority of the vacant housing units (94.1 percent) are in structures built before 1939. Very few residential structures have been built in the recent years. Of the 524 owner occupied units in 2000, only 12 were built between 1980 and 1990. Forty-one percent of the village’s 401 rental occupied units were built in the 1980’s and 1990’s. The property tax rate is about $16.28 per $1,000 assessed valuation.

Table-2: Housing Characteristics

<table>
<thead>
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<th>Year</th>
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<tr>
<td></td>
<td>1990</td>
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<tr>
<td>Total Housing Units</td>
<td>990</td>
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<tr>
<td>Vacant Housing Units</td>
<td>76</td>
</tr>
<tr>
<td>Occupied Housing Units</td>
<td>914</td>
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<tr>
<td>Median Rent</td>
<td>$328</td>
</tr>
<tr>
<td>Median Value of Owner occupied units</td>
<td>$47,200</td>
</tr>
</tbody>
</table>

Source: Http://www.census.gov

The total number of housing units in Canajoharie increased only modestly between 1990 and 2000. Meanwhile, the vacancy rate has increased from 7.6 percent in 1990 to 8.4 percent in 2000. However, vacancy rate in 2000 was lower than that of Montgomery County, which stood at 11 percent in the year 2000. The median rent has increased by 42 percent and the median value of owner occupied units has increased by 23 percent during the same period. The increases in rental values appear to indicate a rising demand for improved housing. In comparison, the median value of owner occupied units for Montgomery County increased about 10 percent.

Urban Design

Canajoharie is located in the bucolic Mohawk Valley. Buildings in the downtown date primarily from the late 18th to the early 19th centuries and most are built of stone and brick. There are two main entrances to the village: Exit 29 from the Thruway and the bridge from the Village of Palatine Bridge, which crosses the Mohawk River, leading traffic into the downtown.

Canajoharie’s downtown streets are tightly knit and easily walkable. Most of the buildings are built close to the street, with a uniform alignment of frontages except the later addition of the modern-style Beech-Nut factory buildings, which is setback 30-40 feet.
In 2003, the State of New York awarded the Village of Canajoharie a $650,000 Community Development Block grant (CDBG) to implement a comprehensive plan to revitalize the downtown. Part of this grant has gone to fund the façade Improvement Program, which provides 80% of a project’s total cost to complete awning, window, doorway and other exterior improvements to the downtown buildings.

However, there is a lack of a sense of entrance and arrival to the core of the village. The village is separated from the Mohawk river by the Thruway, buildings are in a state of disrepair, there are blank facades, unused or underused public spaces, an over abundance of shop signs and confusing road signs, a lack of a unifying urban design character and a lack of a sense of place at certain locations.

**Tourism and Heritage**

Several tourist attractions can be found in Canajoharie and surrounding communities. The village is called the “Heartland of the Mohawk Valley Heritage Region” and houses several cultural and heritage sites. Some of these sites will be described briefly.

*The West Hill School*

The historic West Hill School, designed by famed Syracuse architect Archimedes Russell in 1892, has recently been sold and is expected to undergo renovation soon. This imposing local landmark, visible from the NYS Thruway, was closed by the school district in 2003. Still structurally sound, it offers a great opportunity for a multitude of uses. The school is on the National Register of Historic Places making the renovation of the school potentially eligible for attractive tax incentives and credits.

*Canajoharie Library and Art Gallery*

The library and art gallery has a comprehensive collection of American Master’s paintings, collection of original Winslow Homer watercolors, and the only authorized full-size replica of Rembrandt’s “Night Watch.”

*Van Alstyne Homestead*

Built in 1750, home of the Fort Rensselaer Club houses a collection of Rufus Grider paintings as well as powder horns, furniture and other historic household and farm equipment.

*Canajoharie Gorge*

It is also known as “The Pot That Washes Itself.” It is the geologic formation from which Canajoharie takes its name. It is located in the Canajoharie Creek gorge.

*Dummy Light*
The first automatic electric traffic signal was presented to the village by Mr. F.E. Barbour and Mr. W. Clark Arkell. It was installed on Church Street at Wagner Square. It is an important and valued element of the village’s historic culture.

**Recreation Resources & Facilities**

*Canajoharie Country Club*

It is located on Route 163, four miles south of the Village of Canajoharie. It is an attractive club house, which has an 18-hole golf course situated in the picturesque countryside.

*Wintergreen Park*

The park is located south of the Village of Canajoharie in the Canajoharie Creek gorge. It also has a large picnic area that is open to the public.

*Riverfront Park and Boat Launch*

The park offers facilities to dock and launch boats, congregate on the scenic Mohawk River, and it hosts community events.
A Brief History of Canajoharie

The Mohawk Iroquois occupied the Village of Canajoharie. “Canajoharie” is a Mohawk work meaning “pot that washes itself” and refers to a whirlpool at the foot if the falls in the Canajoharie Creek. Hendrick Fray first purchased land from the Mohawks in 1689 and built a cabin on the north side of the Mohawk River, west of Palatine Bridge. Others followed including in 1730, when Hendrick Schrembling and Marte Janse Van Alstyne purchased 775 acres from Cadwallader Colden and erected homes on Canajoharie Creek. Schrembling operated a tavern and mill on the creek. Gose Van Alstyne built a gristmill in 1760 and Colonel Hendrick Frey built a sawmill and a gristmill in 1772.

Tryon County was established in 1772 and contained the District of Canajoharie, which was established in 1773. By the end of the Revolutionary War, Canajoharie, which was known as Roof’s Village, consisted of approximately one dozen houses in addition to mills and the tavern. Settlement increased following the end of the way and the opening of the western lands. Turnpike construction during the early part of the 19th century provided immigrants with an improved means of travel from the centers of population in New England and eastern New York.

Rock Street/NYS Route 10 was originally blazed in 1773 as a military road connecting Canajoharie with Sharon Springs and Cooperstown (Otsego Lake.) Troops under the direction of General James Clinton followed this route to Cooperstown in 1779, before joining General James Sullivan if Tioga. In 1840, it was known as the Canajoharie and Cherry Valley Plank Road. It was covered with wooden planks and users paid a toll.

An 1800 charter called for the construction of a turnpike along the north shore of the river, following the route of an old Mohawk trail from Schenectady to Utica. At the eastern end the Mohawk Turnpike joined the Mohawk and Hudson Turnpike to Albany, forming a continuous route over one hundred miles long. The Turnpike, corresponding to the present day Route 5S, was 60 feet wide and constructed of crushed stone, with the center elevated eighteen inches above the edges of the road. Four tollgates were located in Montgomery County. Following construction of the Turnpike, scheduled stagecoach service through the Mohawk Valley increased from weekly to daily.

The route of the original Erie Canal, completed in 1825, passed through the Village of Canajoharie, intersecting with the Canajoharie Creek. Canajoharie’s location directly on the canal produced a period of rapid growth during the years 1817-1825. By 1830, the area surrounding the junction of the canal and the Canajoharie Creek was the location of a sawmill, foundry, storehouse, malt house, brewery and numerous stores. The village
also developed a boat building industry that persisted until 1890. The Erie Canal was filled in 1917 to create Erie Boulevard.

The Village of Canajoharie was incorporated in 1829. In 1834-5, plans moved forward to enlarge the original canal, relocating the waterway in several locations. The canal was modified to use aqueducts rather than streams. In Canajoharie, the channel of the 1825 canal was abandoned. Subsequent work on the Erie Canal included enlarging of the locks in 1890-1 and increasing the water depth from seven to nine feet in 1896-7.

The barge Canal Act of 1903 proposed the construction of a new canal system based on the enlargement of four existing canals: the Erie, Champlain, Oswego, and Cayuga and Seneca. The proposed route of the new canal involved the relocation of large sections of the canal, utilizing natural channels of rivers and lakes. The enlarged canal was required to be twelve feet deep, with a bottom width of at least seventy-five feet. In river and lake channels, the required width was two-hundred feet. In the eastern part of the state, the Mohawk River bed and valley were utilized from the Hudson River to Rome.

The Utica and Schenectady railroad, built in 1836, and the Utica and Syracuse Railroad, built in 1839, were combined as the Mohawk Division of the New York central Railroad in 1853, under an act by the Legislature for the construction of railroads. The lines were laid out along the north shore of the Mohawk River, parallel to the Mohawk Turnpike. The West Shore and Buffalo Railroad, constructed in 1883, was acquired by the New York Central Railroad in 1886. In Canajoharie, the route of the West Shore Railroad passed through the business district of the village, parallel to and south of the alignment of the Erie Barge Canal.

Canajoharie served as a trading and shipping center for agricultural and dairy products from the surrounding areas. The main industries were the manufacture of paper and cotton bags (by Arkell and Smith) and food packing (by the Imperial Packing Company.) The Beech-Nut Packing Company, as it was renamed in 1891, remained a dominant factor in the local economy until the late twentieth century.

Accessibility to vehicular traffic was improved with the construction of the New York State Thruway (I-90) in 1957-8, with an interchange at Canajoharie. The highway follows an alignment along the south side of the river, essentially passing through the center of the village.

An Overview of Canajoharie’s Historic Assets Eligible for the National Register of Historic Places

A cultural resource survey for the Village of Canajoharie was conducted in August 2000, by the Cultural Resources Survey Program (CRSP) of the New York State Education Department (NYSED), for the New York State Department of Transportation (NYSDOT.) The cultural resource survey was conducted according to the NYSED’s Work Scope Specifications, through an interagency agreement between NYSED and NYSDOT. All standing structures and other architectural features located within or
immediately adjacent to NYDOT’s Project Area were identified, located, documented, and evaluated for eligibility for inclusion on the National Register of Historic Places.

Heather Pritchard of Region 2, NYSDOT provided the Project Area work scope. The project limits extended along NYS Route 5S, West Main Street, Erie Boulevard, and East Main Street to Mitchell Street intersections, and Route 10 (Church Street), from the Thruway to the limits of the Village of Canajoharie. The project area included intersections with side streets; and Moyer Street (NYS Route 920T) from Montgomery Street to Maple Avenue. The total length of the project area is 11,200 feet (3,4216 meters.) The width of the project area includes the edges of the road to the face of each building. The work scope proposed resurfacing the pavement and shoulder, reconstructing sidewalks and curbs, improving intersections, and improving drainage.

A total of 175 buildings in the Village of Canajoharie are located within the project limits, 50 of which are eligible for inclusion on the National Register of Historic Places – including 24 properties within the Downtown Canajoharie Historic District, 3 houses on a historic row on Otsego Street, 14 buildings in the Moyer Street Historic District, and 9 individually eligible properties. Two properties in Canajoharie are currently listed on the National Register of Historic Places: the United States Post Office, which lies within the Downtown Canajoharie Historic District; and the Van Alstyne Homestead, which is included in the Moyer Street Historic District. The village also includes four new York State Historic Markers: the first is associated with Johannes Ruff’s tavern; the second is at the Van Alstyne Homestead; the third is for Sullivan-Clinton Campaign of 1779; and the fourth describing the derivation of the village name of Canajoharie, lies within the project limits. Finally, a functioning 1926 pedestal traffic signal is also located in the Downtown Canajoharie Historic District.

An architectural survey was performed by the Cultural Resource Survey Program (CRSP) of the NYSED for NYSDOT. The survey consisted of a review of the State Historic Preservation Office (SHPO) Field Services Bureau File to identify national Register listed and National Register eligible properties within the project area. A field survey was conducted to update these properties and to evaluate all other architectural properties for national Register eligibility. According to the report, all properties 50 years or older, not previously evaluated by the SHPO, were evaluated individually for National Register eligibility. Properties were considered for their eligibility to satisfy one or more of the four National register Criteria for Significance: association with events that have made a significant contribution in our past; association with the lives of persons significant in our past; embodying the distinctive characteristics of a type, period or method of construction; or potentially yielding information important to our history.

Architectural properties were also evaluated as potential contributors to a possible National register Historic District. A National Register District is defined as a geographically definable area by past events or aesthetically by plan or physical development. Canajoharie’s downtown historic district would encompass commercial and residential properties along Erie Boulevard West Main Street, East Main Street, and Church Street. The evaluation of the individual properties was done in consultation with
Rachel Bliven of the MVHCC, Mark LoRusso of the NYS Museum Cultural Resources Survey program, and Raymond Smith of the NYS Office of Parks, Recreation and Historic Preservation.

Properties eligible for listing on the national register were documented on NYSDOT Building-Structure Inventory forms. Properties not eligible were photo documented for review by SHPO. Properties less than 50 years old, normally not national Register eligible and thus exempt from inventory, were identified and mapped, but not photographed. Map drafting was completed by Lihua Whelan of the NYS Museum Cultural resources Survey program.

All of the above information was provided by the New York State Museum Cultural Resources Survey report. It was prepared by Jennifer L. Bollen, Principal Investigator. New York State Department of transportation. 2001.

The Historic and Architectural Significance of Canajoharie’s Downtown District

Canajoharie’s Downtown Historic District is historically and architecturally significant as a collection of commercial, industrial and civic buildings associated with the development of the Village of Canajoharie during the period circa 1840-1940. The core of the district is centered around the intersection of Main and Church and consists of several blocks of 2 to 3 story brick and limestone commercial buildings exhibiting design and decorative characteristics typical of their type, period and method of construction. Many storefronts remain substantially intact, and architectural features such as bracketed cornices, ornamental windows lintels and stone pilasters characteristic of Greek Revival and Italianate periods embellish many commercial structures.

Established as a Mohawk frontier outpost in the 18th century, Canajoharie grew as a community whose fortunes were stimulated by the Erie Canal boom during the 19th century. By the early 20th century, the industrial presence of the Beech-Nut Company food processing plant became the dominant factor in employment and philanthropy in the community. The properties located in the historic district reflect the economic and civic influence of these two forces during the period of significance. Despite several devastating fires, the commercial center of Canajoharie retains a high degree if integrity in its extant building stock, street pattern, and continued relationship to the adjacent Erie Barge Canal.

The historic district’s boundaries are located in the northern part of the Village of Canajoharie. The New York State Thruway (I-90) defines the northern limit of the district. The western limit of the district is at the intersection of 50 West Main Street (NYS Route 5S), the United States Post Office. The district extends eastward along West Main Street and ends at the bridge, which crosses the Canajoharie Creek on East Main Street. It also includes the intersections with Michigan Avenue, church Street, and Little Mohawk Street.
The historic district encompasses a concentration of late 19th century to early 20th century commercial development that represent the center of the commercial and industrial areas of Canajoharie. The historic district includes 25 building properties that contribute to the historic character of the district, 1 New York State Historic Marker, and an operating pedestal traffic light. The contributing buildings consist of 21 commercial buildings, 1 dwelling, and 3 churches (one church in a commercial building.) The contributing commercial buildings were constructed between 1840 and 1905 and represent the core periods of development in the district. Buildings constructed during the latter part of this period largely represent the replacement of commercial buildings lost to fires before 1905. The commercial buildings are largely brick, two to three story, Italianate buildings, representing both the popular styles of architecture of the time, and the fact that a village ordinance stated that commercial buildings had to be of brick or stone construction to prevent fire damage. St. John’s and St. Mark’s Lutheran Church is constructed in the Romanesque style and the United Methodist church is constructed in the Revival style with arched windows and flying buttresses. The one dwelling is a brick Italianate structure.

The majority of the buildings in the historic district have shallow setbacks from the street, with associated concrete sidewalks and no front lawns. The Beech-Nut Nutrition Corporation building has a large front lawn with mature trees. St. John’s and St. Mark’s Lutheran Church has a front lawn with shrubs and mature trees. The east side of the Canajoharie Library and Art Gallery on Church Street (NYS Route 10) has a shallow
landscaped setback. The area between the Canajoharie Library and Art Gallery and St. John’s and St. Mark’s Lutheran Church is a landscaped garden with shrubs, mature trees, and a fountain/reflecting pool. There is also a cut stone retaining wall on the west side of Rock Street opposite 1-3 Rock Street.

The one commemorative sign in the historic district consists of a New York State Historic Marker marking the site of Ruff’s Tavern, built in 1750. Ruff’s tavern served as General James Clinton’s headquarters and general Washington visited in 1783. The sign consists of a painted iron sign supported by an iron pole. The pedestal traffic light is located at the intersection of Church Street (NYS Route 10) with Montgomery Street and Mohawk Street. Two pedestal traffic lights were originally installed in the village in 1926. The other light was at the intersection of Church Street and Main Street. The signal now at the intersection was installed in 1991. The original light had eight-inch lights and the current light has twelve-inch lights. However, the base and support are original and the new signal is fitted with the original cap, making the light waterproof. Although the signal is not the original 1926 signal, the presence adds to the historic integrity and character of the Downtown Canajoharie Historic District.

Three other properties, which are outside of the project area, have been evaluated by the New York State Office of Parks, Recreation and Historic Preservation and the MVHCC, and determined to be eligible for listing on the National Register of Historic Places. The Downtown Canajoharie Historic District could be expanded to include the following properties: 13 Mill Street, 10 Erie Boulevard, and 9 Erie Boulevard (the former Masonic Temple and current Canajoharie Youth Center.)
## Economic Characteristics (2000)

<table>
<thead>
<tr>
<th>Parameter</th>
<th>County</th>
<th>Canajoharie</th>
<th>Ames</th>
<th>Palatine Bridge</th>
<th>Nelliston</th>
<th>Fort Plain</th>
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<tr>
<td>Population</td>
<td>49,708</td>
<td>2,257</td>
<td>173</td>
<td>706</td>
<td>622</td>
<td>2,288</td>
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<tr>
<td>Workforce Ratio (Actual) (%)</td>
<td>59.1</td>
<td>76.7</td>
<td>67.2</td>
<td>49.5</td>
<td>55.4</td>
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<tr>
<td>In Workforce (%)</td>
<td>55.7</td>
<td>48.3</td>
<td>65.0</td>
<td>50.5</td>
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<td>52.7</td>
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<tr>
<td>Unemployment Rate (%)</td>
<td>3.4</td>
<td>4.8</td>
<td>2.2</td>
<td>2.7</td>
<td>4.3</td>
<td>2.8</td>
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<tr>
<td>Not in Labor Force (%)</td>
<td>37.1</td>
<td>37.1</td>
<td>32.8</td>
<td>50.5</td>
<td>44.6</td>
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<td>Average Travel Time (mins)</td>
<td>23.3</td>
<td>23.4</td>
<td>16.3</td>
<td>21.1</td>
<td>23.8</td>
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<td>Workers going to work by Walk (%)</td>
<td>4.2</td>
<td>13.9</td>
<td>9.0</td>
<td>3.7</td>
<td>4.5</td>
<td>6.3</td>
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<tr>
<td>Private wage and salary workers (%)</td>
<td>74.7</td>
<td>73.3</td>
<td>65.2</td>
<td>72.1</td>
<td>71.3</td>
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<td>Government workers (%)</td>
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<td>19.5</td>
<td>18.3</td>
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<td>Self-employed workers in own not incorporated business (%)</td>
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<td>5.8</td>
<td>11.2</td>
<td>8.5</td>
<td>10.4</td>
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<td>Unpaid family workers (%)</td>
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<td>0.00</td>
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<td>Type of Workers</td>
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<td>Manufacturing (%)</td>
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<td>23.6</td>
<td>22.4</td>
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<td>18.5</td>
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<td>Wholesale trade (%)</td>
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<td>2.9</td>
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<td>Retail trade (%)</td>
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<td>10.7</td>
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<td>Educational, health and social services</td>
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<td>25.9</td>
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<td>Arts, entertainment, recreation, accommodation and food services</td>
<td>5.2</td>
<td>5.5</td>
<td>3.4</td>
<td>3.7</td>
<td>2.8</td>
<td>4.0</td>
</tr>
<tr>
<td>(%)</td>
<td></td>
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<tr>
<td>Median Family Income</td>
<td>$40,688</td>
<td>$44,250</td>
<td>$38,750</td>
<td>$46,667</td>
<td>$35,875</td>
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<td>Per Capita Income</td>
<td>$17,005</td>
<td>$17,850</td>
<td>$17,794</td>
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<td>Poverty Rate (based on individuals) (%)</td>
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<td>12.0</td>
<td>8.7</td>
<td>10.6</td>
<td>9.7</td>
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<tr>
<td>Median earnings (dollars):</td>
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<td>Male full-time, year-round workers</td>
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<td>$30,476</td>
<td>$30,000</td>
<td>$30,125</td>
<td>$26,500</td>
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<td>Female full-time, year-round workers</td>
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<td>$24,125</td>
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