



ESSEX and CLINTON COUNTIES WATERFRONT PLAN



This document was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund.

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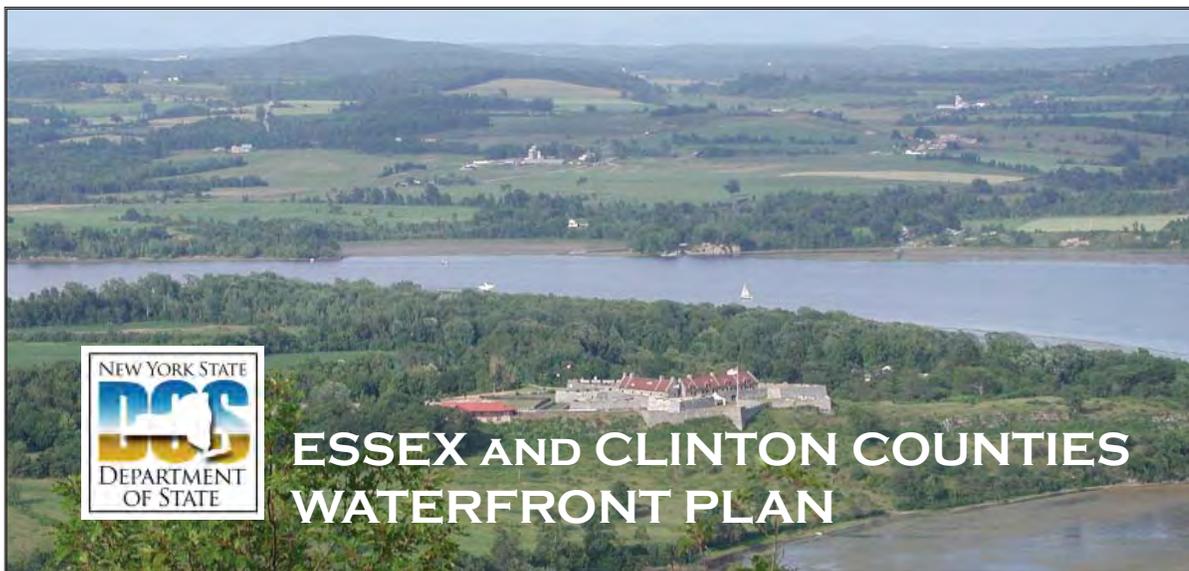


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BACKGROUND

The New York State Department of State is involved in a wide variety of programs and initiatives that help revitalize, promote and protect New York's communities and waterfronts. The Department works with local governments to prepare Local Waterfront Revitalization Programs, or LWRPs. A LWRP is a locally prepared, land and water use plan and strategy for a community's natural, public, working, or developed waterfront through which critical issues are addressed. In partnership with the Department of State, a municipality develops community consensus regarding the future of its waterfront and refines State waterfront policies to reflect local conditions and circumstances. The LWRP also contains the organizational structure, local laws, projects, and ongoing partnerships that implement the planning document. Once approved by the New York Secretary of State, the LWRP serves to coordinate State actions needed to assist the community in achieving its vision.

The Department of State provides technical and financial assistance for plans and projects that expand public access, revitalize waterfront areas, restore habitats, and strengthen local economies. Department of State programs are designed to encourage long-term partnerships between waterfront communities and the Department in order to advance projects through planning, design and implementation.

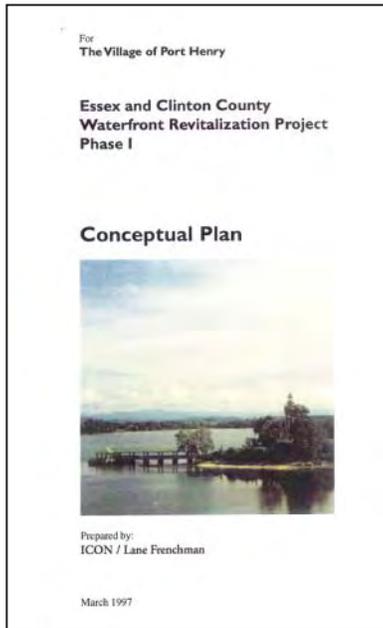
The New York State Department of State, Division of Coastal Resources, helped guide the preparation of the Essex and Clinton Counties Waterfront Plan by providing technical assistance and funding to the Town of Moriah on behalf of all the Lake Champlain communities through the Environmental Protection Fund Local Waterfront Revitalization Program.

The NYS Department of State, under Title 11 of the Environmental Protection Funds, funded the development of the Essex and Clinton Counties Waterfront Revitalization Program, which was published in 1997. The program defined an overall strategy and early action projects to engage the communities and begin implementation. This document, the Essex and Clinton Counties Waterfront Plan, an update to the 1997 two-county plan, is intended to provide a comprehensive approach to unifying the Lake

INTRODUCTION AND PREVIOUS PLANNING

Photo: View East from Westport

Champlain waterfront, report on the status of the 1997 projects and identify the next generation of projects needed to continue the revitalization of the communities along Lake Champlain.



SUMMARY OF PREVIOUS WATERFRONT REVITALIZATION PLANNING

The 1997 *Essex and Clinton County Waterfront Revitalization Project*, consisting of two phases, was prepared with the cooperation of both Clinton and Essex Counties and with support from the NYS Department of State. The intent of the effort was to prepare a concept for a unified waterfront, which capitalized on the unique natural and manmade assets and resources of the western edge of Lake Champlain. Phase I outlined a regional framework for waterfront revitalization through a conceptual strategy with both general and specific opportunities for implementation. Phase II articulated key elements of a two-county strategy, direction for future planning and implementation and outlined demonstration projects for five communities that would implement principles of the Canal Recreationway Plan.

Over the past ten years, specific projects of the 1997 Essex and Clinton County Waterfront Revitalization Project have been addressed through several funding sources, including the NYS Environmental Protection Funds (DOS LWRP and Office of Parks and Recreation), Department of Housing and Urban Development Canal Corridor Initiative, Empire State Development Corporation Lake Champlain/Lake George Waterfront Revitalization Initiative, the Federal Highway Administration through NYS Department of Transportation (Byways and Enhancements) and Lake Champlain Basin Program grants.

The 1997 *Essex and Clinton County Waterfront Revitalization Project - Phase I* key elements, have been refined in this plan:

- **Maintain the environment and quality of life of local communities:** Build a “great place to live” as the Lake Champlain communities enter the 21st century. The waterway’s cultural heritage resources, transportation, sustainable economic development, education, recreational opportunities, public interest in environmental stewardship and commitment to waterfront vitality are the goals for unifying the region and community revitalization efforts.
- **Establish common principles for local waterfront revitalization:** Guiding principles for waterfront revitalization have been articulated in the goals and objectives of this plan, many projects have begun implementation: focus improvements on the waterfront and downtowns; maintain the environmental quality through activities that balance economic benefit with the impact to natural and cultural resources; encourage “alternative transportation;” deliver an “authentic” place-based visitor experience; establish “Gateways” that celebrate the regional identity and individual Waypoint Communities; and create linkages between water and land, among communities, and the natural areas between them.
- **Agree upon a single lakefront route for bikeways and for scenic byway use:** The route for Lakes to Locks Passage has been designated by the NYS Legislature as a NYS Scenic Byway and by the FHWA as an All-American Road. The byway utilizes a multi-modal approach -- “bike, boat, walk, and drive it if you must.” Over the past fifteen years the Lake Champlain Basin Program and Lakes to Locks Passage have supported the development of Lake Champlain

Bikeways “around-the-lake” bike route as well as interpretive theme loops for biking the Lake Champlain region.

- **Reinforce the historic and scenic qualities of the Lakefront:** Lake Champlain “Waypoint Communities” serve as “hubs” to deliver the interconnected, yet unique, features of the natural, cultural, recreational and historic qualities of the region. The byway theme “The Four Lives of Lakes to Locks Passage” embraces the strategic, commercial/industrial and recreational lake heritage defined in the 1997 plan into a framework for interpretation (with the addition of natural and Native American heritage). The interpretation plan identifies interpretive themes and storylines to be implemented through a network of community Heritage Centers and thematic experiences.
- **Develop a locally initiated grassroots process to build upon the heritage of Lake Champlain communities:** In response to local concerns regarding property rights and a need for local control and management of a heritage area, Lakes to Locks Passage was developed to serve as a “grass-roots heritage area.” County-based Local Action Committees (LACs) provide the forum for diverse interest groups, including elected officials, non-profit organizations, recreation interests, historic sites, visitor attractions, education professionals, and interested citizens.
- **Attract appropriate private investment to lakeshore development:** The Champlain Quadricentennial acted as a catalyst for engaging the community in community revitalization efforts. This plan is for strategic public sector improvements that stimulate private sector investments, sustain the economy of the region and foster stewardship of historic, cultural, natural and recreational resources.

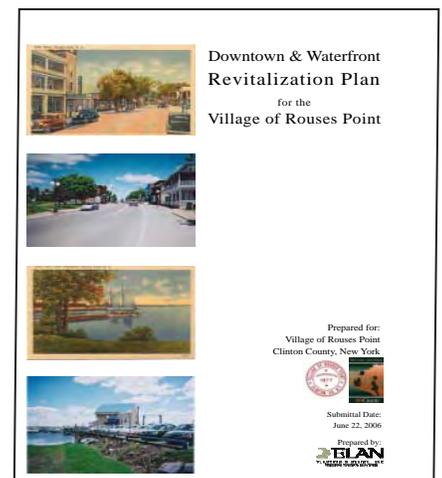
REGIONAL AND COMMUNITY PLANNING DOCUMENTS SINCE 1997:

Since completion of the *1997 Essex and Clinton County Waterfront Revitalization Project*, a number of communities have undertaken additional planning that furthers the key elements defined in Phase I:

In 2001 the City of Plattsburgh completed *Plattsburgh: Waterfront Horizons*, a multi-phased planning project for a comprehensive marketing plan intended to position the City for economic development of the downtown and waterfront.

In 2002, the Village of Rouses Point was selected by the Department of State Division of Coastal Resources as a Demonstration Community for the NYS Quality Communities Initiative. Under this initiative, the Village prepared the draft *Village of Rouses Point Downtown and Waterfront Revitalization Strategy and Action Plan* in 2005, the plan was finalized and adopted 2006. This multi-year, multi-phase project identified several implementation activities: Downtown and Waterfront enhancements; restoration of the Delaware and Hudson Railway sites; marketing and promotion, organizational support; and further planning with State and Federal Agencies.

In 2002, the City of Plattsburgh was selected by the Department of State Division of Coastal Resources as a Demonstration Community for the NYS Quality Communities Initiative. In 2003 the City of Plattsburgh completed the *Plattsburgh Downtown/Waterfront Economic Enhancement Study: Making Downtown Renaissance a Reality*. This vision and market analysis led to the economic enhancement strategy for downtown Plattsburgh (including lake and river waterfronts), and the Seven Points Hub Design



Report recommendations for Arts & Entertainment District, Downtown Government District, and Waterfront District.

The City of Plattsburgh has updated the 1981 Verdantique Trail Plan as the Saranac River Trail Feasibility Study in 2006; a non-motorized facility for bicycle and pedestrian transportation from the shoreline of Lake Champlain, along the Saranac River, through the City and Town of Plattsburgh. The Saranac River Trail will connect schools, residential neighborhoods, and SUNY Plattsburgh to the downtown and lakefront redevelopment area.



CITY OF PLATTSBURGH Waterfront Rediscovery

The *City of Plattsburgh Local Waterfront Revitalization Program* was completed in 2009 with four goals: increasing public awareness and accessibility to Lake Champlain and Saranac River waterfronts; capitalizing on the economic development/downtown revitalization potential of waterfront redevelopment; addressing ways to accommodate increasing public demand for recreational resources; and crafting a reasonable plan for protecting and enhancing the city’s waterfront, cultural and natural resources.

In 2006 the Village of Keeseville completed the *Keeseville Local Waterfront Issues, Opportunities and Vision* report that identified a number of short-, mid-, and long-term actions for implementation.

In 2000 the Town of Willsboro completed *Town of Willsboro Hamlet Area Revitalization Plan* with four primary goals: integrate enhanced waterfront into the fabric of the community; provide a physical and economic environment conducive to desirable development; improve the structural and aesthetic quality of existing residential buildings; and improve the area’s transportation network.

The *Town of Essex Local Waterfront Revitalization Program* was approved in 2003. The plan builds on numerous waterfront planning efforts, leading to the Town’s long-range goals for the waterfront, the Shoreline Overlay District Regulations and revised zoning law adopted in July 2003.

A draft *Village of Port Henry Local Waterfront Revitalization Program* has been prepared to guide economic revitalization through the redevelopment of the former industrial waterfront properties for recreation and tourism purposes.

The Town of Ticonderoga Streetscape and Gateway Enhancement Plan was completed in 2009; numerous projects and improvements are designed to stimulate downtown revitalization efforts.

The *Lake Champlain Trail Masterplan* was the result of the 1993 closing of the Plattsburgh Air Force Base and opportunity to develop the former base’s lakefront for a recreational trail. The planning was conducted concurrently with the *Essex and Clinton County Waterfront Revitalization Project*, and a precursor to the Lake Champlain Byways and Bikeways planning efforts. The plan calls for a hybrid off-road, multi-use trails and on-road bikeways; the centerpiece linking Clinton Community College, downtown Plattsburgh, the Municipal Beach and Point au Roche State Park. The full trail along Lake Champlain in Clinton County would include connections to historic and natural resources.

The 2004 *Champlain Valley Heritage Network Walkways Project* is a programmatic initiative to establish “countryside tourism” that connects villages and hamlets along

Lake Champlain in Essex County. These off-road, “inn-to-inn” trails and loop-walks radiate out from the communities, designed to provide a low-impact tourism product as well as infrastructure for increased quality-of-life for residents.

In 2002 Lakes to Locks Passage was created by merging two NYS Byways, the Champlain Trail and Champlain Canal Byway, and in the same year received the Federal Highway Administration’s premiere designation as an All-American Road. The corridor embraces an interconnected waterway that links Lake Champlain to the Champlain Canal/Upper Hudson River, Lake George, and Richelieu Valley in Quebec. The Lakes to Locks Passage Corridor Management Plan includes a program to deliver an authentic, place-based visitor experience through a hierarchy of visitor information and interpretive facilities.

PROCESS USED TO DEVELOP THE PLAN

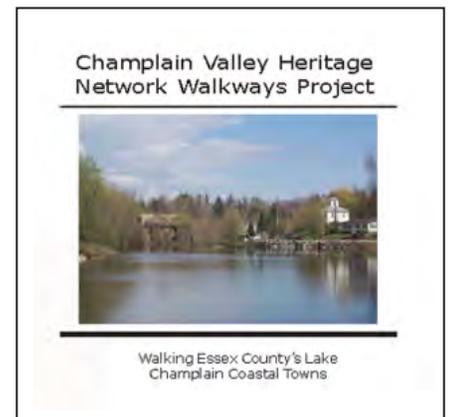
The *Essex and Clinton Counties Waterfront Plan* has been coordinated by Lakes to Locks Passage, Inc., and guided by the NYSDOS Division of Coastal Resources, community representatives and a Waterfront Advisory Committee. The Advisory Committee guided the preparation of the plan including the public participation plan, key objectives of the project, specific tasks, project timeline, and project deliverables. Committee members included Bill Johnston, retired Essex County Planning Department; Vic Putman and Garrett Dague, Essex County Planning Department; Rodney Brown, Clinton County Planning Department; Virginia Westbrook, Champlain Valley Heritage Network (CVHN); and Lou Bresee, Lake Champlain Bikeways. Additional input to the plan development was provided by John Krueger, Clinton County Coalition for Heritage, Arts, Recreation and Tourism (CHART); Michelle Powers, Plattsburgh-North Country Chamber of Commerce; Suzanne Maye, Lake Placid/Essex County Visitors Bureau; and Melissa McManus, Village of Rouses Point.

Financial assistance for the preparation of the Waterfront Revitalization Plan was received from the New York State Department of State Division of Coastal Resources and Waterfront Revitalization through the Environmental Protection Fund, with in-kind contributions from participating communities and members of CHART, CVHN and Lake Champlain Bikeways. The Town of Moriah contracted with Lakes to Locks Passage, Inc., Place Sense and Lake Champlain Bikeways to coordinate the public process to develop the vision, goals, objectives, projects and implementation strategies.

PUBLIC PARTICIPATION

Recognizing that public participation is essential to the development of a plan that can address a broad spectrum of issues, the Committee utilized existing local committees to provide the forum for elected officials, non-profit organizations, public agencies and private interests to participate in the planning process. Contributions for the vision, goals and actions have been developed through workshops and public meetings conducted by the Champlain Valley Heritage Network (CVHN), Clinton County Coalition for Heritage, Arts, Recreation and Tourism (CHART), Lake Champlain Bikeways, and community outreach by the Lake Placid-Essex County Visitors Bureau, and Plattsburgh-North Country Chamber of Commerce.

This update to the *Essex and Clinton Counties Waterfront Revitalization Plan* has utilized community visioning and outreach to identify the current waterfront revitaliza-



tion issues, opportunities and “next generation” of proposed projects. It has incorporated the recommendations included in local waterfront revitalization plans, downtown revitalization plans and the Lakes to Locks Passage Byway Corridor Management Plan.

The project area includes the municipalities along Lake Champlain within Clinton County: Village of Rouses Point, the Town and Village of Champlain, Town of Chazy, Town of Beekmantown, Town and City of Plattsburgh, Town of Peru, Town of Ausable, and along Lake Champlain and Lake George within Essex County: Town of Chesterfield, Village of Keeseville, Town of Willsboro, Town of Essex, Town of Westport, Town of Moriah, Village of Port Henry, Town of Crown Point, and Town of Ticonderoga.

Key objectives for the *Essex and Clinton Counties Waterfront Plan* include:

- Update the inventory of existing conditions along the Lake Champlain/Lake George waterfront of Essex and Clinton counties;
- Update the waterfront issues and opportunities, including needs for outdoor recreation, educational programs and interpretation, multi-modal transportation, and waterfront revitalization;
- Identify the status of the projects included in the 1997 plan;
- Identify the next generation of projects needed to continue the revitalization of the communities along Lake Champlain in Essex and Clinton counties;
- Develop marketing strategies for compatible economic development in waterfront communities;
- Develop a framework for a Lake Champlain Blueway Trail and waterway-based interpretive theme routes;
- Establish bicycle and pedestrian enhancements and theme routes for the Lake Champlain waterfront.

The *Essex and Clinton Counties Waterfront Plan* consists of major sections:

- **Introduction and Previous Planning:** Provides project background, summary of previous planning work and status of projects, process used to develop plan, public participation, and key objectives.
- **Waterfront Revitalization Area Boundary:** The boundary shows two levels of the study area, Lakeshore and Landside
- **Inventory and Analysis:** The inventory, mapping and analysis of existing natural and man-made resources and conditions to guide project identification and justification.
- **Vision, Goals, Objectives and Projects:** This section identifies a regional vision, related goals and objectives, key regional initiatives and individual community projects.
- **Project Implementation:** List of potential implementation partners and funding sources; a matrix of the proposed projects with timeframe, budget estimate and potential funding sources if identified.
- **Appendices of Key Regional Initiatives:** During the planning process a number of initiatives were defined and serve as the basis for further planning and project development.



BOUNDARY DESCRIPTION

The *Essex and Clinton Counties Waterfront Plan* includes eighteen municipal local governments consisting of thirteen townships (Champlain, Chazy, Beekmantown, Plattsburgh, Peru, Ausable, Chesterfield, Willsboro, Essex, Westport, Moriah, Crown Point, and Ticonderoga), four villages (Rouses Point, Champlain, Keeseville, and Port Henry) and one city (Plattsburgh). In addition, the study area includes seven hamlets (Chazy, Peru, Willsboro, Essex, Westport, Crown Point, and Ticonderoga) and lands within the “Blue Line” of the Adirondack Park.

Lake Champlain in Clinton and Essex counties of New York State defines the geographic study area of this plan. The western boundary of the study area is defined by major transportation routes, the southern boundary is the Essex/Warren and Essex/Washington County borders, the eastern boundary is the New York/Vermont border, and the northern boundary is the United States/Canada border. The Essex and Clinton Counties Waterfront Plan study area is a polygon that is described below and shown on attached maps:

Beginning in the Town of Champlain at the junction of US RT 9 and the Québec, Canada border;

Proceed south along US RT 9 to the municipal boundary of the Village of Champlain, proceed along the northern, western and southern municipal boundary of the Village to US RT 9;

Then proceed south along US RT 9 through the Town of Champlain;

Continuing south along US RT 9 through the Town of Chazy, including the hamlet of Chazy;

Continuing south along US RT 9 through and the Town of Beekmantown;

Then proceeding south along US RT 9 through the Town of Plattsburgh until the intersection of US RT 9 and the City of Plattsburgh municipal boundary;

Then proceed along the northern, western and southern municipal boundary of the City of Plattsburgh to NY RT 22;

Then proceed south along NY RT 22 through the Town of Plattsburgh;

SECTION I: WATERFRONT REVITALIZATION AREA BOUNDARY

Photo: View of the “Land between the Waters” Lake Champlain and Lake George.

Continuing south along NY RT 22 through the Town of Peru, including the hamlet of Peru;

Continuing south along NY RT 22, entering the Adirondack Park and the Town of Ausable;

Continuing south along NY RT 22 through the Town of Ausable to the municipal boundary of the Village of Keeseville;

Then proceeding along the northern, western and southern municipal boundary of the Village of Keeseville to US RT 9/NY RT 22;

Then proceed south along US RT 9/NY RT 22 through the Town of Chesterfield to where the routes divide;

Then proceed south along NY RT 22 through the Town of Chesterfield;

Continuing south along NY RT 22 through the Town of Willsboro, including the hamlet of Willsboro;

Continuing south along NY RT 22 though the Town of Essex, including the hamlet of Essex;

Continuing south along NY RT 22 through the Town of Westport, and hamlet of Westport, to the junction of NY RT 22/NY RT 9N;

Continuing south along NY RT 22/NY RT 9N through the Town of Westport, and hamlet of Westport;

Continuing south along NY RT 22/NY RT 9N through the Town of Moriah to the municipality of the Village of Port Henry;

Then proceeding along the northern, western and southern boundary of the Village of Port Henry to NY RT 22/NY RT 9N;

Then proceeding south along NY RT 22/NY RT 9N through the Town of Moriah;

Continuing south along NY RT 22/NY RT 9N through the Town of Crown Point, and hamlet of Crown Point;

Continuing south along NY RT 22/NY RT 9N through the Town of Ticonderoga to the junction with NY RT 74 where NY RT 22/NY RT 9N divide;

Then proceeding south along NY RT 9N and the western shore of Lake George, to the Essex/Warren County border;

Then proceeding east along the Essex/Warren County border on the northern end of Lake George, at the eastern shore of Lake George it becomes the Essex/Washington County border;

Continue east along the Essex/Washington County border to a point in Lake Champlain, the New York/Vermont border;

Then proceeding north along the New York/Vermont border in the middle of Lake Champlain, including the islands known as the Four Brothers, Schuyler and Valcour in the Adirondack Park;

Continuing north along the New York/Vermont border in the middle of Lake Champlain to the United States/ Canada border;

Then proceeding west along the United States/ Canada border to US RT 9, which is the starting and ending point of this description.

Portions of Lake George and the following major tributaries of Lake Champlain are included within the study area:

- Great Chazy River
- Little Chazy River
- Saranac River
- Salmon River
- Little AuSable River
- AuSable River
- Boquet River
- Putnam Creek
- LaChute River

MAP DESCRIPTIONS

North Section

- Village of Rouses Point
- Town of Champlain
- Village of Champlain
- Town of Chazy
- Town of Beekmantown

North-Central Section

- Town of Plattsburgh
- City of Plattsburgh
- Town of Peru
- Town of Ausable

Central Section

- Village of Keeseville
- Town of Chesterfield
- Town of Willsboro
- Town of Essex

South-Central Section

- Town of Westport
- Town of Moriah

South Section

- Village of Port Henry
- Town of Crown Point
- Town of Ticonderoga



SECTION II: INVENTORY AND ANALYSIS

2.1 REGIONAL SETTING AND COMMUNITY CHARACTERISTICS

This section contains a brief description of each community's historic development, population growth, trends for economic development, and recent planning efforts for the waterfront.

Population Trends since 1970, source: U.S. Bureau of Census

	1970	1990	2000	30 Year Change
Town of Champlain	4,842	5,796	5,791	+19.6
Village of Champlain	1,420	1,273	1,173	- 17.7
Rouses Point	2,250	2,377	2,277	+ 1.2
Chazy	3,394	3,890	4,181	+ 23.2
Beekmantown	3,189	5,108	5,326	+ 67%
Town of Plattsburgh	15,872	17,231	11,190	- 29.5
City of Plattsburgh	19,806	21,255	18,816	- .5%
Peru	4,313	6,254	6,370	+ 47.7%
AuSable	2,652	2,870	3,015	+ 13.7%
Keeseville	1,210	1,854	1,009	- 16.6%
Chesterfield	2,008	2,267	2,409	+ 20%
Willsboro	1,684	1,736	1,903	+ 13%
Essex	839	687	713	- 15%
Westport	1,449	1,446	1,362	- 6%
Moriah	4,008	4,884	3,727	- 7%
Village of Port Henry	1,536	1,263	1,152	- 25%
Crown Point	1,859	1,963	2,119	+ 14%
Ticonderoga	5,872	5,149	5,167	- 12%

Photo: On Lake Champlain.

North Section

Bounded by Canada to the north and Lake Champlain to the east, the Town of Champlain, Village of Champlain and the Village of Rouses Point form the northeastern corner of Clinton County and State of New York. All along Lake Champlain, milling built the economies of the communities that grew along the rivers that fed into the lake, while shipping built the lakeshore communities. In 1783 Jacques Rouse started the community that would evolve into Rouses Point, a few years later, Pliny Moore built a sawmill on the Great Chazy River, establishing the hamlet that would grow into the Village of Champlain. Thereafter, the town grew from settlers with both Yankee and Quebecois roots.

The proximity of the international border with Canada has affected community-building. Cross-border trade, whether legal or illegal, has played a significant role in the history of these border towns. Today the Town of Champlain and the Village of Rouses Point remain centers of commerce and ports of entry from Canada. Homeland Security and the US Immigration Service, along with warehousing and customs brokers, have become the primary transportation sector workforce.

Town of Champlain

The Great Chazy River, navigable to Champlain village for vessels of light draught, flows through much of town, meandering around an oxbow in the Village of Champlain and finally draining into Kings Bay on Lake Champlain. Point au Fer (Fire Point) and Stony Point are two capes projecting into the lake. The Town of Champlain surrounds the Villages of Rouses Point and Champlain, and has no dense population center. The Town is rural in character, with low-density residential and several operating dairy farms. The long reach of Point au Fer holds distinction as the last piece of US land occupied by the British Army, who finally withdrew in 1796, thirteen years after the close of the Revolutionary War.

Sporadic commercial development is located along US Route 11 (which runs east-west) and US Route 9 (which runs north-south), the primary highways through the town. The population of the Town (excluding the two villages), based on the 2000 U.S. Bureau of Census is 2,341, an increase of 19.6% over the past 30 years. The waterfront of the Town includes a mix of residential development, agricultural lands and undeveloped natural areas, including a State Wildlife Management Area on Point Au Fer.

Village of Champlain

The Village of Champlain has commercial and residential development built along the oxbow of the Great Chazy River, which runs through the heart of downtown. The village, with a population of 1,173, has experienced a population decline of 17.7% over the past 30 years. The decline is due to a variety of factors, but is primarily attributed to highway construction that has bypassed the village and a series of destructive flood events that have besieged the infrastructure of the downtown area. Although the village has no frontage on Lake Champlain, it is easily reached by boat along the Great Chazy River.

Village of Rouses Point

The Village of Rouses Point is one of only two communities in Clinton County whose population center and downtown are located along the shoreline of Lake Champlain. The Village's lakeshore shipping infrastructure, proximity to Canada, coupled with its transportation links by ferry, railroad and automobile bridges to Vermont has created a community that played an important role in transportation and tourism during the 19th and 20th centuries. In 1850, the Northern Railroad (later the Ogdensburg and Lake Champlain) connected the St. Lawrence River and Rouses Point. With the direct rail connection to Montreal in 1855, Rouses Point became a railroad hub for trains from Boston and New York City to points west and north, ultimately serving five railroad lines and home to several large hotels built in the 1880's. Rouses Point has shifted its economic focus from a barge and rail oriented economy, to light manufacturing and tourism.

Based on the 2000 U.S. Bureau of Census, the population of Rouses Point is 2,277 and has been relatively stable, with a mere 1.2% increase over the past three decades. Currently the economy of the Village is anchored by a large pharmaceuticals plant that dominates the western end of the Village, but is not visible from the Lake or the downtown area. Through the NYS Department of State Division of Coastal Resources Environmental Protection Fund and the NYS Quality Communities Program, in 2005 the Village completed the Village of Rouses Point Downtown and Waterfront Revitalization Plan to develop a vibrant waterfront area of marinas, lakeside restaurants, and public spaces. Over the past several years, the Village Board of Trustees has supported several downtown and waterfront revitalization efforts and has committed to improving of village assets for the benefit of the general public

Town of Chazy

The name Chazy reaches back to the time when this land was part of New France. The river earned its name when a hunting party led by a young French Lieutenant by that name were ambushed by Mohawks. Early attempts for French settlements between the Colonial wars were abandoned during the American Revolution. After the Revolution Canadian refugees took up tracts set aside for them, and the population of franco-phones got another boost from the rebellion of 1837-38. It was soon discovered that the local limestone proved to be very high in calcium carbonate and very low in impurities, supporting the Chazy Marble Lime Company until 1963. The soil is clayey and productive in the east, and sandy and poor in the west; dairying, lumbering, apples, and maple sugar remain important to the economy and culture of the town.

The Town of Chazy has a well-developed hamlet located along US Route 9 in the center of the town, approximately three miles from Lake Champlain. The town is predominantly rural, with low-density residential development and agriculture dominating the landscape. The waterfront is dominated largely by single-family residential development. The population of the Town is 4,181 people, having experienced a 23.2% population growth over the past 30 years. The growth has been attributed to the proximity of the City of Plattsburgh, enticing lake frontage and a popular school system.

Town of Beekmantown

Changes of fortune shaped the early history of Beekmantown. William Beekman filed his patent request in the summer of 1769, just weeks before the Colonial gover-

nor died, prompting officials in Britain to decide they needed to review all patents. He recruited settlers from the Western Isles of Scotland, but they never made it to America. Ultimately the Town was settled by land holders harvesting timber for export and burning the slash to potash. Beekmantown had twenty-one asheries in the mid 1820s – more than any other town in the region. Sheep moved in as the forest disappeared, generating a lively business in cloth finishing. The soil is a clay loam in the east and center, and a light sand in the west; apples and dairying have been the mainstay of its economy since the 1880s. After World War II, the owner of Point au Roche built “Fantasy Kingdom” to attract young families to his beach and campground, but that enterprised proved to be short-lived, today the beach and campground are run by New York State.

Although the Town of Beekmantown does not have a well-defined population center, it does have a larger population than the towns to the north. The population of the town in 2000 was 5,326, a 67% population growth in 30 years, larger than any other Clinton County town in the study area. The Town is largely a bedroom community to the City of Plattsburgh, but does include significant agricultural lands along the fertile soils adjacent to the lakeshore. The waterfront is primarily developed for residential use, with agricultural lands and a NYS Park and boat launch area along the lakeshore as well. Point au Roche and Ram’s Head are capes upon the lake, St. Armand’s Bay extends into the southeast corner.

North-Central Section

This most promising site on the western shore of Lake Champlain, nestled in a broad bay protected from the North wind, with a sizable river tumbling down from the mountains looked like the promised land to anyone with a mind to harness waterpower or ship timber. Early French settlements disappeared when the Revolution began, leaving it open for Zephaniah Platt and his associates to move in after the war to protect American interests along Lake Champlain and the St. Lawrence River valleys. The War of 1812 brought great excitement, but didn’t interrupt commerce for very long, leaving behind only the grassy mounds of Fort Brown, now a City park, overlooking the river. Commerce on the Lake eventually gave way entirely to rail transport as the Town and City of Plattsburgh expanded industrial output beyond iron and timber to include marble sawing, furniture, paper, dynamite and even the luxurious Lozier Automobiles.

Plattsburgh, due to its strategic location, has been home to all four branches of the US military, and until its closing in 1995, was the longest held US military station. It was here that the “Plattsburgh Experiment” became today’s ROTC program. During the Cold War, the Plattsburgh Air Force Base’s (PAFB) location in the rain shadow of the Adirondack Mountains ensured consistent, year-round weather, necessary for the Strategic Air Command’s primary wing on the U.S. East Coast. The expansive airbase was one of four landing strips large enough for a Space Shuttle landing. Since September 1995 the City and the Plattsburgh Airbase Redevelopment Corporation (PARC) have developed a plan for residential, commercial, and industrial uses, including the new Plattsburgh International Airport.

Town of Plattsburgh

The Town of Plattsburgh surrounds the City of Plattsburgh, and is the most developed of all towns in Clinton County. The Town has a 2000 population of 11,190, having

experienced a decline of 29.5% in thirty years, primarily due to the closing of the Plattsburgh Air Force Base during the 1990's. Commercial and light industrial development has expanded greatly within the Town over the past 30 years, with the most concentrated growth occurring along NYS RT 3. The northern waterfront of the Town is largely along the peninsula known as Cumberland Head, primarily residential land use, and includes a ferry landing that is the primary transportation route between northern New York and Vermont. The Town's waterfront south of the City includes a wide variety of land uses, including an abandoned tank farm, a high-density single-family housing community called Cliff Haven and Clinton Community College located on a bluff high above Lake Champlain and popular lakeshore golf course.

City of Plattsburgh

The City of Plattsburgh, incorporated as a village in 1815, with city government established in 1902, is one of only two municipalities in the County whose population center is located along the shore of Lake Champlain. The American settlement of Zephaniah Platt adopted the culture of the old French trading areas and Iroquois settlements, in many ways that are still visible today.

In 1909, celebration of the tercentenary of Samuel de Champlain's exploration of the valley focused national attention on this small city and gave a boost to its arts and culture. The Plattsburgh Normal School, founded in 1889 became State University of New York at Plattsburgh in 1948, a leading teacher's college. A lively summer tourist trade and international business connections has propelled Plattsburgh into the twenty-first century. The City has been actively engaged in the NYS Department of State Division of Coastal Resources and the NYS Quality Communities Program, reclaiming the waterfront for strategic commercial and recreational development, downtown revitalization and establishment of a museum campus at the historic "Old Base" and former parade grounds. In 2008 the City prepared a plan for the Local Waterfront Revitalization Program and additional plans including: Plattsburgh Landing, Plattsburgh on Lake Champlain A New Vision, 2004, Quality Community Plan for the Downtown and Waterfront District, Durkee Street Redevelopment Plan, the Delaware and Hudson Railway Yard Redevelopment Plan, Plattsburgh Downtown/Waterfront Economic Enhancement Strategy 2003, and Plattsburgh Waterfront Horizons, 2001. In 2008 the City received an additional grant to conduct a feasibility study for development of the state-owned Wilcox dock property and an adjacent privately-owned parcel on Cumberland Bay in Lake Champlain. The study will analyze existing conditions, site constraints, and environmental and archaeological issues, as well as economic feasibility of acquisition, potential restoration and subsequent marketing.

The city is the most highly and densely developed of all communities along Lake Champlain, and serves as the county seat for Clinton County. In 2000, the population of the City was 18,816, and although the City has experienced a steady increase in population over the years, the dramatic loss of Plattsburgh Air Force Base during the 1990's created an overall population decline of 0.5% over the past three decades. The waterfront areas within the City include high-density residential development (primarily townhouses), a former landfill that is now converted to a public park, a civic center and beach complex, multiple restaurants, and a marina. Between the 1970's through the 1990s, the City of Plattsburgh suffered economically as commercial development blossomed along the Route 3 corridor off Interstate 87 in the Town of Plattsburgh; particularly attractive to Canadians during periods of favorable exchange rates. In more

recent years, the City has seen resurgence in economic development due to the successful redevelopment of the former airbase and revitalization of the downtown and waterfront.

Town of Peru

On October 11, 1776, the Revolutionary War put Peru's waterfront on the world stage as Benedict Arnold led a tiny, make-shift American navy against a seasoned British force in the channel between Peru's shore and Valcour Island. Once the war was over, the same location proved ideal for shipping, growing into busy Port Jackson where white pine and other timber shipped by raft to Quebec. When the Champlain Canal opened in 1823, traffic turned south towards Albany. Ironworks and lumber mills, cloth and starch factories provided cargo, apples filled many a boat traveling either north or south.

Today, the ports and related economic activity are gone from the waterfront. However, the Town of Peru has a well-defined hamlet on the Little Ausable River, at the intersection of NYS RTs 22, 422 and 22B, approximately four miles from Lake Champlain. A strip of land two miles wide, extending along the lake, is composed of clay and clayey loam, interspersed with swamps. In the west, the soil is a light sandy loam, where Peru's apple orchards still thrive today. Outside the hamlet, the Town is dominated by low-density residential development and agricultural uses. In 2000 the population of the town was 6,370, an increase of 47.7% over three decades. While the hamlet does include several commercial establishments, much of the population commutes to Plattsburgh for employment. The Town has been very progressive within the past few years, undergoing an extensive comprehensive planning effort. While much of the waterfront in Peru is in private ownership, developed into single-family residential lots, the Town does have two popular state-owned facilities, including a NYS boat launch just south of the Silver Stream outlet and a beach and campground where the Ausable River greets the lake. A NYS wildlife management area protects an extensive marsh at the river outlet hosting thousands of migrating birds in spring and fall, attracting flocks of birding enthusiasts as well.

Town of AuSable

The Town of AuSable takes its name from the river that serves as its southern border. Where the Ausable River joins Lake Champlain, a vast, protected wetland gives sanctuary to migrating birds and local wildlife. Its soil is generally a light sandy loam, fertile in the east and center, but poor for agricultural purposes in the west. Iron ore of an excellent quality is found in AuSable. The Town of AuSable surrounds the Village of Keeseville to the north and west. While the village includes high-density development, the town is largely rural with land uses dominated by low-density residential development. The 2000 population of AuSable was 3,015 people, a 13.7% slow, steady growth over the past three decades. The Lake Champlain waterfront in the Town of AuSable is less than a mile long, but contains the most undeveloped shoreline within the county owing largely to the presence of a large State Wildlife Management Area, and a lakeside railroad line.

Central Section

Village of Keeseville

The Ausable River flows from the High Peaks of the Adirondacks where deposits of iron ore, discovered in 1806, supported the industrial development of settlements that were located at sources of waterpower. One of these, the Village of Keeseville, straddles the Ausable River about four miles from the lakeshore. Millwrights harnessed the power of Anderson Falls to drive an amazing array of industries. In the 1850's the iron industry in Keeseville concentrated on horse nails, using machines patented by local blacksmith Daniel Dodge who invented one of the first machines to mass-produce these nails. So many French Canadians migrated to the Keeseville mills in the nineteenth century that still a third of the population claims French ancestry.

The Village is bisected by the swift river, separating Clinton County on the west bank from Essex County on the east, in its final plunge toward Lake Champlain. The village has a well-developed downtown area located approximately 7 miles upriver from Lake Champlain, complete with three landmark bridges. The 2000 population of the village was 1,009, a decline of 16.6% over the past three decades, but an increase from 1990 to 2000. Through the NYS Department of State Division of Coastal Resources Program, the Village recently drafted an Issues, Opportunities and Vision Report and have embarked on an effort to develop a comprehensive plan to guide their future growth.

Town of Chesterfield

Flanking the Ausable River and Lake Champlain, Chesterfield grew from the combined riches of manufacturing and transportation. The famous Ausable Chasm, a two-mile long, 200-foot gorge carved through tough layers of Potsdam sandstone by the Ausable River five hundred million years ago, is accessed from US RT 9 in Chesterfield. Hiking trails, roaring rapids, waterfalls and placid pools offer spectacular views at every turn in the river. Visitors have come from around the world to witness the grandeur and beauty of this natural wonder, since it opened as a privately tourist attraction in 1870. Many residents of Chesterfield, Keeseville and Peru became active in the Underground Railroad, with documented "stations" at the homes of dedicated abolitionists.

The Town of Chesterfield, located in northeastern Essex County, surrounds the Village of Keeseville to the south and east, with rolling farm fields to the west. The historic hamlets of Port Kent and Port Douglas are located along the shoreline, commanding grand views of Lake Champlain and the Green Mountains. At Port Kent the railroad station is a seasonal stop for the AMTRAK "Adirondack" and ferry to Burlington now lands where canal boats once loaded up with lumber and iron products. The popular Poke-O-Moonshine State Park (campground facilities currently closed) offers an expert rock and ice climbing area as well as peregrine falcon nests. In 2000 the population of Chesterfield was 2,409 people, an increase of 20% in the past three decades.

Town of Willsboro

Willsboro is the oldest town in the county, established by William Gilliland in 1765. He purchased land patents from retired soldiers, assembled a handful of immigrants, and settled on the Boquet River. The hamlet grew up around the waterfall where first a sawmill, then a gristmill, and eventually a papermill drew power from the Boquet River. More recently, Willsboro has enjoyed the benefits of pioneering work in environmental

conservation as the Boquet River Association and the New York State Department of Environmental Conservation created a fish ladder to allow landlocked Atlantic Salmon to swim upstream in spring and fall. Willsboro Point is a prominent peninsula, which juts northward into Lake Champlain thereby creating a protected Willsboro Bay to the west. The black limestone quarry on Ligonier Point supplied stone for the New York State Capitol and suspension anchors for the Brooklyn Bridge.

The Town of Willsboro, located in the northeastern section of Essex County, is 72 square miles in area, with varying topography. While the eastern part of town is relatively level with some rolling terrain, the western portion has a more rugged mountainous character. An exception to this is the land along the North Branch of the Boquet River, which is relatively level. The hamlet of Willsboro straddles the Boquet River in the east-central portion of the town. The river flows north through the hamlet and then swings southeast before emptying into Lake Champlain. The town's population was 1,903 in 2000, growing by 13% since 1970. The Town of Willsboro worked with the NYS Department of State Division of Coastal Resources to complete and adopt a Local Waterfront Revitalization Plan, completed a hamlet revitalization plan, acquired the 75-acre Noblewood site for use as a public recreation facility, and undertook shoreline stabilization through several grants from the Environmental Protection Fund Local Waterfront Revitalization Program. In 2008 the Town received an additional grant to undertake a community planning process to develop an APA-approvable comprehensive plan, land use regulations, and project review guidelines.

Town of Essex

The Town of Essex is almost a perfect rectangle in shape, 38 square miles in area. The hamlet of Essex blossomed as a principal port on Lake Champlain in the early-nineteenth century with several taverns offering food and rest to boatmen and substantial warehouses for temporary storage of goods. Prosperous merchants built fashionable homes along the main street. Shipyards built dozens of commercial vessels from sloops to schooners to sailing canal boats. The coming of the railroad brought Essex shipping prosperity to an end. Few buildings were built there after 1860, leaving Essex looking just as it did in the first half of the nineteenth century, all of which comprises a historic district. A ferry to Vermont operates year-round, weather permitting. A few miles to the west, a chapel and an octagonal school mark the modest drop on the Boquet River where an iron-rolling mill, sawmill, and woolen mill once stood beside the stream where people now stop to picnic.

The western part of the town is characterized by steep, wooded hills and rounded mountains. The Boquet River flows northward through the center of town. A Grange hall in the hamlet of Whallonsburg records the importance of the "Patrons of Husbandry" to this community in the early years of the twentieth century.

In the southern corner of Essex, the Schroon Range, a sub-group of Adirondack mountain system, extends out into the lake, forming Whallons Bay with its rugged promontory ending at Split Rock. In between these mountainous outcroppings, the Boquet River cuts a narrow valley through a high central plateau of open farmland with dramatic views westward towards the Adirondacks and eastward out over Lake Champlain. A significant amount of the shoreline is characterized by narrow strips of rocky beach below steep banks, subject to severe erosion. Along the lakeshore, between the hamlet of Essex and Split Rock, is the Crater Club, a cluster of rustic cabins built

around a clubhouse with a boat dock and tennis courts. By the 1930s, the club had about eighty camps. In 2000, the population of the Town of Essex was 713, a decline of 15% since 1970. The Town of Essex worked with the NYS Department of State Division of Coastal Resources to develop, and in 2003, adopt a Local Waterfront Revitalization Plan.

South-Central Section

Town of Westport

Westport, consisting of nearly 67 sq. miles, marked the southernmost reach of William Gilliland's land grants, as reflected in its early name, Bessboro, in honor of Gilliland's wife. Its permanent name, bestowed in 1815, reflected the role the town played in connecting the Adirondack region to Lake Champlain. The Town of Westport has two hamlets, Westport and Wadhams, located about two miles apart. The hamlet of Westport, incorporated as a village in 1907, but abandoned the status in 1992. Characterized by many historic homes and buildings, the hamlet continues its resort community tradition of catering to lakeshore vacationers with bed-and-breakfast accommodations, marinas, a golf course, nearby hiking trails and a boat launch with washrooms and a picnic area.

When the railroad came to town in 1876, the tracks were deliberately kept on the west side of the hamlet, ensuring that access to the waterfront would not be blocked by the rail line. The Essex County Fair moved to Westport a decade later, the historic fairgrounds still hosts a variety of special events as well as the county fair in mid-summer. An old train station has been turned into a summer theater presenting a variety of plays with professional and semi-professional actors. The hamlet of Wadhams has its own volunteer fire department and independent hydropower dam on the Boquet River. Both hamlets have their own libraries. In 2000 the town's population was 1,362, a loss of 6% since 1970. In 1977 the Town of Westport, through a grant from the NYS Department of State Division of Community Affairs, developed Westport: Its People, Resources and Future Land Use. In 2008 the Town received a grant from the NYS Department of State Local Waterfront Revitalization Program to work with the Boquet River Association to prepare a watershed management plan for the 280 square mile watershed of the Boquet River.

South Section

Town of Moriah

The Town of Moriah, 71 sq miles in size, is built on iron. The Cheever ore bed put Moriah on the map before the American Revolution. A furnace on the lakeshore stimulated the growth of the Village of Port Henry, another furnace fueled the Town's economy for almost a century and changed the contours of the shoreline. Five other hamlets contributed their share to Moriah's history. Witherbee and Mineville grew up on the edge of the ore pits, together with Moriah Corners, and Moriah Center, they made up a thriving township as ethnically diverse as any American city.

Now that the mines have closed, Moriah has turned to the lake for its livelihood. Two campgrounds, two marinas, and the DEC boat launch and pier offer access to the water. The town celebrates its famous mythical monster, Champ, with a parade and festivities.

When winter freezes the lake, the ice shanties make up an ice-fishing suburb out on the bay. Moriah has public parks in Port Henry and Mineville, and has constructed a new town health center in Mineville. Also in Mineville, the Moriah State Shock Incarceration Facility houses about 200 inmates. In 2000, the population of the Town of Moriah was 3,727 (excluding Port Henry), a 7% decline in thirty years.

Village of Port Henry

The Village of Port Henry, incorporated in 1869, is surrounded by the Town of Moriah. A blast furnace constructed in the village in 1822 was one of the first in the United States. During the late 19th Century commercial harvesting of smelt for the restaurant trade established Port Henry as a major ice fishing destination. The village has an Amtrak rail station which serves many residents in Vermont as well as New York. The 2.3-mile shoreline along the lake is characterized by a variety of recreational and boating uses. Port Henry owns its own public campground and beach on Lake Champlain. There is also a state boat launch on the lake, and the NYS Canal Corp Terminal Pier extending into the lake. In 2000, the population of the Village was 1,152, a 25 percent decline since 1970. Port Henry has worked with the NYS Department of State Division of Coastal Resources to draft a Local Waterfront Revitalization Plan.

In partnership with the Department of State and the NYS Canal Corporation, the Town of Moriah and Village of Port Henry have worked together and undertaken substantial waterfront revitalization projects, including: reconstruction of the deteriorated Canal Pier; preparation of revitalization strategies for the Village/Town campground; revitalization of Power House Park; rehabilitation of the historic Carriage House as a Visitors' Center; reconstruction of the boat launch and parking area to better accommodate increased level of public use; extension of water and wastewater infrastructure; and planning for a waterfront trail system.

Town of Crown Point

Crown Point commands a narrow pass on Lake Champlain, an ideal place to control passage on the lake. The Dutch, French, British, and Americans occupied the point successively in colonial times. Anyone journeying through the wilderness stopped here. Today, visitors crossing the bridge from Vermont can stop for information, visit the Forts at Crown Point, or settle in at the campground.

Further south, Putnam's Creek forms the axis of the town's post-Revolution history. Settlers built gristmills, sawmills, and forges at the waterfalls, ultimately creating five hamlets up the course of the creek. The Essex County Fish Hatchery welcomes visitors at Crown Point Center. Penfield Museum tells the story of the Crown Point Iron Works in Ironville. On the lakeshore, Monitor Bay Park recalls the use of Crown Point iron for armor on the Civil War warship USS Monitor, and is located on the lake at the site of a former ferry crossing. The last furnaces to smelt iron in Crown Point went out of blast here in 1892. Now campers and boaters reclaim the former industrial site.

The Town of Crown Point encompasses 76.3 square miles of land. A historic bridge links Crown Point to the Town of Addison, Vermont. In 2000 the population of the Town of Crown Point was 2,119, an increase of 14 percent since 1970.

Town of Ticonderoga

Ticonderoga, located between Lake George and Lake Champlain in the southeastern corner of Essex County, commands the outlet of Lake George, where LaChute River flows into Lake Champlain. Here, where the two water routes converged, a modest fur trading post became a French stronghold called Fort Carillon, the key to controlling the water route to Canada. British conquerors held it for a generation before Fort Ticonderoga fell to a rebel force in the first American victory of the Revolution. Ticonderoga's significant military role in our nation's early history remains a vital component of the community, with historic Fort Ticonderoga drawing 90,000 visitors annually.

LaChute River formed the backbone of the nineteenth-century town of Ticonderoga, the two-hundred-foot drop powering a dizzying array of industries that processed timber, iron, wool, and graphite into lumber, paper, castings, cloth, crucibles, and pencils. Ticonderoga continues its traditional role as an industrial and service center in the region. In 2000 the population of the Town of Ticonderoga was 5,167, a decline of 12% over the past three decades. Much of the Town's development has focused in, or adjacent to, the former village, which dissolved in 1993. The Town is home to an International Paper mill, the region's largest private employer, and serves as a retail, healthcare and education center.

The Town is currently working to revitalize the downtown which suffered a significant decline when the paper mill moved out of the village to its current lakeshore location. Several plans have been developed for the LaChute River area and downtown, particularly the 2007 Ticonderoga Waterfront Revitalization Strategy, the Resource Team Report of the National Trust Main Street Center and the 2006 Ticonderoga Comprehensive Plan. Recent waterfront improvements include the former paper mill industrial land which is now a riverside park and the town beach, located on Lake George offers a glorious view of Roger's Rock. Although the shorelines of Lake George and Eagle Lake are densely developed, most of the town's land remains undeveloped. Much of the land is forested, nearly one-third of its land area is part of the State Forest Preserve with approximately 3,000 acres of productive agricultural land in the valley between the Adirondack foothills and the shores of Lake Champlain. In 2008 the Town received a grant from the NYS Department of State Local Waterfront program to develop signage design guidelines, and install five wayfinding signs at major Town entrances to direct pedestrian and vehicle traffic to the historic downtown.

2.2 EXISTING LAND USES

The Champlain Valley is characterized by forest, agricultural and other natural-resource dependent uses. With the exception of the City of Plattsburgh, its communities are small villages and hamlets located along the shoreline and inland transportation routes, separated by open space.

Real Property Classification

Clinton County Portion of the Study Area

	<i>Acres</i>	<i>Percent</i>
Agricultural	24,440	43%
Forest	5,100	9%
Residential	7,430	13%
Vacant	11,800	21%
Commercial	2,360	4%
Recreational	1,470	3%
Community Services	2,380	4%
Industrial	1,770	3%
Public Services	660	1%
TOTAL	57,410	100%

Essex County Portion of the Study Area

	<i>Acres</i>	<i>Percent</i>
Agricultural	20,074	30%
Forest	16,452	25%
Residential	9,054	14%
Vacant	16,452	25%
Commercial	884	1%
Recreational	1,070	2%
Community Services	588	1%
Industrial	747	1%
Public Services	927	1%
TOTAL	66,172	100%

General Land Use Patterns

The physical landscapes of Essex and Clinton Counties are very different. Clinton County is characterized by farmlands and residential areas, with a predominant agricultural landscape, offering wide views to the lake. Essex County has a much more dramatic topography, with escarpments and steep mountains, many of which abut the lakeshore, holding large tracts of undeveloped woodland.

Scattered small subdivisions and low-density residential land uses are a predominant feature along the shoreline in both counties. In Clinton County, residential uses limit access to large reaches of the waterfront. In Essex County, residential use is concentrated around existing villages or hamlets. In both counties, the working landscape, with traditional farming and forestry activities, is the predominant land use. Farmlands or undeveloped properties adjacent to the lake contribute to the scenic quality and character of the waterfront.

Parks and open spaces for wildlife and recreation are regularly interspersed along the shoreline corridor and offer public access to the waterfront. These public spaces are often associated with campgrounds, picnic areas and beaches and constitute important visitor destinations. The parks in Clinton County provide more improved visitor facilities than those in Essex County.

Commercial use along the shoreline is dominated by outdoor recreational water-related activities such as private marinas, campgrounds, and restaurants. Public waterfront access and fishing sites are often located within the vicinity of the commercial centers waterfronts and public parks. Active industrial uses on the waterfront are limited, primarily found in Plattsburgh and Ticonderoga.

Community Centers

Historically, the location of settlements in the Lake Champlain region was based on geographic features. In Essex County, hamlets were established along the shoreline where they were able to generate power from the rivers and provide safe ports and docks for shipping. These small waterfront communities are representative of the earliest history and settlement in the region. Their location, and early prosperity, is linked to the industrial development of natural resources (iron, timber, etc.) that were brought to Lake Champlain to be shipped along the waterways to markets in Troy, New York City or Montreal. In Clinton County, the rolling landscape necessitated most communities (with the exception of Rouses Point and Plattsburgh) to be located further inland, where the rivers were harnessed for power.

These hamlets and community centers are the focus of economic activity and civic uses and are home to higher-density residential neighborhoods. Portions of the Village of Port Henry, the hamlet of Ticonderoga and Chesterfield's Commerce Park have been designated as part of Essex County's Empire Zone. In Clinton County, Empire Zones exist in both the City of Plattsburgh and on portions of the former Plattsburgh Air Force Base, now being redeveloped for a mixed uses.

Northern Waterfront

Much of the land within the northern part of the waterfront corridor is rural, level, agricultural land, generally consisting of dairy farms, apple orchards, and maple sugar producers. In addition to being scenic in its own right, this landscape allows for exceptional views of the northern edge of the Adirondack Mountains to the west as well as Lake Champlain and Vermont to the east. There are also several well-defined villages/hamlets of varying sizes – Champlain, Rouses Point, Chazy, and Chazy Landing. There are businesses in Champlain and Rouses Point that provide food, gasoline, lodging, dining and other services for travelers. Chazy has limited services and accommodations for travelers. Chazy Landing is residential, with many historic homes. Most of the land is in private ownership, allowing few opportunities for lake access. However, there are

public lake access points in Rouses Point, the Great Chazy River boat launch, Point Au Fer, and Point Au Roche State Parks. Private marinas cater to motorized boating and ice fishing, and often provide traveler services such as food, telephones, and restrooms.

North-Central Waterfront

In the Plattsburgh area, land uses are mixed, and include residential, commercial, and industrial areas. Recreational uses are mixed throughout the area, including Cumberland Bay State Park, Plattsburgh Municipal Beach, several local parks, and multiple uses along the Saranac River. A large collection of traveler services, including restaurants, hotels, food and gasoline, are available in Plattsburgh, primarily concentrated along the Northway and RT 3, and are difficult to reach from the waterfront. The Plattsburgh-North Country Chamber of Commerce operates the Champlain Shores Visitor's Center, which provides visitors with bilingual tourism information, restrooms, outdoor benches, and a bicycle rack, is located on US RT 9 near Northway exit 39, but is not convenient to waterway travelers.

At the southern end of Plattsburgh, the former Plattsburgh Air Force Base occupies a large section of the waterfront corridor, which is currently being redeveloped. Directly along the lake, both the Town and City of Plattsburgh are cooperating to develop a public recreation trail. The City is also developing the Saranac River Trail that will link the High School to SUNY, the downtown and Lake Champlain. Between Plattsburgh and Keeseville, most of the land in the corridor is in residential or agricultural use, with limited commercial business along US RT 9. Peru is especially known for its apple orchards, and there are several within the corridor. As with the area north of Plattsburgh, most of the land along the roadway is in private ownership, allowing few opportunities for lake access. Public access to the lake can be found at Clinton Community College, the Peru boat launch, and the NYSDEC managed campground and wildlife management areas at Ausable Point.

Central Waterfront

The mountain-oriented landscape in the Town of Chesterfield includes Ausable Chasm, a full-service commercial operation providing year-round access to the significant historic, natural, and scenic resource. Adjacent to the Chasm, the Town is developing the Estes House to serve as a Lakes to Locks Passage Heritage Center, providing interpretive exhibits on the Underground Railroad. Continuing south to Keeseville, land uses in the corridor become mixed, and include commercial, residential and historic areas. All types of traveler services are available in Keeseville, including restaurants, hotels, food and gasoline. Many establishments have public restrooms and telephones, and several public entities provide these services as well.

The hamlet of Willsboro provides all types of traveler services, but limited lodging facilities. The Town, in partnership with the Boquet River Association, has recently opened their Lakes to Locks Passage Heritage Center, providing the traveler with information, interpretive exhibits and public restrooms. The hamlet of Essex provides outstanding scenic and recreational waterfront resources, but has very limited traveler services. The Essex Community Heritage Organization is operating their Lakes to Locks Passage Heritage Center, providing visitor information, interpretive exhibits and public restrooms. Due to geographic conditions outside the hamlets of Wadhams and Whallonsburg, the waterfront corridor broadens out to include agricultural uses and views of the high peaks of the Adirondacks.

Southern Waterfront

The hamlet of Westport provides spectacular panoramas of Lake Champlain and the Green Mountains and has long provided a “gateway” to the Adirondacks. Several lodging and dining establishments are available to the traveler, but gasoline and shopping is limited. The Westport Chamber of Commerce is operating the Westport Heritage House as a Lakes to Locks Passage Heritage Center, providing traveler information, interpretive exhibits and public restrooms.

The project area maintains a narrow corridor to the lake through predominantly agricultural lands on the valley floor in the towns of Moriah, Crown Point and Ticonderoga all the way to Washington County. The railroad line runs closely along the shoreline in these communities, limiting public access to the waterfront. The Village of Port Henry and hamlet of Ticonderoga are characterized by dense residential and commercial development, and provide all types of traveler services. Each has a clearly defined downtown predominated by buildings dating from the mid-1800s. Port Henry’s Iron Center and the Ticonderoga Heritage Museum serve as Lakes to Locks Passage Heritage Centers, providing traveler information, interpretive exhibits and public restrooms. Crown Point’s commercial area along RT 22 provides limited traveler services, and is located within walking distance to the Town’s municipal lakeshore park, Monitor Bay. Historically, the shoreline of the study area’s Southern Waterfront was home to extensive commercial and industrial uses; some of which is still found along the lakefront, most notably with an active International Paper Company mill located in Ticonderoga, and abandoned remnants of the 19th century industries.

2.3 EXISTING WATER USES

Regional

Sport Fishing

Lake Champlain is a superior lake for both the recreational and sport angler. The species that inhabit the lake are quite diverse. The main sports fish species in the lake and its tributaries are landlocked salmon, lake sturgeon, channel catfish, lake trout, brown trout, rainbow trout, northern pike, largemouth bass, smallmouth bass, rock bass, black crappie, bluegill, chain pickerel, pumpkinseed, redbreast sunfish, smelt, splake, tiger muskellunge, walleye, lake whitefish and yellow perch. The lake has recently received much attention nationally for its superior bass fishing grounds, Ticonderoga and the City of Plattsburgh host several national fishing tournaments each year that attract anglers from across the country, and are covered by major outdoors media outlets. Much of the lake trout fishing in Lake Champlain occurs from the Westport area north to Cumberland Head near Plattsburgh.

Fishing regulations permit the taking of most sports fish year-round in Lake Champlain. Some species have limited seasons or must be released if caught. The Department of Environmental Conservation issues fishing regulations each year that specify the number and size of fish anglers may take.

Lake Champlain's bays and protected areas are also suitable for ice fishing. In most winters, "towns" of ice fishing shanties grow on the ice, especially off the Port Henry and Westport shorelines. Many of those anglers are targeting smelt, but catches of other sports fish are common as well. The ice fishing season is officially from November 15 to April 30, but in reality is governed by seasonal ice coverage. A trend towards warmer winters is beginning to shrink the ice fishing season with adequate ice not forming in recent years until late January. The 2005-06 season was the first in memory during which the lake did not freeze adequately to support ice fishing.

Lake Champlain Paddlers Trail

The Lake Champlain Paddlers Trail is available to members of the Lake Champlain Committee, Inc. wishing to use non-motorized boats along the lake as a responsible, safe, recreational activity. The trail links public landings and private camping spots along the length of the lake; currently there are nine landings in New York:

- Point AuRoche State Park
- Valcour Island
- Ausable Point State Campground
- Schuyler Island
- Ore Bed Harbor
- Snake Den Harbor
- Palisades
- Barn Rock Cove
- Barn Rock North

Lake Champlain Waterways

The byway planning process recommended the development of “Lake Champlain Waterways” as interpreted routes for boaters that connect the lakeshore to the lake’s streams and rivers up to the first non-navigable point (dam or waterfall). These routes utilize recreational opportunities on the water that have the potential to be enhanced and promoted as an alternative transportation route for visitors. The first Waterways interpretive guide for New York’s shore of Lake Champlain has been recently printed. “The Narrows,” covers the area of the lake between Essex, Westport, and over to Vermont’s Basin Harbor, and serves as a model for other waterway routes along the “Adirondack Coast” of Lake Champlain.

Recreational Boating Facilities

Village of Champlain

Although the village is not located on Lake Champlain, it does have facilities along the **Great Chazy River municipal boat launch** area off River Street to access Lake Champlain.

Town of Champlain

Chazy Boat Basin: Located on Chazy River, this marina provides the public with docking only and is equipped with showers, ice, and a convenience store.

Chazy Yacht Club: Located on 2604 Lakeshore Road, the marina’s season is from May 15- October 31. It has approximately 150 wet slips and 10 transient slips.; offers water, electric, gas, diesel, bathhouse, a launch ramp, pump-out, and motor repair.

Village of Rouses Point

The Village of Rouses Point operates a **municipal boat launch** on Montgomery Street, north of the Sportsman’s Pier. Also, the Gateway Picnic Site, which will be constructed at the site of the former beach at the corner of Montgomery Street and Route 2, will offer opportunities to launch kayaks. The Village has several marinas:

Sportsman’s Pier, a private facility off Montgomery Street, open to members only.

Barcomb’s Marina: Located on 90 Montgomery Street in the Village of Rouses Point. This marina has approximately 20 wet slips and 10 transient slips. The marina offers a launch ramp, restrooms, showers, motor repair, and convenience store. The marina also has U.S Customs available.

Gaines Marina: Located on 141 Lake Street in Rouses Point. This marina has approximately 120 wet slips, 30 moorings and 10 transient slips. The marina offers gas, diesel, a launch ramp, pump-out, haul-out, restrooms and boat & motor repair. The marina also has U.S Customs available.

Lighthouse Point Marina: Located on 62 Montgomery Street in Rouses Point. This marina has approximately 182 wet slips, 20 moorings and 35 transient slips. The marina offers gas, diesel, pump-out, haul-out, restrooms, showers, laundry, ship’s store, restaurant, pool and handicap access. The marina also has U.S Customs available.

Town of Chazy

The New York State Office of Parks, Recreation and Historic Preservation manages **Chazy boat access** on Lake Champlain at the mouth of the Great Chazy River along State New York State Route 9B. It has a concrete ramp and can accommodate 66 cars and trailers.

Gilbert Brook Marina: Located on 715 Lake Shore Road in West Chazy. The marina's season is from May 1- October 15. It has approximately 204 wet slips, 40 moorings and 10 transient slips. The marina offers gas, diesel, a launch ramp, pump-out, restrooms, ice, laundry, swimming pool, VH68 and a convenience store.

Town of Beekmantown

The New York State Office of Parks, Recreation and Historic Preservation manages a boat access on Lake Champlain at the **Point Au Roche boat launch** and the Lake Shore Road boat access. It has a concrete ramp and can accommodate 40 cars and trailers. There are several private marinas in town:

Mooney Bay Marina: Located on 15 Mooney Bay Drive in Plattsburgh. The marina's season is from May 15- October 15; its hours are from 9am-6pm, weekends 9am-7pm. It has approximately 248 wet slips and 20 transient slips. The marina offers gas, diesel, a launch ramp, pump-out, dump station, marine store, boat & motor repair, inside & outside storage, full service dept., showers, restaurant, handicap access, monitors VH9 and passage to State Park.

Treadwell Bay Marina & Resort: Located on 214 Bouchard Drive in Plattsburgh. The marina's season is from May 1- October 1. It has approximately 400 wet slips and transient slips. The marina offers gas, diesel, pump-out, dump station, boat & motor repair, marina, deli, restaurant, bar, showers, laundry, and monitors VHF 9, 16.

The New York State Office of Parks, Recreation and Historic Preservation manages **Point Au Roche State Park**, with a sandy beach and lifeguards located on the shore of Lake Champlain in the Town of Beekmantown.

Town of Plattsburgh

The New York State Office of Parks, Recreation and Historic Preservation manages **Cumberland Bay State Park** with a sandy beach located on the shore of Lake Champlain in the Town of Plattsburgh.

City of Plattsburgh

Plattsburgh City Beach is a municipal day use area with sandy beach and lifeguards located on the corner of Route 314 and Route 9. The Wilcox Dock boat launch provides access to Lake Champlain on Cumberland Ave in the City of Plattsburgh. It has a concrete ramp and will accommodate up to a total of 90 trailers or cars. Private marinas include:

Plattsburgh Boat Basin: Located on 5 Dock Street in Plattsburgh. This marina's season is from May 15- October 15. It offers gas, pump-out, showers, laundry, marine store, towing & rescue, restaurant, fiberglass, engine repair and monitors VHF 6, 9, 16. This marina also offers the public with hourly, daily, weekly, monthly and seasonal rates.

Town of Peru

The New York State Department of Environmental Conservation (NYSDEC) manages the **Valcour boat launch** on Lake Champlain on State Route 9, 1½ miles north of the hamlet. It has a hard surface ramp with a pump-out and restrooms. The parking lot accommodates 50 cars and trailers. The NYSDEC also manages a boat launch on Lake Champlain on the access road to Ausable Point State Beach and Campground Facility off State Route 9, 12 miles south of Plattsburgh. It has a concrete ramp that allows car top boats only. There is no parking available for day-use; dedicated vehicles must be parked along the access road. Private marinas include:

Snug Harbor Marina: Located on Route 9 in Peru. The marina's season is from May 15- October 15; its hours are from 8am-6pm. The marina has approximately 150 wet slips and 25 transient slips. It offers gas, diesel, pump-out, haul-out, dump station, restrooms, showers, laundry, marine supplies, boat & motor repair, towing & rescue, fiberglass engine repair, boat rentals, grocery, restaurant, handicapped access and monitors VHF 6, 9, 16. This marina also provides the public with a playground, motel, pool, cottages and a campground.

Ausable Point State Park, a state-owned park with a sandy beach and lifeguards, is also located in Peru on Lake Champlain. Off-shore Valcour Island is also state-owned and offers small stretches of sandy beach only accessible by boat.

Town of Chesterfield

The NYSDEC **Port Douglas boat access** on Lake Champlain is located on County Route 16 and has a hard surface ramp with a parking area that can accommodate up to 20 cars and trailers. There is also the Port Douglas public beach, open only to Chesterfield residents.

Town of Willsboro

The **Town of Willsboro small-boat launch** on the Boquet River, just below the falls in the hamlet, provides access to Lake Champlain.

There is a NYSDEC **Willsboro Bay boat access** on Lake Champlain at off County Route 27. The site has a hard surface ramp, a large parking lot that can accommodate 100 cars and trailers, and a pump out station. The Town's Noblewood Park offers sandy beaches and a canoe & kayak launch. Private marinas include:

Willsboro Bay Marina has approximately 90 slips and moorings. The marina offers fuel, pump-out, haul-out, deep water service dock and repair services, ship's store and scuba supplies, boat sales and charters, restaurant and picnic area, campsites, public washrooms and showers on a 150-acre property.

Indian Bay Marina, located on the west shore of Willsboro Point, across from Rattlesnake Mountain, offers a restaurant, ship store, gas, pump-out, showers, and towing.

Town of Essex

The Town of Essex maintains a beach adjacent to **Beggs Park**. In recent years, however, public swimming has not been allowed due to "swimmer's itch." Private marinas include:

The **Essex Marina and the Essex Shipyard**, located adjacent to each other and formerly one operation, have approximately 80 slips, along with a launch ramp.

The **Old Dock Restaurant** has approximately 30 slips primarily for transient use with limited short-term overnight docking allowed.

Town of Westport

The **Westport municipal beach** on Lake Champlain has been compromised by the construction of the municipal sewage treatment in the 1960s. The flow of Hosington Brook was altered, resulting in the deposits of sediments into Lake Champlain and the creation of a delta near the town beach. An engineering study is needed to look at restoring the original flow of the brook to stop the sedimentation, and evaluate the possibility of removing the sediment by dredging to reclaim the beach area.

The Town of Westport partners with **Ballard Park** to provide a lifeguard at the designated swimming area at Ballard Park. The Ballard Park Association has developed plans for restoration of the beach area.

There is a NYSDEC **Westport boat access** on Lake Champlain is located on Route 22, which has a hard surface ramp with a parking area that can accommodate 35 cars and trailers. The site was completely rebuilt in 1999. Private marinas include:

Westport Marina has approximately 80 slips and 25 moorings. The marina offers fuel, haul-out, pump-out and repair services. It has a launch ramp, along with public washrooms and a restaurant. The marina also offers charter boat service and several boat tours during the summer months.

Town of Moriah/ Village of Port Henry

The NYSDEC **Port Henry public boat launch** is located to the north of the Canal Terminal Pier and the Village Beach and Campground. Originally constructed during the 1960s, a breakwater was added around 1990. The 4.6-acre parcel provides boat access, 2 concrete launch ramps which can accommodate boats up to 30 feet long, a breakwater which extends 130 feet from the shoreline, aluminum floating docks adjacent to the launch ramps, a parking lot with 45 spaces for cars and boat trailers, and a restroom facility. Only a portion of the parking area is paved and the unpaved area is in poor condition. The boat-launching season varies, but generally runs from April to November.

The recently renovated **Canal Terminal Pier**, owned by the NYS Canal Corporation, is located between the state boat launch and the Village Beach and Campground. This earthen pier extends 530 feet from the shoreline and was constructed to serve commercial shipping entering or leaving the State Barge Canal System. Today the pier is used heavily by the public for on-shore fishing and picnicking. In the late-1990s, the New York State Canal Corporation undertook much needed dredging and restoration of the facility, including the installation of a walkway and public docks for transient boaters. The dredging provides for a 14-foot depth and has stimulated greater use of this facility. The facility serves as a substantial asset to the village in the development of tourism opportunities. Future improvements to the facility are planned to make the site more accessible, including the installation of sidewalks from Main Street to the pier.

The **Port Henry Village Beach** is part of the village-owned campground and is located off Dock Lane near the Canal Pier and DEC boat launch. The beach has been

struggling with weed infestation problems, mainly Eurasian milfoil. The property also has moderate erosion problems. In recent years, the village beach has not been open daily due to inadequate staffing and swimming has been prohibited when there is no lifeguard on duty. On the south end of the village the Town of Moriah operates the Bulwagga Bay Campground and Beach. Here the beach and campground shoreline are experiencing severe erosion problems, which is undermining the campground's water and electric infrastructure and resulting in the loss of mature vegetation along the shoreline. The town currently has secured NYSDOS funding to conduct an engineering assessment of the shoreline and propose a solution to stabilize the shoreline. There are two private marinas in the village:

Van Slooten Harbour Marina, located off Route 9N in Port Henry, has approximately 60 slips and 10 moorings. The marina offers fuel, haul-out, pump-out and repair services. It has a launch ramp, along with public washrooms and a snack bar.

Velez Marina, located adjacent the DEC boat ramp on Dock Lane in Port Henry, has approximately 20 slips and 10 moorings. In recent years, the marina has been significantly cleaned-up and has changed hands several times.

Town of Crown Point

There is NYSDEC **Crown Point Reservation Campground boat access** on Lake Champlain has a hard surface ramp and a parking area that can accommodate up to 10 cars and trailers. Nearby is the Champlain Lighthouse and public fishing pier. The town's Monitor Bay Campground also has a public boat launch ramp. There is a NYSDEC Putnam Creek fishing access site near the Route 22 bridge in the hamlet. Monitor Bay Park, owned and managed by the Town of Crown Point, provides a boat launch and small dock.

Town of Ticonderoga

There is a NYSDEC **Ticonderoga Lake Champlain boat access** on Route 74 at the Ticonderoga Ferry landing. The site has a hard surface ramp, a large parking lot that can accommodate 52 cars and trailers, a pump out station and public washrooms. The site was redesigned and reconstructed in 2005. In Ticonderoga, there is also the NYSDEC **Mossy Point boat launch**, located off Black Point Road on Lake George, provides boat access, a hard surface ramp, a large parking lot that can accommodate 100 cars and trailers, a pump out station, and a picnic area. Additionally, there is **LaChute River municipal fishing access** below the Lower Falls in Bicentennial Park. Private marinas include:

Snug Harbor Marina on Lake George has approximately 40 slips and 5 moorings. The marina offers fuel, haul-out and repair services. It has a launch ramp, along with public washrooms.

The potential for bringing boat traffic from Lake Champlain into downtown Ticonderoga via the LaChute River has been considered and should be further explored. Public docks below the falls in Bicentennial Park may be possible as the mooring infrastructure used by the mill when it was located downtown is still in place along the river. Water depth is an impediment, largely due to sedimentation, overgrown and downed vegetation and the control of water level for hydropower generation. Small vessels, however, can navigate the LaChute currently and the town's Comprehensive Plan calls for development of public boat access below the falls.

2.4 LAND USE PLANNING

Adirondack Park

The Adirondack Park was created in 1892 by the State of New York in response to concerns about timber harvesting and water runoff. The Adirondack Park Agency (APA), which was established in 1971, is the regulatory agency for the Adirondack Park. The APA has developed two plans for lands within the Adirondack Park; the State Land Master Plan that guides the management of the 2.5 million acres of public lands, and the Adirondack Park Land Use and Development Plan that regulates the 3.5 million acres of private land. The plans have been developed to protect the character of the park as a wild, natural, and diverse habitat, while allowing for economic development.

The Adirondack Park Land Use and Development Plan was adopted as part of the 1973 Adirondack Park Agency Act. The plan divides the private land within the park into six classes, termed “land use areas.” Each land use area has an associated list of permitted land uses and a density guideline applicable to new construction. In addition, the plan sets certain standards for new shoreline development, mandating specified minimum lot widths and building setbacks according to the land use area in which the proposed development lies. The intended purpose of the classification system is to channel growth into areas that can best accommodate development.

APA Land Use Classification: Clinton County Portion of the Study Area

	Acres	Percent
Hamlet	0	0%
Moderate Intensity	735	28%
Low Intensity	0	0%
Rural Use	168	6%
Resource Management	0	0%
Industrial	0	0%
Private Land (Total)	903	34%
State Land	1,735	66%
TOTAL	2,638	100%

APA Land Use Classification: Essex County Portion of the Study Area

	Acres	Percent
Hamlet	3,703	5%
Moderate Intensity	3,781	6%
Low Intensity	6,407	9%
Rural Use	11,760	17%
Resource Management	36,258	53%
Industrial	1,036	2%
Private Land (Total)	62,945	93%
State Land	4,987	7%
TOTAL	67,932	100%

The plan also provides that specified types and sizes of projects, those deemed to be of more than purely local significance and accordingly regional projects, require special approval. In the case of regional projects of relatively great environmental significance termed Class A Regional Projects, the Adirondack Park Agency is the governing body with approval authority, though the provisions of the town's local zoning ordinance will also apply. In addition, projects that may be subject to the state's Freshwater Wetlands Act or the Wild, Scenic and Recreational Rivers Act fall under the jurisdiction of the APA.

All of Essex County and portions of Clinton County are within the jurisdiction of the APA. Certain development on private lands requires APA approval. Many projects identified for this plan will need to comply with APA regulations. Lands along Lake Champlain within the Adirondack Park fall into one of six land use area classifications of the Land Use and Development Plan: hamlet, moderate intensity use, low intensity use, rural use, resource management and industrial use. Many communities within the Park rely on APA regulations in lieu of zoning and subdivision regulations.

In Essex County, the settlements of Port Kent, Keeseville, Willsboro, Essex, Whalonsburg, Wadhams, Westport, Mineville, Witherbee, Moriah Center, Moriah Four Corners, Port Henry, Crown Point, Crown Point Center, Ironville and Ticonderoga are classified as hamlets. Stretches of the shoreline area outside those hamlets largely characterized by higher-density residential or summer camp development are generally classified as moderate or low intensity. Much of the shoreline is classified and rural use or resource management.

In addition to the general land use classifications, some areas have been provided extra protection through designation as Critical Environmental Areas. These include wetlands, high elevations, wild/scenic/recreational rivers, state and federal highways, and lands in proximity to certain classifications of state-owned land. Shoreline restrictions apply to all lakes, ponds and certain rivers, including the Ausable, Boquet and Saranac Rivers. For a complete listing of regulations, refer to the APA.

Clinton County Plans and Regulations

Adopted Local Plans and Regulations: Clinton County

	Comp Plan	LWRP	Site Plan Review	Zoning Regs	Subdivision Regulations
Town of Champlain	yes	no	yes	yes	yes
Village of Rouses Point	yes	no	yes	yes	yes
Village of Champlain	yes	no	yes	yes	yes
Town of Chazy	yes	no	yes	yes	yes
Town of Beekmantown	yes	no	yes	yes	yes
Town of Plattsburgh	yes	no	yes	yes	yes
City of Plattsburgh	yes	Draft	yes	yes	yes
Town of Peru	2007	no	yes	yes	yes
Town of AuSable	yes	no	no	no	yes
Village of Keeseville	yes	no	yes	yes	yes

Lake Champlain Trail Masterplan, Clinton County Planning Department 1996, funded by Plattsburgh Air Base Redevelopment Corporation (PARC)

Essex County Plans and Regulations

Adopted Local Plans and Regulations: Essex County

	Comp Plan	LWRP	Site Plan Review	Zoning Regs	Subdivision Regulations
Town of Chesterfield	no	no	no	no	no
Town of Willsboro	1970, 1977, 2010 in progress	no	no	1972 through 2002	yes
Town of Essex	2000	Approved		1974, 2003 revised	
Town of Westport	1977, in progress	no	1996	1994	1996
Town of Moriah	no	no	no	no	1991
Village of Port Henry	In progress	no	1989, 2007 revised	no	no
Town of Crown Point	no	no	no	no	no
Town of Ticonderoga	2006	no	yes	yes	yes

Champlain Valley Heritage Network Walkways Project, 2002 -- A strategy to connect villages, towns, and hamlets to the historic, natural, cultural and recreational resources through a network of walking routes on both public and private land.

2.5 LAND OWNERSHIP PATTERNS

State Lands

Clinton County

In Clinton County, most of the land on the waterfront is privately owned; however, there are several state owned wildlife management areas, recreational parks (including beaches, campgrounds, and day-use areas) and boat launches. In addition, there are two state owned islands located off the shore in the Plattsburgh area: Crab Island and Valcour Island.

Essex County

In Essex County, most of the land in the Champlain Valley is privately owned. The state lands are largely located in the upland areas to the west of the valley. There is significant Forest Preserve acreage in the Town of Ticonderoga, with smaller amounts in the western portions of Crown Point and Moriah. Along the waterfront in the northern end of the Town of Westport is the state-owned Split Rock Mountain area. Additionally, there are a few scattered patches of state land in Chesterfield.

Private Lands

Northern Waterfront

The area north of the City of Plattsburgh within the study area is predominantly in private ownership. The privately owned parcels within this section fall into one of two categories: small residential lots and large farm parcels. Agriculture is the dominant land use in this section providing significant stretches of open space and expansive views. The publicly owned parcels, though few in number, are generally located along the waterfront and provide important access to Lake Champlain for a variety of recreational uses.

North-Central Waterfront

The North Central section is much more varied than the northern waterfront, but is still dominated by land parcels in private ownership. The City and Town of Plattsburgh and the Village of Keeseville consist largely of smaller lots in residential, commercial and industrial use. The Town and City of Plattsburgh, in particular, provide much of the service industry, retail opportunities and employment for the entire county. In contrast, the remaining two communities within this section, Peru and AuSable, are rural in character with larger residential lots and large agricultural parcels.

Central Waterfront

Small residential lots, with several larger parcels of private forestlands, largely characterize the shore lands in Chesterfield, Willsboro, Essex and Westport. The large parcels in private ownership include the Crater Club in Essex, the Westport Country Club and Camp Dudley (a summer camp for boys in Westport).

Southern Waterfront

Between Moriah and Ticonderoga, the terrain required that the road and railroad are closely aligned to the shoreline. Some waterfront lands have been developed residentially, but there is less opportunity for high-density development along the shoreline. The railroad owns a significant amount of waterfront within the Village of Port Henry, there are two stretches of municipally owned waterfront that are developed as campgrounds. In Crown Point, the peninsula is characterized by large agricultural tracts with the state-owned historic site and campground at its terminus, and further south, the 113 acre Putts Creek WMA near the lake. The remainder of the shoreline is largely privately owned, with some large tracts of privately owned forestland at the southern end of town. In Ticonderoga, nearly the entire Lake Champlain shoreline is owned or controlled by either International Paper or Fort Ticonderoga. At the southern end of town, there are a number of developed residential lots along the lakeshore.

2.6 PUBLIC ACCESS AND RECREATIONAL RESOURCES

Regional Resources

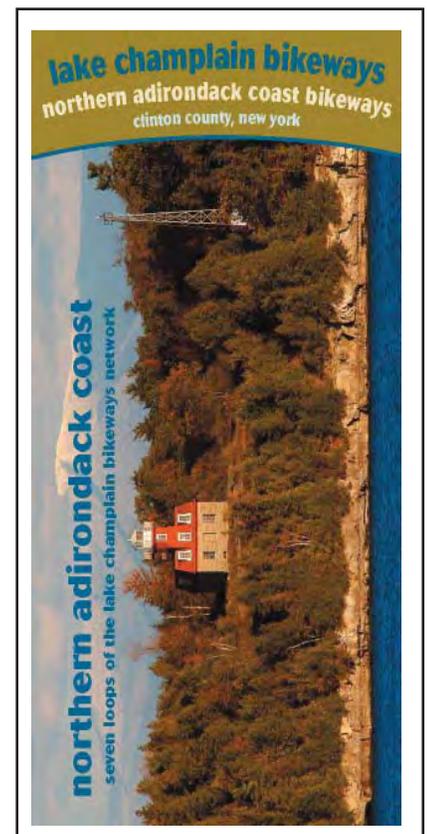
New York State Open Space Conservation Plan

The 2009 *New York State Open Space Conservation Plan* identified the Sherman Property, a 445 A. tract located in the Town of Westport, as a Regional Priority Conservation Project to advance the development of a hiking trail between Westport and Essex. In addition, the project would preserve rare plants, conserve an historic farm and protect the view from Coon Mountain Preserve, owned by the Adirondack Land Trust. Additional projects identified in the Plan include: conservation of high quality examples of the Watershed's natural communities and habitat for threatened species, species of special concern, and 'species of greatest conservation need' as noted in the Comprehensive Wildlife Conservation Strategy for New York State; Lake Champlain Shoreline and Wetlands; and Fort Montgomery in Rouses Point.

Lake Champlain Bikeways

The rolling, rural roads of the Champlain Valley contain qualities ideal for bicyclists. Lake Champlain Bikeways, Inc. manages a 350-mile bicycle route around the lake in Vermont and New York, and through the Upper Richelieu River Valley of Quebec. Lake Champlain Bikeways has also taken the lead in promoting the Champlain region as an international bicycling destination. Lake Champlain Bikeways works closely with local communities and Lakes to Locks Passage to create a network of bicycle theme loops which link the natural, cultural, agricultural and historic resources of the region, and help to tell its story. The Clinton County guide, *Bicycling the Northern Adirondack Coast*, has been recently republished in English with a French version available online. In Essex County, the *Adirondack Coast Bikeways* and *Essex County Mountain Bike Routes* booklets, are currently available in English, but are in need of reprinting. The Lake Champlain Bikeways theme routes in the project area include:

- **Monuments, Mills and Music** -- a 47.4 mile bike route from Cumberland Head Ferry Dock along the shoreline of Cumberland Head through residential areas.
- **The William H. Miner Story** -- a 35.3 mile historic loop that meanders along the Great Chazy River and Lake Champlain's scenic shoreline.



- Point Au Roche Family Ride – a 3 mile trail loop along Point Au Roche Park.
- Acres of Apples – a 24.4 mile route from the Port Kent ferry landing through Peru.
- Water’s Edge Trail -- a 21.8-mile loop along the Ausable River to the shores of Lake Champlain.
- Surrounded by Water -- a 14.5 mile route around Willsboro Point from the hamlet of Willsboro.
- Rolling Reber Ramble -- a 18.6-mile route along Reber and Mountain Roads through Willsboro and Essex.
- Joe’s Random Scoot -- a 38.1 miles through farmlands and lake shoreline in Essex.
- Woman Suffrage Way – a 30.8 mile route through rural landscape of Essex.
- Coon Mountain Circuit -- a 18.5-mile route to mix hiking and biking in Westport.
- Mountain-Coast Connector -- a 28-mile route between Westport and Elizabethtown.
- Wet & Wild -- a 36.3-mile route on remote paved roads in the Port Henry/Moriah area.
- Iron to Iron -- a 26.1-mile hilly ride in the Port Henry/Moriah area.
- Fort to Fort -- a 17-mile route between Crown Point State Historic Site and Fort Ticonderoga.



Lake Champlain Walkways

The byway planning effort included a study to inventory and assess the existing hiking trails, village walking tours, cross-country and snowshoe trails on public lands, or lands open for public use, within the byway corridor. A specific task of the study was to identify opportunities to integrate these trails with the Lake Champlain Bikeways routes, the Paddlers Trail, and multi-modal transportation (rail, ferry, bus) facilities. From this study, it was recognized that the region has many hiking and walking trails available, and the extensive network of lesser-traveled roads provides a unique opportunity to create a network of walking routes within the corridor. It is envisioned that these routes would use the back roads and town trails to connect the communities around the lake region, creating a “village-to-village” experience for the visitor.

The National Park Service Rivers and Trails Program provided technical assistance on trail development issues including partnerships with landowners, right-of-way agreements and liability. A Quality Community Demonstration Program grant for the Champlain Valley Heritage Network Walkways Project (2002), provided a strategy to connect villages, towns hamlets to the historic, natural, cultural and recreational resources through a network of walking routes on both public and private land. Off-road inn-to-inn routes, loop walks, day hikes and village walking tours create a unique way to explore the communities along Lake Champlain. An assessment of the infrastructure and needs for rest areas, water, parking, and access to public transportation was identified for the towns of Ticonderoga, Crown Point, Moriah, Westport, Essex, Willsboro, and Chesterfield, and the Villages of Port Henry and Keeseville. Implementation of the CVHN Walkways project can be achieved through a partnership with Champlain Area Trails (CATS).

Champlain Area Trails (CATS)

Champlain Area Trails (CATS), begun in 2009, is a non-profit organization that creates and maintains a network of hiking/skiing trails that link Champlain Valley communities, connect people to nature, and promote economic vitality. In its short history, CATS has developed eight miles of trails, that when added to the seven miles of existing trails, shows great progress toward the long-envisioned goal of a 30-mile trail loop between Westport and Essex. CATS will extend its trails to neighboring towns and eventually connect to trails in the Adirondack Park and surrounding areas. In that enjoyment of CATS' trails depends on conserving the Valley's scenic vistas, natural areas, farms, businesses, and communities, the CATS Board formed The Champlain Valley Conservation Partnership (CVCP) as a program to protect farms, forests, and clean water, promote local farming, sustainable forestry, and historic hamlets, and develop outdoor education and outdoor recreation-based tourism initiatives. Thus, CATS focuses on trails and through its CVCP program, it conserves land, increases understanding of nature, promotes outdoor recreation, and enhances economic vitality.

Lake Champlain Birding Trail

The Lake Champlain Birding Trail is a roadway-based network birding sites along the lake. The goal of the trail is to make the region a premier destination for birding, increase nature tourism and convey the importance of conservation and recreation to residents. A brochure, website and interpretive signs can be found throughout the region. New York sites along Lake Champlain include:

- Kings Bay WMA
- Great Chazy River Boat Launch
- Montys Bay WMA
- Point Au Roche Boat Launch
- Point au Roche State Park
- Wilcox Dock
- Valcour Island
- Peru Dock Boat Launch
- Ausable Point Campground
- Ausable Marsh Wildlife Management Area
- Port Douglas Boat Launch
- Wickham Marsh WMA
- Poke-O-Moonshine Campground
- Willsboro Bay Boat Launch
- Noblewood Park, Town of Willsboro
- Four Brothers Islands
- Webb Royce Swamp
- Westport Boat Launch
- Cook Mountain Preserve
- Coon Mountain Preserve

- Port Henry Boat Launch
- Crown Point Campground
- Crown Point State Historic Site/Bulwagga Bay
- Putts Creek WMA
- Ticonderoga Boat Launch

Pedestrian Facilities

Pedestrian amenities and village walking tours are found along the public waterfront areas, downtowns, recreation areas, parks, and campgrounds. In Rouses Point, where the downtown is easily accessible from the waterfront, the pedestrian experience is being improved with the installation of streetscaping elements and ornamental streetlights. In Plattsburgh, a series of public and private improvements link the Old Base, downtown, City Beach, and Cumberland Head State Park. Continued improvements to Wilcox Dock, the CP rail yards, and downtown have strung together public spaces to offer a dynamic pedestrian route along the waterfront. In addition, the City of Plattsburgh recently painted bike lanes on selected city streets to make the city more bicycle friendly and developed a guidebook to walking the City. Off road, paved surfaces also exist in Point Au Roche State Park, along the waterfront of the former Plattsburgh Air Force Base, and is being developed along the Saranac River from the high school to the lake.

Keeseville does not have access to the lake but does have a tremendous opportunity for walking along the Ausable River, complete with an interpretive guidebook. Champlain, Peru, Willsboro and Ticonderoga are located along rivers, some distance from the lakeshore. Ticonderoga's work on the LaChute Riverwalk has created a unique pedestrian experience, enjoyed by residents and visitors alike. Peru has begun to plan for walking trails and park improvements along the Little Ausable River.

Port Kent, Essex, and Crown Point shorelines are in private ownership and public access is limited to Ferry landings, small waterfront parks, campgrounds and public boat launches. Essex does have an architectural walking tour guide. In Westport, the shoreline is not only in private ownership, but pedestrian access is limited due to steep topography. A trail between the public boat launch, village beach, marina, and yacht club could link these public spaces.

Port Henry is separated from its waterfront by substantial railroad infrastructure obstructing views and access. Pedestrian access is limited between campgrounds and the downtown. Planned improvements include the creation of overlooks and pedestrian linkage to the waterfront.

Park and Recreation Facilities

Town of Champlain

Kings Bay Wildlife Management Area, located on the western shore of the northernmost reach of Lake Champlain, occupies 421 acres. It is open year-round for hunting, fishing, hiking, and trapping, with trails for the public to enjoy.

Village of Rouses Point

The **Rouses Point Civic Center**, located at 39 Lake Street, is a major North Country recreational facility and site. The Civic Center was built in 1978, with upgrades to the

building in 1996 allowing the building available for year-round use. The ice arena is open during the winter season for hockey and public skating. During the summer season the Civic Center has hosted many events, the outdoor site has two baseball fields, soccer fields, basketball court, tennis courts, a playground, the Samuel de Champlain Center Stage and a gazebo for family gatherings.

With Department of State EPF and OPRHP LWCF funding, the Village of Rouses Point constructed its **Montgomery Street Pier** in 2007, on the site of the former State Dock. The pier extends into Lake Champlain and features a pavilion and landscape plantings. It is used by residents and visitors as a place to enjoy the beautiful shoreline while sightseeing, strolling and picnicking. The pier is connected to the Village downtown and the boat launch and marinas by the shoreline walkway.

Town of Beekmantown

Point Au Roche State Park is a state-owned park located on the shore of Lake Champlain in the Town of Beekmantown. The park is open year round with several popular activities which include: fishing, hiking biking, swimming, and playing fields for volleyball, softball and other games. It also provides the public with activities during the winter that include: snowshoeing, cross-country skiing, and access for ice fishing. The park includes trails that wind through a variety of habitats such as: forest, marsh lands, and shorelines. It has a large day-use area that includes a sandy beach, picnic facilities, playground and concession stand.

Monty's Bay Wildlife Management Area, located on the shores of Lake Champlain at the boundary of the towns of Chazy and Beekmantown, is 216 acres in size. Open year-round for hunting, fishing, hiking, and trapping there are trails for the public to enjoy.

Town of Plattsburgh

Cumberland Bay State Park is a popular day-use area due to its large sandy beach and picnic grounds on Lake Champlain. This park has 152 campsites, a dumping station, playground, playing fields, trails, picnic pavilions, and a large in-door available for public use.

Crab Island is located off-shore near Cliff Haven in Plattsburgh, only accessible by boat. Crab Island was a significant site during the Battle of Plattsburgh and became a resting place for 149 American and British sailors. Facilities include a small dock and hiking trails.

City of Plattsburgh

In the City of Plattsburgh, a series of public and private improvements link the Old Base, downtown, to City Beach and Cumberland Head State Park.

Plattsburgh Heritage Trail: Located along Plattsburgh's waterfront just south of the City Beach to Scotion Creek Riverwalk, including Monument Park (1909) and Macdonough Monument Park (1913), providing handicapped accessibility, night lighting and extensive flower beds maintained by volunteers. It is a five-mile long paved historic walking trail. First settled in 1767, Plattsburgh is the site of several famous battles and home to many historic buildings, sites, and museums. The public can experience the history of Plattsburgh while taking in the beauty of Lake Champlain and Vermont. This 10-mile round trip is considered easy for the public.



Montgomery Street Pier, photo courtesy Village Rouses Point

Plattsburgh Bike Path: Located along the shoreline of Lake Champlain on the former Plattsburgh Air Force Base, this 1.6 mile long paved trail provides superior views of the Lake for an uninterrupted bicycling experience.

Saranac River Trail is currently under construction and in development in the City of Plattsburgh and, in concept, for extension into the Town of Plattsburgh and beyond. The trail will connect Lake Champlain to interior of the county along the Saranac River linking the falls near Plattsburgh High School to the beach at the mouth of the river, which offers tent sites and a nature trail (General Burgoyne camped with his troops in 1777).

Weatherwax Boat Tours: The Weatherwax is a replica of an 1820 sail ferry providing an opportunity for the public to take a tour of Lake Champlain, operated by the Champlain Valley Transportation Museum.

Town of Peru

Ausable Point State Campground protrudes from the mainland into Lake Champlain. The state park is open from mid-May until Columbus Day, offering a sandy beach on Lake Champlain, a public campground, a picnic and day-use area, a popular fishing area, a large natural area and wildlife management area that is popular for birding enthusiasts. This park offers the public with many outdoor recreation opportunities such as: fishing, wind surfing, boating and canoeing, swimming, hiking and camping. The park also includes 123 campsites available for tents and trailers with a dump station. The day-use facilities include a basketball court, large swimming beach and a picnic area with pavilion rental. The park does not offer a formal boat launch, but does have a car top boat launch area along the access road to the park.

Valcour Island is state-owned and located offshore from Plattsburgh and Peru. It is only accessible by boat, approximately ½ mile water crossing from Peru boat launch. The island offers camping, hiking, fishing, and bird watching for the public. Valcour was the site of a pivotal naval battle during the Revolutionary War. It is the site of a historic lighthouse that dates back to 1874, but was decommissioned in 1931.

Ausable Marsh Wildlife Management Area is a 580 acre state owned property adjacent to Lake Champlain, open to the public throughout the year. The area contains a network of natural footpaths that allow the public to enjoy the natural environment and wildlife that abounds here.

The Town of Peru has secured a grant to construct a trail, to be known as the **Little Ausable Walking Trail**, that will stretch approximately 1.5 miles from the Heyworth/Mason Park in the hamlet to Sullivan Park, a Town park on the outskirts of the hamlet. Given the proximity of the trail to Peru's population center, this trail promises to be a popular route for both adults and children living in the town.

Town of AuSable

Ausable Chasm, carved out of the bedrock by the Ausable River, has long been a privately owned recreation attraction and tourist destination. The site has footpaths that stretch along the floor of the river and along the cliffs high above the riverbed. Ausable Chasm is located on NYS Route 9 at the Clinton/Essex County line.

Town of Willsboro

Noblewood Park is located long the Lake Champlain shore at the mouth of the Boquet River. Facilities include a public swimming area, bath house, primitive camp sites, canoe and kayaking access area, children's day camp building, a designated nature preserve area with hiking trails and a bird watcher viewpoint along the Boquet.

Rattlesnake Mountain provides hikers with a view across Lake Champlain and beyond into the Green Mountains. Currently it is in private ownership; however the public may hike the trail from a parking area on NYS Route 22 across from Long Pond Cabins.

Town of Essex

The Town of Essex owns **Beggs Point Waterfront Park**, which is located on the former site of the Essex Horse Nail Company on a man-made plateau rising about 15 feet above the lake. The plateau is contained on the east by 19th century stone retaining walls. Beggs Park is home to a public dock and vistas from the park extend for miles up and down the lake.

Champlain Area Trails has about eight miles of trails on lands owned by several entities. These include **Boquet Mountain Trail** from Jersey Street to Cook Road; **Rocky Ledges Trail** between Leaning Road and the Boquet Mountain Trail; **Wildway Overlook Trail** on Brookfield Road; **Black Kettle Nature Trail** on Cook Road; **Beaver Flow Trail** between Cook Road and Walker Road; and **Bobcat Trail** between Walker Road and Ferris Lane. In addition, CATS is developing a self-guided interpretive nature trail at the **Brookfield Headwaters Preserve**, owned by Northeast Wilderness Trust on Brookfield Road.

The 3,700 acre **Split Rock Wild Forest** is located in the eastern Adirondacks, near Lake Champlain in the Towns of Essex and Westport. The tract consists of several geographical-linked units within a 10-mile radius of each other; Split Rock Mountain - including the Lake Champlain Palisades, Webb Royce Swamp, the Westport Boat Launch Site, and the Whallonsburg Fishing Access Site. The area offers numerous recreational opportunities, including hiking, camping, mountain biking, rock climbing, fishing and hunting in the warmer months, and cross country skiing, ice climbing, trapping and snowmobiling in the winter months. The Department of Environmental Conservation developed a Unit Management Plan for the Split Rock Wild Forest.

Town of Westport

Lee Park and Nature Trail are owned and managed by the Town. The park includes the beach and picnic facilities; the trail follows Hoisington Brook, accessed from the Town beach, under the Main Street bridge, or from the lawn next to the Westport Trading Company. The trail provides a sense of wilderness in the center of the hamlet.

Ballard Park, located in the center of the hamlet, was once the gardens of the original resort hotel, and is owned and managed by the Ballard Park Foundation for public use. With outstanding views of Lake Champlain, the park contains gardens, sledding hill, beach swimming area, ice skating area and a pavilion for outdoor concerts.

Coon Mountain is part of a 318-acre preserve owned by the Adirondack Land Trust. The one-mile hike to the summit offers great views of Lake Champlain, the patchwork of farmland in the Champlain Valley, the Adirondack High Peaks and the Green

Mountains of Vermont. The site is characterized by a craggy interior with rocky outcrops and dark hemlock forests. Steep cliffs and talus slopes reveal vistas of oak-pine forests, small fens and hardwood swamps. Little Falls is a popular swimming hole on the Boquet.

The **Essex County Fairgrounds** and campground is located on RT 9N, directly across the road from the Amtrak station. Plans for improvements to the fairgrounds have been developed with the goal of more fully utilizing this public facility and generating revenue to support needed improvements. Floral Hall was recently restored and is used for public and private functions. Except for fair week, the campground is lightly used.

Town of Moriah / Village of Port Henry

The **Bulwagga Bay Campground** is heavily used by the public and an asset to the waterfront. Some site improvements have been made to the park, however, it would benefit from additional maintenance and investments in the facilities are needed.

The **Port Henry Municipal Beach and Campground**, heavily used by the public, this facility is an activity center along the waterfront. It does, however, display some signs of deterioration and its use has declined somewhat over the years. It would benefit from various site improvements, The Village is currently considering a revised site plan, as well as management alternatives.

The **Railroad and Mining Heritage Park**, located between the railroad station and the municipal building, contains outdoor interpretive exhibits, a gazebo from which a summer concert series is hosted, and a restored outdoor (static) display of original locomotive, ore car, and cabooses from the L&C Railroad is on view year-round. There are plans to expand the outdoor interpretive exhibits. A pedestrian connection is needed to link Heritage Park, the Iron Center and Amtrak train station to the downtown business district and the waterfront, the Village received a LWRP grant to complete this project.

Witherbee Park, a small park at the corner of Main and Broad Streets in the downtown, is currently developed with benches, planters and a Visitor Information Booth.

Powerhouse Park, located along the shoreline adjacent to the state boat launch, has received recent site improvements through Town and Village efforts. Installation of benches, picnic tables, a pedestrian trail, landscaping, a kiosk and informational signage were completed in the late-1990s. Ongoing maintenance and annual clean up of the park are needed. Improvements for pedestrian access are needed between the downtown and shoreline, as part of an ongoing effort to revitalize the waterfront and support its downtown businesses. Two pedestrian bridges were previously constructed on Dock Lane over Mill Brook near the shoreline with grant funding, but are not connected to sidewalks. The Village received a LWRP grant to construct 1,450 linear feet of sidewalk along Dock Lane that will link the downtown business district with the lakefront, but construction has not been completed.

Town of Crown Point

The NYSDEC **Crown Point Reservation Campground** is a 66-site state campground located at the end of the point north of the hamlet of Crown Point. The Crown Point Bridge to Vermont looms on the northern shore of this campground. The entire Crown Point Reservation, including all 49 acres of the campground and the lighthouse,

is listed in the National Register of Historic Places and is designated as a National Historic Landmark. Open from early May to Columbus Day, amenities include hot showers, trailer dump station, recycling center, disabled accessibility, picnic area and boat launching ramp. However, no electricity or swimming beach is available, and due to the historic resources of the entire area, soil disturbances for site improvements are restricted.

Monitor Bay Park is owned and managed by the Town, providing seasonal trailer parking, tent camping, dumping station, boat launch, small dock, showers and restrooms. At one time the park was the dock for iron ore, some of which was used to construct the USS Monitor.

Crown Point Putts Creek Wildlife Management Area extends toward Lake Champlain from the area of the bridge on RT 9N/22.

Town of Ticonderoga

The Lake Champlain waterfront is separated from Ticonderoga by the railroad line, there is no municipal beach, marina or docking facilities on Lake Champlain in Ticonderoga. Additionally, nearly the entire shoreline is owned or controlled by International Paper or Fort Ticonderoga. The NYSDEC **boat launch** at the end of RT 74 is the sole public access point. Additional public access and development of Lake Champlain facilities is desired and called for by the town's Comprehensive Plan.

Ticonderoga Town Beach on Lake George is a 2.5-acre facility off Black Point Road. The beach includes washrooms and a changing building. The site has a playground and sandy beach, which is monitored by lifeguards during the summer months. A new beach building provides modern sanitary facilities, changing rooms, shelter space and potable water. Inland from the lake,

Ticonderoga offers residents and visitors access to an extensive system of town parks, comprising approximately 135 acres, interconnected through a system of trails and paths. When International Paper left the downtown in the early '70s, it handed over its property along the LaChute to the community. This and other property has been developed with sports fields including baseball and softball fields, tennis courts and basketball courts. **Bicentennial Park**, overlooking the impressive Lower Falls of the LaChute, is part of the larger park system, has a concert gazebo, a playground, picnic areas, fishing access, and an excellent hillside for winter sledding. Additional waterfront and boat access improvement are needed.

The **LaChute River Interpretive Trail**, which follows the river from Lake George to the Lower Falls has a series of interpretive signs. Development of an interconnected trail system that would link downtown Ticonderoga to the lakes, Fort Ticonderoga, state land, and campgrounds is called for in the town's Comprehensive Plan, an extension of the trail has been recently funded, additional interpretive signage is needed.

Cook Mountain Preserve is a 192-acre site owned by the Nature Conservancy. Cook Mountain's open ridge provides exquisite views of northern Lake George, the Champlain Valley, and Vermont's Green Mountains. The one and one-half mile trail to the summit passes through a variety of habitats and offers an expansive view of northern Lake George.

2.7 INFRASTRUCTURE

Roads and Highways

Interstate 87 serves as the primary highway linking Albany to Montreal, relieving Routes 9 and 22 in New York of the commercial and through-traffic they once carried. All of these highways run parallel to Lake Champlain, connecting Essex and Clinton Counties. Routes 9N/22 are the designated NYS Byway known as Lakes to Locks Passage. In Essex County, the byway is separated from the shoreline by the railroad tracks or the topography, and only offers views and limited access to the lake. In Clinton County, the byway follows the shoreline more closely, although the vast majority of lake frontage is in private ownership allowing a visual connection to the water, but relatively little direct access.

The condition of the roadways within the waterfront corridor is generally good. Although, due to the rural nature of these roads, most of them have narrow, paved shoulders, limiting the space for bicyclist and pedestrian movement. Another concern is that many segments of the roadways offer scenic views and historic sites, but do not provide accommodations for the driver to safely exit the roadway. Furthermore, numerous historical markers can be found along the highways with descriptions of significant historic, cultural, and archaeological sites, persons, and events, yet very few are accompanied by pull-off accommodations.

Lake Champlain Bridges

Two bridge locations offer access between New York and Vermont across Lake Champlain -- one is located in Rouses Point, and the other one is located at Crown Point. New York and Vermont share responsibilities for the two bridges, Vermont for the one to Rouses Point, and New York for the one from Crown Point. The Rouses Point bridge, known as the Korean War Veterans' Memorial Bridge, was reconstructed in 1987, and with the planned improvements in Vermont for the highway connection to I-89, it will experience increased traffic between Montreal and Boston.

The Crown Point Bridge opened in 1929 with a unique arched design truss structure offering dramatic views of Lake Champlain, and provided a critical component of the infrastructure of the bi-state economy. However, in October of 2009 the NY and VT transportation agencies found cracks and significant deterioration in the un-reinforced concrete substructures that threatened a sudden collapse of the bridge, threatening the safety of motorists and boaters. Engineers declared that it was not feasible to rehabilitate the 80-year-old span and it was demolished in late December.

The bridge will be replaced with one known as a Modified Network Tied Arch Bridge, a steel structure with an arch along the main span that evokes the appearance of the truss bridge, but with safety enhanced. The new bridge will have five-foot shoulders for bicycles and a sidewalk for pedestrians, providing the opportunity to link the historic, natural and recreational resources of the two States through unified visitor information and multi-modal transportation linkages.

Ferry Service

The ferries provide the most appealing public transportation service in the region. Some people consider a ferry crossing to be "a poor man's sail," but no matter what time

of year it provides a terrific Lake Champlain experience. Lake Champlain is a federal waterway, which requires ferry service on the lake to be inspected and qualified by the US Coast Guard. The Lake Champlain Transportation Company provides three crossings of the lake:

- **Cumberland Head (Plattsburgh), NY - Grand Isle, VT** runs year-round service for pedestrian, bicycle, and vehicular and 24 hours a day, with bus service to Plattsburgh. Commuters, commercial truckers, residents, and tourists use the ferry extensively. Up to three ferries run simultaneously at this lake crossing; even so they are sometimes at capacity. The recent completion of the new Cumberland Head Road and parking facilities at the ferry landing have greatly improved the facilities.
- **Port Kent, - NY Burlington, VT** makes six daily trips in the summer and five daily trips in the late spring, summer and early fall. This ferry crossing takes an hour as it is across the broadest part of the lake, and more expensive than the Cumberland Head ferry, but provides a direct link to Burlington's downtown. For those travelers that are not in a hurry, this crossing is often favored for its scenic and recreational qualities.
- **Essex, NY - Charlotte, VT**, often referred to as the "Southern Crossing," is approximately 20 minutes crossing time. Operating times vary based on the season, with spring, summer and fall departures every 30 minutes and winter departures dependent on weather and ice conditions.
- **Crown Point, NY – Addison, VT** provides 24-hour service for vehicles under 15 tons during the construction period of the Crown Point Bridge, continuous departures every 15 minutes.

In addition, the **Ticonderoga Ferry**, operating since 1759, is a cable-operated ferry, running between Ticonderoga, NY and Shoreham, VT on a seasonal (May through October) and weather-permitting basis. This is the shortest ferry shuttle, with continuous crossings on demand.

The ferries provide a crucial economic link between northern New York and Vermont. In addition, they provide visitors with a unique water-based mode of transportation, a means to "experience" the lake, and a sense of connection between the two states, rather than a distinct boundary.

Steamboat

The **Lake George Steamboat Company**, has recently discontinued its regular stop at its Ticonderoga docks (Baldwin Landing) during the summer season. It continues to use the docks periodically for charters and special events. The steamboat docks offer Ticonderoga an opportunity to connect with Lake George Village, a summer tourism destination at the south end of the lake. If there were better access between Lake George and downtown Ticonderoga and there were more activities to attract tourists, the Steamboat Company might consider continuing service.

Historically, tourists arrived in Ticonderoga from the south via Lake George and were then transported downtown first by a horse-drawn stage and later by rail. Ticonderoga's Comprehensive Plan calls for continued efforts to revitalize this connection. Work on the LaChute Trail, which follows the historic "portage" from Lake George into downtown, is ongoing with plans to install additional directional and interpretive signage along the route. The Town recently received grant funding to convert the historic train

trestle to a walk/bike trail. The abandoned Delaware and Hudson rail bed, which also runs from Lake George through downtown, could provide another opportunity to re-establish those historic connections and encourage more Lake George boaters to disembark in Ticonderoga.

Rail Service

Amtrak service on the Adirondack travels from Albany to Montreal, with stops in Ticonderoga, Port Henry, Westport, Port Kent, Plattsburgh, and Rouses Point. The Adirondack runs right along the shoreline of Lake Champlain for long stretches, providing some of the most dramatic views of the lake. Several opportunities have been identified for multi-modal connections and partnerships. The train did provide cars to carry bikes and distributed a “pocket card” for Lake Champlain Bikeways. However, demand for the rail cars in other areas of the Amtrak system caused them to discontinue the service.

The Rouses Point stop serves as a customs and immigration checkpoint. The original Rouses Point station and its replacement are located side by side on the western edge of the village, along Pratt Street. There is ample parking at the Rouses Point station, and the village has plans to renovate the historic facility. In Plattsburgh, the station is located on Bridge Street, near the intersection with Dock Street. The building has been renovated, and part of the structure is used for commercial purposes.

At the northern end of Essex County the Port Kent station is located near the ferry landing and has been recently renovated. Access to this station is via Route 373, east from US RT 9 just north of Keeseville. Westport has renovated their historic station to not only provide an enclosed waiting area, but is also home to the Depot Theatre. Amtrak reports significantly higher ridership to and from Westport as it is the connection to Lake Placid. Port Henry has done some upgrades to their station, but the grounds and building are in need of more renovations to better serve the public. Ticonderoga’s station is just a shelter, but is located just east of Fort Ticonderoga and at the landing for the Ticonderoga Ferry and DEC boat launch. There is a need to better connect these train stations to their associated downtowns and provide multi-modal, rental and/or public transportation alternatives for disembarking travelers. Transportation and tourist services need to be coordinated so that when visitors step off the train they can conveniently access downtown services, restaurants and accommodations, and local attractions.

Rail service is constrained because there is only one set of tracks north of Albany, so the trains must be carefully scheduled to utilize the limited sidings for two-way traffic. Commercial shipping by rail is well used, as it is the main Canadian Pacific Railway line from Montreal to New York City, with on-site spurs and a major new railyard in Montreal. CP Rail has made infrastructure improvements throughout the corridor in recent years to accommodate the “double stacked” shipping containers now used to haul many types of freight and to support increased freight traffic in general.

Canal and Barge Service

Lake Champlain is located in the center of the interconnected waterway between the St. Lawrence and Mohawk Rivers, the Champlain and Chambly Canals providing navigational locks to the waterway. Since the opening of the interstate highway system and

increased dependence on trucking of goods and materials, barge traffic on the waterway has dropped dramatically, and the **NYS Canal Corporation** has re-structured its operating plans to serve the recreational boater. The Port of Montreal is recognized as North America's largest trans-Atlantic seaport, and it has been reported that the recent agreements for the Quebec-New York Trade Corridor may generate the development of new high-tech equipment that will be too large for moving along the highways, and the waterway will once again serve a greater transportation need.

The Champlain Canal, New York's oldest canal segment of the Erie Canal, is a 60-mile, eleven-lock system, connecting the southern end of Lake Champlain (in Whitehall) to the Hudson River (in Waterford). The Champlain Canal operates from early May to mid-November, subject to water and weather conditions.

Bus and Taxi Service

Limited interstate and regional bus service is provided in the study area. Greyhound and Adirondack Trailways bus lines travel through the corridor, but the only stop is a terminal on Route 3 in the City of Plattsburgh. There are stops along Interstate 87 south and west of the corridor in Lake George, Schroon Lake and Keene Valley. Limited local bus service is provided in the region by:

- **Clinton County Public Transit (CCPT)** serves rural Clinton county, shopping areas, and the city of Plattsburgh, as well as individual, complementary services for Plattsburgh area residents with disabilities. Most routes are weekday service only. A bus to Plattsburgh stops at the Cumberland Head ferry dock.
- **Essex County Public Transportation (CHAMP)** serves portions of the county with bus routes. There is daily "commuter" bus service on weekday mornings, midday and afternoons between Elizabethtown and Ticonderoga with stops along the route in Westport, Moriah, Port Henry and Crown Point.

There are also a number of private taxicab companies operating in the study area, mainly in Plattsburgh and to a lesser degree in other communities including Ticonderoga, Westport and Keeseville. Improvements in the stability, reliability and accessibility of taxi service is recognized as a critical need to support alternative modes of visitor travel – rail, boat, bicycle, etc.

Air Service

Plattsburgh International Airport, using runways that were formerly part of the Plattsburgh Air Force Base, opened its doors to passenger service on June 18, 2007, moving from the former Clinton County Airport. The Airport is located on NYS Route 22 just one mile north of exit 36 of interstate I-87, and just one hour south of Montreal. It is owned and operated by Clinton County and offers the public with a new passenger terminal, new aviation facilities and a massive runway and ramp. The Airport is open 24 hours a day, with no curfews or restrictions. Currently the airport is serviced by several airlines and the County is looking to establish customs at the facility in the future which would likely expand the airlines and services at the airport.

Ticonderoga Municipal Airport is located approximately one mile north of downtown Ticonderoga off Shanahan Road. It is a general aviation airport and does not offer scheduled air service. The airport is certified for small planes, generally those with 10

or fewer passenger seats. The airport currently consists of a single runway, 60 feet wide and approximately 4,000 feet long, which was constructed in 1969 and paved in 1984. In 2005, a federal grant was obtained to repave the runway. A taxiway and aircraft tie-down apron was added in 1995; the apron provides tie-downs for 28 planes. Runway edge lights were installed in 1990 and taxiway lights were put in place in 1995. The airport has a rotating beacon light available to assist pilots traveling at night, and the runway lights can be turned on by VHF radio by pilots landing at night. The airport has a 17-car parking lot, but does not currently offer hangars, covered aircraft storage space, fuel, a terminal building or other amenities. This lack of facilities likely restricts personal, business and charter use of the airport. The Airport Master Plan calls for a number of improvements to the facility over the next 15 years including 5,700 square feet of conventional hangar storage space and an eight-unit T-hangar. The plan also recommends construction of a 500-square foot terminal office and a self-serve, 5,000-gallon tank for aviation fuel. In order to construct additional facilities and fully meet FAA rules regarding control of property within an airport's Runway Protection Zone, the airport needs to acquire additional land. Due to the airport's location within the Adirondack Park Agency's Resource Management Land Use Classification, development is limited to one primary structure per 42.7 acres. If additional property cannot be acquired, it may be possible to purchase development rights from neighboring agricultural property in the Resource Management area that would allow more intensive development on the existing airport property.

The **Westport Airport** consists of a grass landing strip suitable for use by private light-weight aircraft.

Municipal Water and Sewer

Village of Rouses Point

Rouses Point is served by municipal water, sewer, and electric systems, which have adequate capacity for future growth. The sewer system has a two million gallon-per-day capacity (GPD), although current use averages around 600,000 GPD. The municipal electrical system, with underground service, provides service to residents and businesses at a significant savings, compared to rates for properties outside the Village. Municipal water service was recently upgraded as well.

Town of Chazy

Both public water and sewer facilities are provided in the Town of Chazy.

Town of Beekmantown

Both public water and sewer facilities are provided in the Town of Beekmantown.

Town of Plattsburgh

Both public water and sewer facilities are provided in the Town of Plattsburgh. *City of*

Plattsburgh

Both public water and sewer facilities are provided in the City of Plattsburgh.

Town of Peru

Both public water and sewer facilities are provided in the Town of Peru.

Village of Keeseville

The Village of Keeseville has a new water filtration plant and a new wastewater treatment plant, both designed to accommodate future growth. Several major water lines have been replaced in the village, including Front Street. The sewage collection lines are in fair to poor condition in the village. The village has gradually been upgrading sewage collection lines, beginning with Pleasant Street north of the downtown business district. Complete replacement of the sewer lines in the village is required to allow for any long-term growth in the village.

Town of Willsboro

Public water and sewer are available in the hamlet of Willsboro. The water supply is in good condition with no major upgrades needed. The system's capacity is 125,000 gallons per day and current usage is approximately 35,000 gallons per day. The hamlet is also served by a new sewer system installed in the late-1990s. It has a rated capacity of 125,000 gallons per day and current usage is approximately 35,000 gallons per day. No problems have been identified and no upgrades are planned.

Town of Essex

Essex is currently installing a new sewage system, estimated to cost approximately \$8.1 million. There is currently one Water District in the hamlet of Essex. Water is pumped from an intake approximately 120 feet off the shore of Lake Champlain at Beggs Park. The water intake sits at a depth of approximately 40 feet. The majority of residents get water from on-site wells and discharge waste into on-site septic systems.

Lake Champlain serves as the drinking water supply for approximately 150 homes and businesses that currently rely on on-site septic systems or holding tanks for wastewater treatment and disposal. The small lot sizes inherent to this historic community combined with the shallow clay soils preclude the proper treatment of sewage through conventional on-site septic systems. Prior studies have shown a majority of the on-site sewage treatment systems are in various modes of failure or are inappropriately designed for the site and soil conditions found in the hamlet. Blind ditches and bedrock fissures have also been a technology of choice for generations as a method to manage sewage. These blind ditches provide a direct access of improperly and untreated wastewater effluent from the on-site systems, which drain directly into Lake Champlain as non-point source pollution. The priority pollutants resulting from these discharges include phosphorous and other nutrients, toxins and pathogens that exist in septic system effluent.

The expected environmental benefits of a municipal sewage collection system include improved water quality through the reduction/elimination of phosphorous, other nutrients, toxins and pathogens discharged in sewage waste within the hamlet of Essex and then deposited into Lake Champlain. Improved water quality will reduce the likelihood of waterborne pathogens entering the community water supply through the Lake Champlain intake structure, reduce potential pathogenic contact with the recreationists and will improve spawning habitat for fish, as well as reducing the eutrophic effects of nutrients into the lake biomass that result in algae blooms in the summer months along the

shoreline. The proposed system will also provide recreational boaters at the marina and the Lake Champlain Transportation Company ferry, which now operate year-round, with holding tank pumping facilities (currently there are none), which will also help to reduce the amount of effluent being deposited into Lake Champlain.

The Crater Club, a cluster of approximately 40 seasonal cottages and associated resort buildings, is serviced by an on-site privately owned water system, which relies largely on aboveground distribution of water from the lake. A committee was formed in 2001 to explore options for a new system for the club. It was determined that the cost of extending town water to the club was far more than the seasonal homeowners would be willing to bear at the time. The club is also served by individual septic systems, which present pollution concerns due to the rocky and hilly site conditions.

Town of Westport

The Town of Westport contains two separate hamlet areas including the former village of Westport and Wadhams. Both hamlets have separate water and wastewater treatment systems. In 2005, the town made improvements to their existing water supply system for the hamlet of Westport to address various problems and deficiencies, and address NYS Department of Health concerns with their existing water source.

The water supply source consisted of springs that were the primary water supply as far back as the 1700s. Located on the west side of the hamlet, concrete block houses constructed over the springs collected and diverted the water to a gravity-feed distribution system for the town. Recent contaminant level violations along with the relatively poor condition of the distribution system necessitated the water system improvement, which consisted of the development of drilled wells adjacent to the existing springs, a new water treatment facility located in the Westport Development Park off NYS Route 22, two new storage tanks, one 75,000 gallon storage tank off Mountain Spring Road, and one 450,000 gallon tank in the Development Park. Improvements to the distribution system included approximately 22,000 linear feet of 8" and 10" ductile iron water mains, 10,000 l.f. of copper service laterals, 48 fire hydrants, and 260 corporation and curb stops along NYS Route 22, North Main St., Sisco St., Front St., Orchard Terrace and Stephenson Rd.

In 2007, the town connected the Camp Dudley YMCA complex, located 2.5 miles south-southeast of the hamlet, to municipal water district #1N, located just north of the Camp Dudley facilities at the intersection of Dudley Road and Barksdale Road. Westport is currently looking into extending the wastewater collection system along NYS Route 22 and Bessboro Lane to provide sewage service to the Westport Industrial Park. The Lee Park beach has been closed due to contamination from the adjacent sewage plant.

Village of Port Henry/Town of Moriah

Port Henry owns and operates a water treatment, storage and distribution system that feeds municipal water within village boundaries with some outside users on the southernmost boundary along NYS Route 9N. The treatment plant and distribution system are in need of repair and upgrades to comply with current regulations under the Safe Drinking Water Act. The existing water source is Bartlett Brook. A small dam is located off Cheney Road and provides a small pool of water of approximately ½ acre. The water flows to a treatment plant through approximately 8,700 ft. of transmission main,

where it is chlorinated and sent to a concrete reservoir storage facility. The plant was constructed in 1979 and has a design capacity of 1,000,000 gallons per day, with average demand ranging from 400,000 to 500,000 gallons per day. In 1997, approximately 7,400 feet of water transmission line was replaced. Remaining water mains are susceptible to leaks. A portion of the village is not served by the village water system due to a lack of elevation for a gravity feed. The residents along Broad Street from Sherman Park to the village limits are instead provided water from the Town of Moriah water system.

The Town of Moriah has two water districts. Water District #1 includes the communities of Moriah, Moriah Corners, and Grover Hills. The average daily water usage in Water District #1 is approximately 345,000 gallons for approximately 620 users served, or approximately 560 gallons-per-day per user. Water District #2 includes the communities of Mineville and Witherbee. Approximately 450 users are served by Water District #2, and average daily usage is approximately 270,000 gallons, or 600 gallons-per-day per user. Bartlett Pond is the primary water source. Roe Pond, located in Witherbee, is used as an alternate source during emergencies. The water from Bartlett Pond enters a five-foot diameter concrete intake structure, thru 1,200 feet of piping to a wet well and pumping station adjacent to the filtration plant. After chlorination, the water is gravity-fed and stored in a 335,000 gallon concrete reservoir. The Town recently completed improvements to its water system consisting of a new 1,000 gallon-per-day water treatment plant, pump station, two 650,000 gallon water storage tanks on Bartlett Pond Rd., a new 390,000 gallon water storage tank on Barton Hill Rd., new transmission mains along Plank Rd., new transmission main from the Barton Hill storage tank to Dalton Hill Rd., and replacement of substandard water mains within the Witherbee and Mineville areas of Water Districts 1 and 2.

The Village of Port Henry and Town of Moriah operate a joint sewage treatment system. The collection system is old and a program has been underway for several years to address infiltration and inflow problems. A new sewage treatment plant, located on the shoreline adjacent to the Town Park and Campground, went online in 2007, which has addressed CSO and phosphorus problems. It should be noted that the village's ability to inspect the system to identify deteriorated sewer lines which are a source of infiltration and inflow is severely impaired by the lack of access to the system due to an inadequate number of man-holes.

Crown Point

The Town of Crown Point has a municipal sewer system serving the Hamlet area of Crown Point and adjacent development along Route 9N south and the shoreline of Lake Champlain. Approximately 300 residential and commercial users are connected to the sewer collection and treatment system. Public water infrastructure serves approximately 550 users including developed areas radiating from the Hamlet toward Crown Point Center. The water system was recently upgraded to meet Safe Drinking Water Act requirements although some major transmission main improvements along Pearl Street are still needed.

Ticonderoga

Ticonderoga has a municipal water system that serves homes and businesses in the greater hamlet area. Ticonderoga's water system served approximately 2,100 residential and 560 non-residential customers in 11 districts in 2005. The municipal water system

is supplied from two sources – Lake George and Gooseneck Pond. Both water treatment facilities are certified by NYS Department of Health to ensure safe, clean water.

Ticonderoga’s municipal sewer plant is located off the east end of Montcalm Street near the LaChute River. The plant is permitted to discharge 1.7 million gallons of treated effluent per day into the LaChute River and as of 2005 the actual discharge rate was slightly above one million gallons. The plant serves approximately 1,000 residential and 200 nonresidential customers.

The Lake Champlain TMDL for phosphorus directly affects Ticonderoga’s wastewater treatment system because it, along with all other such systems that release treated effluent into the lake, as been allocated a specific annual phosphorus load. Under the TMDL, Ticonderoga’s municipal wastewater treatment system can discharge 1.47 metric tons of phosphorus per year or 8.9 pounds per day. In 2000, the facility’s annual load was at 8.9 pounds per day and in 2005 it continued to operate at close to its maximum daily load. The TMDL load allocation does not change with the permitted flow of the system. So while the treatment plant has excess capacity in terms of how much wastewater its equipment can treat, the phosphorus cap is a limiting factor that will prevent significantly increasing the flow without upgrading the plant to make it more efficient at removing phosphorus from the effluent.

Another problem facing Ticonderoga’s wastewater treatment system, and most other older systems, is combined sewer overflows (CSOs). Over the past several decades, the town has been taking steps to prevent CSOs, including disconnecting stormwater drains from the wastewater system as pipes need to be repaired or replaced, increasing the storage capacity of the system, and operating the plant more efficiently in wet weather. Stormwater itself poses pollution hazards, so as the systems are separated it may become necessary to develop additional stormwater storage and treatment systems to address those concerns.

2.8 HISTORIC AND CULTURAL RESOURCES

Lake Champlain lies at the heart of North America’s first navigable inland waterway. This 120-mile long “great lake” has carried centuries of travelers through a landscape steeped in history and scenic beauty. New York, Vermont and Quebec share the shoreline, which offers broad vistas and access to numerous historic sites in the Lake Champlain Region. Sheets of ice shaped the present contours of the Champlain Valley. Their melting water formed a deep lake that now flows north to the Richelieu and Saint Lawrence Rivers of Quebec. Migrating birds found the passage between the mountains of New York and Vermont a convenient travel route, as did Native Americans intent on trading tools and furs. Samuel de Champlain gave his name to the lake and claimed the territory for France, but British forces soon challenged that claim. Through three major wars and many minor skirmishes, armies and navies battled back and forth through the Valley. Once the roar of cannon subsided, settlement by the French and English grew rapidly. Lake Champlain served as their highway to transport farm produce, lumber, iron and stone. With the opening of canals at both ends of the lake, Lake Champlain was connected to the world.

In the 1800s, railroads and waterways lured tourists eager to see the grandeur of the new country and the places where battles raged. Tourism supported grand hotels and fleets of steamboats. Current travelers come by land more often than by water, but they seek the same sites. Today’s conservation and community revitalization efforts maintain

an appealing landscape that has inspired a regional effort to unify and celebrate the heritage of the Lake Champlain region.

For centuries, Lake Champlain provided a unity and sense of place to the region, but since the development of land-based transportation systems, the lake and its rugged topography along the western shore, has become more of a barrier to economic development and regional initiatives. The numerous municipalities, counties, states and international borders add to the complexity of the region. Québec, Canada lies along the northern boundary of Clinton County and has a significant cultural and economic influence on the Lake, as well an important historical role in the early struggle among Native Americans, and French, British, and American colonies in their struggle for control of the northeastern North America. While Vermont is outside the study area, it is highly visible and has had a significant impact on the political institutions and environmental management of the lake. Bridges and ferries between New York and Vermont provide transportation connections across the lake.

Regional Plans

Canal Recreationway Plan and Erie Canal Greenway

The Canal Recreationway Commission, established in 1992 by the NYS Legislature, developed the statewide Erie Canal Recreationway to operate, preserve and renew the Canal System for recreation and economic development. In 1995 the *New York State Canal Recreationway Plan* identified opportunities to reinforce the connections between Lake Champlain and its important heritage of defense, industry, commerce and recreation with the inland waterway system of the state, but it did not include Lake Champlain itself. The US Department of Housing and Urban Development's Canal Corridor Initiative recognized the potential of this network of resources and sought to build upon the recommendations of the Plan by encouraging communities along the system of waterways to develop uses and services that support increased maritime uses, and economic development.

In 2005, the NYS Canal Corporation and an interagency task force initiated a public planning effort to develop a comprehensive set of recommendations for New York State Greenways and examine the responsibilities assigned to the Canal Corporation. The proposed Erie Canal Greenway, which includes Lake Champlain, incorporates a regional approach to land-use planning, tourism, recreational trail development and other collaborative initiatives. Designed to strengthen local ties across the Canal Corridor, while protecting and enhancing its natural and cultural resources for future generations, the fundamental concept behind a Greenway is to partner with local communities and assist them in grassroots planning that balances their economic and environmental resources. Communities voluntarily participate in the Greenway initiative and there is no impact on Home Rule or local authority. Although a grant program was funded for one year, no further legislation has formalized the program.

Lakes to Locks Passage

The local control and management of a cultural heritage program for a scenic byway, conceptualized in the 1997 Essex and Clinton County Waterfront Revitalization Project, has been realized in Lakes to Locks Passage. Established in 2002 by the New York State Legislature as a New York State Byway, and in the same year received the Federal

Highway Administration's premiere designation as an All-American Road, the byway provides coordination for regional waterfront and community revitalization projects along the interconnected waterways of Lake Champlain, Lake George and Upper Hudson River/Champlain Canal.

Lakes to Locks Passage has developed a program to deliver an authentic visitor experience through a hierarchy of regional visitor information and interpretive facilities -- providing a window to the communities, their stories, society and culture. The key feature of the system is the network of Waypoint Communities -- the cities, villages or hamlets that have the ability to "meet and greet" the visitor. Gateway Visitor Centers and Waypoint Community Heritage Centers have been established in existing community museums, libraries and environmental centers to provide connectivity to the experiences that visitors will remember, return to experience again, and share with others. The program has been shown to stimulate civic engagement and build a commitment for stewarding the community's historic, natural and cultural resources for future generations.

Regional Resources

Shipwrecks

The **Lake Champlain Underwater Preserve** provides access to the lake's enormous strategic and economic heritage located at the lake bottom. Since 1996, the Lake Champlain Maritime Museum has conducted a survey of the lake, and has found what many consider the nation's best collection of shipwrecks. The lake contains a vast number of sunken vessels, in various states of preservation and salvage. Major efforts are underway, particularly in Vermont, to make selected of these resources accessible to sport divers.

Cultural Sites and Attractions

Cultural resources along Lake Champlain are significant and diversified. The military historic sites are more often interpreted than any other resources (Plattsburgh, Crown Point, Ticonderoga), followed by industrial sites (Port Henry, Keeseville, Peru, Ticonderoga). However, many other intrinsic resources have been identified which are not fully interpreted, including historic water transportation, working landscape, natural resources, cemeteries, etc. The lakefront communities provide authentic settings with opportunities for expanded lake access and use, sustainable development and related tourism activities. The regional connections of these cultural resources has been detailed in the *Lakes to Locks Passage Visitor Information and Interpretation Plan* with a town-by-town inventory of sites, stories, and opportunities for interpretation and linkages between communities.

Municipal Resources

Village of Rouses Point

The site of **Fort Montgomery** was listed on the National Register of Historic Places in 1977. The *2009 New York State Open Space Conservation Plan* has identified Fort Montgomery and associated uplands as a Regional Priority Conservation Project due to its historic significance as well as NYS Regulated Class I freshwater wetland. Construction on the first fortifications to protect the US from a British Canada at-

tack began shortly after the War of 1812. However, due to a surveying error, it was found that the first fort was inadvertently built on the Canadian side of the border, resulting in its popular nickname as “Fort Blunder.” Construction stopped in 1817 and the site was abandoned, much of the building materials were scavenged for local homes and public buildings. However, after the Webster-Ashburton Treaty of 1842 returned this strategically important land as American territory, construction resumed in 1844, and continued through 1870. When completed, the fortification walls were 48 feet high with sites for 125 cannon on three tiers. The fort was also one of only nine examples constructed in the United States to have a moat, accessible only by a retractable drawbridge. However, the fort was never garrisoned, and served only as a military deterrent along the northern border. In 1926 the United States Government sold Fort Montgomery along with its adjacent Military Reservation at public auction, leading to demolition of the majority of the fort. After a number of private owners, local historical societies have urged the State of New York to purchase the property with the intention of restoring the site. After the State declined to accept the property, attempts to sell the fort and lands surrounding it have not proven successful. Current concern among local preservationists is that the remains of the fort are in danger of structural collapse. The Village of Rouses Point has expressed a willingness to serve as a partner in an exploration of opportunities at Fort Montgomery led by another organization or agency.

The Rouses Point-Champlain Historical Society is currently working with the Village of Rouses Point to restore the **Delaware & Hudson Railroad Station** and create a museum dedicated to the significant history of the village. This rail station was the northernmost stop of the D&H in the U.S., and remains today to be the final stop Amtrak makes before crossing the Canadian border. The railroad station, located on Pratt Street, was listed in the National Register in 2005, remains central to the development of a visitor experience for the area and is being considered to serve as a Lakes to Locks Passage Heritage Center.

Village of Champlain

In the Village of Champlain the **Samuel de Champlain History Center** offers exhibits on Village history and a library about the 17th Century French explorer and the ensuing Franco-American culture in Northern NY and New England.

Town of Chazy

Alice and William Miner endowed Chazy with two remarkable cultural institutions. The **William H. Miner Agricultural Research Institute**, located on the 8,600-acre experimental farm he established as “Heart’s Delight” farm in 1903. The Institute now encompasses a library, laboratories and housing for students in dairy and equine studies from SUNY Plattsburgh and University of Vermont.

Located on Route 9 in Chazy, the **Alice T. Miner Museum** is an 1824 classic colonial revival house museum with period furnishings and art collection. Alice Miner opened the collection in 1924 to share her pieces from the Colonial Revival Movement. Much of the museum remains as it was established with a Colonial Revival kitchen that shows how family life once centered around the hearth and a third floor ballroom, which now houses much of the collections china and ceramics. The museum is open May through December, Tuesday through Saturday with several guided tours daily.

City of Plattsburgh

The following properties are listed in the National Register of Historic Places:

- William Bailey House
- John B. Carpenter House
- City Hall
- Clinton County Courthouse Complex
- D & H Railroad Complex
- D'Youville Academy
- First Presbyterian Church
- Fort Brown Site
- W.W. Hartwell House & Dependencies
- Hawkins Hall
- House at 56 Cornelia Street
- Kent-Delord House, Paul Marshall House
- Old Stone Barracks
- Charles C. Platt Homestead
- S. Ritchie House
- St. John the Baptist R. C. Church and Rectory
- Valcour Bay
- S.F. Vilas Home for Aged & Infirm Ladies
- W.G. Wilcox House
- Winslow-Turner Carriage House.

The following districts are listed in the National Register of Historic Places:

Plattsburgh Bay National Historic Landmark is noted for the naval engagements during the end of the War of 1812, responsible for driving the British from the Champlain Valley.

Brinkerhoff Street Historic District is located on Brinkerhoff Street between Oak and North Catherine Streets in Plattsburgh. This district is significant because of its architecture and engineering. The architecture style of this district is late Victorian, late 19th and 20th century revivals, and mid-19th century revival. Its period of significance is from 1825-1849, 1850-1874, 1875-1899 and 1900-1925. It is a privately owned and its current function is for domestic use.

Court Street Historic District is located on Court Street between Oak and Beekman Streets in Plattsburgh. This district is historically significant because of its architecture and engineering. The architecture style is of Queen Anne, mid-19th century revival. Its period of significance is from 1825-1849, 1850-1874, 1875-1899 and 1900-1934. It is privately owned and its current function is for domestic use.

The **Point Historic District** is located in Cumberland Bay east of Plattsburgh. This district is significant because of its military and historic non-aboriginal sites. Its period

of significance is from 1800-1824 and 1825-1849. It is private, local government, and state owned. Its historical function was a battle site for the military to defend on. Its current function is used for landscape, recreation and culture.

The **United States Oval Historic District** is located on the Plattsburgh Air Force Base. The historical significance is architecture, engineering and event. The period of significance is from 1875-1899, 1900-1924 and 1925-1949. The US Army built this district for the historic function for defense and domestic use. Its historic sub-function is of institutional housing and military facility.

Historic and Cultural attractions in Plattsburgh include:

The **Kent-Delord House** was built in 1797 and is one of the oldest residences in Plattsburgh, NY. At the dawn of the 19th century, successful merchant and political figure, Henry Delord purchased the house with his wife Betsey. They renovated the home in to a two-story federal structure that appears much the same today as it did during their lifetime.

The **Plattsburgh State Art Museum** has become an open visual art resource for the college and the region. The museum is comprised of over 4,600 works of art and artifacts in several permanent collections ranging from antiquities to contemporary art. The museum is the repository of one of the most complete collections in the country of the works of Rockwell Kent and the home of the Rockwell Kent Gallery and Collection. The collections are displayed within the main galleries, a developing sculpture park and exhibition areas throughout campus. Venues include; the Rockwell Kent Gallery located in the Feinberg Library, the Burke Gallery and the Myers Lobby Gallery located in the Myers Fine Arts building. The museum sponsors a variety of programs, both public and academic. The galleries are generally open seven days a week.

The **Champlain Valley Transportation Museum** was founded in 2000 by a group of Plattsburgh area car and history enthusiasts. Originally designed to feature the Lozier Automobile Company's history, it has grown to cover all forms of transportation in the area. The museum explores and interprets the rich history of transportation in the Champlain Valley. From the earliest Native American handmade canoes through the manufacturing of modern rail cars, Plattsburgh and the Champlain Valley have seen every major form of transportation. The museum is located on the former Air Force Base and is open Tuesday through Saturday.

The **War of 1812 Museum** offers space for changing exhibits. The newest exhibit *Secrets Beneath the Surface - Forgotten Artifacts* highlights the naval portion of the Battle of Plattsburgh (September 11, 1814) through the artifacts themselves. Visitors can explore the underwater environment of Plattsburgh Bay through maps and video. The museum's gallery houses original works of art related to the battles at Plattsburgh and the War of 1812. Works by nationally known and local artists are featured throughout the gallery. The Allan S. Everest Interpretive Center is located at 31 Washington Road on the Museum Campus. The exhibits chronologically recount the events of the battles at Plattsburgh within the context of the War of 1812: the political and economic causes of the war; the land and naval engagements at Plattsburgh; and the significant role that the battles here played in the final peace negotiations. The exhibits are "anchored" by a 5'x15' diorama and an interactive scale model of the village and surrounding area as it was in 1814. The diorama provides the visitor with an aerial view of the 30,000-acre battlefield, the British and American encampments, the forts and batteries,

and the culminating land and naval battles of September 11, 1814. There are scale models of the American ships that fought during the battle, a copy of the “secret” orders sent by Lord Bathurst to Sir George Prevost directing the British attack on Plattsburgh, and displays depicting the battle scenes, prominent leaders, soldiers, sailors, and citizens. The museum and interpretive center is open Tuesday through Saturday.

The **Clinton County Historical Association** is based in the Old Base “Four Chimneys” building at 98 Ohio Avenue on the former Plattsburgh Air Force Base. The county exhibit interprets the area’s history from the earliest recorded times (1600) to the present day through its collections of paintings, maps, furniture and decorative arts. The decisive Battle of Plattsburgh in 1814 was the culminating event in a century of naval warfare on Lake Champlain among the French, British and the fledgling American nation. Underwater archeological discoveries highlight this period. The period of settlement after the Revolutionary War is explored. Special exhibits are regularly presented on North Country themes, including iron mining and other 19th-century industries. Collections feature Redford Glass, Staffordshire china, portraiture, photographs and textiles. The museum is open Tuesday through Friday.

Town of Peru

The **Babbie Rural and Farm Learning Museum** is dedicated to collecting, preserving, restoring, and displaying artifacts from the 1850’s to the 1960’s, providing an environment where visitors can learn about the heritage of New York’s rural and farm life.

The following properties are listed in the National Register of Historic Places:

Peru Community Church

Bluff Point Lighthouse, placed in service in 1874, was one of the last lighthouses to be manned on the lake. It guided ships through the narrow passageway between Valcour Island and the New York shore for almost 60 years. Its fifth-order Fresnel lens was seen each evening from 1874 until 1930 when a steel tower was erected just south of the structure. In 2004, the lighthouse was reactivated when the light was removed from the steel tower and re-installed in the lighthouse. Starting in 2008, the lighthouse was opened on a limited basis for tours.

Town of AuSable

The following properties are listed in the National Register of Historic Places:

- Miller Homestead
- Ausable Chasm Bridge
- Carpenter’s Flats Bridge
- Delaware and Hudson Railroad Bridge
- Old State Road Bridge
- Palmer Brook Bridge

Village of Keeseville

The following properties are listed in the National Register of Historic Places:

- Stone Arch Bridge
- Swing Bridge
- Double Span Metal Pratt Truss Bridge

Keeseville Historic District is listed in the National Register of Historic Places, encompasses the commercial, industrial and residential center of the community as it existed in the 19th century. The district boundaries separate the historic core of the village from the areas beyond, where modern residential development predominates. Most buildings within the district retain integrity of design, scale, and materials. Included within the district are structures representing a variety of functions and styles spanning the period from 1820 to 1936. The dominant building style found in the village is the Greek Revival, corresponding to the period of Keeseville's greatest prosperity and growth. Aside from its high percentage of extant Greek Revival residential and commercial structures, the district also contains numerous rural vernacular adaptations of Federal, Gothic Revival, and Italianate architectural forms and examples of more modest working class dwellings. A small number of buildings reflect early 20th century architectural influences.

The historic district is linked across the Ausable River by two historic bridges. A massive, single-span stone arch bridge erected in 1842 carries Main Street to its juncture with Front Street. To the south, a steel suspension footbridge built in 1888 survives intact to form part of the district's southern boundary.

The three individual properties nominated as components of the multiple resource area include: the Tomlinson House (1846), a rare late Federal style structure in the community incorporating a classical, monumental portico as part of its formal design; Rembrandt Hall (1851), a brick Gothic Revival style cottage in a picturesque hilltop setting; and the Double-Span Metal Pratt Truss Bridge (1877) crossing the Ausable River between Ausable and River Streets (Mill Hill), an important engineering and transportation feature needs restoration and rehabilitation.

Town of Chesterfield

The following properties are listed in the National Register of Historic Places:

Elkanah Watson House

Poke-O-Moonshine Fire Observation Station

Town of Willsboro

The **1812 Homestead Farm and Museum**, originally constructed as an inn in 1813, now operates as an education foundation and museum of living history. The homestead is located on an 130-acre property, offers its visitors a hands-on perspective of rural life on a farm in the early 1800s. Visitors have the opportunity to make cedar shingles, spit rail fencing and candles. The homestead also offers opportunities to observe hearth baking, animal husbandry, blacksmithing, gardening, wool spinning and much more. Lessons are taught from an authentic one-room schoolhouse. The property also provides a nature trail and historic tour of the inn. The 1812 Homestead Farm is open May through September and other times by appointment.

The **Adsit Cabin** is one of the oldest log cabins existing in the country. Samuel Adsit, a

Revolutionary War veteran who settled in Willsboro Point, built the original cabin in 1778. Eventual additions led to the cabin being concealed with a frame house. In 1928, the house was being demolished when the original cabin began to reveal itself. The then-owner decided to preserve this piece of history. The cabin is now owned by the Willsboro Heritage Society and has been restored. It is open to the public on weekends in July and August each year.

Willsboro Heritage Center and Museum, located in a historic bank building in downtown Willsboro, serves as the showcase for the Willsboro Heritage Society's efforts to preserve the town's history.

The following properties are listed in the National Register of Historic Places:

- Adsit Cabin
- Abraham Aiken House
- Edgewater Farm
- Flat Rock Camp
- Sheldon-Owens Farm
- Willsboro Congregational Church.

Town of Essex

The following properties are listed in the National Register of Historic Places:

- Church of the Nazarene
- Octagonal Schoolhouse
- Essex County Home and Farm

The **Essex Village Historic District** is listed in the National Register of Historic Places, which encompasses all of the hamlet as an early 19th century village, was established and placed on the National Register of Historic Places in 1975. The district contains approximately 160 structures, most which are more than 100 years old. Of the structures in the district, there are only three that were constructed after 1910. Essex is a unique opportunity to see a village virtually unchanged for more than a century.

The **Whallonsburg Grange Hall** has been a vital part of the lakeside community since its construction in 1915. However, during the 1950s the number of Grange members fell to a point where the building was not used for 50 years. In the 2006, the Grange membership transferred ownership of the building to the Town of Essex and a community group called Friends of the Whallonsburg Grange emerged to renovate the space.

Town of Westport

Camp Dudley, a National Register Historic District, traces its roots to 1885 when Sumner F. Dudley established a camp on Orange Lake. In 1891, the camp moved to its present Westport location on Lake Champlain. Camp Dudley is the oldest, continuously run YMCA camp in the country and is as vigorous as ever going into the 21st century.

The **Depot Theatre** was founded, and still operates in, the historic and distinctive Delaware and Hudson train station. Built in 1876, the station was for decades a busy stop

on the line connecting Albany and Montreal. Eventually, both tourism and train service to the area declined, and in 1974 the station was sold to the Town of Westport for one dollar, with a long-term lease on the land from the Delaware and Hudson Company. In 1976, the Westport Historical Society initiated a major restoration project of the train station. In 1979, The Depot Theatre was founded and took up residence as the primary tenant of the building.

Westport Library, built 1887 in Shingle Style is located in the center of the hamlet, is also the home of the Westport Historical Society.

The old **One-Room School House** on the Dudley Road was used from 1816 to 1916.

The following properties are listed in the National Register of Historic Places:

- First Congregational and Presbyterian Society Church of Westport.
- The Champlain II, shipwreck off-shore

Town of Moriah/Village of Port Henry

The **Iron Center** offers railroad and mining history exhibits in a restored carriage house. Displays document the 19th and 20th century operations of the iron industry. The Iron Center is located at the former Witherbee, Sherman & Company headquarters in Port Henry, and serves as the Lakes to Locks Passage Heritage Center in Port Henry.

Historic resources listed on the National Register of Historic Places include:

- Delaware and Hudson Railroad Depot
- Moriah Town Office Building
- Mount Moriah Presbyterian Church
- Port Henry Fire Department Building
- Sherman Free Library
- VanOrnam and Murdock Block

In addition, the Christ Church and Glens Falls National Bank Building are both eligible for listing on the National Register.

Town of Crown Point

Fort St. Frederic and Fort Crown Point are two National Historic Landmarks on one property: the ruins of French-built Fort St Frederic (1734-59) and the ruins of Crown Point's British fort (1759-73). The French constructed Fort St. Frederic in 1734-37. They had previously occupied what is now called Chimney Point around 1731. A small wooden stockade fort was built there and was the principle fortification until the completion of Fort St. Frederic, built of limestone. The French occupied the Lake Champlain region north of Crown Point until 1759 when the site was taken over by the British. The British immediately began construction of their own vast fort at Crown Point. In 1773 a chimney fire spread out of control, burning down the armory and the roofs of the barracks, as well as causing the powder magazine to blow up and destroying the wooden parapets and casements. Subsequently, the military occupation was limited to the three outer works. Except for the first two years in 1775-77 when

the site was under American control, the British Army controlled Crown Point until after the American Revolution. The first parcel of land to come into the possession of New York State in 1910 was the land upon which the ruins of Fort St. Frederic and the British fort at Crown Point lie. The state has since acquired additional land to protect this important site, totaling approximately 360 acres, plus the 49-acre Crown Point Reservation public campground (see description in Section 2.6). Visitors can see the ruins of the original 18th-century structures and in the museum, view an audio-visual show and exhibits that interpret the French, British, and American chapters of Crown Point's history.

The **Champlain Memorial Lighthouse** serves both as a navigational beacon and as a monument to the 1609 voyage on Lake Champlain by French explorer Samuel de Champlain. Located on a small point of land just southeast of the Lake Champlain Bridge, the lighthouse at Crown Point guided vessels through the half-mile-wide channel between Crown Point and Chimney Point. The Crown Point Lighthouse was a 55-foot octagonal limestone tower connected to a wooden Cape Cod-style light keeper's cottage. The lighthouse, which was activated for navigation in 1859, faithfully served for over 70 years. The lighthouse was taken out of active service shortly after the opening of the nearby Lake Champlain Bridge in 1929.

In July 1909, the States of New York and Vermont tercentennial commemoration of Samuel de Champlain's lake voyage incorporated a memorial with the lighthouse. The memorial is classical and French Renaissance in style, with heavy stone columns, entablature, ornamental frieze and setbacks. The limestone exterior of the lighthouse was replaced with eight Roman Doric columns resting upon a conical base. An ornate cornice, parapet, and lantern room were also added to complete the memorial. Parts of the foundation, the interior brick, and the cylindrical shaft holding the spiral stone staircase remain from the lighthouse.

On the side of the memorial which faces Vermont, are sculptures depicting Champlain standing in the center, flanked by a crouching Huron guide and a French Voyageur. France donated a bronze profile bust, sculpted by Auguste Rodin, to be incorporated into the monument. The construction of the lighthouse memorial was a joint effort of the States of New York and Vermont. Today the Champlain Memorial lighthouse is part of the Crown Point Reservation Campground and is open to the public.

Penfield Museum is dedicated to preserving the history of the Ironworking Industry in the North Country during the 19th century. The hamlet of Ironville is listed as the "Birthplace of the Electric Age", being the site of the first industrial application of electricity in the United States. This area was instrumental to modern progress and to the efforts in the Civil War. Iron ore mined just up the road in the hamlet of Hammondville, was separated in Ironville, and then shipped by railroad to Lake Champlain where it was used in many applications including the Civil War Ironclad Monitor.

Town of Ticonderoga

Fort Ticonderoga, originally Fort Carillon, was built by the French military in 1755. In 1759 the Fort fell under British control. On May 10, 1775, Ethan Allen, Benedict Arnold, and the Green Mountain Boys captured the garrison as the first American victory of the Revolutionary War. In July 1777 the British General Burgoyne managed to retake control of the Fort but finally abandoned it in early November following the surrender of the British army at Saratoga. In 1820, William Ferris Pell purchased the ruins

of the Fort and the surrounding “garrison grounds” to preserve it for posterity. In 1826 he built The Pavilion as a summer home. By 1840 it was converted into a hotel to serve the growing number of tourists traveling the Lake by steamer visit the Fort ruins. 1909 saw another generation of the Pell family, Stephen and Sarah Gibbs Thompson Pell begin restoration of Fort Ticonderoga and in 1909 it was opened to the public. The Fort houses important and world renowned collections of artifacts from its historic past.

The **Ticonderoga Heritage Museum**, located on the edge of Bicentennial Park in downtown Ticonderoga, exhibits and educates the community and its visitors on the region’s industrial heritage. Better known as the “1888” building, the museum is the last remaining structure of the Ticonderoga Pulp and Paper Company that once covered the entire park area. The museum has on a rotating display, several of the over 38 scale models of various industries that were responsible for the growth of the town situated on the LaChute River that connects land between two lakes: Lake George and Lake Champlain. The museum serves as a Lakes to Locks Passage Heritage Center and is open daily during the summer season and some weekends in the spring and fall.

The **Hancock House** was a gift to The New York State Historical Association (NYSHA) from native son and philanthropist Horace Moses. He built the house as a repository for perpetuating “American Traditions in History and the Fine Arts.” This imposing Georgian mansion is a replica of Thomas Hancock’s (uncle to John Hancock) Beacon Hill residence built in 1737 and 1741. The Ticonderoga Historical Society manages this structure as a regional museum and reference library. There are interesting and exciting exhibits on all four floors of the Hancock House. The modern library houses a large collection of regional material on civic, social and economic elements and also has one of the largest collections of genealogical resource materials in the region. The society fulfills its fine arts mandate by promoting the visual arts through its Harmon Gallery where regional artists showcase their talents with exhibitions in all mediums.

The following properties are listed in the National Register of Historic Places:

- Black Watch Library
- H.G. Burleigh House
- Central School
- Community Building
- Clayton H. Delano House
- Ferris House
- Fort Ticonderoga
- Frazier Bridge
- Samson Fried Estate
- Gilligan and Sevens Block
- Hancock House
- Liberty Monument
- Silas B. Moore Gristmill
- NYS Armory
- Pad Factory

- Ticonderoga High School
- Ticonderoga National Bank
- Ticonderoga Pulp and Paper Company Office (Ticonderoga Heritage Museum)
- U.S. Post Office.

The **Lake George Avenue Historic District** and the **Amherst Avenue Historic District** are two districts of housing built by Ticonderoga Pulp and Paper between 1919 and 1923 for its staff and management, now listed in the National Register of Historic Places. Construction of the first dozen homes began on Lake George Avenue in 1919, the shingle and clapboard houses have Bungalow style features such as exposed rafter ends, large dormers and knee braces. The Amherst Avenue district features several styles of residential architecture associated with the early 20th century.

2.9 SCENIC RESOURCES

From Ticonderoga to Rouses Point, the scenic resources include winding, undulating roadways past forest land, agricultural fields, farm houses, historic sites, cemeteries, apple orchards, stone walls, historic bridges, rivers and ponds, Adirondack peaks, and of course the vast waters of Lake Champlain. The scenic qualities of the region are directly related to the geology that has molded this diverse landscape.

Clinton County

The geography of the waterfront area in Clinton County is much more gradual than in neighboring Essex County. While there are few views from any height to the lake in the study area, there are several sections of the shoreline that have readily accessible views from the roadway. In particular, the section of the NYS Route 9 from Ausable Point State Park to the Peru Boat Launch (approx. 4 miles) is particularly scenic, as is the section of Lake Shore Road north of the City of Plattsburgh in the Town of Chazy and Champlain. There are also road views to the lake in both the City of Plattsburgh and the Village of Rouses Point, the only two municipalities in Clinton County that have their population centers along the shores of the lake.

Essex County

The geography of Essex County along Lake Champlain is reflected in the rolling hills and mountains. Split Rock, Coon, South Boquet, Rattlesnake, Poke-O-Moonshine and Belfry Mountains, and along with Mount Defiance provide some of the best summit views of Lake Champlain and the more western Adirondack peaks, as well as some of the most challenging driving conditions with windy, steep hills and narrow road cuts. In several locations, the view from the road opens up to reveal views of the lake, across the Vermont side of the Champlain Valley to the Green Mountains. The Adirondack Park Agency regulations minimize encroachments to the shoreline in areas that have been identified as non-settled in order to preserve the existing landscape character.

2.10 TOPOGRAPHY, RIVERS, GEOLOGY AND SOILS

Topography

The region's landform with its configuration of mountains in the west and the Lake Champlain and Lake George valleys in the east plays a key role in creating its distinct character. The topography ranges in elevation from 95 feet above sea level at the Lake Champlain shore to heights of 2,000 feet above sea level and higher atop the nearby peaks. This creates a distinct valley corridor framed by mountains. The topographic change is most dramatic in the southern waterfront area.

Key Islands

Valcour Island is State owned and is located in Lake Champlain off the shore of Plattsburgh and Peru. It is only accessible by boat, approximately ½ mile water crossing from Peru boat launch. The Island offers camping, hiking, fishing, and bird watching for the public. Valcour was the site of a pivotal naval battle during the Revolutionary War. There is an historic lighthouse that was dated back from 1874, but was decommissioned in 1931. The public can access the lighthouse only by appointment. Contact the Clinton County Historical Society at 518-561-0340. This Island is also home of the Great Blue Heron.

Crab Island is located in the Lake Champlain off the shore near Cliff Haven in Plattsburgh. It is only accessible by boat. Crab Island was a significant site during the Battle of Plattsburgh. It became a resting place for 149 American Sailors and British Sailors.

The **Four Brothers Islands** lie just east of Willsboro Point. As their name implies, the four brothers are made up of four islands within close proximity of each other. The islands go by the names A, B, C and D. These islands are home to some of the largest and diverse colonial water bird colonies on Lake Champlain. Not only can all three species of gulls be found here in numbers but so can cormorants, egrets, herons and the occasional ibis. Ring-billed Gulls and Double-crested Cormorants comprise the largest number of individuals and have directly affected the structure of the islands. Nesting Double-crested Cormorants have caused the decline of the last forested island, Island D, and may eventually displace other nesting species. The Nature Conservancy owns the islands and up until 2002 were monitored and managed by the high Peaks Audubon Society. The Four Brothers Islands are a New York Important Bird Area.

Schuyler Island is a 123-acre chunk of Forest Preserve that lies about a half-mile from the New York shore, just south east of Trembleau Point, between Port Kent and Port Douglas. It was here, after the battle at Valcour Island, that Benedict Arnold retreated and re-organized his fleet in 1776. The island shore is lined with pine and birch, but the interior is an open meadow, with wetlands. The island has two officially designated primitive campsites.

Rivers

Eight rivers drain to Lake Champlain within the project area – Great Chazy River, Little Chazy River, Saranac River, Salmon River, Big Ausable River, Little Ausable River, Boquet River, LaChute River – along with numerous small streams that either drain directly to the lake or are tributaries of a larger river.

The **Great Chazy River** empties into Lake Champlain at King Bay in the Town of Champlain.

The **Little Chazy River** empties into Lake Champlain north of Chazy Landing in the Town of Chazy.

The **Saranac River** empties into Lake Champlain at the City of Plattsburgh after flowing in a northeasterly direction from a series of ponds and tributaries in the Adirondack High Peaks.

The **Salmon River** originates in Schuyler Falls , the section west of I-87 is popular for white-water rafting, east of I-87 it is flat and shallow, emptying at Lake Champlain opposite the northern end of Valcour Island.

The **AuSable River** watershed collects water from 516 square miles. The 94-mile river is comprised of three distinct sections including an East and West Branch that join in AuSable Forks to form the Main Branch, which runs through the towns of Chesterfield, AuSable and Peru. The Main Branch of the river descends rapidly through the rocky walls of Ausable Chasm, before creating a wildlife-rich sand delta at its mouth on the shores of Lake Champlain. The AuSable River Association is a non-profit, membership-based organization, created in 1998 to protect and enhance the natural and cultural resources of the AuSable River watershed. This cooperative organization brings together landowners, town governments, other non-profit organizations, and State and Federal Agencies to accomplish its mission.

The **Boquet River** flows into Lake Champlain at the Town of Willsboro. The Boquet River Association (BRASS) is a small non-profit organization dedicated to enhancing the quality of water and life in the Boquet watershed. Formed in 1984, it discusses and acts upon issues related to land uses, point and non-point source pollution, in-stream and riparian species and habitats, recreation, and the economy. Its membership is primarily local landowners, and its Board is composed of appointees from the five watershed towns and elected representatives.

LaChute River, formed during the final stages of the last ice age, cascades over a series of six waterfalls, a drop equal to the height of Niagara Falls, from Lake George down into Lake Champlain. The LaChute River became a natural source of power for many early industries in Ticonderoga. Currently, the river's series of six dams are used to regulate water height in Lake George, as well as to generate power from two hydroelectric plants. The LaChute River was the receiving water for waste from the downtown paper mill and other industries along its banks for more than 150 years, resulting in serious degradation of water quality. Currently its water quality is classified as Class D according to the New York State Department of Environmental Conservation (NYSDEC), their lowest water quality classification.

Great Chazy River and Boquet River were identified in The Nature Conservancy's *St. Lawrence – Champlain Valley Ecoregional Plan* as the highest quality rivers on New York's side of the Champlain Valley.

Geology

The bedrock geology of the Adirondacks and Champlain Valley is generally composed of igneous and metamorphic rocks. These rock types were transformed from pre-existing igneous and sedimentary rocks under high temperature and pressure when they

were deep within the earth's crust beneath ancient mountain ranges. The Adirondack Mountains are very different in shape and content from other mountain systems. Unlike elongated ranges like the Rockies and the Appalachians, the Adirondacks form a circular dome, 160 miles wide and 1 mile high. This dome emerged about five million years ago, but it is made of ancient rocks more than a billion years old. Hence, the Adirondacks are "new mountains from old rocks."

The geologic history and topography of the Champlain Valley have resulted in the presence of many unique natural features and resources. In Clinton County, perhaps the most significant of these resources is Ausable Chasm, formed by the geological movements of the Ice Age.

Soils

A skin of soil and other loose material generally covers bedrock. This cover material results as weathering breaks down the surface rock. The loose materials may remain in place or be eroded, transported and deposited by water, wind or glacial ice. The present day landform and surface is largely the result of a glaciation process that began 250,000 years ago, when the earth was a few degrees cooler and the snow that fell in the winter did not melt entirely in the cool summers. As it accumulated over millennia, its enormous weight compressed the lower layers of snow into ice, eventually becoming thousands of feet thick. The increased pressure softened the lower ice, causing it to flow like thick molasses.

As the ice advanced southward into the Adirondacks, soil and rock were scraped from the land and embedded in the ice like sand in sandpaper. Alternately scratching and smoothing the earth's surface, the glacier pulverized boulders into fine particles, carrying the debris as it moved. As it thickened, the glacier crept over hills and, eventually, over the highest mountains, breaking and lifting rocks as it rounded their summits.

The surficial deposits across most of New York State are several feet thick and were left as the continental glacier's ice sheet receded at the end of the last ice age some 10,000 years ago. There are two types of surficial materials that cover much of Essex County – glacial till in the uplands and lacustrine deposits in the eastern lowlands that accumulated at the bottom of Lake Vermont, the precursor to present day Lake Champlain and Lake George. Till is the most abundant glacial deposit. It is an unsorted mixture of mud, sand, gravel, cobbles and boulders that the glacier spread across the landscape. The soils in the study area generally transition from a clay or clayey loam along the lakeshore to a light sandy loam and then a sand to the west.

2.11 WATER QUALITY

Planning on a watershed scale allows communities to effectively and comprehensively address water quality issues throughout their watershed, while balancing the need for economic growth and development.

The **Department of State's Intermunicipal Watershed Management Program** provides municipalities with professional expertise and funding to develop and implement watershed management plans to protect and restore water quality and related resources. The Program focuses on identifying connections between land use and water quality to reach consensus on actions to protect water resources while facilitating economic development by guiding growth to the most appropriate locations. The Intermunicipal

Watershed Management Program enables communities to:

- Establish a mechanism for long-term watershed management, often through the creation of an intermunicipal watershed organization;
- Describe and understand existing water quality and watershed conditions, current impairments and anticipated threats to water quality, and recognize the key problems and opportunities in the watershed;
- Identify and describe priority actions needed to address water quality impairments or threats;
- Create an implementation strategy identifying stakeholder roles and the financial and institutional resources needed to undertake these priorities;
- Develop a means to measure success, track implementation, and monitor performance; and
- Network with other communities, agencies and organizations with experience in the successful preparation and implementation of watershed management plans.

The Department of State has been working with communities in the watersheds of two of Lake Champlain's major tributaries through its Intermunicipal Watershed Management Program to advance watershed protection and water quality enhancement through the control of nonpoint source pollution. These projects are:

AuSable River: The **AuSable River Association (ASRA)**, working with the watershed communities in the 760 square-mile watershed, developed the AuSable River Watershed Management Strategy, completed in 2008. Priority recommendations include an education and outreach program, an outfall inventory, and water quality assessment to pinpoint potential water quality impairments. The ASRA is working to implement the priority recommendations and to complete a comprehensive watershed management plan. These efforts are being supported by \$134,850 in funding from the Environmental Protection Fund Local Waterfront Revitalization Program.

Boquet River: The **Boquet River Association (BRASS)**, working with the Essex County Soil & Water Conservation District and the watershed communities in the 288 square-mile watershed, is preparing a watershed management plan for the Boquet River to address extensive erosion and nonpoint source pollution. These efforts are being supported by \$50,000 in funding from the Environmental Protection Fund Local Waterfront Revitalization Program.

To promote watershed planning, the Department of State, in partnership with the Department of Environmental Conservation, prepared a multi-media package entitled *Watershed Plans: Protecting and Restoring Water Quality*, which summarizes the integrated approach to planning and implementation. This guidebook helps communities:

Understand their watershed and the importance of water quality;

- Recognize the relationships among economic, social, and natural processes;
- Define a vision for the future;
- Set realistic goals; and
- Develop a detailed strategy for implementation, including local laws.

The lake itself is the center of a larger ecosystem. The **Lake Champlain Basin Program**

(LCBP), created by the Lake Champlain Special Designation Act of 1990, implements Opportunities for Action, a plan for pollution prevention, control and restoration of the lake. This program has developed significant data on resources and management needs of the lakeshore communities. Program partners include the governments of New York, Vermont, and Québec, the US Environmental Protection Agency (US EPA) and other Federal agencies, the New England Interstate Water Pollution Control Commission, and local government leaders, businesses, and citizen groups. The Lake Champlain Steering Committee leads the LCBP. Its members include many of the program partners, and the chairpersons of technical and advisory committees. The LCBP's primary annual funding is received through a US Environmental Protection Agency appropriation under the Federal Clean Water Act.

The **Champlain Watershed Improvement Coalition of New York (CWICNY)** brings together five counties on the New York side of the Lake Champlain to focus on water quality improvement projects and programs. This grass-roots approach to control the many unregulated nonpoint sources of pollutants in the watershed facilitates the transfer of information, technologies, resources and programs in a watershed wide basis and not be constrained by political subdivisions. The primary function of CWICNY is to identify these issues at the local level, design solutions to those issues, and work to implement those solutions with local governments, farmers, and landowners. CWICNY is a coalition of five county Soil and Water Conservation Districts (SWCDs), Water Quality Coordinating Committees (WQCCs) and the Lake Champlain – Lake George Regional Planning Board (LC-LGRP). Advisors to the group include staff from the New York State Soil and Water Conservation Committee, the New York State Department of Environmental Conservation, the USDA Natural Resources Conservation Service and the Greater Adirondack Resource Conservation and Development Council.

The **Clinton County Soil and Water Conservation District (CCSWCD)** interest is to “Reduce phosphorous inputs to Lake Champlain to promote a healthy and diverse ecosystem and provide for sustainable human use and enjoyment of the lake.” Since 1949, the SWCD has been assisting local farmers with their land use problems, which include erosion control, barnyard management, and agricultural waste storage. It is currently estimated that approximately 55% of the total annual nonpoint phosphorous load to Lake Champlain comes from agricultural sources. The CCSWCD is uniquely positioned in Clinton County to work with the agricultural community to resolve these issues as many transition from running small family farms to managing much larger operations in an increasingly regulatory environment.

The **Essex County Soil and Water Conservation District (ECSWCD)** is located entirely within the Adirondack Park, the natural resources of Essex County are some of the most diverse in New York State. Diverse resources require diverse management strategies, and in 1992, a Water Quality Coordinating Committee (WQCC) made up of representatives from local stream associations, Trout Unlimited, county planning personnel and conservation professionals was formed. The objective of the WQCC is to coordinate efforts to identify and control non-point source pollution (NPS) in Essex County. Working together with other WQCC organizations, the Essex County Soil and Water Conservation District coordinates CWICNY activities to accomplish goals listed in the WQCC Nonpoint Source Management Strategy.

The **Adirondack Council** is a member-supported conservation advocacy and education organization dedicated to ensuring the ecological integrity and wild character of New

York's Adirondack Park, including Lake Champlain and its shorelines. The Council calls for broad riparian buffers of natural forest along and around all water bodies to address shoreline destabilization, with financial incentives to encourage land-owners, particularly farmers in the Champlain Valley, to allow forest restoration along streams through their lands and along lakeshore.

According to the LCBP, many of the environmental issues in the Lake Champlain watershed are related to erosion, which transports sediment and pollutants into the lake. According to the LCBP recent report, *State of the Lake*, (2005) the key issues facing the lake include:

Water Pollution

Serious public health problems have developed from the discharge of untreated sewage and wastes. In the past twenty years however, water quality has improved as a result of industrial waste treatment, and a large investment of state, federal, municipal and private funds for sewage treatment facilities. However, additional clean up must also address non-point source runoff from urban and agricultural areas.

Phosphorus

Trends of Lake Champlain phosphorus concentrations from 1990-2004 indicate that phosphorus levels are too high in most parts of the Lake because of human activities. Missisquoi Bay, the Northeast Arm and parts of the South Lake greatly exceed the phosphorus standards or targets. But the Main Lake (Rouses Point to Port Henry) are near the targets. Large reductions have been gained from sewage treatment improvements, but great challenges remain to reduce phosphorus in non-point source runoff.

Although phosphorus is not harmful to people, too much of it in Lake Champlain is a problem because it promotes algae growth and causes a deterioration of water quality. The increased algae affect many other organisms and interfere with recreational enjoyment. Tributary rivers carry most of the phosphorus to the Lake. According to the report "Status and Trends of Tributary Phosphorus Loading, 1990-2004," no rivers are meeting targets. In addition, the report indicates that only the Great Chazy River shows phosphorus decreasing. The Little Chazy, Saranac, Salmon, Ausable and Boquet Rivers detected no trend. However, the Little Ausable River and Putnam Creek indicated that phosphorus is increasing.

The Town of Willsboro has created an experimental wetland containment area to further reduce the phosphorus levels that their waste water treatment plant releases back to Lake Champlain. The containment areas use recycled wollastonite waste from the NYCO ore processing plant in Willsboro.

Pathogens

The most widespread human health risk for swimming is pathogen contamination, such as bacteria, viruses and parasites that can create gastrointestinal illnesses when ingested. Sources include human and animal fecal wastes that enter the Lake through rain runoff, failed septic tanks, storm drains, agricultural fields, and combined sewer overflows.

2.12 NATURAL RESOURCES

Wetlands

Lake Champlain wetlands contribute to the overall biodiversity of the region, and provide valuable functions such as filtering stormwater runoff and pollution, provide critical wildlife habitat, protection of drinking and ground water supplies, stabilize shorelines, prevent erosion, and contribute to landscape aesthetics. According to the Lake Champlain Basin Program (LCBP), 50 percent of the original wetlands in New York, are gone, except in the Adirondack Park where fewer than 10 percent have been lost. Smaller wetlands have been particularly at risk from increasing development. The LCBP, The Nature Conservancy, US Fish and Wildlife Service's Partners for Fish and Wildlife Program, Natural Resources Conservation Service's Wildlife Habitat Incentives Program and the Wetlands Reserve Program wetlands have protected wetlands and restored lands previously drained for agriculture and other uses.

New York State Open Space Conservation Plan

The 2009 *New York State Open Space Conservation Plan* identified several priority wetland projects along the Lake Champlain Plain. The NYSDEC Region 5 Committee has acquired Webb Royce Swamp and is advancing The Narrows and Freedom Marsh (aka Huckleberry Mountain Marsh). Additional priority projects include:

- Champlain -- Kings Bay
- Chazy -- Monty Bay
- Plattsburgh -- Dead Creek
- Moriah & Crown Point -- Bulwagga Bay
- Crown Point -- Putnam Creek

In addition, the Plan has identified Fort Montgomery and associated uplands as a Regional Priority Conservation Project. The property has historic significance as well as NYS Regulated Class I freshwater wetland.

Forestry

The forest resource base in the project area consists primarily of sugar maple, red maple, white ash, beech, oak, cherry, hemlock, spruce and white pine. This resource is harvested to support companies producing wood products such as lumber and furniture, but is dominated by the paper products industry.

According to NYS Empire State Development, the concentration of employment of forest products companies in the North Country is more than 2.7 times the average for the nation. Among the forest products companies in the project area are International Paper in Ticonderoga, a leading producer of paper and paper products, and Georgia-Pacific in Plattsburgh, producer of consumer products. In addition, the maple syrup industry of Northern NY produced a value of \$3.2 million, according to the 2002 Census of Agriculture.

The Nature Conservancy has teamed up with the Wildlife Conservation Society and the Adirondack Land Trust to assess climate change on a watershed scale and offer adaptation strategies. Current research on the low hills of the western Champlain Valley—addresses new natural community types and conservation opportunities.

Sub-surface Resources

Communities in the project area have experienced a strong industrial economy based on the extraction of natural resources and converting them into marketable products. Great fortunes were made from the minerals (iron, feldspar, graphite) and today's communities still exhibit a fine collection of public buildings and grand homes that demonstrate a boisterous economy in the late 1800's and early 1900's. However, by the middle of the twentieth century, the mines were all but abandoned and the economic downturn has been devastating to the hamlets of the Adirondacks.

2.13 FLOODING AND EROSION

Flooding

Erosion

All the communities along the lake are experiencing shoreline erosion problems of varying degrees. The glacial till or clay soils predominant along the shoreline are subject to slumping, particularly during periods of heavy rain. Road and ditch runoff can also exacerbate the erosion problem. The erosion occurring along many sections of the Lake are accelerating and as a result, a number of shoreline trees have been lost. Without the root systems of the trees helping to retain the soil, the rate of erosion will only increase.

Village of Keeseville

There is a serious stream bank erosion problem in the village along the right bank of the Ausable River endangering commercial buildings and bridge abutments just upstream and downstream of the NYS Route 22/Main Street bridge. The magnitude of the problem is heightened by a 40-foot high by 1,400-foot long section of embankment that is in danger of collapsing and destroying the adjacent historic commercial district.

The composition of the riverbank consists of loose shale bedrock. This shale is subject to erosion during normal high water, and the erosion rate is accelerated during flood events. The right bank has eroded approximately 25 to 40 ft. All of the buildings and the historic Main Street bridge (right abutment and wingwalls) will eventually be in danger of collapse if the erosion continues.

The stream bank erosion control problem in Keeseville is intensified by the potential economic and environmental impacts associated with a one-time catastrophic failure of the bank. The historic district and bridge are of historical importance to the local community. In addition, the community's economic survival relies heavily on the revenue and tax base the commercial district generates. The historic Main Street bridge carries NYS Route 22, a major transportation route over the Ausable River, which would be lost if the bank failed, thereby cutting off residents and causing detours.

The immediate riverbank from Mill Street to the Stone Arch Bridge was fortified through a grant provided by the Federal Emergency Management Administration (FEMA). The area from the Stone Arch Bridge west to the site of the proposed Veteran's Park is of primary concern to the Village. Because the bank above the concrete cap that was installed as part of the stabilization project is still a concern. The plans for pedestrian access below this concrete cap and connection to Main St. with a staircase

was rejected by the Adirondack Park Agency without a stabilization study of the vertical bank on the south side of the cap, behind the row of Front Street commercial buildings. Although the U.S. Army Corps of Engineers has stated that Keeseville is listed for assistance with further stabilization studies, several years have passed with no further information as to when this study would commence.

Town of Essex

The Town of Essex complied with the National Flood Insurance Act by delineating floodplain boundaries and adopting a local compliance law in 1987. The offshore weather patterns are not typically calm, and recent weather patterns have increased the rate of shoreline erosion leading to a need for bank stabilization. What little is left of undeveloped shoreline is considered unsuitable for future development.

Shoreline erosion is a major challenge for Essex due to very harsh treatment by the elements, including repeated freezing and thawing, wave action and the effects of lake ice. Through a 2002 NYS Department of State EPF grant, the Town removed and replaced a 160-foot segment of the historic 19th century stone retaining wall, located along the Lake Champlain shoreline on the easterly side of Lake St. at Beggs Park, adjacent to the Essex/Charlotte, Vermont Lake Champlain Transportation Company ferry dock. The new wall is a concrete structure at the same alignment, contours and dimensions as the historic wall. The new concrete wall structure contains a stone riprap or revetment system to protect the wall from potential damage from winter ice and further erosion. In 2009 NYS Department of State awarded a grant to apply a bluestone facing on the reconstructed segment of concrete wall to retain and match the visual consistency and historic integrity of the old segment of retaining wall. Much of the bluestone from the original wall was removed and stored to be re-applied onto the new wall.

The shoreline along Lake Road is in a severe state of deterioration; with segments collapsing into Lake Champlain to the extent that a portion of the roadway has to be periodically blockaded to mitigate the hazards for automobiles and pedestrians traveling on the roadway.

Village of Port Henry/Town of Moriah

Much of the Village's waterfront area is the result of fill and other man-made actions. The site of the Town Park and Campground, for example, was largely created from the deposition of iron ore tailings associated with the iron production industry that formerly occupied the area. The Canal Pier in the North End also represents a man-made feature.

In 2006 the NYS Department of State funded a study to resolve an ongoing shoreline erosion problem at Bulwagga Bay Campground, the Town of Moriah's municipal campground on Lake Champlain, which has accelerated to the point of undermining the water and electric infrastructure that serves the campsites. If the shoreline is not stabilized soon, eventually the infrastructure (a public investment of more than \$1 million) for more than 30 waterfront campsites will be lost, along with many mature trees that create an inviting atmosphere for campers. If erosion continues unchecked, the beach and recreation infrastructure of the campground will be destroyed. Campsites will be lost and the quality of the campground will be diminished as the mature trees that line the shore topple. This will result in the loss of a key support of the town's summer tourism economy. The town recognizes that the erosion problem along the shoreline can no

longer be addressed by incremental or short-term approaches. It is highly likely that earlier efforts to prevent erosion at the northern end of the property have accelerated the rate of erosion further down the shoreline where campsites are located. In order to be effective, the entire stretch of shoreline must be studied and necessary measures taken to stabilize those areas currently being undermined or at risk of eroding in the near future. The Town has recently received grant funding to evaluate this erosion problem and investigate possible remedial solutions.

2.14 FISH AND WILDLIFE COMMUNITIES

The *2009 New York State Open Space Conservation Plan* addresses ecological communities that are usually described by the dominant vegetation. The Plan has identified the Lake Champlain Watershed as containing many diverse natural communities and important plant and animal species. A Regional Priority Conservation Project is to conserve high quality examples of the Watershed's natural communities and habitat for endangered species, species of special concern, and "species of greatest conservation need" such as identified in the *Comprehensive Wildlife Conservation Strategy for New York State*.

Conservationists have identified the West Champlain Hills as among the most botanically diverse places in northern New York, with an unusual vegetative community sometimes known as the Dry Rich Oak-Hickory-Hophornbeam Forest, as well as cool hemlock and northern hardwood forests. The most intact swath of forest through the West Champlain Hills is a wildlife corridor being championed by local and regional conservationists as the Split Rock Wildway, which runs from Split Rock Wild Forest along Lake Champlain west over Coon Mountain then north over Boquet Mountain then west to the Jay Range.

The Split Rock Wildway benefits such wide-ranging mammals as Bobcat, Fisher, Black Bear, River Otter, Mink, and Moose; such raptors as Peregrine Falcon, Northern Goshawk, Bald Eagle, and Osprey; such fish as Brook Trout and Landlocked Atlantic Salmon; and scores of spring wildflowers. It is also a popular hiking area, with trails being designed or maintained by the DEC and Champlain Area Trails (CATS).

Some important parts of the Champlain Hills and the Wildway through them, are protected Forest Preserve. Advocacy and conservation efforts are being made through local education, nature walks, landowner outreach, farming with the wild, conservation easements, and nature reserves by the Champlain Valley Conservation Partnership, CATS, Northeast Wilderness Trust, Adirondack Council, and Eddy Foundation are working to secure conservation easements, land-owner agreements, or full fee acquisition on unprotected parts.

The Nature Conservancy believes that an approach to planning by ecoregions, or areas that are unified in climate, topography, geology, and vegetation, will ensure that the full array of species, communities, and ecosystems that make up the diversity of life on earth is conserved. The Conservancy has identified 867 different ecoregions around the world. The St. Lawrence – Champlain Valley Ecoregion is one of sixty-three ecoregions in the United States. This ecoregion straddles the U.S.-Canada border, and includes parts of western Vermont, eastern and northern New York, and the southwestern portion of the province of Québec. The *2002 St. Lawrence – Champlain Valley Ecoregion Plan* addresses only the United States portion of the ecoregion, it identifies a set of portfolio sites, or areas that need to be protected in order to conserve the native biodiversity of the region into the future. The *2005 Conserving Lake Champlain's Biodiver-*

sity is available from the Adirondack Chapter of the Nature Conservancy.

The Adirondack Council has expressed concern that low density rural housing and additional exurban development (sprawl) will have harmful effects on wildlife, as well as taking farms or forestry lands out of production (Wildlife Conservation Society report, *Impacts to Wildlife from Low Density, Exurban Development: Information and Considerations for the Adirondack Park*, by Michale Glennon and Heidi Kretser, October 2005).

Fish

Eighty-one species of fish have been identified in Lake Champlain. About 20 of these species are actively sought by anglers, including large and smallmouth bass, walleye, northern pike, chain pickerel, brown bullhead, channel catfish, yellow perch, lake trout, landlocked Atlantic salmon, steelhead trout, brown trout, and rainbow smelt. The New York DEC stocks rainbow, lake, and brown trout, the US Fish and Wildlife Service stocks young Atlantic salmon.

Fish populations have changed dramatically in Lake Champlain. Lake trout and salmon populations collapsed before the 1900s, but stocking and restoration programs have been established to restore these fisheries. Significant future changes are expected to result from non-native species. Non-native nuisance fish have diminished the relative abundance of native fish in Lake Champlain. Two recent invaders, white perch and alewife, are of great concern based on the experience of other lakes. At present, four species are classified by New York as endangered or threatened: lake sturgeon; eastern sand darter; mooneye; round whitefish.

In addition to their ecological importance, sport fish in Lake Champlain lure many anglers to the region and generates many economic benefits. Although there are no lake-wide assessments of bass populations in Lake Champlain, many anglers consider it one of the best bass fisheries in the country. Bass fishing tournaments are increasingly popular on the lake.

Health advisories for PCBs and mercury in certain fish have been posted in Lake Champlain, especially for women and children. PCBs are persistent industrial chemicals that are suspected to cause cancer. Mercury, the most common toxic contaminant of concern in the Lake Champlain Basin, is transported through the atmosphere, having originated in coal-fired power plants and medical and municipal waste incinerators located outside the basin. PCBs and mercury work their way up the food web to accumulate in fish and other animals. The two-year \$35 million cleanup of Cumberland Bay, completed in 2001 by the NY State Department of Environmental Conservation (NYSDEC), removed PCB-laden sediments that had been left from industrial discharges. Pre- and post-dredging sediment testing shows sharp declines in PCBs. These findings may allow the PCB-related fish advisories in the bay to be lifted in the coming years.

The *Strategic Plan for Lake Champlain Fisheries* was released in July 2009 by the **Fisheries Technical Committee of the Lake Champlain Fish and Wildlife Management Cooperative**. Developed by the New York State Department of Environmental Conservation, Vermont Department of Fish and Wildlife and the Lake Champlain Fish and Wildlife Resources Office, the plan provides a framework for implementing the Lake Champlain Fish and Wildlife Management Cooperative's function of initiating, developing and providing direction to coordinated fisheries management programs

in the Lake Champlain basin. The plan addresses the fish community and fisheries of Lake Champlain. The Plan is based on guiding principles for ecosystem management, sustainability, natural reproduction of native species, management of non-native and nuisance species, use of stocking, application of genetics, protection of habitats, use of science-based management, and management accountability, with specific reference to human dimensions of fisheries management.

The **Split Rock Wildway** is an effort led by local citizens and a diversity of conservation organizations to protect wildlife habitat linking the publicly owned Split Rock Wild Forest along Lake Champlain with the foothills and High Peaks of the Adirondack Mountains. To date, approximately 6,000 acres have been protected, primarily through state or private land acquisition-to restore and protect the biological diversity and wildlife habitat of this area. Northeast Wilderness Trust has protected five critical parcels in the Split Rock Wildway and is working on the protection of other lands and waters in the Wildway.

Invasive Species

Rapidly expanding populations of non-native plants and animals, such as common reed, purple loosestrife water chestnut, Eurasian water milfoil and zebra mussel, have displaced many native species in Lake Champlain. Some native species are on the rebound, such as the common loon, osprey and peregrine falcon. Others, including the black tern and upland sandpiper are not faring well, and the striped chorus frog may already be gone. Nearly 30 endangered or threatened mussels, fish, amphibians, reptiles, and birds and about 20 threatened and endangered wetland and aquatic plant species live in the Champlain Valley.

Double-crested cormorants, native migratory birds protected by the Federal Migratory Species Act, have dramatically changed the biodiversity of several Lake Champlain islands and have displaced some bird species. Only two cormorants were found nesting on Lake Champlain in 1981, but the current summer population, estimated at 15,000 birds, nest on the Four Brothers Islands, with a smaller colony near Crown Point. Cormorant droppings have completely defoliated the vegetation on parts of the Four Brothers Islands and destroyed much of the islands' nesting habitat for other birds.

Boat launches are recognized as sources of invasive species introduction. This can be addressed by having motor boat launches staffed by water stewards trained in detection and removal of aquatic invasive species. The **Adirondack Park Invasive Plant Program of the The Nature Conservancy - Adirondack Chapter (APIPP)** is a cooperative effort initiated in 1998 among citizens and organizations of the Adirondacks to protect the Adirondack region from the negative impacts of nonnative invasive species. The program coordinates two projects: the Aquatic Invasive Species Project and the Terrestrial Invasive Species Project. Stewardship and invasive species prevention and/or management projects along the AuSable River, Boquet River, Saranac River, Lake Champlain, and Lake George are addressed in two main ways: preventing their spread at water access sites (via stewards), and protecting water resources by eradicating any existing invasive species (via control techniques).

Wildlife Management Areas and Nature Preserves

Town of Champlain

Kings Bay Wildlife Management Area is located on the western shore of the northernmost reach of Lake Champlain, in the Town of Champlain. It occupies a total of 421 acres. It is open year-round for hunting, fishing, hiking, trapping and other forms of wildlife enjoyment. In the 1960's this land was acquired by the state for mainly waterfowl habitat enhancement. Originally this area was an agricultural area where hay, small grains, and firewood were harvested, and is now an ideal base for wildlife management. Currently the Kings Bay Wildlife Area is comprised of hardwood swamp, cattail marsh and reverted cattle pasture.

The management of this area has improved the area and wildlife immensely. Improvement measures have consisted of construction of potholes and ditches and the building of wood duck nest boxes. This management has been funded through federal taxes on sporting arms and ammunition.

The wildlife inhabiting Kings Bay Wildlife Management Area during the spring and fall include: migrating waterfowl, wood ducks, black ducks, mallards, teal and Canada geese. Rare species include the northern harrier, least bittern, black-crowned night-heron, and pied-bill grebe. One particular species that the NYSDEC's natural heritage program has identified is the black terns. The black terns are unique to this area of New York. They nest in inland fresh water marshes, which make Kings Bay Wildlife Management Area a prime habitat. Their nests are found in areas where there is a mix of open water and emergent plants. Unfortunately black terns' numbers have declined statewide which considers this species to be in threatened or endangered status. One very popular species that has experienced an increase in population of the turn century is the blue heron, and it is now a common sight to see in the wildlife management area.

Town of Beekmantown

Monty's Bay Game Management Area is located in the Town of Beekmantown along the Lake Shore Road. The area is 216 acres in size and is open year-round for hunting, fishing, hiking, trapping and other forms of wildlife enjoyment in accordance with the Environmental Conservation Law and regulations. The area includes a larger wetland on the south side of Monty's Bay on the western shore of Lake Champlain and a section of wetlands and uplands adjoining Riley Brook. New York State acquired this wildlife management area in 1966.

The portion of the wildlife management area west of the Lake Shore Road is an agricultural field rented out to farmers for cropping. Lessees are required to make sure good farm practices are not in conflict with the wildlife management for the Monty's Bay wildlife management plan. According to the NYSDEC, Monty's Bay Wildlife Management Area has been an important pheasant stocking area; therefore, each fall the DEC releases these colorful birds on this area. There is an old-growth silver maple-ash swamp on the parcel, east of the Lake Shore Road. This is one of the oldest mature stands along Lake Champlain, and ideal habitat for species such as wood ducks and songbirds. In addition, this old growth forest provides winter denning for raccoons, squirrels and other furbearers. Seasonal migrations of waterfowl, Canada geese and snow geese are popular in this wildlife management area also.

Town of Peru

Ausable Marsh Wildlife Management Area is an extensive state owned property, which encompasses 580 acres adjacent to Lake Champlain along Route 9. It is open to the public throughout the year for hunting, fishing, and trapping. The land for this management area was acquired in 1950. Before state ownership, the area was mainly used for agriculture and timber harvesting. Today, this wildlife management area is managed by the NYSDEC for recreational and scientific purposes, including: natural resources education, wildlife observation and photography, fishing, trapping, hunting, and canoeing. The primary purpose, however, is to provide nesting and feeding habitat to waterfowl.

Over thousands of years, the Ausable River has deposited water-borne materials at its juncture with Lake Champlain. This has created a fertile delta at the river's mouth. Ausable Marsh Wildlife Management Area consists of 12 ecological communities ranging from emergent marsh to floodplain forest. This variety in habitat allows the area to support diverse fish and wildlife populations. The management of the area has greatly increased the habitat for a wide variety of animals. The construction of potholes, dikes and islands, as well as ditching and shoreline clearing has increased the amount of waterfowl nesting and feeding habitat. Wood ducks, black ducks, mallards, mergansers, teal and common goldeneyes are seen on the management area due to the result of these efforts. In addition the creation of wood duck nest boxes that have been constructed around the area have been successful.

An example of one ecological community present here is called the marsh headwater stream. This area has populations of brown bullhead and has breeding habitat for northern pike and largemouth bass. The NYSDEC continues to do various management techniques in these different habitats to improve breeding and feeding conditions.

The amount of fish present in the marsh and the Ausable River that flows through the management area has lured not only anglers but osprey. Ospreys are a threatened species in New York. The NYSDEC, with the assistance of New York State Electric and Gas, has placed 2 artificial osprey nest platforms in effort to increase the breeding success of this bird. As a result of these efforts ospreys have successfully bred and raised young at Ausable Marsh. Osprey sightings have attracted a steady stream of dedicated and casual bird enthusiasts to the site. An easily accessible foot trail, about a mile long, has been constructed along the dike so visitors can access the management area.

Town of Chesterfield

Wickham Marsh Wildlife Management Area encompasses 862 acres along County Route 17 (The Back Road) in the Town of Chesterfield, Essex County. Wickham Marsh Wildlife Management Area consists of 17 different ecological communities ranging from emergent marsh to northern hardwoods. This variety in habitat allows the area to support diverse fish and wildlife populations.

The DEC employs various management techniques within some of these different habitats to improve breeding and feeding conditions for numerous wildlife species. One of DEC's primary management objectives is to provide nesting and feeding habitat to a variety of waterfowl. As a result of these efforts, wood ducks, black ducks, mallards, mergansers and teal are readily observed on the management area. One of the ecological communities present at the management area are pitch pine-oak forests.

A series of foot trails have been constructed so visitors can access the management area. These footpaths are used for recreation, such as hiking, snowshoeing or cross-country skiing, and education. The trails help direct visitors to various points of interest located throughout the site, including scenic vistas and unique ecological communities.

Town of Willsboro

New York State's first fish ladder for salmon was constructed in 1982 at the Willsboro Dam on the Bouquet River. The **Willsboro Fish Ladder** allows salmon to travel from Lake Champlain inland to their spawning beds each autumn.

Town of Essex

The **Eddy Foundation** has purchased approximately 2,100 acres in Essex for conservation purposes.

Town of Westport

Adjacent to Whallon's Bay, the cliffs of Split Rock Mountain rise 400 feet out of Lake Champlain between Westport and Essex, creating a dramatic bluff known as the Palisades. The State owns the nearly 4,000-acre **Split Rock Wild Forest and Webb Royce Swamp** with 4.3 miles of shoreline, representing the largest stretch of undisturbed waterfront on Lake Champlain. The Northeast Wilderness Trust has protected 300 acres in Essex and the Open Space Institute owns approximately 60 acres in Westport adjacent to **Split Rock Wild Forest** that it intends to sell to the State of New York.

Webb Royce Swamp, adjacent to Split Rock Mountain, is also state-owned. It is home to a variety of bird species including osprey, heron, various ducks and great horned owls. Swamp white oak, a rare species in the Adirondacks, is also found in the swamp. Conservationists warn that the swamp is but a shadow of its former self. With beavers trapped out and state land on the side near the outlet being mowed annually (preventing regrowth of Beaver browse) and the foreign reed grass Phragmites invading, water levels and biodiversity are way down.

Coon Mountain is a prominent landscape feature between Westport and Essex. A steep one-mile hike to the summit of Coon Mountain offers great views of Lake Champlain, nearby farmlands, the Adirondack High Peaks, and the Green Mountains of Vermont from an elevation of 1,020 feet. Coon Mountain Nature Preserve includes 246 acres owned by the Adirondack Land Trust. The preserve features high quality forests, excellent habitat, critical wetlands and it is part of a wildlife corridor connecting Split Rock Wild Forest to the Adirondacks.

Town of Crown Point

Putts Creek Wildlife Management Area encompasses 113 acres along the Tom Clark Road in the Town of Crown Point. The only overland route of entrance to this public property is a 30-foot right-of-way leading south from the Tom Clark Road. However, there are no signs indicating where the entry route to the management area is. The DEC is currently negotiating a land swap for better access with a local landowner. Parking is limited to along the road. A marked trail from the right-of-way will take leads to three scenic observation points. Each overlooks the marsh from different locations. These moderate, level footpaths are used for recreation, such as hiking, snowshoeing, cross-country skiing, and education.

The northern end of the parcel is successional Northern hardwood forest with red oak, sugar maple, red maple, aspen and white pine being the primary species. A commercial orchard borders the north end of the property providing an excellent fall food source of apples for grouse, whitetail deer and a variety of songbirds.

Highlighting the southern portion of the parcel is the main channel stream, Putnam Creek, and an exceptional example of a deep emergent marsh. Wood duck boxes sprinkle the marsh to provide waterfowl nesting opportunities. Along the stream bank is a flood plain forest of silver maple, cottonwood and green ash. Adjoining that are sections of shrub swamp.

The WMA provides habitat for raccoons, muskrat, mink, beaver, blue-gray gnatcatcher, catbird, eastern wood pewee, least flycatcher, northern oriole, red-eyed vireo, veery, warbling vireo, yellow warbler, red-winged blackbird, swamp sparrow, alder flycatcher, Virginia rail, wood duck, mallard and the rare least bittern. Access to the stream and marsh is readily available by boat from Lake Champlain and there is fishing for northern pike, bass, panfish and bullheads in this area.

Since 1982 the **Essex County Fish Hatchery** has been raising three species of trout — rainbow, brown, and brook. They release nearly 50,000 young fish annually, making it one of the most unique and ambitious stocking programs in the northeastern United States. Over a dozen rearing ponds, full of trout, are situated on-site for public visitation.

Town of Ticonderoga

Located in Ticonderoga along northwestern Lake George, **Cook Mountain** provides wonderful views of the Champlain Valley, the Green Mountains of Vermont, northern Lake George and the Adirondacks from its open ridge. The 192-acre preserve is owned by the Nature Conservancy and is home to rare plants and abundant wildlife. The 1.5 mile Summit Trail passes through a variety of habitats from moist wetlands and overgrown farmland to mixed hardwood/coniferous forest and dry rocky-summit grassland. Remnants of a beaver lodge and dams, as well as rare wetland plants, such as Hill's pondweed, can be spotted on the lower portions of the trail. From the rocky summit, you can enjoy an expansive view of northern Lake George.

2.15 IMPORTANT AGRICULTURAL AND SILVICULTURAL LANDS

As described in Section 2.2, over 50% of the land in the study area is in active agricultural or silvicultural use.

Farmland Protection

Agriculture is the dominant land use in much of the Clinton County portion of the corridor. While there are areas of productive agricultural soils in Essex County, they are interspersed with steeper, rockier terrain containing significant areas of managed forest land.

A majority of the prime soils in Clinton County are within the project area, and are primarily used for agriculture. Approximately 2,230 acres have already been protected by conservation easement through funding awarded under the Farmland Protection Implementation Program sponsored by the NYS Department of Agriculture, jointly

held by Clinton County and Adirondack Land Trust. In addition, about 3,000 acres of farmland have been protected in Essex County through the Farmland Protection Program and private actions with the easements jointly held by the Adirondack Land Trust (and the local town for state-funded easements). The State has awarded funding for the protection of additional 4,000 acres of farmland which are currently being administered by the Clinton County Planning Department. Much of the shoreline lands within the County have been developed for residential uses, while lands set back from the lake remain less developed or agricultural or forestry uses. There are several large state land holdings along the shoreline that consist of wildlife management areas, campgrounds, beaches and day use areas.

Forest Industry

The forests in Essex and Clinton Counties have traditionally been an economically viable natural resource, but the wood products industry is currently facing a serious crisis. Due to the expanding global marketplace for the industry and numerous outside forces, the region has experienced a significant weakening of the market, creating a fundamental change in the region's economy. The single greatest impact to the wood products industry in Essex County, as well as throughout the United States, is the increasing competition due to the development of a global marketplace for wood products. Where Northern NY mills once had a "lock" on the pine and hard maple markets, they must compete for logs with Canadian and Asian markets for their primary wood supply. World demand for hardwood logs (maple, oak, birch) presently exceeds supply. There are several forces at play in this crisis:

The peak price for stumpage (standing timber) was in 2007, just before the global economic decline; in 2010 the prices hovered just above record lows. Many private landowners are reluctant to sell stumpage due to the poor market and a shift in their interests to manage land for recreation and environmental interests. The industry's access to public timberlands is limited, and has forced the industry to expand the "timber shed." Today's mills in Essex County primarily saw softwood logs, competing for supply with mills in New Hampshire, Vermont, Maine, Quebec and Ontario. Hardwood logs harvested in Essex and Clinton Counties are primarily sent to Vermont and Quebec. This expanded region of interlocking the harvest and production aspects of the industry, allows for a domino effect when one piece of the network experiences major changes in operations, creating a volatile wood products economy.

The finished product's price is set in a global marketplace, which is constantly becoming more competitive. All mills are facing increasing challenges in meeting a positive number in their bottom line at the end of the year. The lack of steady supply of logs, high cost of trucking, increased Workman's Compensation insurance, mill insurance and wages, and increased cost of logs contribute to a constant reduction in the profit margin for many mills. Some mills have been progressive in their marketing strategies and have established niches and value added products, but many others have decided to sell out or shut down operations.

In the past few years several of the timber shed's large industrial mills have closed: International Paper Company in Corinth NY, Lyons Falls Pulp and Paper in Lyons Falls NY, Champion International in Deferiet NY, Lathrop Mill in Bristol VT, Bell Gates in Jeffersonville VT, Ethan Allen in Orleans VT and Eagle Lumber in Pownal VT. Several smaller mills in Essex County have also closed: Allen Rogers in Lewis, Pratt in New

Russia, and Cornwright in Lewis. Due to the high cost of oil, many large institutions have turned to bio-fuels, creating an increased demand for wood chips and pellets. Cumulatively, these actions have had a significant impact on the distribution of raw material and the marketplace for local harvesting.

The supply of a skilled workforce for the wood products industry is shrinking rapidly. The demands of the high cost of equipment, increased mechanization, up-front investment for wood lots, not to mention the high risk of physical harm, has made it extremely difficult for loggers to stay in business.

2.16 ENVIRONMENTAL ISSUES

Brownfields and Hazardous Wastes

Essex County has no current landfill operations, all waste is exported to Franklin County, managed by Serkil, except Crown Point which has a contract with Casella Waste Management. Towns have developed a transfer station system, Willsboro shares with Essex, There are no known hazardous waste sites that have not cleaned up. The only industrial waste site is the International Paper Company Landfill on Shore Airport Rd in Ticonderoga. All bulk storage tanks in Essex County have been removed since the Plattsburgh Air Base was closed.

2.17 NAVIGATIONAL HAZARDS

Navigable Waters

Historically Lake Champlain has been part of the commercially viable waterway connecting the St. Lawrence River and Mohawk Rivers along the Richelieu River and Chambly Canal to the north, and the Upper Hudson River and Champlain Canal to the in the south. Over the past forty years commercial traffic on the Lake and canals has declined significantly, the interconnected waterway is now predominantly used for recreational boating.

The Chambly Canal, managed by Parks Canada, is 12 miles in length, with one hydraulic and eight hand operated locks. The canal has ten bridges with a clearance of 29 feet and controlling depth of 6.5 feet. The Champlain Canal, managed by the NYS Canal Corporation, has a clearance of 17 feet and controlling depth of 9.5 feet. Several Canal terminals on Lake Champlain remain available for commercial use, but with little or no infrastructure for loading and unloading cargo. Products still shipped on Lake Champlain and the canals include pre-fabricated rebar caissons, liquid calcium chloride, radar dome material, commercial paper dryers, aggregate, turbines, commercial boilers, transformers, and other over-sized cargo.

The U.S. Coast Guard Station in Burlington, VT provides the Lake Champlain area with Search and Rescue, Law Enforcement and Ice Rescue services 24 hours a day, 365 days a year. It also maintains the buoys and other Aids to Navigation located on the Lake. Station Burlington assists about 1,000 boaters each year.

Dredging

The two-year \$35 million cleanup of Cumberland Bay, completed in 2001 by the NY

State Department of Environmental Conservation (NYSDEC), removed PCB-laden sediments that had been left from industrial discharges. Pre- and post-dredging sediment testing shows sharp declines in PCBs.

The construction of the Westport municipal sewage treatment plant in the 1960s altered the flow of Hosington Brook, which has resulted in the deposits of sediments into Lake Champlain, and the creation of a delta in the vicinity of the Town beach. The Town wants to perform an engineering study to look at restoring the original flow of the brook to stop the sedimentation, and evaluate the possibility of removing the sediment by dredging to reclaim the beach area.

The Town of Champlain and Town of Ticonderoga have reported that debris and sedimentation have restricted the navigation of the Great Chazy and La Chute Rivers, and would like to evaluate the possibility of dredging to re-open the waterways.

2.18 TOURISM RESOURCES

Although Lake Champlain is deeply loved by those who live here, and those who have discovered it as a travel destination; it struggles with its identity in New York State, not to mention the northeast region of the United States and beyond. The Lake has been virtually ignored by State tourism marketing efforts, and much of the region is underdeveloped, but with huge potential to meet significant growth from the tourism sector. Recent regional marketing planning efforts have identified that the region is facing rapidly changing traditional traveler venues:

- The motor coach tour market is aging and not being replaced by younger seniors and retiring Baby Boomers.
- Travel agents, while still a force in Europe and Japan, have seen their influence in the U.S. wane. The Internet has made it easier for travelers to do their own research and book their own trips.
- Repeat business, once a mainstay of the lodging industry, has dropped to less than a third in New York.
- Finally, some recent studies have indicated that the market of travelers motivated to choose destinations based on historic resources alone, may be shrinking.

Therefore, it is important to provide a variety of historic, natural, cultural and recreational resources that will attract visitors here for many reasons. The Lake Champlain region does offer genuine visitor experiences with “real” people in “real” places, and there is an authenticity about the region that serves to differentiate it from competitors.

Recent studies show that the Baby Boomer population will stay healthier and more active later in life, further underlining the importance of this market, and it can sustain regional tourism through the next 20 or 30 years. This market is affluent and it boats... most boats are owned by people aged 40 or older. Lake Champlain is within a day’s drive of more than 30 million households. New York’s Lake Champlain region is entirely a water based tourism experience, that links nationally significant historic, natural, cultural and recreational assets. Therefore, the name and marketing materials need to focus on the water features, experiences as a “journey” and “exploration/discovery” of Lake Champlain as part of North America’s first interconnected waterway, and the multi-modal travel (car, boat, rail, bicycle, walking/hiking) enhances its appeal to a broad market.

Lake Champlain's outdoor-based recreation of hiking, cross-country skiing, biking, and visits to historic hamlets provide an opportunity for communities to build identity and market the region. Events that utilize the region's historic anniversaries can be used in media campaigns to build identity and establish recognition of the region.

Recreational fishing, and in particular, major fishing derbies, have served to generate significant tourism dollars as well as building the identity of the region. Plattsburgh is particularly well positioned to benefit from major events, but communities along the entire lakeshore serve as access points, and therefore service sport fishing.

Adirondack Coast Visitors and Convention Bureau

The Adirondack Coast Visitors and Convention Bureau (ACVCB) serves Clinton County. Their 2010 Marketing Plan acknowledges the downturn in the economy and drop in visitor spending as the "new normal." With their proximity to Montreal and Quebec, they have targeted an aggressive marketing campaign towards "savings-conscious" consumers from Canada; convention and group travel market for year-round activity. The Adirondack Regional Tourism Council (ARTC) and Plattsburgh International Airport have proven to be good partners. ARTC targets Albany, Syracuse, Rochester, Buffalo, Cleveland and the New York City region. Two new markets being developed include Velo Quebec's "Le Grand Tour" and planning for the bi-centennial commemoration of the Battle of Plattsburgh of the War of 1812.

The "Reel Big Fish" campaign has built on the area as being one of the best fisheries in North America, and host of a number of fishing tournaments. Marketing and public relations efforts include national media outlets and exploring partnerships with other areas of the State to promote New York State as a world-class fishing destination. The ACVCB has initiated research for creating a destination master plan. Initial studies show that the county has not been a destination for history and culture, but is a destination for shopping and business.

In October 2010 the ACVCB released the *Clinton County Destination Master Plan*. In the assessment of tourism resources, the Plan identified a lack of quality lodging and dining oriented to the water -- which is needed to be corrected for the destination to succeed. Along the "Adirondack Coast" numerous marinas are filled with sailboats and power boats. Marina management reports that better than 90% of those boats are owned by Canadians that come across the border, stock up on groceries and supplies, and spend one to several days on the lake. The boat owners interface the Clinton County economy through mooring and some purchases of meals at marinas, but a relatively small part of the economics of serving these visitors is outside the marinas. While there are a great number of reasons for visitors to enjoy Clinton County through tourism, current patronage of hospitality businesses is dominated by business travelers and members of "Greater Montreal." That has driven business development, both in terms of location and nature. Some of that business development reinforces Clinton County's opportunities with those who travel further and seek the region's strengths (Lake Champlain, Adirondacks, rural nature, etc.). The new airport has swollen the existing pattern, but, coupled with the new lodging tax, presents a huge opportunity for Clinton County to define the future it wants and invest/market its way to that future. Clinton County is poised to reap the benefits of growing interests in road and off road cycling, paddle sports, and other outdoor activities. The draft vision for Clinton County tourism is:

"We will improve the Adirondack Coast's significant historical experiences and access

to its abundance of natural resources, deepening the pride of the residents in our area, strengthening the regional economy, and enhancing our quality of life. We will become an attractive destination for leisure travelers seeking immersive, interactive and authentic historical experiences and access to high quality outdoor adventures.” The goals address the community, hospitality, visitor, stewardship, and destination management. The following actions have been designed to accomplish the goals established by the Adirondack Coast Strategic Tourism Steering Committee (ACSTSC):

History

- Rebuild the Fleets
- Expand Reenactments
- Create Boot Camps and Reenactment Camps
- Create a Cadre of Storytellers and Feature Them in Pubs, Restaurants and Other Locations in Period Costume
- Foster Archaeology Projects on Land and Under the Lake, Involving Paying

Visitors

- Develop and Offer Guided History Tours
- Create a History focused Corridor from the Plattsburgh City Dock to City Hall and Champlain Monument
- Create a Historic Cruise
- Reopen Israel Green Tavern on its Original Site
- Build World Class Interpretive Center

Cycling

- Build the “Infrastructure” for Cycling Tourism

Paddling

- Expand Services and Infrastructure for Paddlers

Agritourism

- Bring Agricultural Products to Local Menus and Airport/shipping

Existing Visitors

- Expand Retail Offerings Including Upscale Product Lines
- Grow Recreational Fishing and Pro Tournaments

Quality

- Provide Hospitality Training and Product Familiarization

Airport

- Expand PBG Terminal and Associated Services
- Foster Lodging and Dining Near Terminal
- Secure Shuttle Service to Lodging
- Open Covered Parking at PBG

Infrastructure

- Create Information and Restrooms Centers Where Visitors are Drawn
- Grow Waterfront Lodging and Dining
- Bring All Lodging Properties up to Current and Competitive Standards
- Make Gateways, Visitor Corridors, and Waterfronts More Attractive and Accessible to Community and Visitors
- Provide a Template for Towns and City to Adopt Coordinated Planning Standards/Themes
- Continue to Grow Saranac River Trail and other Paths, Walkways, and Bike-ways

Bilingual Destination

- Improve Bilingual Road Signs km/mph
- Provide French Courses for Front Line Staff

Community

- Design and Implement Community Education Program Focusing on Benefits of Tourism and Visiting Canadians
- Showcase Progress on Plan
- Court New Businesses and Professionals using Tourism Supported Infrastructure and Lifestyle Enhancements as Tools

Stewardship

- Lead Clean Up on Natural Resources, Trails Stewardship
- Lead Clean Up on Natural Resources, Trails
- Industry Becomes a Voice for Natural and Historic Resources

Marketing

- Create Adirondack Coast Brand
- Implement Data Collection Project
- Create Maps and Calendars for Core Destination Strengths
- Create Maps and Calendars for Core Destination Strengths
- Plan and Execute Interest Based and Region Based Marketing for Cycling
- Plan and Execute Interest Based and Region Based Marketing for Paddling
- Plan and Execute Interest Based and Region Based Marketing for Skiing

Administrative

- Set Benchmarks to World Class Standards
- STPC will Bring in Appropriate Partners to Manage the Execution of the Plan
- STPC will Retreat Each Fall to Renew Destination Master Plan
- Increase the Lodging Tax
- Increase Other Sources of Revenue for Visitors Bureau
- Design and Implement Public and Private Partners

Regional Office of Sustainable Tourism (ROOST)

The Board of Directors for the Lake Placid/Essex County Visitors Bureau has formally changed the organization's name to Regional Office of Sustainable Tourism, or ROOST. The name change reflects the evolution of the organization by including sustainable tourism initiatives, but there will be no change in the organization's body of work. ROOST continues to offer sophisticated marketing programs to support the region's tourism businesses and to promote Lake Placid and Essex County's destinations.

According to ROOST, sustainable tourism, in its purest sense, is an industry whose goal is to make a low impact on the environment and local culture, while helping to generate economic activity and employment without overtaxing any resources - whether human, environmental or man-made. The ultimate goal of sustainable tourism is to improve the quality of life for residents while facilitating destination planning and promoting the product to the traveling public.

According to ROOST, destination master plans have been developed for Moriah and Ticonderoga, and the community councils are in place; in 2011, the Town of Essex will begin the destination master planning process. Although the individual plans identify unique challenges for each of them, they also contain some strategic consistencies. In very general terms, most of the challenges are based on the need for updated lodging, and the development of products that will facilitate a greater exchange of money to contribute to the tourism economy - such as increased sale of locally-made goods associated with the rich history and culture of the region. The overall goals of the destination master planning process mirror those of the sustainable tourism credo; grow the existing tourism economy without negatively impacting the residents' quality of life.

Lakes to Locks Passage

Although Lakes to Locks Passage does not promote tourism, it has begun to assemble the key components of an authentic, place-based tourism product to be delivered by the county tourism promotion agencies. Place-based tourism, considered a form of sustainable tourism, engages all members of the community and builds community pride in the place they live. Through the Waterfront Planning process, community members have contributed to defining the primary delivery point for building the emotional and intellectual connection between the traveler and the place they have come to visit is through the Lakes to Locks Passage Heritage Centers located in each Waypoint Community. They are the "stage" for the community to express pride in their heritage, encouraging visitors to stop, stay and spend money in a manner that benefits the entire community, serving as the basis for community revitalization and a sound local economy. The managers of the Heritage Centers are "keepers of the community culture," often the local museum, library, or environmental organization.

In an effort to further the shared sustainable tourism interests of the region, Lakes to Locks Passage is working with the National Geographic Society on a "Geotourism" initiative defined as "tourism that sustains or enhances the geographical character of a place — its environment, culture, aesthetics, heritage and the well-being of its residents." Through the Lakes to Locks Passage Geotourism interactive web site community organizations, local residents, and tourism stakeholders contribute to the interactive Web site to identify destinations and experiences that are distinctive of the locale -- people, places and things -- that capture the region's unique character and heritage.

Through the Quebec/New York Trade Corridor, Lakes to Locks Passage, Inc. entered into a formal agreement with the Conférence régionale des élus de la Montérégie Est to establish a tourism partnership along the bi-national, interconnected waterway in Québec and New York, consisting of the Richelieu River, Lake Champlain, Lake George and Champlain Canal regions. The 2005 cross-border tourism agreement includes:

- Connect the historic, natural, recreational and cultural sites as the basis for marketing initiatives;
- Develop interpretive programming to attract visitors and educate a wide public;
- Develop events that can attract national and international audiences and commemorate shared historic anniversaries;
- Elevate the visibility and significance of the shared heritage by creating a collaborative marketing program.

Current activities from the QNY cross-border partnership include hosting the Velo Québec's bicycle tours along Lakes to Locks Passage. Also, the CRE Montérégie Est has just designated highway routes along the Richelieu River as "Route du Richelieu" and will partner for consistency in logo and design standards for interpretive products.



PUBLIC OUTREACH FOR DEVELOPING VISION GOALS, OBJECTIVES AND PROJECTS

The Essex and Clinton Counties Waterfront Plan utilized county-based committees to provide the forum for diverse interest groups to provide community visioning. Elected officials; conservation, historic and recreation interests; economic development interests; visitor attractions; education professionals; and interested citizens assisted in identifying waterfront revitalization issues, opportunities and proposed projects. This plan provides a regional perspective for local waterfront planning efforts and as a catalyst for communities that have not previously conducted revitalization efforts.

The Champlain Valley Heritage Network (CVHN) has been an ad-hoc “organization of organizations” Essex County since 1993. It was formed in response to a US/UK Countryside Exchange to serve as a coalition working for community revitalization by linking economic, human, natural and cultural resources. The organization’s coordinator has been funded by the Lake Placid/Essex County Visitors Bureau since 1995, and has served as the catalyst for community revitalization along Lake Champlain in Essex County for over 15 years. Through this waterfront revitalization planning effort, the Clinton County Coalition for Heritage, Arts, Recreation and Tourism (CHART) coordinator was funded to serve as the Clinton County counterpart to CVHN. Both organizations held monthly meetings to define the vision, goals and objectives of the regional approach to waterfront revitalization.

Since the 1997 study had articulated key concepts for linkages, waterfront access, gateways, economic revitalization and water quality protection – the issue that remained is HOW? Taking inspiration from the Olympic legacy in Lake Placid, it was agreed to focus on strategic public sector improvements that would generate private sector capital investments and place-based tourism promotion. The analogy for visioning was

SECTION III: REGIONAL VISION, GOALS AND OBJECTIVES

“Company is coming and we need to get our house in order.” Therefore the operative question: what parts of the “house” need work?

<i>“House” Component</i>	<i>Community Development and Revitalization Topic</i>
Bedrooms	Accommodations
Bathrooms	Public Restrooms
Front Door - Entry	Primary Gateways (numerous; multi-modal)
Side and Back Doors	Secondary Gateway access into the community
Dining Room	Restaurants
TV-Rec Room	Parks & Recreation facilities
Library	Information/Interpretive Centers
Living Room	Public Buildings
Pantry/larder	Retail Supplies
Laundry, shop, tool shed	Commercial services
Garage	Parking
HVAC and utility areas	Power, Water, Light, Waste Treatment
Yard	Public Spaces
Garden	Agriculture; Horticulture
Deck	Outdoor presentation/activity facilities
Driveway and Streets	Transportation infrastructure
Paying the Bills	Public and Private Financing

The real value of this approach is that it serves two publics -- the resident and the visitor. These equal, yet interdependent audiences are served by the shared vision that we are building a great place to live – which is also a great place to locate a business, invest money, and to visit!

Additional planning activities shaped this plan. The Town of Westport conducted a visioning process that engaged over 100 community members. The “Future for Westport” is composed of contributions from 18 committees, and a number of actions have already been implemented (report in Appendix). The Lake Placid/Essex County Visitors Bureau undertook a county-wide destination tourism planning effort that included Westport, Moriah and Ticonderoga. The Essex County Historical Society worked with CVHN and Lakes to Locks Passage on a 3-year grant from the Institute of Museum and Library Services (IMLS) for the Heritage Centers Sustainability Program has defined how to build capacity and sustainability of the museums and libraries that serve as Heritage Centers along the Lakes to Locks Passage byway corridor -- and to serve as the basis of an authentic place-based tourism product. The project utilizes a three-pronged approach for skills and capacity building by strengthening best practices for operations and management, programs and events, and recruiting and retaining volunteers (summary in Appendix). And the Champlain Watershed Improvement Coalition of New York (CWICNY) continued to serve as a watershed wide group to address the water quality concerns in the Lake Champlain Basin. Elements from these planning efforts have been included in the vision, goals, objectives and actions of this regional waterfront revitalization strategy.

A VISION FOR THE 21ST CENTURY

The *Essex and Clinton Counties Waterfront Plan* will unify and rejuvenate the waterfront communities of New York's Lake Champlain region by maintaining community character and re-establishing Lake Champlain as part of North America's interconnected waterway, providing the "economic engine" for community revitalization. Lake Champlain's historic, cultural, natural and recreational resources are linked and accessible, from land and water, serving as the basis for an authentic tourism experience. The Essex and Clinton Counties Waterfront Plan creates a legacy of physical improvements, regional programs, and local actions to ensure that the region continues to be a great place to live for all inhabitants.

GUIDING PRINCIPLES

The Essex and Clinton Counties Waterfront Plan is governed by a set of guiding principles:

- Focus activities and infrastructure improvements on the waterfront, primary tributaries, and in downtowns.
- Maintain the environmental quality of Lake Champlain and inland waterways through implementation of strategies that will strive to attract investments that balance economic benefit to the region with the impact to natural and cultural resources.
- Facilitate the use of alternative transportation along bicycle, walking and boating trails to connect with hubs for public transportation such as buses, ferries, and trains.
- Deliver an "authentic" visitor experience through a network of "Waypoint Communities" to provide multi-modal access, food and lodging, retail shopping, and visitor information for surrounding hamlets and countryside.
- Establish "Gateways" to the region that celebrate the regional identity and facilitate visitor travel and linkages between water and land, among Waypoint Communities and the natural areas between them.

GOALS, OBJECTIVES AND PROJECTS

The *Essex and Clinton Counties Waterfront Revitalization Plan* is a strategy to build a "great place to live" as the Lake Champlain communities enter the 21st century. The waterway's cultural heritage resources, transportation, sustainable economic development, education, recreational opportunities, public interest in environmental stewardship and a commitment to waterfront vitality are the basis for unifying the region and community revitalization efforts. The region's stakeholders have coalesced around a focused, cohesive and integrated vision and outlined the objectives and strategic actions for eight goals of regional coordination:

GOAL I - RECREATION: IMPROVE THE INFRASTRUCTURE AND ACCESS TO THE REGION'S PARKS AND RECREATION FACILITIES.



Ice climbers on Poke-o-Moonshine

The Lake Champlain region possesses a quality, quantity and diversity of recreational resources that is second to none. World-class boating, fishing, camping, biking and hiking opportunities can be found throughout the region. The outstanding scenic mountains, valleys, lakes and rivers of the Lake Champlain region provide the perfect conditions for active pursuits such as rock climbing or riding the rapids of the Ausable River, to more tranquil experiences of birding and snowshoeing. The recreational resources that have been managed by State Park agencies, the Lake Champlain Bikeways, Birding Trail and Underwater Preserves attract residents and visitors, and are critical to the future of the region's unique recreational infrastructure.

Recreation Objectives:

- Provide for public access to, and recreational use of, inland waterways and waterfronts.
- Support the development of trails, public parks and recreation facilities.
- Support the development of a network of hiking/skiing trails and bike routes that link Champlain Valley communities; multi-use trails for ATV's or snow-mobiles where appropriate..
- Support initiatives of the Lake Champlain Bikeways.
- Support the initiatives of CATS Central Champlain Valley Trail System to implement the plans for CVHN Walkways Project.
- Support initiatives of the Lake Champlain Birding Trail.
- Support initiatives of the Lake Champlain Underwater Preserves.
- Support the development of theme-based multi-modal trails/routes with interpretive programs.

Recreation Projects:

I.1 Town of Plattsburgh **Crab Island Historic Park** as a southern extension of the Plattsburgh Waterfront Heritage Trail to Town owned waterfront area with beach, docks, parking and access to Crab Island for recreation and educational purposes.

I.2 Town of Plattsburgh **Cumberland Head Town Park** -- Explore acquisition and development of McDonough property for park site along Lake Champlain.

I.3 NYSDEC inclusion of actions to improve **Crab Island public access** in the Town of Plattsburgh.

I.4 The City of Plattsburgh support for **fishing tournament** infrastructure, including studies of the effects of fishing tournaments on the Lake Champlain fisheries, control of invasive species and the need for additional boat launches along Saranac River.

I.5 The City of Plattsburgh will create the **Saranac River Trail**, a three-mile long path for bicycle and pedestrian use along the river. The SRT will create a path through the center of the city that linking Plattsburgh High School, SUNY Plattsburgh, downtown, residential neighborhoods, the lakefront redevelopment area, and existing bike

trails. Development is planned in eight phases: 1) current trail end at Saranac Street bridge to Stafford Middle School, 2) Stafford Middle School to Margaret St/downtown Plattsburgh, 3) Margaret St along Broad Street, Durkee Street and Bridge Street to Green Street (and existing trail there), 4) through city's property on east bank of river from Saranac Street bridge- currently under environmental remediation by NYSEG, 5) Construct a pedestrian/bicyclist bridge to cross Saranac River to Durkee Street, 6) surface streets from NYSEG/city property along Saranac Street to Rte. 9 and Gordon Bike Path, 7) extension of trail west of George Angell Drive to Town of Plattsburgh, and 8) interpretation of the natural, cultural and historic resources along each segment of the SRT as developed.

I.6 The City of Plattsburgh improvements at the **Municipal Beach**, Waterfront loop of Heritage Trail and Crete Center to attract seasonal visitors to the region. Conduct public outreach and education program to facilitate improved public access to the Lake and development of a continuous walking/bicycling trail along the entire Lake Champlain waterfront. Improve interpretation of the Scotion Creek wetlands and dunes area with additional signage and recreational programming (such as self-guided nature walks), and conduct additional beach monitoring and cleanup.

I.7 Town of Peru **Little AuSable Park** improvements to replace worn and obsolete playground equipment, restrict the play area off from busy traffic and cover an open storm water drain. – Funded 2006 \$25,000

I.8 Town of Peru development of **Heyworth/Mason Park** with access road improvements, parking, trail, historic signage, overlooks of Little AuSable River, landscaping, interpretive signage, benches, picnic tables, a performing stage and a gazebo.

I.9 **Little AuSable River Trail** interpretation and improvements for access for fishing, canoeing, walking and biking trail, with possible links to Lake Champlain, the CATS trail network, and Plattsburgh. Complete final designs, legal work, bridges and trail construction.

I.10 NYSDEC improvements **Ausable Point Campground** for access to Lake Champlain to include kayak lockers; develop a car-top boat launch near mouth of Ausable River; day pass rates for Peru residents; improve parking along the access road to Ausable Point Campground.

I.11 **Chesterfield Three Falls Walking Trail** -- Develop a 2- mile walking trail that would connect the AuSable Chasm to downtown Keeseville.

I.12 NYSDEC and Towns of Chesterfield and Lewis improve trail on old jeep road to the summit of **Poke-o-Moonshine** and provide parking

I.13 Town of Willsboro, Boquet River Association and Champlain Area Trails develop trails as part of the **Boquet River Trail System**: Big Woods Trail on the Boquet River from the fish hatchery, along the Boquet River, through the Nature Conservancy Big Woods property to Noblewood Park; Willsboro Point Hiking Trails on Willsboro Point especially at an area known as "High Point Woods;"

I.14 Town of Willsboro and Youth Commission develop **youth recreation facilities** on RT 22 across from Noblewood Park.

I.15 Town of Willsboro to improve **winter sports facilities** at Foley Park and warming hut along Joe Rivers Road for snowmobilers.

I.16 Town of Willsboro complete improvements to **Willsboro Noblewood Beach & Recreation Park**.

I.17 Town of Essex will develop master plans for **Beggs Park and Whallons Bay** to improve public access and public park facilities, ball fields, bath house and park area.

I.18 Champlain Area Trails coordinate the development of a parking lot and hiking trail to the summit of **Phinney Hill Trail**, located on Route 22 between Wadhams and Whallonsburg. With the ADK Land Trust, NYSDEC, and the Nature Conservancy easement on the surrounding land, creates a relatively short hike to a summit with wonderful views of Lake Champlain from the ledges.

I.19 Essex County, Town of Essex and Champlain Area Trails convert County-owned forest land on **Cook Road to a nature park** with hiking trails that connect to Black Kettle Farm hiking trails and the CATS Central Champlain Valley Trail System.

I.20 Town of **Westport waterfront trail** -- develop and implement interpretive plan along Hoisington Brook Nature Trail, joining the eastern and western portions of Lee Park and Main Street crossing, to DEC boat launch, Westport Marina and Ballard Park. Through the CATS Central Champlain Valley Trail System, the trail can continue south from Westport to Moriah and west toward Lincoln Pond, New Russia, and Elizabethtown.

I.21 **Ballard Park beach improvements** to address parking, drainage, and infrastructure improvements.

I.22 Town of Westport **Webb-Royce Swamp** – NYS DEC has a trail planned that will lead to a platform to be built that overlooks the (former) swamp and will be great for birders.

I.23 The *2009 New York State Open Space Conservation Plan* identified the **Sherman Property**, a 445 A. tract located in the Town of Westport, as a Regional Priority Conservation Project to advance the development of a hiking trail between Westport and Essex. About 240 acres of woodland, with a conservation easement on the remaining 210 acres of farmland, and a hiking/skiing trail will connect the hamlet of Westport to Coon Mountain with a side-spur to the summit of Twin Peaks.

I.24 NYS Department of State funded preliminary designs for the Village of Port Henry to design and construct a four foot wide, half mile long **walking trail** overlooking Lake Champlain along a former railroad bed, connecting the Iron Center Museum, Village beach and downtown business district. The project received Department of State EPF funding in 2005, but subsequently abandoned due to excessive costs.

I.25 Town of Moriah and Village of Port Henry acquire land and construct 1 mile **Shoreline Trail** along east side of RR ROW. Tasks include acquisition, clearing, grading, drainage, sub-base and stonedust walkway 8' wide with interpretive and access signage. \$50,000 acquisition, \$350,000 construction.

I.26 **Iron Center to Mineville Trail** using former RR ROW to connect the Iron Center to the 21-mine pit in Mineville. Tasks include acquisition, clearing, grading, stabilization of RR bed, drainage, sub-base and stonedust walkway 8' wide, bridges, barriers and railings with interpretive and access signage. Estimated cost \$1,825,000

I.27 **Canal Pier improvements** include promenade, parking, lighting and 150 exten-

sion to floating dock, flood-resistant turf. \$48,000

I.28 Town and Village complete improvements to **Powerhouse Park** including landscaping, stonewalls, stonedust paving, lighting and signs. \$60,000

I.29 DEC handicapped access to **DEC boat launch**, hook-ups to municipal sewer and water, year-round flush toilets, and renovations for winter use. \$110,000

I.30 Working with CATS, explore acquisition of **Coot Hill**, development of a nature park and hawk observation area.

I.31 NYSDEC restoration of **Crown Point pier, lighthouse and Champlain monument**, complete interpretive trail and signage throughout complex.

I.32 Town of Ticonderoga complete improvements to **La Chute Riverwalk** including Frasier Bridge repairs, interpretive signage for trestle, develop public awareness and maintenance strategy, and community awareness of La Chute history and recreational resources “Celebrate the River” with Ticonderoga Heritage Museum, schools & civic organizations and the completion of the historic train trestle conversion to a walk/bike trail.

I.33 **Lake Champlain Bikeways** recommendations for improving land and water connection for boaters.

I.34 Encouraging cooperation between **Champlain Area Trails (CATS)** and the **Champlain Valley Heritage Network Walkways Project**, to connect villages, towns hamlets to the historic, natural, cultural and recreational resources through a network of walking routes on both public and private lands. Off-road inn-to-inn routes, loop walks, day hikes and village walking tours create a unique way to explore the communities along Lake Champlain. Include Central Champlain Valley Walking Trail System -- routes from Willsboro to Essex as part of the CATS Central Champlain Valley Trail System (shared with the Towns of Essex, Westport, Lewis, and Elizabethtown). Trails include:

- Ausable to Keeseville Walkway
- Willsboro Walkway
- Essex Walkway
- Westport to Essex Walkway
- Westport Walkway
- Port Henry Walkway
- Crown Point to Champlain Bridge Walkway
- Ticonderoga Walkway

I.35 Lake Champlain Bridge Bi-state Park between Crown Point, NY and Chimney Point, VT can be the centerpiece of a unique Champlain Valley destination -- improvements would include physical connections, overlook/interpretive sites, maps and guides for visitors.

I.36 Create hiking trails that connect the **Paddler’s Trail** along Lake Champlain to existing and planned hiking trails in the Champlain Area Trails trail network

I.37 Improve existing **ice rinks** and where absent, build new ones to provide increased winter recreation activities.

GOAL II - PUBLIC PLACES: SUPPORT INITIATIVES FOR SUSTAINING PUBLIC PLACES AS A KEY TO THE QUALITY-OF-LIFE IN OUR COMMUNITIES.



Crown Point Lighthouse and Champlain Monument

Community centers, from cities the size of Plattsburgh to tiny Adirondack hamlets like Essex, maintain their viability through an intricately woven fabric of beautification efforts and public infrastructure improvements, coupled with creative financing to encourage private investments. Public places are the key to sustainable communities and quality of life in all communities. Elements of the public places include downtowns, streetscapes, waterfronts, parks, public buildings, recreation facilities, museums, galleries, performing arts centers, monuments and public works of art.

Lake Champlain region's communities retain "a sense of place." For the most part, these communities reflect the evolution of over two hundred years of development, which has built a sense of ownership, and leadership, for preserving the unique heritage within each community. Through this leadership, many communities in the Lake Champlain region pursue stabilization and revitalization as key objectives for sustainability. New York's Quality Communities and Main Street programs have supported many community streetscape improvements and building restorations, which have fostered significant private sector investments.

Public Places Objectives:

- Support downtown and Main Street revitalization initiatives.
- Enhance visual quality and protect outstanding scenic resources.
- Support the preservation of historic resources
- Support the establishment and rehabilitation of public parks.
- Support the establishment and rehabilitation of public buildings.
- Support the establishment and rehabilitation of historic sites.
- Support the establishment and rehabilitation of museums.
- Support the establishment and rehabilitation of monuments and public works of art.
- Support the establishment and rehabilitation of visual arts centers and galleries.
- Support the establishment and rehabilitation of performing arts centers.
- Support efforts to develop locally supported guidelines for preservation and restoration of historic buildings, comprehensive plans and land use regulations.

Public Places Projects:

II.1 Town of Champlain, Clinton County Historian and Battle of Plattsburgh Association -- **War of 1812 interpretation**, an important historic event in the northern Lake Champlain region, appropriate historic interpretation surrounding Battle of Plattsburgh and Dewey Tavern at Champlain Community Park, located across from the NCCS school complex on Route 276

II.2 Town of Champlain, Clinton County Historian and Battle of Plattsburgh As-

sociation -- Provide restoration or relocation of the **Culver Hill monument** located on RT 22, the oldest monument in Clinton County. This monument marks one of the few battlefields in our area that is totally undeveloped, currently sits on land up a steep incline, very close to the highway. The stone wall directly behind the monument may very well be the same that the American troops used for protection during the battle. The land behind the stone wall is pasture and much as it would have been in 1814.

II.3 **Samuel de Champlain Museum, Town and Village of Champlain** -- Further the **development of the Samuel de Champlain Museum**, restoration of the historic building and role as a Heritage Center for the Town and Village of Champlain. Exhibits will feature Samuel de Champlain, the man who gave the town its name and named the lake that borders it.

II.4 **Village of Rouses Point Gateway Picnic Area** at the corner of Montgomery Street and the Bridge Road, is the terminus of the shoreline walkway. It will include a picnic area and parking and provide an opportunity for paddling access to Lake Champlain. Improvements will be constructed in 2011 using funding from a Department of State Local Waterfront Revitalization Environmental Protection Fund grant and Village in kind services.

II.5 **Village of Rouses Point Route 2/Lake Street Gateway** includes street trees to provide definition to the road edges and improved signage directing travelers to the shops and services in the downtown and to reinforce the welcoming message. Design, fabricate and install Lakes to Locks Passage Gateway kiosk.

II.6 **Village of Rouses Point Route 11/Lake Street Gateway** includes the addition of street trees to frame views of the lake while adding definition to the road edge.

II.7 **Village of Rouses Point Montgomery Streetscape Improvements** on Montgomery Street, constructed in 2005 and 2006 using funding from a Department of State Local Waterfront Revitalization Environmental Protection Fund grant and Village in kind services, included paving, curbing, buried utilities and historic pedestrian-scale light fixtures.

II.8 **Village of Rouses Point Civic Center/North Streetscape “mini-gateway”** into the downtown area will be enhanced with street trees, curb cut reductions, and parking lot reconfiguration.

II.9 Streetscape amenities were installed in the Village of Rouses Point **Downtown Lake Street** between Pratt Street and Gaines Marina using New York Main Street Program grant funding. Streetscape improvements included banners, benches and wayfinding signage. In addition, the Village of Rouses Point replaced and improved street pavers on Lake Street’s sidewalks.

II.10 **Village of Rouses Point streetscape treatment for Pratt Street** transition between the downtown area and the neighborhood west of Lake Street, to tie the downtown area to the train station.

II.11 **Village of Rouses Point Veteran’s Park Improvements** are currently under construction, using a Department of State Local Waterfront Revitalization Environmental Protection Fund grant award and Village in kind services. Improvements will include enhanced landscaping, pedestrian walkways, a parking area, and signage to integrate this park with the other shoreline improvements.

II.12 Village of Rouses Point **Rouse Park improvements** include an expanded plaza and landscaping, selective clearing to enhance visibility and new pedestrian entrance with landscape improvements.

II.13 Village of Rouses Point **Village Hall and Gazebo Park Improvements** include formalizing the gravel parking area with asphalt paving, defined curb cuts along Lake Street, landscaping enhancements to preserve views of the lake while providing separation from the street and adding a “Welcome to Downtown” sign.

II.14 Village of Rouses Point **Parking Enhancements** to the small parking lot that runs the length of the block between State and Washington Streets have been constructed, and wayfinding signage now directs visitors and local residents to this convenient parking area in the Village’s downtown.

II.15 The 2009 *New York State Open Space Conservation Plan* has identified **Fort Montgomery** and associated uplands as a Regional Priority Conservation Project. The property has historic significance as well as NYS Regulated Class I freshwater wetland. The Village of Rouses Point will serve as a partner to non-profit, regional, and State and Federal Agencies, who wish to explore protecting the land and the potential of the Fort serving as interpretive center.

II.16 Village of Rouses Point **Civic Center Utilization Study** to investigate opportunities to expand the four season use of the Village’s recreation facility.

II.17 Town of **Chazy Pumphouse** Restoration and Pocket Park development to promote multi-modal travel routes and an interpretive program that unifies the region’s sites and attractions throughout the corridor. The Chazy Pumphouse, which was constructed by the Miner family in 1916 in order to provide water to the Chazy Rural Central School, is currently used by the Chazy Fire Department to control water levels at the nearby dam and to supply water for the School’s pond. While the building continues to serve these necessary uses, it remains in need of structural and exterior repairs.

II.18 The City of **Plattsburgh’s “Old Base,”** listed as the U.S. Oval Historic District in the National Register of Historic Places, includes a church, the historic Stone Barracks and several buildings, many with historical significance, for residential, institutional, office uses. The City has constructed a bike/ped pathway along the waterfront on the western edge of the CP Rail Right-of-Way to act as a bypass to NYS Route 9, linking the City recreation department and the oval playing field. Phased projects include: Continue right-of-way along the eastern edge of the CP Rail tracks to Dock Street Landing; additional automobile parking adjacent to the former Officer’s Club; develop a public boat launch and parking for trailers/trucks at the marina of the former PAFB; provide interpretation of natural, historic and cultural resources of the Old Base; adopt-a-waterfront area clean-up programs, create a Museum Campus Plan to coordinate the activities of the various museums and other community groups and installation of park amenities. Adaptive reuse of buildings and outdoor spaces by Battle of Plattsburgh Association (BOPA), the Champlain Valley Transportation Museum (CVTM), the Clinton County Historical Association (CCHA) and the Plattsburgh PM Rotary. CVTM operates the Weatherwax, for tours of Plattsburgh Bay, Crab and Valcour Islands.

II.19 The **North Country Cultural Center for the Arts Strand Theatre** restoration in downtown Plattsburgh as a performing arts center to provide access to the arts and contribution to the revitalization of the City. The fully restored theatre will be a cultural

landmark which, combined with the high-quality theatre productions and educational programs it will host, is expected to draw visitors to the City from northern New York, Vermont and Canada. OPRHP award 2008 \$300,000.

II.20 The City of Plattsburgh, as one of twelve pilot Quality Communities in New York State, has undertaken an extensive planning for advancing the downtown revitalization the primary focus of the QC initiative has been the redesign of the **Seven Point Hub**, a convergence of streets in the center of downtown and with a direct connection to the waterfront and **Dock St. Landing** and **Clinton Street**, one of the downtown streets leading into the “Hub.” Phased project implementation includes: Clinton Street Renaissance streetscape improvements; Upper Story Housing to improve and create new downtown housing units; Arts & Entertainment District façade improvements and exterior design guidelines for the appropriate treatment of building facades, signs and new development; Durkee Street Redevelopment Plan for area situated between the Saranac River and Durkee, Bridge and Broad Streets; “Artwalk,” apedestrian walkway between Durkee and Margaret Street, with public space and plaza, landscaped public art and sculpture garden; and Wayfinding signage for auto-directional and pedestrian wayfinding for the downtown and along the waterfront.

II.21 The City of Plattsburgh will explore rehabilitation of the **Federal Building** to serve as a visual arts center and possible Lakes to Locks Passage Gateway Visitor Center.

II.22 Battle of Plattsburgh Association **Old Stone Barracks** proposal for a phased approach to house an interpretive center, museum, theater, gift shop, Lakes to Locks Passage Gateway Visitor Center, offices and café.

II.23 **Champlain Valley Transportation Museum** – refurbish buildings leased from the City of Plattsburgh to create a museum emphasizing the significant contributions made by transportation modes in Champlain Valley.

II.24 **Rotary PM Centennial Park**, located on the lakeshore of the Plattsburgh Old Base will consist of a Pavilion viewing platform, trails along the lake, placement of interpretive signs, and the development of Victorian gardens.

II.25 **Clinton Community College Pines Building** renovation, one of the original structures from the Hotel Champlain, into a destination for bike path users.

II.26 The City of Plattsburgh and NYS DEC development of **Waterhouse Street Park**.

II.27 Explore the feasibility of developing Plattsburgh’s old military base **Post Headquarters building** into a museum and offices for the Clinton County Historical Association, the Clinton County Historian and the Northern New York American Canadian Genealogical Society.

II.28 Town of Peru renovation and rehabilitation of the **Heyworth/Mason building** to serve as the Peru Heritage Center, interpretation will reflect the history of Peru with a focus on the lumber and apple industries.

II.29 NYSDEC **Peru Dock and Battle of Valcour Park** commemorative monument as described in DEC Unit Management Plan.

II.30 Town of Peru improvements to **Benedict Arnold monument**, re-established pull-off, better signage and provide on-going maintenance.

II.31 Adirondack Architectural Heritage (AARCH) to acquire two buildings of the former **Ausable Horse Nail Company complex** in Keeseville for the creation of the Adirondack Architectural Heritage Center. The project will enable AARCH to create an office for the Heritage Center but it will also save one of the last remaining iron industry complexes in the region and will contribute to the overall revitalization of downtown Keeseville. In 2007 the Village of Keeseville, in partnership with AARCH, received an EPF LWRP award from DOS to conduct a feasibility analysis and preliminary design of the re-use of the building. In 2009 the Village was subsequently awarded a Restore NY award from Empire State Development for implementation.

II.32 Town of Chesterfield rehabilitation and re-use of the historic **Estes House** on the grounds of Ausable Chasm as a Lakes to Locks Passage Waypoint Heritage Center. Work will include structure renovation and repair, and installation of restrooms, utilities and other infrastructure to create the **North Star Underground Railroad Museum**.

II.33 Town of Willsboro restorations to **Adsit Cabin**

II.34 Town of Willsboro replication of the c.1850 former school house as the **Willsboro Visitor Center** to serve as a Lakes to Locks Passage Heritage Center.

II.35 Town of Willsboro and AARCH **Noblewood Gatehouse** restoration.

II.36 Cornell University, Willsboro Historical Society and the Town of Willsboro will undertake a collaborative effort to create a farming museum on the **Cornell Experimental Farm** on Willsboro Point. A series of connected, early 19th century barns will be restored and adapted for use as this museum..

II.37 The Town of Willsboro will be helping to guide the current owners of the Historic **Phoenix Grist Mill** on the bank of the Boquet River to acquire National Registry Status as well as an appropriate restoration and adaptive re-use.

II.38 **Historic Essex** (formerly Essex Community Heritage Organization ECHO) develop Heritage Center for visitor center, public restrooms, education & interpretive programs, self-guided tours and community meeting space.

II.39 Town of Essex and Friends of the Whallonsburg Grange complete restoration of **Whallonsburg Grange**, the Lower Hall so that it can be used for smaller group activities as well as for dinners. In addition, the Lower Hall needs ADA an accessible bathroom, the equipment for a basic kitchen, a replacement stairs for the Main Hall..

II.40 Town of Essex **Geraldine VanOrnam Theater** to serve Essex, Elizabethtown, Lewis, and Willsboro for Champlain Valley Film Society, Essex Community Concert series, the Belden Noble Public Library lectures, College For Every Student for conferences, Essex Theater Company and the Mettawee children's theater group.

II.41 Town of Essex – Restore **Essex Town Hall** including second floor

II.42 **Depot Theatre** projects to improve the Depot's role as a regional center for transportation, tourism, culture and history.

II.43 Westport Chamber of Commerce improvements at **Westport Heritage House**.

II.44 **Ballard Park** sidewalk construction with appropriate landscaping and furniture.

II.45 **Lee Park** improvements, including pavilion, BBQ areas.

II.46 Town of Moriah restoration and structural improvements to historic Moriah **Town Hall**.

II.47 Village of Port Henry complete improvements to **Iron Center and the Railroad and Mining Heritage Park**, including landscaping; ramp, steps and paving outdoor exhibit area; re-grade park; lighting; build overlook terrace; upgrade RT 22 vehicular access. \$120,000

II.48 Village of Port Henry conduct feasibility study to develop public-private partnership to **restore stonewalls** within the village and adjacent areas. \$15,000

II.49 **Port Henry train station** exterior site work including grading, sub-base paving, curbing, landscaping and lighting. \$80,000

II.50 **Penfield Museum** in the Town of Crown Point facility and exhibits improvements.

II.51 Town of **Ticonderoga revitalization and streetscape improvements**; recent project awards include develop signage design guidelines, and install five wayfinding signs at major Town entrances to direct pedestrian and vehicle traffic to the historic downtown. EPF award 2008 \$40,000; design and construct improvements to its Lakes to Locks Plaza to enhance the public trailhead for the La Chute River Interpretive Trail. The project will separate the plaza from an adjacent business and public parking, preventing vehicles from driving onto the plaza, and will construct additional enhancements.

II.52 **Fort Ticonderoga Pavilion** restoration.

II.53 Explore the development of “**ChampCorp**” – a public-private partnership to provide the labor and personal services to maintain the public places, works of art, monuments, stone walls and to clean up the appearance of communities through abandoned vehicle removal and community infrastructure assistance

GOAL III - ENVIRONMENT: SUPPORT INITIATIVES TO PROTECT THE ECOLOGICAL VITALITY OF THE WATERWAYS, PROTECT AND IMPROVE THE NATURAL ENVIRONMENT AND OPEN SPACE.

Throughout the history of human settlement of the Lake Champlain region, the Lake has supported the region's economy and defined its traditions and culture. Stewardship of the scenic and ecological landscape, as well as restoring and conserving Lake Cham-

plain and its environment is a major undertaking of diverse private and public institutions. The Department of State has been working with communities in the watersheds of two of Lake Champlain's major tributaries through its Intermunicipal Watershed Management Program (see Section 2.11) to advance watershed protection and water quality enhancement through the control of nonpoint source pollution. The NYS Department of State Brownfield Opportunity Areas (BOA) Program is designed to assist communities foster redevelopment and return dormant and blighted land into productive and catalytic areas while restoring environmental quality. This program provides municipalities and community-based organizations with resources to address local brownfields providing area-wide brownfield redevelopment planning, access to expert environmental and economic analysis, and environmental site assessment for strategic redevelopment parcels.



Noblewood Park, Willsboro

Environment Objectives:

- Protect and restore ecological resources, including significant fish and wildlife habitats, wetlands, and rare ecological communities.
- Encourage agricultural practices that protect water quality of rivers, lakes, and streams.
- Adopt practices that carefully evaluate the impact of new development and protect the waterways and water resources.
- Minimize loss of life, structures, and natural resources from flooding and erosion.
- Promote appropriate use and development of alternative energy resources.
- Protect and improve air quality.
- Adopt practices that preserve rural character, conserve open space, protect natural resources and viewsheds
- Minimize environmental degradation from solid waste and hazardous substances.
- Support local lake, river and watershed restoration and education programs.
- Support local initiatives for open space conservation as a method of managing natural resources and a sustaining a viable working landscape.
- Support "Green" construction for new and rehabilitated facilities.
- Support the cleanup and redevelopment of the region's "brownfields."

Environment Projects:

- III.1 **Leduc’s Green Acre Farms LLC Concentrated Animal Feeding Operations Compliance Project**, in the Town of Chazy, to increase and improve the storage structure located right next to the Great Chazy River, not far from the river’s confluence with Lake Champlain, to have a direct positive environmental benefit to this major tributary of Lake Champlain.
- III.2 Town of Chazy – Explore purchase, trade or conservation easement on land owned by Rovers Farm and the Francis Lauren Family for “**Chazy Riverlands**,” which is adjacent to Kings Bay Wildlife Management Area, as an important habitat for breeding and migrating waterfowl and shorebirds on Lake Champlain.
- III.3 **Town of Plattsburgh public water treatment system** on Cumberland Head.
- III.4 The City of Plattsburgh will develop a public-private partnership for clearing the **D&H Right-of-Way Cleanup** for view shed enhancements along the lakeshore.
- III.5 Town of Peru **tree plantings** along Peru roadways, stream bank stabilization needed along Little Ausable River in Little Ausable Park and Heyworth/Mason Park
- III.6 NYSDEC work with CATS to establish a wildlife corridor that connects **Wickham Marsh to Ausable Marsh** (project shared with the Town of Chesterfield and Town of Peru).
- III.7 Village of Keeseville **Veterans Memorial Park riverbank stabilization** of the AuSable River in the downtown area of the Village.
- III.8 Village of Keeseville and Friends of the North Country assist communities in the **brownfield clean-up and redevelopment** of suspected contaminated properties through the NYS Department of State Brownfield Opportunity Areas (BOA) Program.
- III.9 Town of Willsboro and Cornell Cooperative Extension acquire **agricultural land development rights** in two agricultural districts.
- III.10 Town of Willsboro **Boquet River streambank stabilization** along oxbow of river.
- III.11 Town of Willsboro **Boquet River wetland restoration and purification** for sewage plant.
- III. 12 Buena Vista was a 980-lot subdivision created in 1925. It has not reached full build-out. The Development Corporation has dissolved and storm water management problems have arisen. The project involves the creation of a retention area to slowly process the **storm water** after excessive storm events.
- III.13 The community’s health care center, **the Smith House**, has recently been renovated to correct a failed thermal building envelope, install a new energy-efficient HVAC system, and new solar panels in this green initiative.
- III.14 A back-wash area for the Town of **Willsboro’s water plant** has been mandated by the NYSDEC. Plans are to acquire more land to create a settling pond and construct a facility to handle any future expansion needs.

III.15 The Town of **Willsboro waste water treatment plant** needs to prepare for future community expansion. A proposed 62-unit assisted living facility, a new 8-lot industrial park, and district extensions will exceed the capacity of the existing facility.

III.16 The Town of Essex and Boquet River Association conduct study to protect **oxbows along the Boquet River** and feasibility to become The Boquet River Oxbow Nature Park.

III.17 Town of Essex will conduct study to control “**swimmers itch**” at **Whallons Bay**

III.18 Town of Essex will build **sewer system in Essex Hamlet**.

III.19 Town of Essex will conduct study of **shoreline erosion** and implement stabilization actions.

III.20 Town of Essex will provide **public water system** to concentrated areas adjoining hamlet.

III.21 Towns of Westport and Essex **Split Rock Wild Forest aquatic connectivity** by removing culverts and building bridges for trails that cross streams that had culverts.

III.22 Town of Westport **Webb Royce Swamp**, find a way to return the water levels.

III.23 The Boquet River Association and the Town of Westport will prepare a **watershed management plan** for the 280 square mile watershed of the Boquet River, located within the Adirondack Park Preserve. Tasks include Boquet River Association community meetings, compilation of data and existing land and water use controls, outreach and education, development of recommendations, and preparation of the final management plan. EPF award 2008 \$50,000.

III.24 Town of Moriah planning for mitigation of **Bulwagga Bay Campground** shoreline erosion which has eroded to the point of undermining the water and electrical infrastructure that serves the campsites, more than 30 of which are on the water. Conduct a study to assess shoreline 2,000 linear feet of shoreline for erosion, prioritize stabilization efforts, recommend stabilization techniques, obtain regulatory approvals, and develop cost estimates for the first phase of construction. In 2006 the Town was awarded a EPF LWRP grant from DOS.

III.25 Village of Port Henry work with **D & H Railroad clean-up** and redevelop lands along rail corridor and opening views to Lake Champlain from RT22/9N.

III.26 Town of Moriah and Village of Port Henry address **urban stormwater runoff**, sewer overflows and disposal of sewage sludge.

III.27 Town of **Crown Point sewage and water services study** in the hamlet.

III.28 Town of Crown Point **streambank stabilization along Putnam Creek**, design and construct washing station at Town Garage to protect Creek from water run-off.

III.29 **Essex County Fish Hatchery** structural analysis and needs assessment with cost estimates to allow it to continue to operate rearing ponds.

III.30 **CWICNY Abatement Program** - Determine significant stormwater outfalls from heavily developed areas of Lake Champlain and Lake George, and develop GIS mapping system to prioritize. Provide recommendations for stormwater retrofits for

the existing storm systems to reduce or eliminate pollutants from runoff. Project Cost: \$52,000

III.31 CWICNY Stream Corridor Assessments - The tremendous delta growth at the outlet of all of the major tributaries to Lake George is largely a result of stream channel instability and streambank erosion throughout these systems. This proposal would entail a walking survey and the documentation of issues on key streams, the development of a GIS mapping system to catalogue problems, and the formation of preliminary solutions to remediate these sites. Project Cost: \$37,000

111.32 CWICNY CAFO Implementation - Develop two pilot projects for the implementation of Concentrated Animal Feeding Operation (CAFO) Plans in the Lake Champlain Watershed to address farmstead concentrated sources (i.e., silage leachate collection & treatment, milking center waste treatment, barnyard runoff). Project Cost: \$55,000

III.33 CWICNY Sediment Control Program – CWICNY funds would be used to lessen sediment entering our waters by providing technical and financial assistance for sediment trap installation, and undertake a Lake Champlain Basin-wide roadside erosion control program with local highway departments. Total Project Cost: \$ 60,00

III.34 Organizations to conduct watershed planning and implementation projects exist for the Ausable and Boquet Rivers. Support development of **watershed organizations** for Lake Champlain's other major rivers.

III.35 Ausable River Association watershed management plan for the Ausable River, located in Essex and Clinton counties. Work will include inventory of historic data, identification of pollution sources, prioritization of planning and implementation actions, identification of Best Management Practices and tracking methods, education and outreach, and completion of a watershed management plan.

III.36 Develop a comprehensive strategy to **protect and restore wetlands**, work with the NYSDEC Region 5 Committee for acquisition of high priority wetland areas including The Narrows, Freedom Marsh, Kings Bay, Monty Bay, Dead Creek, Bulwagga Bay, and Putnam Creek .

III.37 Develop a **canal barrier on the Champlain Canal** to reduce the introduction of invasive aquatic species to Lake Champlain.

GOAL IV – WATERFRONTS AND WATERWAYS: SUPPORT INITIATIVES TO MAINTAIN THE VITALITY OF THE LAKE CHAMPLAIN WATERFRONT AND TRIBUTARIES IMPROVE THE WATER AND LAND INTERFACE.



Historic sail ferry

Long before roads connected our communities, Lake Champlain served as part of the “highway” for travelers. Many of our communities developed their economy around the waterfronts and harnessed a power supply the lake’s tributaries. As our society has turned to the land-based routes of transportation and commercial ventures, the waterfront has often been neglected or ignored. Future development of the waterfront needs to enhance community character, maximize waterfront benefits, make efficient use of infrastructure, and minimize adverse effects of development. Actions to enhance waterfront vitality, protect and promote suitable waterfront uses and improve access from water-to-land are key to economic revitalization strategies along the waterway.

Waterfronts and Waterways Objectives:

- Protect existing water-dependent uses and promote the siting and efficient operations of new water-dependent uses in suitable locations.
- Support efforts to revitalize deteriorated and underutilized waterfronts and strengthen the traditional waterfront focus of a community
- Support local efforts to improve access from the water to the land-based resources and aid downtown revitalization efforts.
- Support local efforts to improve public access to the waterway.
- Support local efforts to reclaim areas of the shoreline for public use.
- Support local efforts to improve the aesthetics of waterfront areas.
- Support local efforts to improve public information about the waterway experience.

Waterfronts and Waterways Projects:

IV.1 Town and Village of Champlain -- To facilitate access to the Village of Champlain from the Lake, **navigation study** for the section of the Chazy River between RT11 bridge and new boat launch.

IV.2 Town of Champlain and NYSDEC -- The NYSDEC **Great Chazy Boat Launch** is one of the few public boat access sites on Lake Champlain and is often filled beyond capacity. Improvements include expanding parking and launch areas at the site.

IV.3 Town of Champlain -- Pursue **designation of the Great Chazy River** as an inland waterway to be eligible for the NYS Local Waterfront Revitalization Program.

IV.4 Village of Rouses Point **Downtown Lake Access** to strengthen the link between the Village’s downtown and the waterfront, create a paved public walkway from Lake Street between the Calgah Building and Kathy’s Furniture to the Village owned lake-front parcel. Proposed improvements include short-term boat dock enhanced landscaping, and decorative streetlights.

IV.5 Village of Rouses Point has constructed a **Shoreline Walkway** along the waterfront, connecting the Village boat launch, scenic pier, Veteran's Park and the Montgomery Street Gateway and Picnic Site, along with private marinas, to the shops and services of the downtown. The connection is a simple concrete walkway enhanced by lighting, landscape plantings, and benches. Future expansion of the walkway would require the Village to acquire access to private property and further study and investigation of feasibility would be required.

IV.6 The City of **Plattsburgh Downtown Revitalization, Clinton Street Renaissance and Waterfront Revitalization** will improve access to the downtown area and use of public lakefront areas along Plattsburgh's Lake Champlain shoreline. The relocation of the Canadian Pacific Rail Yards and remediation of the site opened up approximately 14 acres for redevelopment. Plans include a waterfront hotel, a 3-acre waterfront park and a public boat launch parking site. Once completed, this project will create a gateway to the City, improve boater access, provide tourist facilities, and improve access to the lake for picnicking, fishing, and boating. Recent grants for the City of Plattsburgh include:

- Installation of utilities and the design and construction of a parking facility for a hotel and conference center, retail uses, and a public park EPF funded 2005;
- Construction of a three-acre park including walkways, landscaping, lighting and site furnishings, as well as a new boathouse, dock and piers, a boat storage facility, and restrooms on the 13-acre, city-owned parcel EPF funded 2006;
- Study of potential mitigation options for the negative impacts of the wastewater treatment plant situated at the mouth of the Saranac River on Lake Champlain, adjacent to the City's proposed hotel and conference center development site. Work will focus on assessment and cost estimation for possible odor control and noise attenuation measures, and aesthetic improvements.

IV.7 The City of Plattsburgh improved facilities and access for **water recreational uses** such as fishing and non-motorized boating. Projects include: Wilcox Dock hand boat launch; Dock Street Landing trailer boat launch and transient docks; marine expansion; beaches at the Old Base; waterfront park at Dock Street Landing; and additional fishing docks along the Saranac River.

IV.8. City of Plattsburgh development of the state-owned **Wilcox Dock** will further efforts to cleanup and develop the Wilcox Dock area through a phased effort to include: the development of a formal gateway, 18" retaining wall with new docks, entrance road, parking, and vehicular access to Wilcox Dock; explore development Wilcox Marine Education Center in partnership with partnership with ECHO and the Lake Champlain Maritime Museum, construct roadways, parking, landscaping and lighting, future screen planting of evergreen trees along Georgia Pacific, explore the possibility of waterfront/recreation/conservation use for abandoned property and potential trail access at the shore level to continue a Cumberland Bay perimeter trail across the property; and create a cul-de-sac of Cumberland Avenue for additional parking and to stop auto through traffic but allowing pedestrian/bicycle access. Proposed water uses are predominantly recreational and could include fishing, swimming, bird watching, and small boating and/or boat rentals. Recent grant awards include: A study will analyze existing conditions, site constraints, and environmental and archaeological issues, as well as economic feasibility of acquisition, potential restoration and subsequent marketing. EPF award 2008 \$50,000.00; and Eco-dock at Peace Point, funded 2009 \$25,000

IV.9 The Town of Essex has received a 2009 EPF LWRP grant from DOS to completed the re-facing of the new **Beggs Park** waterfront retaining wall in the Historic District with Chazy Blue limestone from the original collapsed wall. Additional improvements include waterfront walkway repairs to beach area and lean-to, replace missing pediments, improve public restroom facilities.

IV.10 NYDEC, Champlain Area Trails, and the Lake Champlain Committee develop a trail that connects the **Split Rock Wild Forest trail system** to a stopping point on the Paddler's Trail on Lake Champlain and protection of Loon Ledges property on Lake Champlain.

IV.11 Town of Westport work with BRASS to improve **public access to the Boquet River**.

IV.12 Town of Moriah and Village of Port Henry **improvements to campgrounds**: two dump stations, public bathhouse, boat launch with handicapped dock, two handicapped docks with 30 boat slips, \$369,000

IV.13 Town of Moriah and Village of Port Henry **upgrade seven restroom facilities**. \$175,000.

IV.14 Town of Moriah and Village of Port Henry provide **landscaping, lighting, and signage** for entries to beach areas, roadways, pavilions, boat launch, docks, beaches and trails. \$60,000

IV.15 The Town of Crown Point has received a 2009 EPF LWRP grant from DOS to design and construct a 330-foot **shore retaining wall**, replacing the disintegrating railroad tie retaining wall at Monitor Bay Park on Lake Champlain. The project builds on EPF LWRP funded park improvements, and will include the removal of the failing infrastructure, subsurface testing, engineering design, and construction.

IV.16 Explore opportunities to increase **public access to waterfront** in Crown Point, build path/sidewalks to connect hamlet to Monitor Bay Park.

IV.17 Town of Ticonderoga develop strategy to maintain **access along River** to Lake Champlain, including construct dock at old barge site in Bicentennial Park; construction of a small craft launch ramp at Lower Falls for canoe/kayak access; La Chute penstock cleanup, and maintenance strategy to continue removal of fallen trees and eroded sediment along La Chute from base of falls to Lake Champlain.

IV.18 Town of Ticonderoga **municipal beach house improvements**, sewer, playground, picnic area, parking, water supply.

IV.19 Create *The Blueway Guide to the Adirondack Coast* to improve the land and water connections along New York's Lake Champlain shoreline of Lakes to Locks Passage. The primary audience is the boater, identifying sites for docking and anchorage, and the available landside opportunities for supplies, dining, lodging, attractions, recreation, or just getting out to stretch your legs. The secondary audience is the land-based traveler that wants to have access to a waterway experience, whether it's by motor, sail or muscle power. The guide is to complement existing navigational charts and guidebooks to the waterway, by providing a "clearing house" of information to help boaters appreciate the historic, natural, cultural, and recreational resources along Lake Champlain in Essex and Clinton Counties. The Guide will include: Interpretation for boating theme routes, information about the survey the lake's bottom for shipwrecks and sites of the

Lake Champlain Underwater Historic Preserves System, Lake Champlain Historic Landings and Lake Champlain Paddlers' Trail data, information on launch sites, rentals and guide services available to the public, information on stewardship of Lake Champlain and its tributaries. Potential Blueway Theme Routes for interpretation:

- Lake Champlain as Samuel de Champlain saw it in 1609.
- Ticonderoga LaChute River, Fort Ticonderoga, Mt. Independence
- Lake George Mossy Point, Cook Bay, Rogers Rock, Indian Kettles, Anthony's nose, Flat Rock
- Ticonderoga Ferry to Monitor Bay
- Ticonderoga Ferry, Kirbys Point, Hands Cove, Larabees Point, Mt. Independence, East Creek
- Monitor Bay to Crown Point State Historic Site
- Crown Point State Historic Site, Bulwagga Bay, Port Henry, Potash Bay, DAR State Park, McCuen Slang
- The Narrows (3 loops interpreted)
- Westport, Otter Creek, Vergennes
- Westport, Split Rock, Thompsons Point
- Westport, Cole Bay, Arnolds Bay, Button Bay
- Essex Split Rock, Thompson Point, Ferry
- Willsboro dam, Noblewood, Ligoneer Point, Four Brothers Island, Willsboro Point, Willsboro Bay
- Port Douglas, Corlear Bay, Brown Point, Schuyler Island, Ausable Point, Port Kent
- Peru, Ausable Marsh
- Valcour, Ausable, Valcour Island, Crab Island, Bluff Point, Peru Dock
- Plattsburgh Bay, Cumberland Head, Bluff Point, Valcour Island, Crab Island
- Cumberland Head, Point AuRoche State Park, Treadwell Bay
- Chazy Landing, Isle La Motte, Monty's Bay
- Champlain, Chazy River, Kings Bay, Point Au Fer
- Rouses Point, Kings Bay WMA

GOAL V - TRANSPORTATION: IMPROVE THE INFRASTRUCTURE AND ACCESS TO MULTI-MODAL TRANSPORTATION WITHIN THE REGION AND CONNECTIONS TO NATIONAL AND INTERNATIONAL MARKETS.

Lake Champlain is blessed with a landscape that can support a strong multi-modal transportation infrastructure, which provides travelers many options for traveling the region. Motor vehicles, bicyclists, pedestrians, and boaters, in addition to public transportation via ferry, rail, air, and bus comprise the multi-modal features. Maintaining the variety of land and water-dependent commercial, industrial, and recreational uses is critical to the quality of life and economic viability of the region.



Biking along Lake Champlain

the variety of land and water-dependent commercial, industrial, and recreational uses is critical to the quality of life and economic viability of the region.

A multi-modal network of theme-based trails delivers the visitor experience through the theme based Byway routes, Lake Champlain Bikeways, Lake Champlain Walkways and Lake Champlain Waterways. The slower modes of travel, coupled with interpretation, allow the visitor to have a meaningful and authentic experience of the region. By having visitors utilize various modes of travel, the region experiences reduced congestion on major roadways, and reducing a “carbon footprint,” while increasing visitor access to the local businesses and services, showcasing local culture and heritage -- and enhancing the public enjoyment of the waterway.

Transportation Objectives:

- Support intermodal initiatives with a minimal “carbon footprint” such as Lake Champlain Bikeways, Lake Champlain Walkways, and Lake Champlain Waterways.
- Encourage roadway management to reduce soil erosion, roadway run-off and the spread of invasive species.
- Support the development Amtrak and Canadian Pacific Rail infrastructure improvements.
- Support the development of local bike and pedestrian trails within and between communities.
- Support the improvement of border crossings on land and water.
- Support the development of locally supported highway infrastructure improvements.
- Support the operations of historic vessels such as the Weatherwax and Lois McClure.

Transportation Projects:

V.1 Town of Peru construct **sidewalks around Peru Central School**

V.2 Village of Keeseville construction of **Mill Street stairs, ramp, sidewalk and stabilization** to link Main Street to Swinging Bridge, installation of lighting on Swinging Bridge and stairs

V.3 Village of Keeseville **rehabilitation Mill Hill Bridge.**

- V.4 **Bikelane improvements** between Keeseville and ferry
- V.5 **NYS Route 22** from I-87 Exit 33 to the hamlet of Willsboro highway renovation with an expanded shoulder for a bike lane.
- V.6 Town of Essex and NYSDOT **widen highway shoulders for bicycles**
- V.7 Town of Westport and NYSDOT **pedestrian improvements** to connect the Depot, the Fairground Historic District and Westport town amenities.
- V.8 Village of Port Henry complete **streetscape improvements** for pedestrian-friendly sidewalks and footbridges throughout downtown and to waterfront.
- V.9 Village of Port Henry received a 2006 EPF LWRP grant from DOS for the construction of 1,450 LF of **sidewalk adjacent to Dock Lane**, which would connect the public sidewalk system on Main Street via the pedestrian bridges over Mill Brook to the Canal Pier. Due to cost overruns, the project was subsequently abandoned.
- V.10 Town of Moriah and Village of Port Henry provide **pedestrian bridge over Mill Brook** from Canal Pier to Powerhouse Park. \$66,000
- V.11 Town of **Crown Point sidewalks and streetscape improvements** to establish pedestrian connection from waterfront through the hamlet, piecing together the unconnected sidewalks
- V.12 Town of Ticonderoga conduct feasibility study to explore opportunities to connect Lake George and **Lake George Village to Ticonderoga** and Lake Champlain via boat and public transportation.
- V.13 Establish a **consistent landscape element** along the byway through a readily identifiable landscape treatment along the byway at the “gateway” to the Waypoint Communities or at specific locations that have lake vistas or pocket parks along the corridor, similar to treatments along the Blue Ridge Parkway. Eighteen locations have been identified for establishment of the landscape element in Clinton County.
- V.14 Conduct study for the **restoration of stonewalls** along Lakes to Locks Passage.

GOAL VI – PLANNING AND ECONOMIC DEVELOPMENT: FURTHER COMMUNITY REVITALIZATION THROUGH PLANNING AND DIVERSE OF ECONOMIC ACTIVITIES WITHIN THE CONTEXT OF SMALL COMMUNITIES, WATERFRONT ECONOMIES AND THE WORKING LANDSCAPE.

Lake Champlain waterfront communities face a unique challenge for community revitalization and economic viability -- the lake creates a barrier, which is reinforced by the political borders with Vermont and Quebec, to population areas to the north and east. During the 18th, 19th and early 20th centuries, the lake served as the “super highway” so commercial and industrial economies established prosperous communities along the lakeshore in NY, but as those activities have waned, and transportation corridors have changed, the communities have suffered.



Rural farm market

Planning allows our communities to define a vision, and create leadership for successful revitalization and quality-of-life in our communities. The Local Waterfront Revitalization Program supports local efforts to conduct visioning and develop strategies, including downtown and hamlet revitalization, watershed and harbor management, open space preservation, natural resource and farmland protection, local land use development plans and regulations, and the development of design guidelines and standards.

The working landscape of the Champlain Valley is world-renowned for its high quality products, and is responsible for maintaining the outstanding scenic beauty and quality-of-life the residents enjoy. However, all aspects of the working landscape – agriculture, forestry, mineral extraction -- are currently struggling to remain viable. Many business operators face challenges in attracting and retaining workers, maintaining access to goods and services that are essential for operations, expanding markets, delivering products to the consumer and providing retirement and health benefits to owners and employees.

There is a need for sound land use planning to sustain economic development, improvements in marketing initiatives, cooperative ventures, public and private sector investments, product development, technology and business management, infrastructure of suppliers, distribution to markets, quality of employment, and providing education to the public and policy-makers. Opportunities to develop new economies based on linkages to Vermont and Quebec population centers and the recreational activities of the waterways and waterfront need to be identified and pursued. Key initiatives to promote economic revitalization include the Quebec-New York Trade Corridor, Lakes to Locks Passage, CBN Connect broadband initiative, Adirondack Harvest, waterfront and downtown revitalization strategies in the cities, villages and hamlets of Lake Champlain.

Planning Objectives:

- Support the development of municipal land use planning efforts including comprehensive plans, zoning and design regulations, streetscape and downtown revitalization, Main Street Programs, community visioning, Local Waterfront Revitalization Plans, etc.
- Support efforts to expand the capacity of municipalities to further economic

development and waterfront revitalization efforts through ongoing planning, grant development and project management.

- Support stewardship activities of the working landscape.
- Support the sustainable use of marine resources.
- Support the development of economic activities that utilize recreational aspects of the waterfront and waterways.
- Encourage startup companies and micro-enterprises in traditional downtowns by promoting adaptive reuse of existing buildings for commercial space.
- Utilize buy-local campaigns, farmer's markets and stands to support agricultural economic development.
- Support the development of value-added products.
- Support the development of telecommunications infrastructure.
- Support the development of cooperative marketing ventures.
- Support improved distribution between suppliers and markets.
- Support the development of rural-resource based economic development.
- Support the development of partnerships for public and private sector investments for economic development.
- Support open space and agricultural land protection through incentives such as transfer of development rights and conservation easement programs.

Planning Projects:

VI.1 Town of Champlain -- Explore **adaptive reuse of the Champlain Elementary School** to support micro-enterprises and increased economic activity in the community.

VI.2 Town and Village of **Champlain visioning** to serve as basis for future business development and revitalization plan.

VI.3 Village of **Rouses Point Maritime Border Crossing Station** for boaters. Currently boaters must stop at one of the marinas in Rouses Point, pay a dock fee, call the Border Patrol, and wait for an inspection. Many times these stops can be lengthy, leaving the travelers very frustrated. To help improve this situation, the Village should coordinate with state and federal officials to establish a border inspection station closer to the Canadian border, perhaps at Ft. Montgomery. In addition, every effort should be taken to eliminate holdups at marinas. Once these measures are in place, the Village should cross-promote the maritime border crossing to attract new users to this service. Homeland Security established a temporary inspection at the site of the former bridge.

VI.4 Village of **Rouses Point Website** has updated the Village's web site and linked to regional organizations and local businesses, The Village has also implemented a marketing and promotional campaign. Marketing and promotion efforts will be ongoing.

VI.5 The Village of Rouses Point will advance implementation of the Downtown and Waterfront Revitalization Plan through continuation of a **Revitalization Project Manager** position and undertaking strategic reinvestment strategies identified in the plan.

VI.6 Town of **Chazy Downtown Revitalization Plan** development and establishment of NYS Main Street Program to further economic development.

VI.7 The City of **Plattsburgh Community Vision and Implementation Strategy** will serve as the foundation for updating its Comprehensive Plan, advancing the implementation of the Local Waterfront Revitalization Program by linking the waterfront with the rest of the community. EPF award 2009 \$20,000.

VI.8 Town of **Peru hamlet revitalization** through LWRP planning and the NYS Main Street program for traffic calming, street landscaping, tree planting, façade improvements, gateway improvements, pedestrian improvements, and improved physical and visual links with Bear Swamp Rd.

VI.9 Town of Peru develop zoning, open space, recreation, farmland protection plans (**Land Evaluation and Suitability analysis**).

VI.10 Village of **Keeseville Main Street Program** for revitalization improvements and directional signage.

VI.11 Town of **Willsboro rehabilitation of the Old School** (1928) for 62-unit assisted living facility.

VI.12 The Town of Willsboro will undertake a **community planning process** to develop an APA-approvable comprehensive plan, land use regulations, and project review guidelines. EPF award 2008 \$59,430.50

VI.13 Town of Essex will conduct existing conditions and feasibility study for **improved access to the lake** for recreation, parking improvements in hamlet, mooring and boat launches.

VI.14 Town of Essex will develop **Essex Hamlet Business District** plans for façade improvements on historic buildings, streetscape improvements, underground utilities in hamlet, restoration of buildings to serve the community and affordable housing, winterization of Essex businesses, to allow year-round operation of a viable business district, public education on non-point source pollution, market research for business opportunities in hamlet and lakeshore agriculture viability, potential location for an Elder or Youth hostel.

VI.15 Town of Westport will conduct **planning for economic revitalization** through a strategy to establish Westport as a cultural center and to identify resources, gaps and potential opportunities to cultivate niche markets. EPF award 2009 \$25,000

VI.16 Town of Westport complete planning effort for the “**Future for Westport**,” prepare visioning plan for implementation.

VI.17 Essex County and Town of Westport prepare **Essex County Fairgrounds Campus Plan** for infrastructure improvements and marketing.

VI.18 develop Town of **Westport Waterfront Strategy** -- conduct inventory of underutilized properties for reuse and “brownfield” cleanups, improvements to land in front of the sewage treatment plant for public access to the lake, create dingy lockup and mooring field offshore. Link Ballard Park, Marina, Lee Park and State Boat Launch.

VI.19 Town of **Crown Point visioning** and explore potential for lakeshore development and private sector investments. modeled after Willsboro Hamlet Revitalization Plan (2000) to serve as basis for future capacity study for business development and Comprehensive Plan.

VI.20 Town of **Crown Point “Main Street” program**, inventory and assessment of underutilized or abandoned buildings.

VI.21 Initiatives of **Adirondack Harvest** to increase opportunities for profitable and sustainable production and sale of high quality food and agricultural products; and to expand consumer choices for locally produced healthy food; explore development of Adirondack Harvest Maritime Market, a mobile farmers market on water.

VI.22 **Waterway Capacity Study** to expand water-based tourism markets and address the issue of infrastructure must be addressed to fully realize the potential markets. Demand for marina services, and convenient lodging, restaurants, retail, transportation and other tourism support services cannot outstrip supply. The Waterway Capacity Study will:

- Identify economic benefits from well-developed waterfront destinations.
- Identify the types of boaters, how they would utilize the waterway and the time available to spend on the waterway
- Identify infrastructure needs -- transportation, marina services, boat slips, launches, anchorages, rentals etc.
- Identify the factors that encourage or discourage cruising traffic, or destination use of the waterway.
- Identify new related markets (Ice Fishing, Para-sailing, etc.)
- Identify financial implications and needs for public sector improvements and private investment opportunities.
- Identify necessary permits and regulatory issues for infrastructure and boating on an international waterway.
- Identify growth benchmarks to establish seasonal targets for lodging, dining, and marina facilities.
- Identify strategic actions to create a harbor-village ambiance in communities and ensure a “seamless” waterway experience for the traveler.

GOAL VII - TOURISM: IMPROVE THE REGION'S TOURISM INFRASTRUCTURE, PRODUCTS AND PROGRAMS TO DELIVER A "SEAMLESS" VISITOR EXPERIENCE.



Battle of Plattsburgh historic reenactment

Tourism is a major economic factor in the Lake Champlain region, and it is a competitive business. Increasingly, more and more states, cities and municipalities are entering the fray in the competition for tourism dollars. Unlike many of the nation's destinations, the Lake Champlain does not have mass-tourist attractions, various natural areas, historic sites, and cultural attractions dot the basin. Their wide distribution – coupled with a traditionally local approach to tourism marketing – has prevented these destinations from being linked. The “Adirondack Coast” stretches across the western shores of Lake Champlain in the shadow of New York's Adirondack Mountains. Lakeside villages, charming hamlets and the historic city of Plattsburgh dot the landscape offering unprecedented views, recreation and a central location – just one hour from Montreal, Burlington and Lake Placid. A regional approach to delivering an authentic, place-based tourism product is critical to unifying the two county identity and key to economic success.

Tourism Objectives:

- Strengthen the role of the waterway as the binding force to unify the region as a visitor destination.
- Support the development of a multi-modal approach for tourism development through a network of trails that link communities and local businesses.
- Support the development of authentic, experiential tourism programs and activities.
- Support the development of interpretive products to deliver the “Adirondack Coast” experience to visitors.
- Support the development of tourism strategies for waterfront development.
- Support the development of Waypoint Community Heritage Centers to “meet and greet” visitors to the region.
- Improve Waypoint Community “gateways” through uniform design standards, landscaping and signage.
- Utilize the commemoration of historic anniversaries to build regional identity and promote visitation.
- Support existing tourism partners and initiatives to establish cross-border tourism initiatives.
- Improve identity and visibility of Waypoint Communities and the waterway through “virtual” promotions on websites and the internet.

Tourism Projects:

VII.1 Village of **Rouses Point Delaware and Hudson Railway Station Restoration** is currently restoring the historic depot as a local museum and visitor information center. The renovation to the grounds surrounding the building will be inspired by historic photos. A few blocks away, the D&H turntable and roundhouse site are currently pri-

vately owned, but would contribute to the entire railroad history of the community and could be explored in the future for public acquisition and restoration.

VII.2 Town of Ticonderoga design and construction of a replica **water-powered sawmill** on the north side of the La Chute at the lower falls as a facility to host local artisans market wood products.

VII.3 Implement actions identified in **Adirondack Coast Marketing Strategy** (Clinton County) for fishing tournaments, bicycle touring and cross-border tourism promotion.

IVII.4 Implement actions identified by **ROOST** (Essex County) for sustainable tourism and projects identified for Westport, Moriah and Ticonderoga.

VII.5 Provide on-going coordination of county-based local action committees (**CVHN** and **ACCA**) to guide the development and implementation of authentic, place-based tourism product and regional approach to waterfront revitalization.

VII.6 Provide **interpretive guidebooks** that connect the trail users and boaters to the communities, and create web-based travel planner.

VI.7 Implement a marketing strategy that utilizes public relations, press releases, and press packets to **promote the waterway as a destination**.

GOAL VIII - EDUCATION: FOSTER AN UNDERSTANDING AND APPRECIATION, BY DIVERSE AUDIENCES, OF THE REGION'S CULTURE, HISTORY, AND NATURAL ENVIRONMENT.



LaChute walking trail tour

The rich heritage of Lake Champlain is of interest to residents and visitors. For residents, an appreciation for the region's history, culture and natural environment will foster pride, the essential ingredient for sustaining vibrant communities. For visitors, implementation of the Lakes to Locks Passage Visitor Information and Interpretive Plan provides the basis for interpretive programs and products for an authentic, "seamless," regional heritage tourism experience. Through multifaceted and integrated interpretive programs, we can establish a legacy of preservation in arts, history and culture.

Education Objectives:

- Support the development of programs that foster an understanding of the shared heritage along the interconnected waterway.
- Support the development of programs that foster an understanding of the natural environment along the interconnected waterway.
- Support the development of programs for improving the region's educational curriculum.
- Support the development of programs that foster an understanding of Native American history and its role in today's communities.
- Support the improvement the region's visitor interpretive programs through Waypoint Community Heritage Centers.
- Support the initiatives for sustaining operations of Waypoint Community Heritage Centers.

Education Projects:

VIII.1 **Village of Rouses Point Walking Loops** walking loops and interpretation for walking tours that connect the D&H Train Station, Civic Center, Shoreline Walkway, Rouse Park, Village Hall to adjacent shopping areas and neighborhoods. Once constructed, include proposed paths around the north side of the Civic Center, the downtown Lake Access walkway, Shoreline Walkway and connection to Fort Montgomery, with "Museum in the Streets" interpretive signage.

VIII.2 NYS DEC **Point Au Roche State Park**, in the Town of Beekmantown, upgrade of park lighting to improve the navigation of boats at night in dock area and development of education opportunities and interpretation of trails through site.

VIII.3 Further the ability of the **Kent-Delord Museum** to preserve its collections and deliver high quality education programs.

VIII.4 Town of Plattsburgh work with David Dame, owner of **Bluff Point Golf Resort**, to develop public access and interpretation of Lake from key sites.

VIII.5 Town of Peru publish **Woodruff walking tour** book and a general history book.

VIII.6 **Interpretive signs** at the Blockhouse, Port Jackson, Peru Landing, the Blockhouse and for the Battle of Valcour

VIII.7 **North Star Underground Railroad Museum** educational exhibits and tours on freedom, especially as they relate to the geography, society, economic, and political stories of the Champlain Line of the Underground Railroad.

VIII.8 Relocation of **Anderson Falls Historical Society** archives and collection in the Village of Keeseville.

VIII.9 Develop a **Willsboro walking trail and guide** to the downtown historic area. .

VIII.10 Town of Willsboro develop boating guide to **Boquet River** between the hamlet of Willsboro and the town park at Noblewood.

VIII.11 **Willsboro Heritage Society Museum** improvements including building repairs, and additional collections storage.

VIII.12 OPRHP complete **Crown Point State Historic Site Interpretive Center** exhibits, AV show, parking improvements.

VIII.13 Restoration of the old **toll-keepers house** at the Crown Point Bridge to serve as the Lake Champlain Visitors Center, develop interpretive exhibit on the historic transportation resources of the lake, particularly bridge, pier, lighthouse and associated structures.

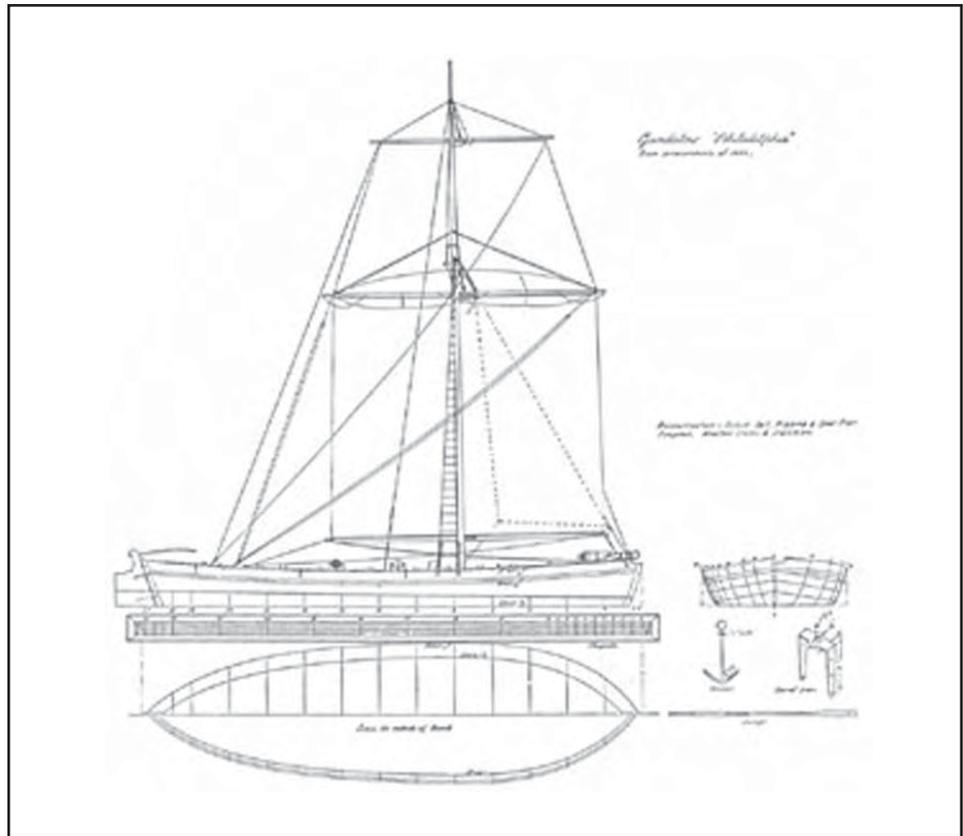
VIII.14 **Penfield Museum** improvements to site complex and facilities

VIII.15 **Ticonderoga Heritage Museum** complete improvements to Museum building and interpretive exhibits.

VIII.16 **Lakes to Locks Passage Visitor Information System** -- Implement project recommendations of Lakes to Locks Passage Visitor Information System for Gateway and Waypoint Communities.

VIII.17 Essex County Historical Association continuation of **Museum & Heritage Center Executive Director Circuit Rider and Interpretive Program Development Circuit Rider** services for sustaining the region's a small community museums & heritage centers.

VIII.18 Lakes to Locks Passage develop a partnership for **interpretation on the trains and ferries**. Explore utilizing ferry landings and passenger space for interpretation and visitor information.



SECTION IV: PROJECT IMPLEMENTATION

PROJECT PARTNERS FOR IMPLEMENTATION

The NYS Department of State's Division of Coastal Resources is the first place to contact if you are interested in revitalizing your waterfront (www.nyswaterfronts.com). Three guidebooks provide detailed information to assist in planning efforts:

- Enhancing Waterfronts To Revitalize Communities: Making the Most of Your Waterfront
- Redeveloping Abandoned Buildings and Sites to Revitalize Communities: Opportunities Waiting To Happen; and
- Protecting and Restoring Water Quality: Watershed Plans

The following information is a list of key organizations and resources that may help Essex and Clinton County waterfront communities with future planning and implementation. Detailed information and additional resources may be found in the NYS Department of State Division of Coastal Resources Local Waterfront Revitalization Program Guidebook: Making the Most of Your Waterfront, available online at www.nyswaterfronts.com/communities_guidebook_lwrp.asp. Note that many of the New York State programs and grant funding sources may be currently reduced or suspended due to the economic crisis.

County, city, town or village governments may have staff and committees who can help in the further planning and implementation of the waterfront revitalization strategy. Services may include: technical assistance, grant writing and administration; collection of related plans and consultant studies such as appraisals, cost estimates, feasibility studies, market studies, reuse analyses, engineering reports, land use studies, and marketability studies.

*Image above: Plans for replica
Gunboat Philadelphia*

Essex and Clinton County Industrial Development Agencies (IDA) help develop the economic environment and support infrastructure in their counties. An IDA can provide financial incentives and assistance to eligible private-sector businesses to induce the construction, expansion, or equipping of facilities to stimulate capital investment and job creation for a wide range of commercial and industrial projects. Other types of assistance may include expediting the local development review and permitting process.

Non-profit Organizations and Programs:

- **Adirondack Coast Cultural Alliance (ACCA)** is dedicated to serving the cultural, artistic, historical, and museum communities of the Adirondack Coast of New York (Clinton County) through collaboration, communication, networking, professional development, and advocacy in order to promote the area as a vibrant and attractive cultural destination.
- **Adirondack North Country Association (ANCA)** is a non-profit corporation that strengthens the economy and quality of life in the 14 counties of northern New York through projects in agriculture, business and community development, forestry, human services, the arts and tourism. (www.adirondack.org)
- **The Adirondack Chapter of The Nature Conservancy (ANC)** preserves ecologically important lands and waters for nature and people. The **Adirondack Land Trust (ALT)** protects open space, including working landscapes like farms, managed forests, and scenic properties that raise quality of life for Adirondack residents. They are founding partners of the **Adirondack Summit Stewardship Program** and the **Adirondack Park Invasive Plant Program** (www.nature.org/adirondacks).
- **Adirondack Park Invasive Plant Program of the The Nature Conservancy - Adirondack Chapter (APIPP)** is a cooperative effort initiated in 1998 among citizens and organizations of the Adirondacks to protect the Adirondack region from the negative impacts of nonnative invasive species.
- **Ausable River Association (ASRA)** mission is to protect and enhance the natural and cultural resources of the Ausable River watershed (www.ausableriver.org).
- **Boquet River Association (BRASS)** is dedicated to enhancing the quality of water and life in the Boquet watershed and acts upon issues related to land uses, point and non-point source pollution, in-stream and riparian species and habitats, recreation, and the economy (www.boquetriver.org/brass.html).
- **Champlain Area Trails, Inc. (CATS)** is a non-profit conservation organization focused on creating a network of hiking/skiing trails in New York's Champlain Valley that links communities, connects people to nature, and enhances economic vitality. To preserve the landscape through which the trails pass, CATS established the Champlain Valley Conservation Partnership Program (CVCP) to protect habitat, farmland, clean water, and scenic vistas. CATS-CVCP advances a vision of the Champlain Valley where conserved forests and farmland surround vibrant hamlets with people hiking and skiing on a network of trails and using the communities' products and services in ways that enhance local economies. (www.champlainareatrails.com).
- **Champlain Valley Conservation Partnership (CVCP)** is dedicated to connecting people to nature, preserving natural habitats and promoting economic vitality. CVCP works in partnership with CATS for developing a trail system.

- **Champlain Valley Heritage Network (CVHN)** is an adhoc grassroots organization for communities along Lake Champlain in Essex County. The Network provides a forum for coordinating the stewardship of natural, historic and cultural resources in balance with land use planning and economic development
- **Champlain Watershed Improvement Coalition of New York (CWICNY)** brings together and coordinates the five counties on the New York side of the Lake Champlain Basin in focusing their efforts on water quality improvement projects and programs (www.cwicny.org).
- **Conservation Fund** helps government agencies, land trusts, nonprofit organizations and other partners acquire and protect recreation, wildlife habitat, and historic landscapes; fight climate change and improving our nation's infrastructure (www.conservationfund.org).
- **Lake Champlain Bikeways, Inc.** is a public/private partnership that manages a bicycle route network and serves as the information clearinghouse on bicycling opportunities in the Champlain Valley (www.champlainbikeways.org)
- **Lakes to Locks Passage, Inc.** manages the New York State Byway with the Federal Highway Administration's premiere designation as an All-American Road known as Lakes to Locks Passage (www.lakestolocks.org).
- **Northeast Wilderness Trust** protects forever-wild landscapes for nature and people (www.newildernesstrust.org).
- **Open Space Institute (OSI)** protects scenic, natural, and historic landscapes to ensure public enjoyment, conserve habitats, and sustain community character. OSI achieves its goals through land acquisition, conservation easements, regional loan programs, fiscal sponsorship, creative partnerships, and analytical research. Programs include: the **New York Land Program** for acquisitions, the **Conservation Finance Program**, and the **OSI Research Program** influences land use policy and practice through research, communication and training (www.osiny.org).
- **Wildlife Conservation Society** is a comprehensive conservation organization, addressing climate change, natural resource exploitation, the connection between wildlife health and human health, and the sustainable development of human livelihoods. From field science and conservation policy to non-profit management and park operations, they offer several programs to support wildlife conservation in the Adirondacks (www.wcs.org).

Public Agencies with funding sources and technical assistance:

- **Adirondack Park Agency (APA)** was created in 1971 by the New York State Legislature to develop long-range land use plans for both public and private lands within the boundary of the Park, and acts on Park policy issues and permit applications. (www.apa.state.ny.us).
- **Center for Watershed Protection** (www.cwp.org).
- **Cornell Cooperative Extension** (www.cce.cornell.edu).
- **Cornell University Community and Rural Development Institute (CaRDI)** Community and Economic Development Toolbox (<http://devsoc.cals.cornell.edu/outreach/cardi/>).
- **Empire State Development (ESD)** Empire Zones provide assistance on economic development issues (www.nylovesbiz.com/default.asp).
- **Lake Champlain Basin Program (LCBP)** works in partnership with govern-

ment agencies from New York, Vermont, and Quebec, private organizations, local communities, and individuals to coordinate and fund efforts which benefit the Lake Champlain Basin's water quality, fisheries, wetlands, wildlife, recreation, and cultural resources (www.lcbp.org). The LCBP manages the **Champlain Valley National Heritage Partnership** to provide financial and technical assistance to interpret and promote the history and waterways of the Champlain Valley region.

- **Lake Champlain-Lake George Regional Planning Board (LCLGRP)** covers Clinton, Essex, Hamilton, Warren, and Washington Counties, to promote sustainable economic development, quality jobs and preserving the unique natural, historical and cultural characteristics of the region (www.lclgrp.org).
- **National Park Service Land and Water Conservation Fund Program** (www.nps.gov/ncrc/programs/lwcf/index.html).
- **National Park Service Rivers, Trails and Conservation Assistance** (www.nps.gov/phso/rtcatoolbox).
- **National Trails Fund** is the only privately supported national grants program providing funding to grassroots organizations working toward establishing, protecting and maintaining foot trails in America. Fund grants have helped local organizations secure access, volunteers, tools, and materials to protect hiking trails (www.americanhiking.org).
- **New York Clean Water/ Clean Air Act** (www.dec.state.ny.us/website/bondact/index).
- **New York State Conference of Mayors and Municipal Officials** (www.nycom.org) can provide technical assistance to its members and holds a Main Street conference annually that addresses many issues related to the redevelopment of waterfronts and downtowns.
- **New York State Council on the Arts (NYSCA)** (www.nysca.org)
- **New York State Office of Parks, Recreation and Historic Preservation** (www.nysparks.state.ny.us/shpo/planning) and Environmental Protection Fund grants (www.nysparks.state.ny.us/grants/).
- **New York State Smart Growth** website (www.SmartGrowthNY.com) directory to State agencies and guidance on State agency funding programs and assistance grant and financial information, technical assistance, and data and regional inventories.
- **New York State's Office of Community Renewal** (www.nysocr.org) Community Development Block Grant Program
- **NYS Department of Agriculture and Markets Agricultural Nonpoint Source Abatement and Control Program (ANSCAP)**, the Agricultural and Farmland Protection Implementation Project Program, and the Farmland Viability Program (<http://www.agmkt.state.ny.us/RFPS.html>).
- **NYS Department of Environmental Conservation (DEC)** (www.dec.state.ny.us) funds for protecting clean water, municipal wastewater treatment improvement, pollution prevention, agricultural and non-agricultural nonpoint source abatement and control and aquatic habitat restoration, open space that protects water resources, public parklands and protect farmland, flood control(www.dec.state.ny.us/website/dow/fundingwebpg.html).
- **NYS Department of State's Division of Local Government** can provide training assistance to municipalities related to zoning procedures in addition to other practical legal and technical advice (www.dos.state.ny.us/lgss).

- **NYS Department of Transportation Environmental Initiative, Scenic Byways and Enhancements programs** (www.dot.state.ny.us/eab/envinit.html).
- **NYS Division of Housing and Community Renewal (DHCR) Housing Trust Fund (HTF), the HOME Program, New York State Housing Finance Agency (HFA), Homes for Working Families (HWF), Senior Housing Initiative (SHI), Housing Development Funds (HDF), Low Income Housing Credit Program (LIHC), and HouseNY** (www.nysdhcr.gov).
- **NYS Emergency Management Office (SEMO)** (www.nysemo.state.ny.us) **State and Federal Hazard Mitigation Planning Association of State Floodplain Managers (ASFPM)** (www.floods.org).
- **NYS Energy Research and Development Authority (NYSERDA)** (www.nyserda.org) and **New York Energy SmartSM Program** (www.nyserda.org/programs).
- **NYS Environmental Facilities Corporation** helps public and private entities comply with environmental requirements (www.nysefc.org) **State Revolving Funds (SRF), the Industrial Finance Program (IFP), Technical Advisory Services (TAS) and the 1996 Clean Water/Clean Air Bond Act Financial Assistance to Business (FAB); and NYS Clean Vessel Assistance Program** (www.nysefc.org/newweb9/CVAPHome.htm).
- **NYS Office of General Services (OGS), Real Property Management and Development** commercial docks, wharves, moorings and permanent structures (www.ogs.state.ny.us/rppu/landunder/default.asp).
- **Parks & Trails New York** is a statewide advocate for parks and trails, since 1985 Parks & Trails New York has worked with community organizations and municipalities to plan, create, promote, and protect parks, greenways, bike paths, and trails throughout New York State (www.ptny.org).
- **SUNY ESF Center for Community Design Research; SUNY Sourcebook of Community Assistance Programs** (www.esf.edu/la/ccdr)
- **U.S. Coast Guard** (www.uscg.mil/tcyorktown/le/MLE/index.htm).
- **U.S. Department of Agriculture, Forest Service (FS) and the Natural Resources Conservation Service (NRCS)** (www.usda.gov/mission/nre.htm).
- **U.S. Department of Energy Smart Communities Network** (www.smartcommunities.ncat.org/landuse/luintro.shtml)
- **US Army Corps of Engineers (USACE)** (www.nan.usace.army.mil/business/prjlinks/coastal/acnyp/htm).
- **US Department of Housing and Urban Development (HUD)** (www.hud.gov/offices/cpd/economicdevelopment/programs/index.cfm).
- **US Environmental Protection Agency (USEPA)** provides grant funding (<http://www.epa.gov/ebtpages/econgrants.html>) for projects ranging from wetland protection and restoration, environmental education, water quality improvement, environmental justice, and brownfield redevelopment.
- **US Fish and Wildlife Service** grant programs for Wetlands Conservation Act (NAWCA) and Endangered Species Grants (<http://grants.fws.gov/>)
- **US Fish and Wildlife Service's North American Wetland Conservation Act (USFWS-NAWCA)** Federal program to acquire wetlands (www.fws.gov/birdhabitat/grants/nawca).

FUNDING SOURCES

Implementation of projects identified in the Lake Champlain Waterfront Revitalization Strategy will require support from numerous sources, both in the public and private sectors. Most grant sources require matching funds. Note that many sources are subject to annual appropriations through various Federal and State agencies for grant programs:

- **Environmental Protection Funds** through NYS Department of State and NYS Office of Parks, Recreation and Historic Preservation.
- **NYS Empire State Development Programs:** Economic Development Fund and Regional Economic Development Partnership Program can provide grants and loans for tourism development.
- **US Department of Housing and Urban Development** grants and Community Development Block Program for economic development and job creation.
- **Scenic Byways, Safe Routes to Schools and Transportation Enhancements** grant programs are administered through the NYS Department of Transportation.
- **Lake Champlain Basin Program** provides small grants for four categories: aquatic invasive species/pollution prevention, organizational support, education, and pollution reduction. It is anticipated that additional grants will be made available for cultural and historic resources through the Champlain Valley National Heritage Partnership funding.

KEY REGIONAL INITIATIVES

Adirondack Park Invasive Plant Program of the The Nature Conservancy

- **Adirondack Chapter** is a cooperative effort initiated in 1998 among citizens and organizations of the Adirondacks to protect the Adirondack region from the negative impacts of nonnative invasive species. The program coordinates two projects: the Aquatic Invasive Species Project and the Terrestrial Invasive Species Project. Stewardship and invasive species prevention and/or management along the AuSable River, Boquet River, Saranac River, Lake Champlain, and Lake George. Combat invasives in two main ways: preventing their spread at water access sites (via stewards), and protecting water resources by eradicating any existing invasive species (via control techniques). Programs are underway in the region that can lend support to these and other efforts. One of our primary goals is to protect water resources by stopping the spread of aquatic invasive species. To help reach this goal, we recommend positioning seasonal river stewards and boat launch stewards at water access sites who can interact with the recreating public, talk with them briefly about aquatic invasives, and help inspect gear, boats, and trailers for invasives.

Champlain Watershed Improvement Coalition of New York

Lake Champlain is a tremendous resource, which has enormous economic importance to the local communities specifically and New York State in general. Protection of this resource allows for its enjoyment by millions of people annually who enjoy all aspects of the lake including aesthetics, swimming, boating and fishing. However, many natural resource issues are present within this large watershed on the New York side of the basin, including streambank erosion, agricultural runoff, stormwater runoff from

developed areas, old sewer systems, and more. These issues are well documented by federal, state, and local conservation agencies and organizations. Champlain Watershed Improvement Coalition of New York (CWICNY) has the ability to identify issues at the local level, design solutions to those issues, and work to implement those solutions with local governments, farmers, and landowners. Their activities are on-going to address water quality improvement projects and programs developed by the coalition including agricultural runoff, streambank erosion, failing on-site wastewater treatment systems, sewer system upgrades, and stormwater runoff pollution.

Lake Champlain Bikeways (LCB) has taken the lead in promoting the Champlain region as an international bicycling destination. Lake Champlain Bikeways works closely with local communities and Lakes to Locks Passage to create a network of bicycle theme loops which link the natural, cultural, agricultural and historic resources of the region, and help to tell its story. LCB has created a low-impact tourism product that has demonstrated value to the New York communities along Lake Champlain. On-going activities include theme route development, bike tours and promotional activities, advocating for sustainable communities, encouraging healthy lifestyles, and raising public awareness and appreciation of inherent scenic, historic, cultural, natural and recreational resources throughout the area. LCB has developed a framework for “Lake Champlain Waterways” (see Appendix)—a waterway-based interpretive theme route that links bicycle and walking theme loops, rail connections, and waterfront communities, creating a multi-modal visitor experience.

Champlain Area Trails (CATS) is a non-profit conservation organization focused on creating a network of hiking/skiing trails in New York’s Champlain Valley that links communities, connects people to nature, and enhances economic vitality. To preserve the landscape through which the trails pass, CATS established the Champlain Valley Conservation Partnership Program (CVCP) to protect habitat, farmland, clean water, and scenic vistas. CATS-CVCP advances a vision of the Champlain Valley where conserved forests and farmland surround vibrant hamlets with people hiking and skiing on a network of trails and using the communities’ products and services in ways that enhance local economies.

Lakes to Locks Passage Heritage Centers Program (see Appendix) to deliver an authentic, place-based tourism experience through a hierarchy of visitor information and interpretive facilities -- providing a window to the communities, their stories, society and culture. The key feature of the system is the network of Waypoint Communities -- the cities, villages or hamlets that have the ability to “meet and greet” the visitor. The primary delivery point for building the emotional and intellectual connection between the traveler and the place they have come to visit is through the Lakes to Locks Passage Heritage Centers located in each Waypoint Community. They are the “stage” for the community to express pride in their heritage. The managers of the Heritage Centers are “keepers of the community culture,” often the local museum, library, or environmental organization. The Heritage Centers are prominently located on the byway, ensuring that they are one of the first physical stops people will make when entering the community. When linked together, they provide connectivity within the byway corridor. The program includes a strategy for sustainability utilizing circuit riders for management and programs, trainings for volunteers, and a logic model for measurement and evaluation.

IMPLEMENTATION MATRIX FOR PRIORITY PROJECTS

Funding under Title 11 of the New York State Environmental Protection Fund Local Waterfront Revitalization Program is available to cities, towns, villages and counties to prepare, refine or implement Local Waterfront Revitalization Programs (LWRP). Projects identified in the *Essex and Clinton Counties Waterfront Plan* are eligible for Environmental Protection Funds through NYS Department of State and NYS Office of Parks, Recreation and Historic Preservation. Note that funding is subject to annual appropriations and current program eligibility.

Goal	Project	Project Partners	Budget Estimate	Time Frame	Potential Additional Funding Source	Completed or Partial Funding	Priority Project	Further Study Needed
Town of Champlain								
II.1	War of 1812 interpretation	Co Historian	\$2,500	short	LCBP		X	
II.2	Culver Hill monument	Co Historian	\$5,000	short	LCBP		X	
II.3	Samuel de Champlain Museum	Museum	\$150,000	short	Byway, private		X	
IV.1	Navigation study for Chazy River	NYSDEC		medium				X
IV.2	Chazy River boat launch	Town & NYSDEC		medium				X
IV.3	Chazy River inland waterway designation	Town & Village		short			X	
VI.1	Adaptive reuse of school	Village, Town						X
VI.2	Town and Village of Champlain visioning	Village, Town	\$25,000	short			X	
Village of Rouses Point								
II.4	Gateway Picnic Area	Village		medium	Byway		X	
II.5	Route 2/Lake Street Gateway	Village	\$26,250	short	Byway	X		
II.6	Route 11/Lake Street Gateway	Village			Byway		X	
II.7	Montgomery Streetscape Improvements	Village, DOS	\$64,580	short		X		
II.8	Civic Center Streetscape	Village, DOS		short			X	
II.9	Downtown Lake Street	Village, DOS	\$21,000	short		X		
II.10	Pratt Street Streetscape Improvements	Village, DOT		short			X	
II.11	Veterans Park	Village, DOS	\$30,000	short		X		
II.12	Rouse Park	Village, DOS, OPRHP		short			X	
II.13	Village Hall & Gazebo Park	Village, DOS, OPRHP		short			X	
II.14	Parking Enhancements	Village		short			X	
II.15	Fort Montgomery	Village, DOS, OPRHP		long	LCBP		X	
II.16	Civic Center Study	Village, DOS, OPRHP		medium			X	
IV.4	Downtown Lake Access	Village, DOS, OPRHP		short				X
IV.5	Shoreline Walkway	Village, DOS, OPRHP	\$80,000	short		X		
VI.3	Maritime Border Crossing	Village, DHS		medium			X	
VI.4	Rouses Point Website	Village, DOS	on-going	short		X		
VI.5	Revitalization Project Manager	Village, DOS	\$10,000/year	short			X	

Goal	Project	Project Partners	Budget Estimate	Time Frame	Potential Additional Funding Source	Completed or Partial Funding	Priority Project	Further Study Needed
VII.1	D&H Railroad	Village, DOT		short	Byway		X	X
VIII.1	Walking Loops	Village		short	Byway, LCBP			X
Town of Chazy								
II.17	Chazy Pumphouse	Town	TBD	short				X
III.1	Leducs Compliance	Leducs, CWICNY		short				X
III.2	Chazy Riverlands	CATS, NYSDEC, USFWS		medium	USFWS-NAWCA, NYSDEC, PTNY, NTF			X
VI.6	Downtown Revitalization Plan	Town	\$50,000	short			X	
Town of Beekmantown								
VIII.2	Point au Roche upgrades	DEC	TBD	short	DEC			X
Town of Plattsburgh								
I.1	Crab Island Historic Park	Town		short	Byway		X	
I.2	Cumberland Head Town Park	Town		medium	Byway			X
I.3	Crab Island access	DEC		short	DEC			X
III.3	Cumberland Head public water system	Town		medium				X
VIII.4	Bluff Point access	Town		short				X
City of Plattsburgh								
I.4	Fishing tournament	City, Chamber		medium			X	
I.5	Saranac River Trail	City, SRT Committee, NYSEG, DOT, Town	\$2,700,000	medium	TEP, Byway	X		
I.6	Beach & trail improvements	City		medium	Byway, LCBP		X	
II.18	Old Base Museum campus	City, museums	TBD	short	Byway, LCBP		X	
II.19	Strand Theatre	Strand	\$300,000	short		X		
II.20	Downtown revitalization	City		short	Byway	X		
II.21	Federal Bldg rehab	City, LTLP		medium	Byway		X	
II.22	Old Stone Barracks	BOPA	\$1,500,000	short	Byway, private		X	
II.23	CV Transportation Museum	CVTM	\$1,000,000	short	TEP		X	
II.24	Rotary PM Park	Rotary	\$300,000	short	Byway		X	
II.25	CCC Pines Bldg	CCC		medium	TEP			X
II.26	Waterhouse Street Park	City, DEC		medium	DEC		X	
II.27	Old Base Post Headquarters planning	CCHA		short	Byway, LCBP			X
III.4	D&H ROW cleanup	City		long	TEP, Byway		X	
IV.6	Waterfront & Downtown revitalization	City		medium		X		

Goal	Project	Project Partners	Budget Estimate	Time Frame	Potential Additional Funding Source	Completed or Partial Funding	Priority Project	Further Study Needed
IV.7	Boat launches	City		short	Byway, LCBP	X		
IV.8	Wilcox Dock	City				X		
VI.7	Visioning plan	City	\$20,000	short		X		
VIII.3	Kent-Delord Museum collections and programs.	KDM		short				X
Town of Peru								
I.7	Little Ausable Park	Town	\$25,000	short			X	
I.8	Heyworth/Mason Park	Town		short			X	
I.9	Little Ausabler River trail	Town		medium	Byway			X
I.10	Access & campground improvements	DEC		medium	DEC, Byway			X
II.28	Heyworth/Mason Building	Town		short	Byway		X	
II.29	Peru Dock monument	DEC		short	LCBP			X
II.30	Arnold monument	Town		medium	LCBP		X	
III.5	Streambank restoration & tree plantings	Town		medium				X
III.6	Marsh to Marsh walking trail	DEC, CATS		medium	DEC, PTNY, NTF			X
V.1	Sidewalks	Town		medium	TEP, SRTS			X
VI.8	Downtown revitalization plan	Town	\$50,000	short			X	
VI.9	Peru planning documents	Town	\$50,000	medium			X	
VIII.5	Woodruff walking tour	Town	\$10,000	short	LCBP		X	
VIII.6	Interpretive signs	Town	\$15,000	short	LCBP		X	
Town of Ausable								
Village of Keeseville								
II.31	AuSable Horse Nail Factory acquisition, design and renovation	AARCH		short	Byway	X		
III.7	Veterans Park stabilization	Village, FNC		medium			X	
III.8	Brownfield study	Village, FNC		medium				X
V.2	Mill Street Stairs	Village, FNC		short	TEP			X
V.3	Mill Hill Bridge renovation	Village, FNC		medium	TEP			X
VI.10	Keeseville Main Street program	Village, FNC		medium			X	
VIII.8	Anderson Falls Historical Society	Village, AFHS		medium				X

Goal	Project	Project Partners	Budget Estimate	Time Frame	Potential Additional Funding Source	Completed or Partial Funding	Priority Project	Further Study Needed
Town of Chesterfield								
I.11	Three Falls Walking Trail	Town, Village	\$96,000	medium	TEP, Byway		X	
I.12	Poke-O-Moonshine jeep trail	DEC, Town, CATS		medium	DEC	X		
II.32	Estes House rehabilitation	Town, NCUGRHA	\$500,000	short	Byway	X		
V.4	Bikelane improvements to ferry	DOT, Town		medium	DOT, TEP			X
VIII.7	Heritage Center/North Star Underground Railroad Museum	Town, NCUGRHA	\$250,000	short	Byway, Canal	X		
Town of Willsboro								
I.13	Boquet River Trails	Town, BRASS, TNC, CATS		medium	TEP, Byway, PTNY, NTF		X	
I.14	Youth Recreation Park	Town	\$200,000	medium	OPRHP		X	
I.15	Winter sports facility	Town, Snowmobilers Club	\$50,000	medium	Town, Snowmobilers Club			X
I.16	Noblewood improvements beach & park	Town	\$300,000	completed		X		
II.33	Adsit Cabin restoration	Adsit	\$30,000	medium	Town		X	
II.34	Willsboro Heritage Center	Town	\$400,000	completed	Byways, Town, TEP	X		
II.35	Noblewood Gatehouse restoration	AARCH, Town	\$30,000	short	Town		X	
II.36	Cornell University, WHS Farming Museum	Town, WHS, CCE	\$100,000	long				X
II.37	Phoenix Grist Mill	Heinz Family, OPRHP, Town	\$400,000	long	private			X
III.9	Ag district development rights	Town, CCE		completed		X		
III.10	Boquet streambank stabilization	Town		short	EPF, LCBP, USDA, NYS DAM, USFWS			
III.11	Boquet wetland restoration	Town				X		
III.12	Buena Vista Stormwater management	Town, ECPD	\$30,000	short	WQIP		X	
III.13	Smith House Health Care Center Energy Conservation Project	Town, HAPEC	\$400,000	completed	HUD	X		
III.14	Water Plant Improvements-Filter/Backwash Facility	Town, DEC	\$100,000	short	WQIP		X	
III.15	Waste water plant improvements	Town, DEC	\$50,000	short	WQIP		X	
V.5	Renovation of 7-mile portion of NYS RT 22.	Town, NYSDOT	\$8,000,000	short	NYSDOT		X	
VI.11	Old School renovation	Town, Stonebrook Properties	\$8,000,000	short	private		X	
VI.12	Comprehensive Plan	Town	\$60,000	short		X		

Goal	Project	Project Partners	Budget Estimate	Time Frame	Potential Additional Funding Source	Completed or Partial Funding	Priority Project	Further Study Needed
VIII.9	Hamlet walking guide	Town, WHS	\$5,000	short	Byway, LCBP		X	
VIII.10	Boquet boating guide	Town, BRASS	\$5,000	short	Byway, LCBP		X	
VIII.11	Heritage Museum improvements	Town, WHS	\$40,000	short	Town	X		
Town of Essex								
I.17	Beggs Park & Whallons Bay park facilities	Town		short			X	
I.18	Phinney Hill Trail improvements	ALT, NYSDEC, CATS		medium	PTNY, NTF, NYSDEC		X	
I.19	Cook Road park & trails	Town, County, TNC		medium			X	
II.38	Essex Heritage Center	ECHO	\$500,000	short	Byway, ESD	X		
II.39	Whallonsburg Grange	Town, FWG	\$60,000	short			X	
II.40	Geraldine VanOrnam Theater	Town	\$450,000	short			X	
II.41	Essex Town Hall	Town		short			X	
III.10	Boquet Oxbow Nature Park	BRASS, CATS		long	NYSDEC, USFWS		X	
III.11	Whallons Bay study	Town		short	LCBP		X	
III.12	Hamlet sewer improvements	Town		short	LCBP	X		
III.13	Shoreline erosion study	Town		short	LCBP		X	
III.14	Waterline expansion	Town		short			X	
III.16	Boquet River Oxbow Nature Park	BRASS, Town		medium				X
III.17	Swimmers Itch study	Town		medium	LCBP			X
III.18	Hamlet sewer system	Town		short		X		
III.19	Shoreline erosion & stabilization study	Town		short	LCBP			X
III.20	Water service extensions	Town		short		X		
III.21	Split Rock aquatic connectivity	CATS, NYSDEC		short	NYSDEC, PTNY, NTF		X	
IV.9	Reface waterfront retaining wall, walkway and restrooms	Town	\$90,000	short		X		
V.6	Highway shoulder expansion	Town, DOT		long	DOT		X	
VI.13	Lake access expansion study	Town		medium	LCBP		X	
VI.14	Downtown improvements plan	Town					X	
Town of Westport								
I.20	Westport Trail improvements	Town, CATS		medium	PTNY, NTF, TEP		X	
I.21	Ballard Park Beach improvements	BPA		short			X	
I.22	Webb-Royce Swamp Overlook	NYSDEC, CATS, ALT		medium	NYSDEC, PTNY, NTF		X	
I.23	Sherman Property conservation project	NYSDEC, CATS		medium	NYSDEC, PTNY, NTF		X	
II.42	Depot Theatre improvement	Depot		short		X		
II.43	Westport Heritage House	Chamber, Town	\$150,000	short	Byway, TEP	X		

Goal	Project	Project Partners	Budget Estimate	Time Frame	Potential Additional Funding Source	Completed or Partial Funding	Priority Project	Further Study Needed
II.44	Ballard Park landscaping and sidewalks	Town, BPA	\$50,000	short		X		
II.45	Lee Park improvements	Town	\$50,000	short				
III.23	Boquet River watershed plan	BRASS, Town	\$100,000	short		X		
IV.10	Split Rock improvements	CATS		short			X	
IV.11	Boquet River public access improvements	Town, BRASS		medium				X
V.7	Pedestrian improvements Rail station to downtown	DOT, Town		medium	TEP, DOT			X
VI.15	Westport Economic development strategy	Town, IDA	\$50,000	short		X		
VI.16	Complete Future for Westport visioning plan	Town, Chamber	\$25,000	short			X	
VI.17	County fairgrounds campus & marketing plan	Town, County	\$50,000	short			X	
VI.18	Lake access, brownfields & underutilized property study	Town	\$50,000	short			X	
Town of Moriah and Village of Port Henry								
I.24	Walking Trail from Iron Center to Village Beach	Village	\$92,000	short		X		
I.25	Shoreline Trail	Town & Village, CATS	\$400,000	medium	TEP	X		
I.26	Iron Center to Mineville Trail	Town, CATS	\$1,825,000	long	TEP			X
I.27	Canal Pier improvements	Canal Corp				X		
I.28	Powerhouse Park improvements	Town & Village					X	
I.29	DEC boat launch improvements	NYSDEC				X		
I.30	Coot Hill Nature Park	CATS		medium				X
II.46	Restore Town Hall	Town		medium			X	
II.47	Iron Center and RR Park improvements	Village	\$120,000	short		X		
II.48	Stonewall restoration study	Village, Town, LTLP	\$15,000	medium	Byway, TEP		X	
II.49	Exterior work at train station	Town & Village	\$80,000	short		X		
III.24	Bulwagga Bay erosion control	Town	\$27,000	short		X		
III.25	D&H rail cleanup	Village, Town, D&H		long	TEP, Byway		X	
III.26	Stormwater runoff & sewage controls	Town & Village					X	
IV.12	Campground improvements	Town & Village	\$369,000	short		X		
IV.13	Restroom facility upgrades	Town & Village	\$175,000	short		X		
V.8	Streetscape improvements	Village		medium			X	
V.9	Dock Lane sidewalk	Village	\$22,000	short		X		
V.10	Pedestrian Bridge over Mill Brook	Town & Village				X		

Goal	Project	Project Partners	Budget Estimate	Time Frame	Potential Additional Funding Source	Completed or Partial Funding	Priority Project	Further Study Needed
Town of Crown Point								
I.31	Pier & lighthouse restoration	DEC	\$500,000	short	DEC	X		
II.50	Penfield Museum improvements	PMA		medium	Byway, LCBP		X	
III.27	Sewage and water services study	Town		short			X	
III.28	Putnam Creek streambank stabilization	Town		short			X	
IV.15	Monitor Bay Park retaining wall	Town	\$235,000	short		X		
IV.16	Increase public access to waterfront and Monitor Bay Park	Town		short			X	
V.11	Sidewalk and streetscape plans	Town	\$50,000	short			X	
VI.19	Visioning and Comprehensive Plan development	Town	\$50,000	short			X	
VI.20	Main street program and inventory of properties	Town	\$50,000	short			X	
VII.2	Visitor Center restoration	County, DEC, LTLP	\$750,000	short	Byway, Canal	X		
VII.6	Establish CP Heritage Center	Town, LTLP		short	Byways, EPF		X	
VIII.12	CPSHS interpretation	OPRHP	\$200,000	short	OPRHP	X		
VIII.13	Restore house and develop exhibits at LCVC	DEC, ROOST	\$800,000	short	Byways, Canal Corp, OPRHP, DEC	X		
Town of Ticonderoga								
I.32	LaChute Riverwalk improvements	Town, Pride	\$325,000	short	TEP	X		
II.51	Downtown and streetscape improvements	Town, Pride	\$2,464,000	short		X		
II.52	Fort Ti Pavillion restoration	Fort Ti	\$1,500,000	medium			X	
IV.17	LaChute River access and cleanup	Town	\$150,000	short			X	
IV.18	Beach house improvements	Town		short		X		
V.12	Lake to Downtown to Lake transportation study	Town, Pride		medium	TEP		X	
VII.2	Historic French Sawmill & related businesses	Town, Pride	\$1,500,000	medium			X	
VIII.15	Heritage Museum improvements	THM	\$75,000	short	Byway	X		
Regional Projects								
I.33	LC Bikeways land-water connections	Towns, LCB			Byways, TEP			
I.34	Champlain Valley Heritage Network Walkways Project	Towns, CATS, CVHN		medium	Byways, TEP		X	X

Goal	Project	Project Partners	Budget Estimate	Time Frame	Potential Additional Funding Source	Completed or Partial Funding	Priority Project	Further Study Needed
I.35	Bi-state Bridge Park planning & implementation	LTLF	\$50,000	short	LCBP		X	
I.36	Paddler Trail hiking connection	CATS, LCC		medium				X
I.37	Ice rinks	Municipalities		medium				X
II.53	CHAMP-CORP	CVHN						X
III.29	Crown Point Fish Hatchery	Essex County		short			X	
III.30	CWICNY Abatement Program	CWICNY	\$52,000	short	LCBP		X	
III.31	CWICNY Stream Corridor Assessments	CWICNY	\$37,000	short	LCBP		X	
III.32	CWICNY CAFO Implementation	CWICNY	\$55,000	short	LCBP		X	
III.33	CWICNY Sediment Control Program	CWICNY	\$55,001	short	LCBP		X	
III.34	Establish watershed organizations for major rivers	CWICNY		short	LCBP		X	
III.35	Ausable River watershed plan	ARA	\$40,000	short		X		
III.36	Priority wetland aquisition	NYSDEC, TNC,		medium	NAWCA, USFWS		X	
III.37	Canal barrier	Canal Corp, NYSDEC		medium			X	
IV.19	Blueway Trail interpretation study	LTLF	\$55,000	short		X		
V.13	Landscape gateways	LTLF		medium	Byway, TEP			X
V.14	Regional stonewall restoration study	LTLF		medium	Byways, TEP		X	
VI.21	Adirondack Harvest initiatives	CCE		short			X	
VI.22	Waterway Capacity study	LTLF	\$50,000	short			X	
VII.3	Adirondack Coast marketing implementation	PNCCC		short			X	
VII.4	ROOST sustainable tourism initiatives	ROOST		short	Byway		X	
VII.5	CVHN & CHART coordinators	ROOST, PNCCC, LTLF	12,000/yr.	short	LCBP		X	
VII.6	Boater interpretive guidebooks	LTLF		medium			X	
VII.7	Waterway marketing strategy	ROOST, PNCCC, LTLF		medium			X	
VIII.16	LTLF Visitor Info System	LTLF, CVHN, Towns		medium			X	
VIII.17	Heritage Centers Circuit Riders	ECHS	\$50,000	short			X	
VIII.18	LTLF transportation interpretation	LTLF	\$50,000	short	Byway		X	

APPENDIX A: MAPS

Parks and Recreation

Transportation and Civic Resources

Terrain and Scenic Resources

Waterbodies and Public Access

North Section

- Village of Rouses Point
- Town of Champlain
- Village of Champlain
 - Town of Chazy
- Town of Beekmantown

North-Central Section

- Town of Plattsburgh
- City of Plattsburgh
 - Town of Peru
 - Town of Ausable

Central Section

- Village of Keeseville
- Town of Chesterfield
- Town of Willsboro
 - Town of Essex

South-Central Section

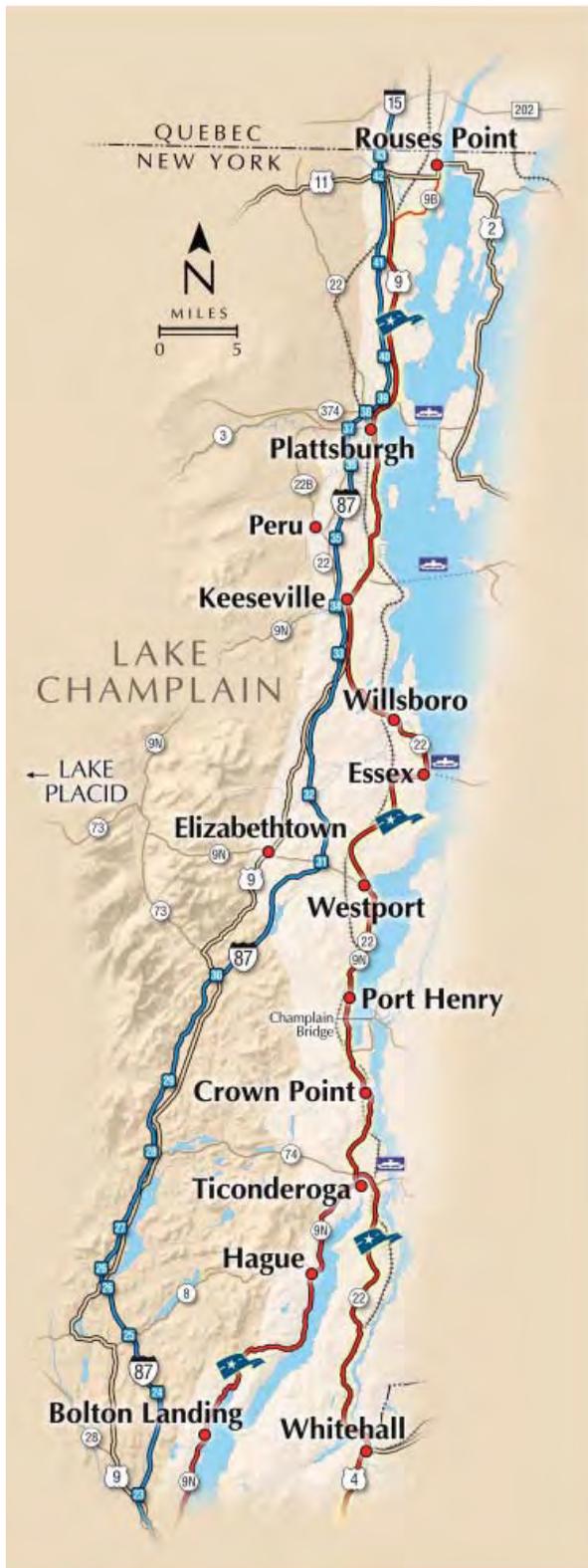
- Town of Westport
- Town of Moriah

South Section

- Village of Port Henry
- Town of Crown Point
- Town of Ticonderoga

- Lake Champlain Bikeways Map
 - Champlain Area Trails
 - Saranac River Trail

- Village of Rouses Point Downtown/
Waterfront Revitalization



Two-County Waterfront Revitalization Plan

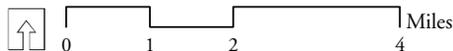
Clinton and Essex Counties, New York



Parks and Recreation

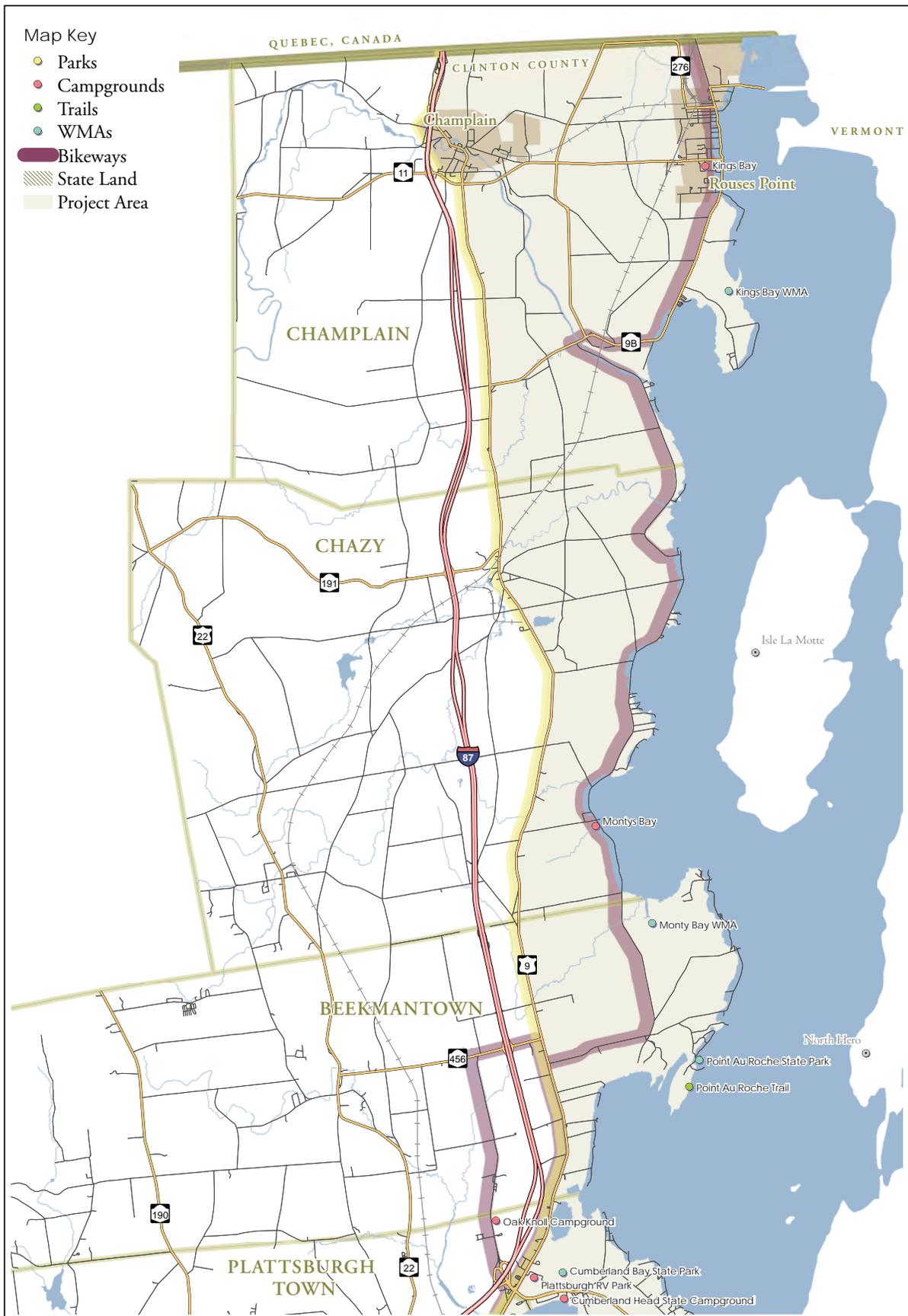
North Section

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Map Key

- Parks
- Campgrounds
- Trails
- WMAs
- Bikeways
- State Land
- Project Area





Two-County Waterfront Revitalization Plan

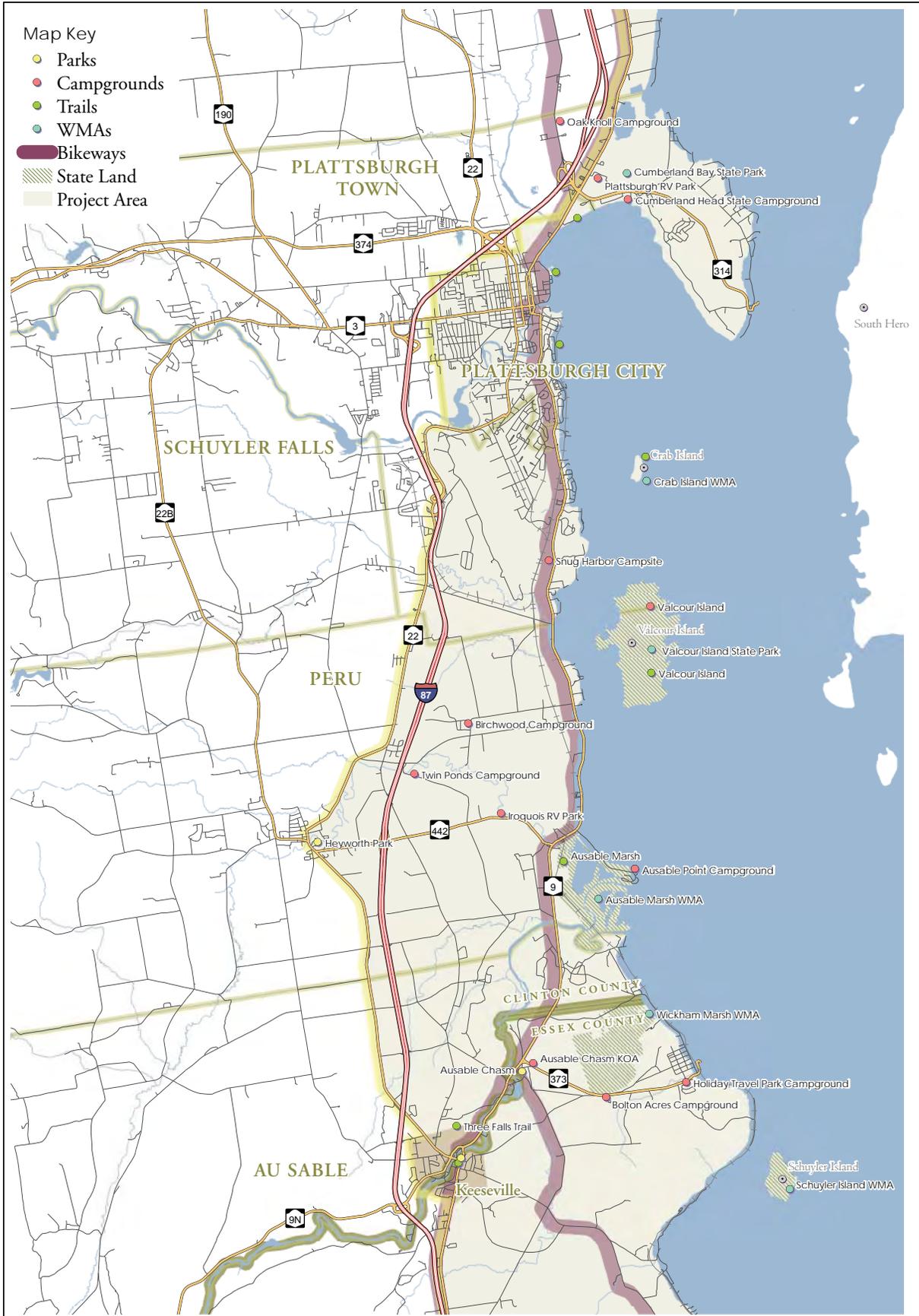
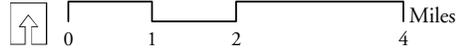
Clinton and Essex Counties, New York



Parks and Recreation

North-Central Section

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Two-County Waterfront Revitalization Plan

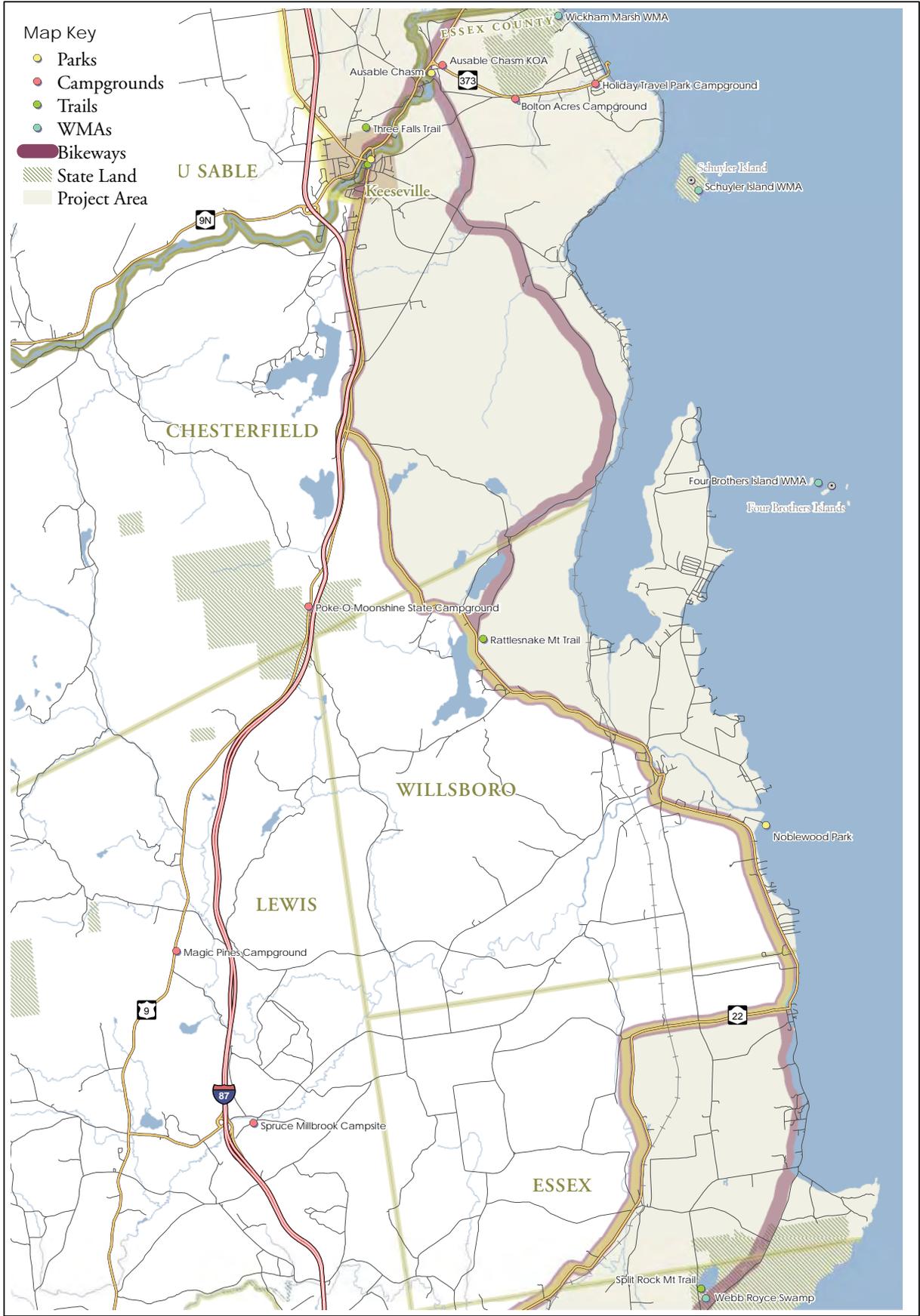
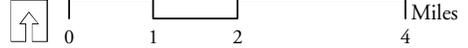
Clinton and Essex Counties, New York

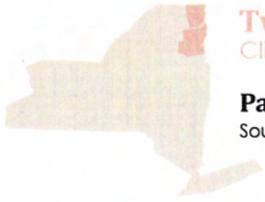


Parks and Recreation

Central Section

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Two-County Waterfront Revitalization Plan

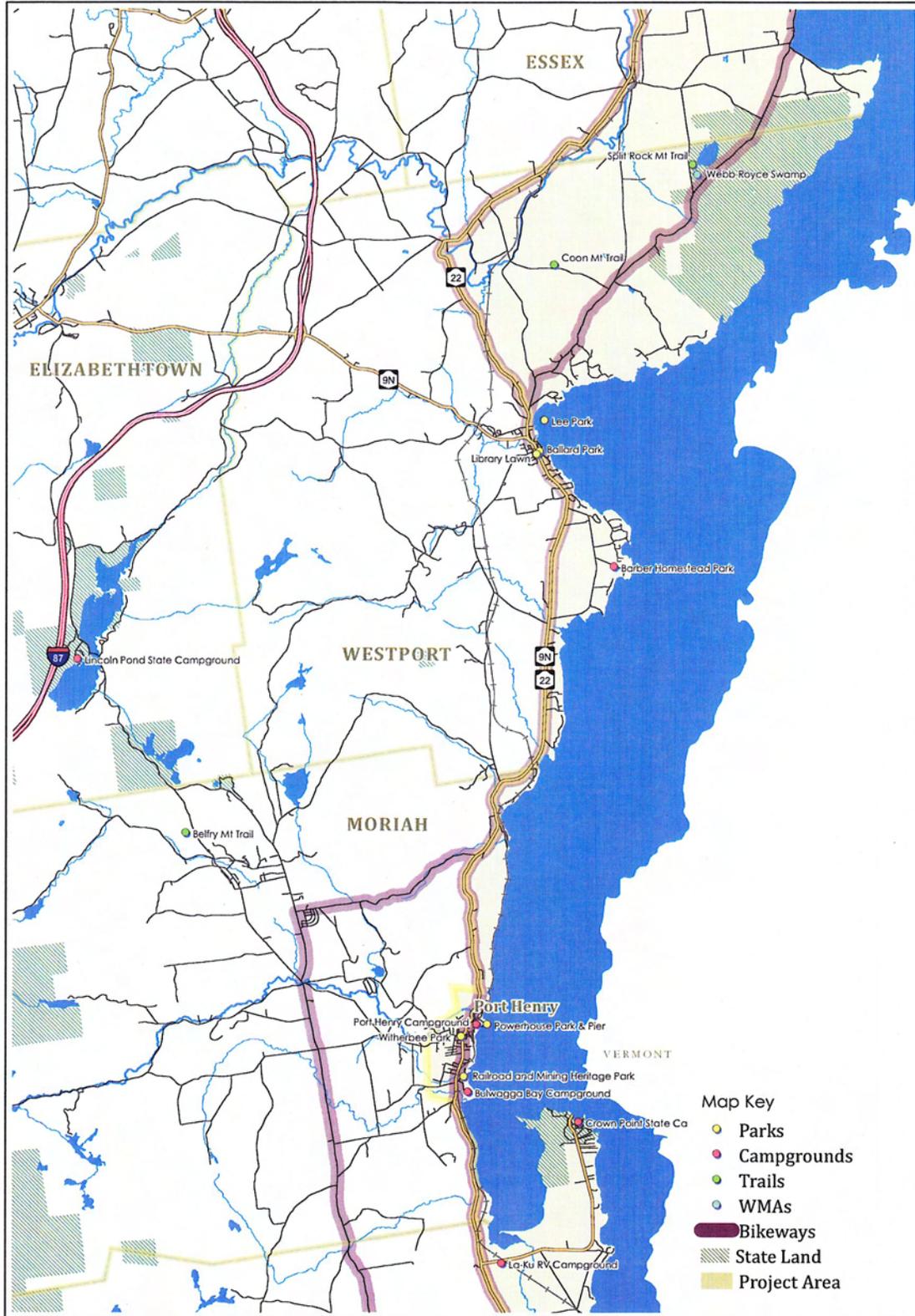
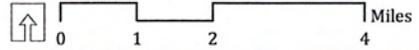
Clinton and Essex Counties, New York



Parks and Recreation

South-Central Section

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Two-County Waterfront Revitalization Plan

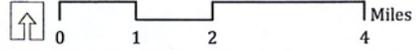
Clinton and Essex Counties, New York



Parks and Recreation

South Section

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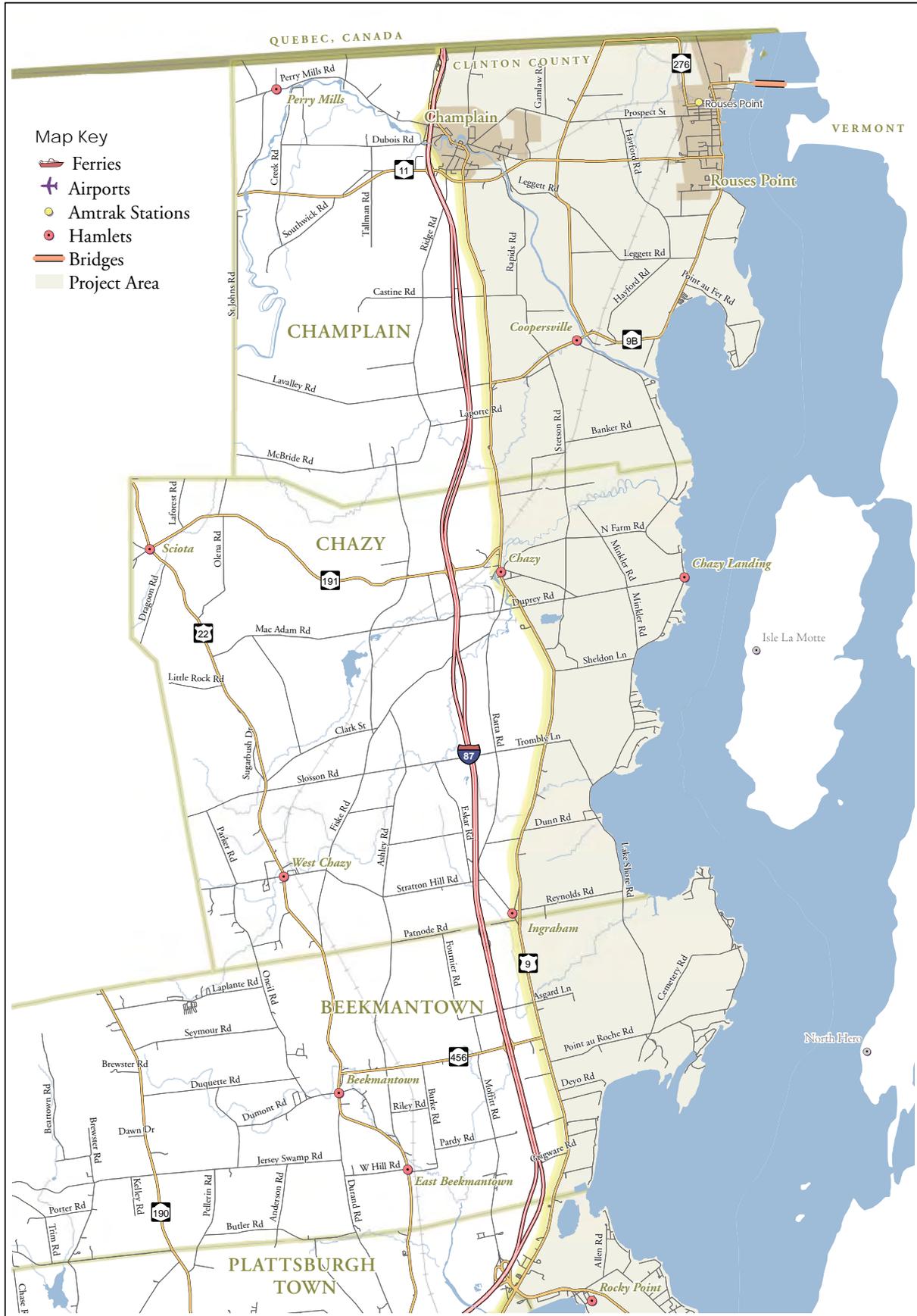
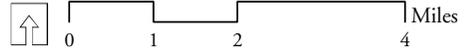
Two-County Waterfront Revitalization Plan

Clinton and Essex Counties, New York



Transportation and Civic North Section

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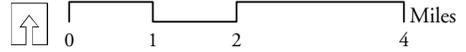
Two-County Waterfront Revitalization Plan

Clinton and Essex Counties, New York



Transportation and Civic North-Central Section

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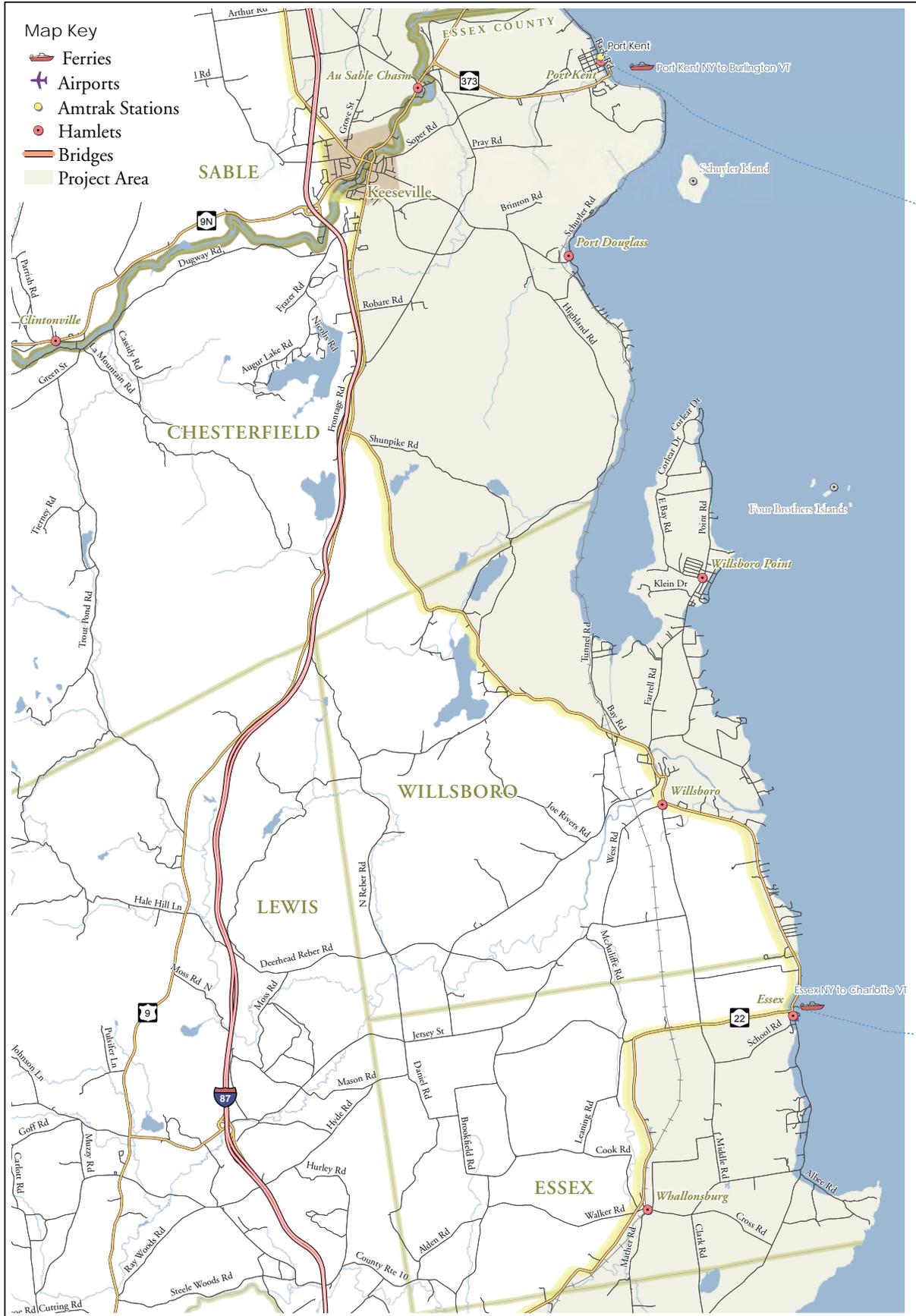
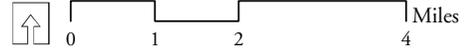
Two-County Waterfront Revitalization Plan

Clinton and Essex Counties, New York



Transportation and Civic Central Section

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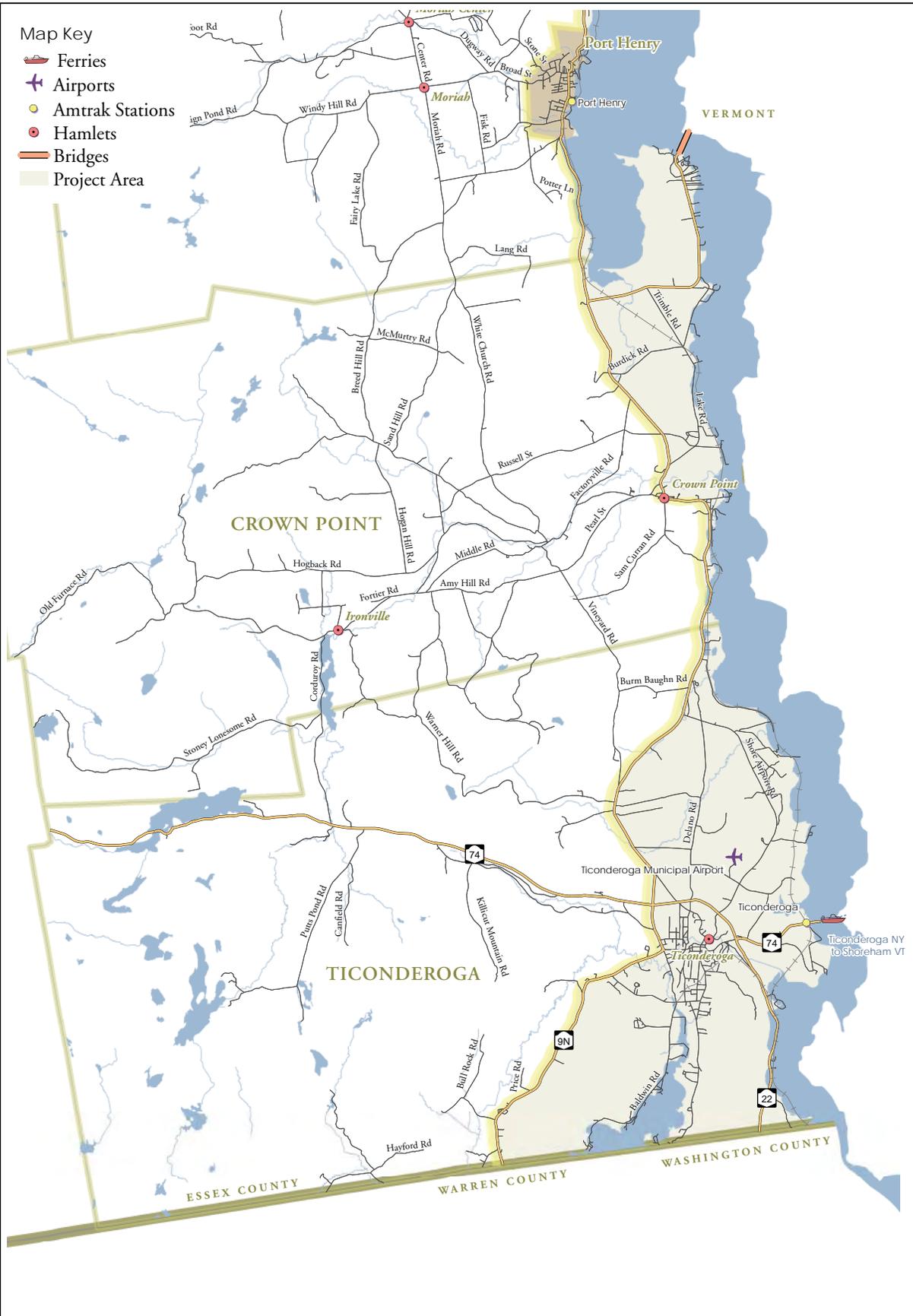
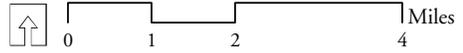
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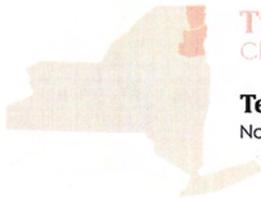
Clinton and Essex Counties, New York



Transportation and Civic South Section

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Two-County Waterfront Revitalization Plan

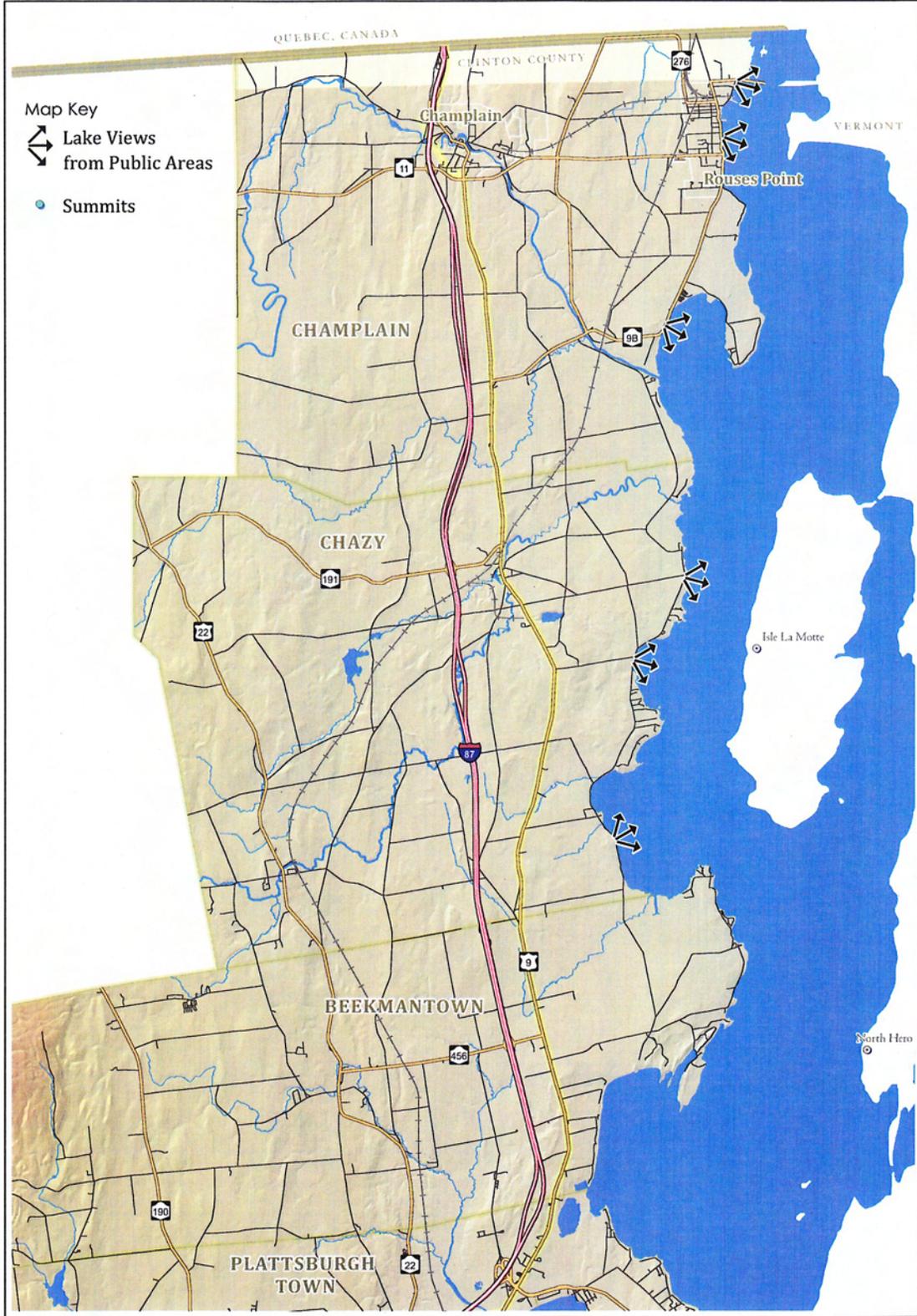
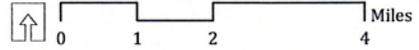
Clinton and Essex Counties, New York

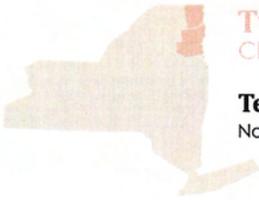


Terrain and Scenic Resources

North Section

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Two-County Waterfront Revitalization Plan

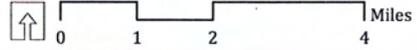
Clinton and Essex Counties, New York



Terrain and Scenic Resources

North-Central Section

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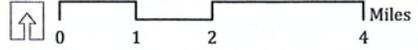
Clinton and Essex Counties, New York



Terrain and Scenic Resources

Central Section

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Map Key

- Lake Views from Public Areas
- Summits





Two-County Waterfront Revitalization Plan

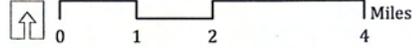
Clinton and Essex Counties, New York

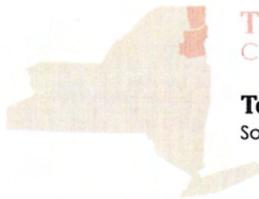


Terrain and Scenic Resources

South-Central Section

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Two-County Waterfront Revitalization Plan

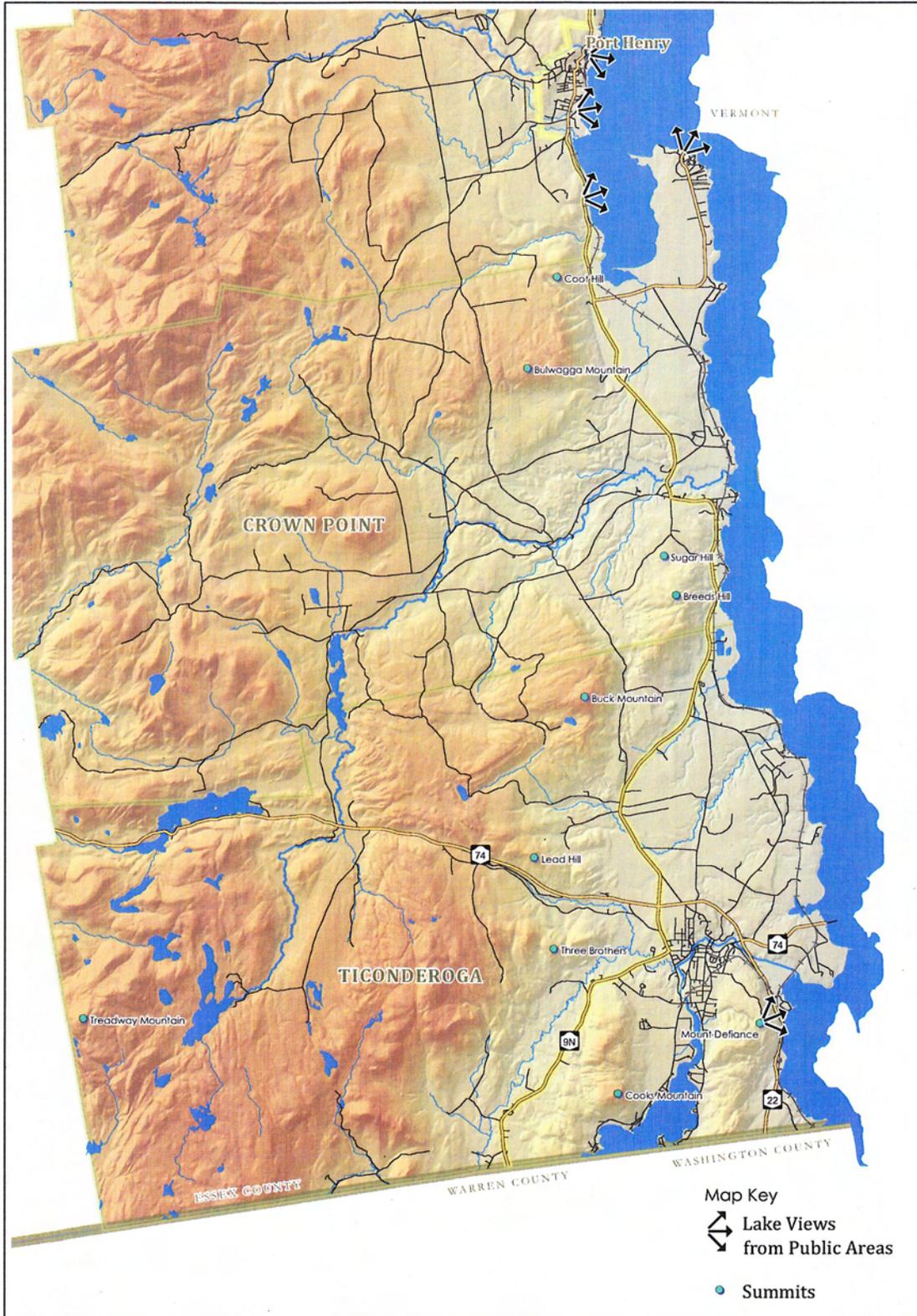
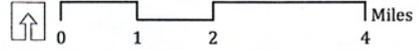
Clinton and Essex Counties, New York



Terrain and Scenic Resources

South Section

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Two-County Waterfront Revitalization Plan

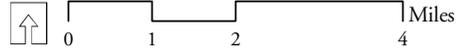
Clinton and Essex Counties, New York



Water Bodies and Public Access

North Section

This map was prepared by PlaceSense for the NYS Department of State with funds provided under Title 11 of the Environmental Protection Fund.



- Map Key
- Beaches
 - Boat Launches
 - Marinas



Two-County Waterfront Revitalization Plan

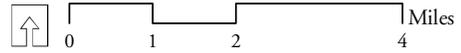
Clinton and Essex Counties, New York



Water Bodies and Public Access

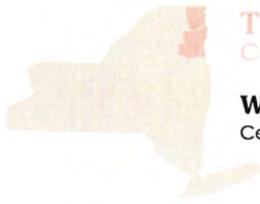
North-Central Section

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Map Key

- Beaches
- Boat Launches
- Marinas



Two-County Waterfront Revitalization Plan

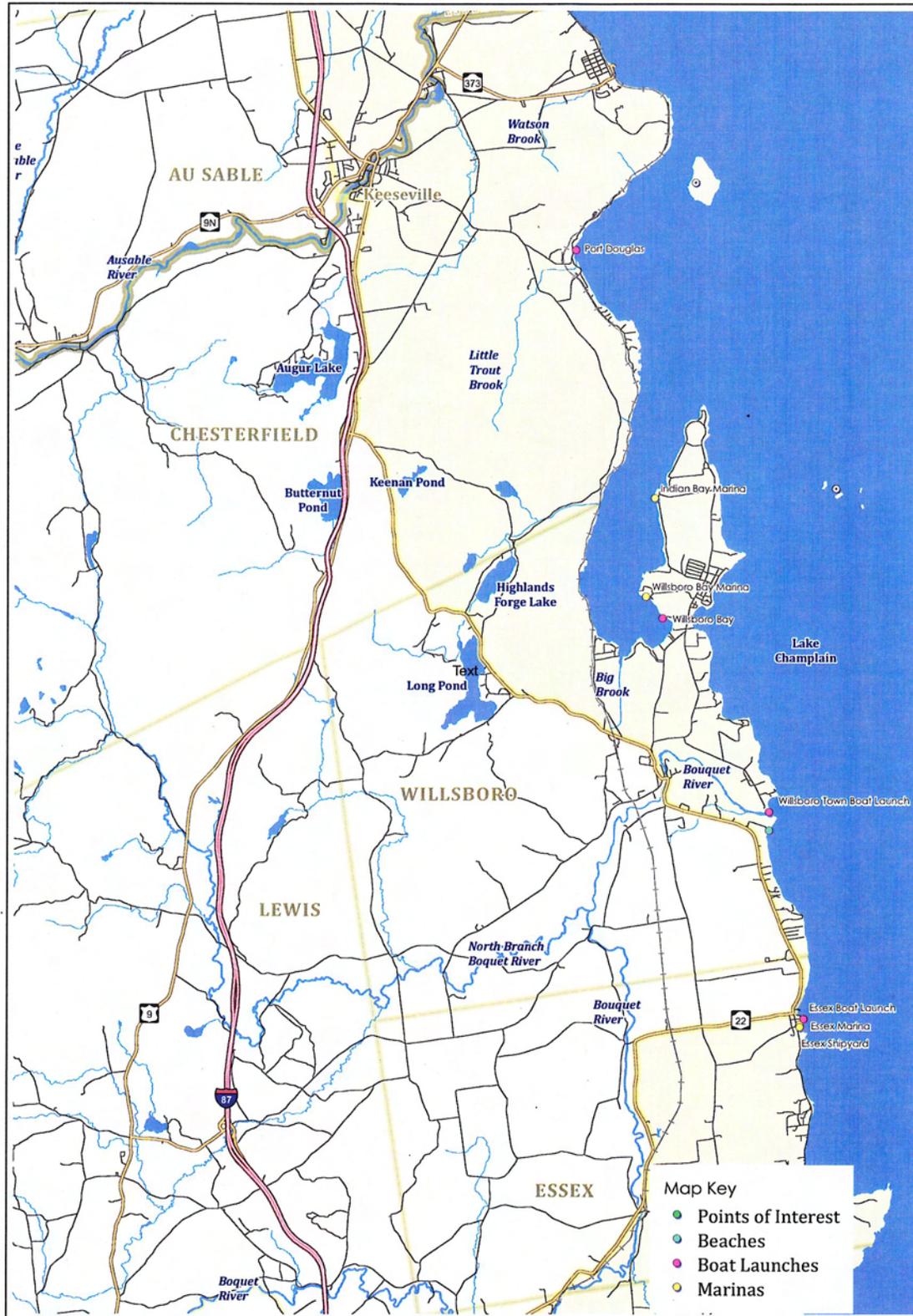
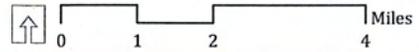
Clinton and Essex Counties, New York



Water Bodies and Public Access

Central Section

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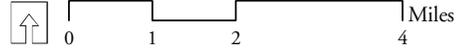
Clinton and Essex Counties, New York



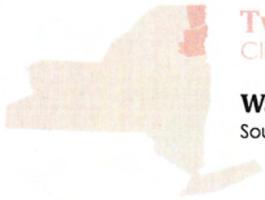
Water Bodies and Public Access

South-Central Section

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- Map Key
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Two-County Waterfront Revitalization Plan

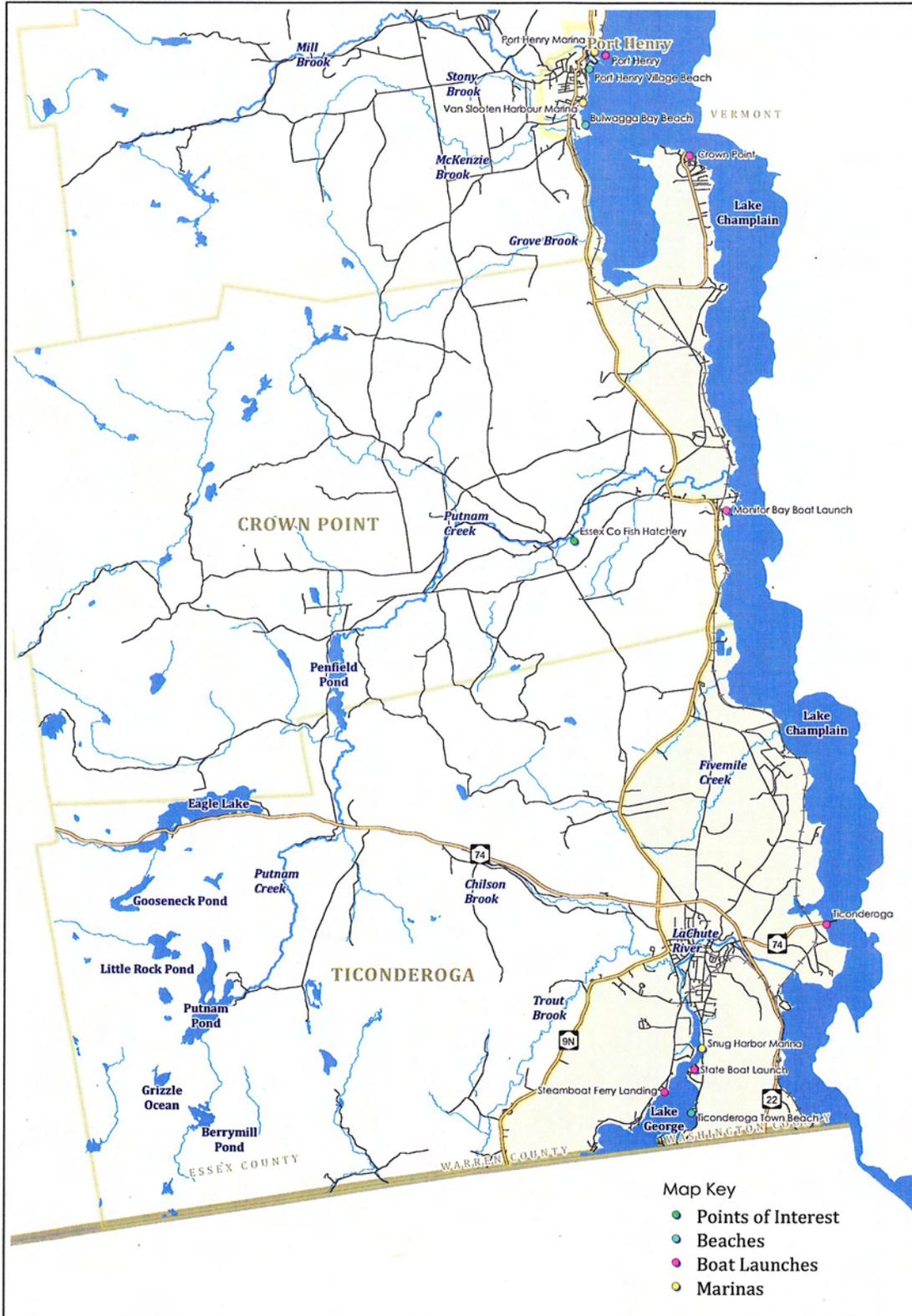
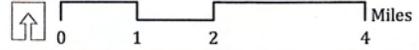
Clinton and Essex Counties, New York

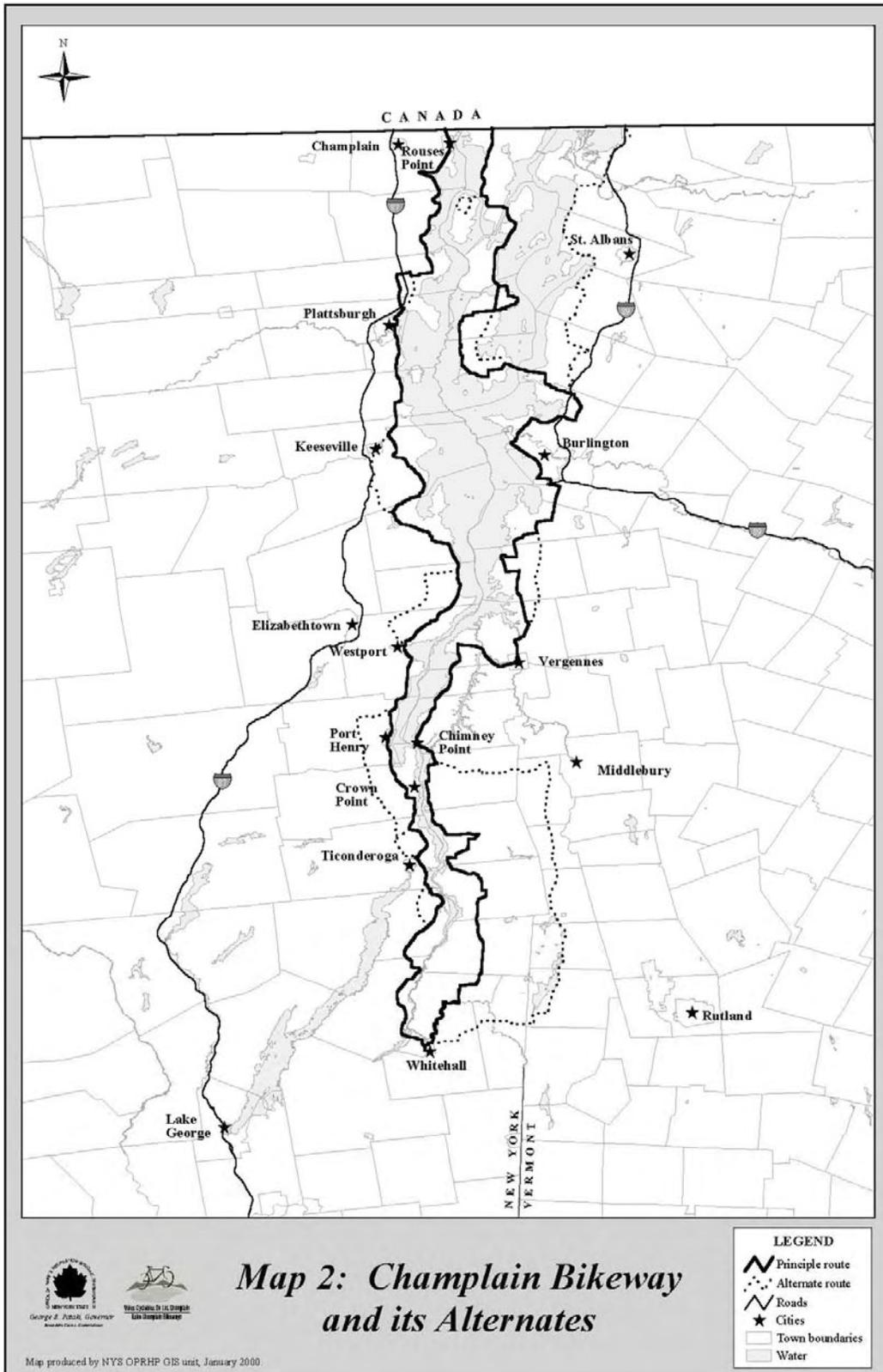


Water Bodies and Public Access

South Section

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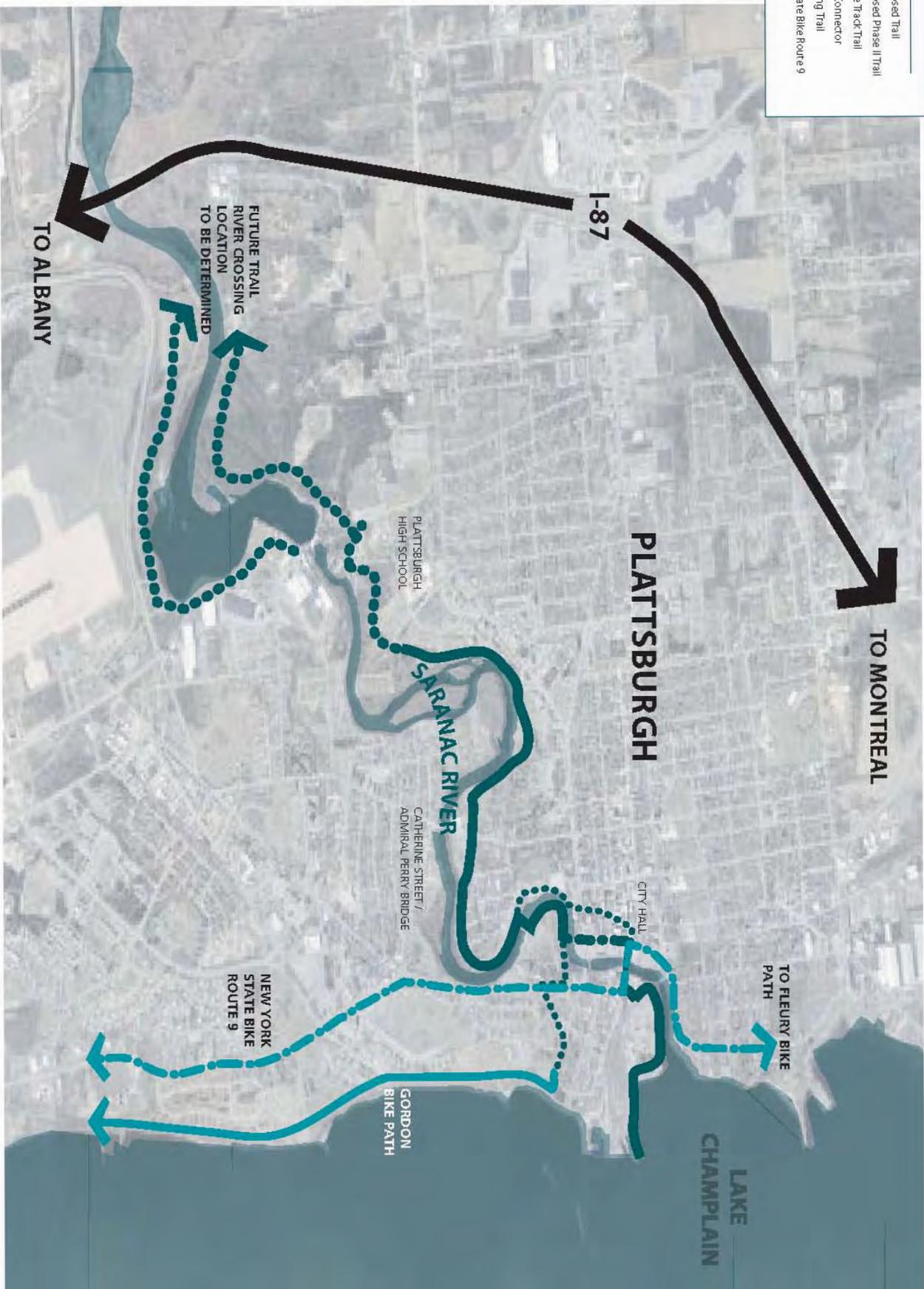




SARANAC RIVER TRAIL

TRAIL CONNECTIONS

LEGEND	
	Proposed Trail
	Proposed Phase II Trail
	Single Track Trail
	Trail Connector
	Existing Trail
	NY State Bike Route 9



**APPENDIX B:
LAKES TO LOCKS PASSAGE
HERITAGE CENTERS STRATEGY**



LAKE TO LOCKS PASSAGE

*A program to rejuvenate communities
along North America's first interconnected waterway*

The economic future of rural Upstate New York rests upon delivering a unique tourism experience. Lakes to Locks Passage connects historic, natural, cultural and recreational resources along North America's first interconnected waterway – the Champlain Canal/Upper Hudson River, Lake George and Lake Champlain to the Richelieu River – to deliver an authentic, place-based tourism experience and foster the development of 21st century technology and multimedia skills.

www.lakestolocks.org

EXECUTIVE SUMMARY

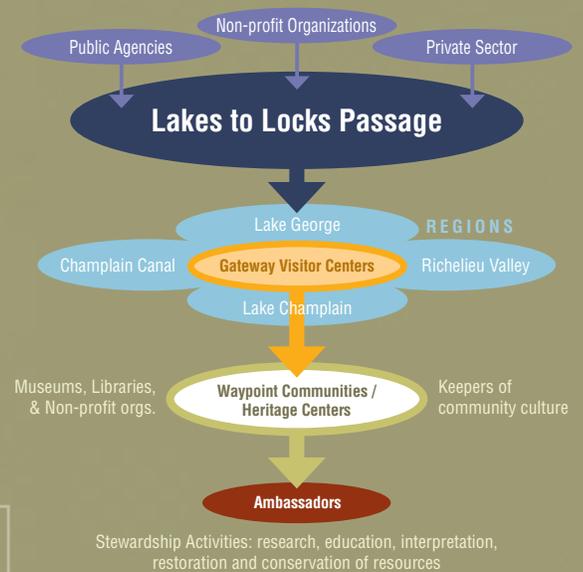
We seek partnerships with public agencies, non-profit organizations and private sector interests to help us develop, refine and implement a program that draws on the creative, intellectual and physical resources of the region to rejuvenate communities in Upstate New York. This grassroots initiative has identified key elements to guide implementation. The program:

- Serves two audiences – **the resident and the visitor.**
- **Builds pride in place** – the fundamental element for community revitalization.
- **Creates a great place to live** – which is also a great place to establish a business, invest public resources, and to visit.
- Provides educational opportunities for 21st century technology and multimedia skills.
- Provides a venue that encourages civic engagement by all members of the community.
- **Respects and employs local management** to balance economic benefit with environmental impact.
- Defines and delivers the product through **real people, in real places**, for a unique and authentic experience that will attract national and international visitors.



- Builds **public awareness, appreciation, participation, and a commitment to the stewardship** of the historic, natural, and cultural resources for future generations.
- Invests in **building capacity for the sustainable operations** of small museums, libraries and community organizations through strong organizational leadership, efficient operation of facilities, and the cultivation of volunteers and community support.
- Establishes techniques to **measure and evaluate community benefits and economic impacts** of the program.

ANATOMY OF THE BYWAY



INFRASTRUCTURE FOR IMPLEMENTATION

PLANNING AND ORGANIZATION

1991

US/UK Countryside Stewardship Exchange in Essex County served as a catalyst for the Champlain Valley Heritage Network and “community stewardship” as an economic engine

1997

Essex and Clinton Counties Waterfront Plan established a regional strategy for waterfront and community revitalization, serving as the basis for Byway planning. The 2010 update to the Waterfront and Byway Plans provides the “next generation” of projects to continue revitalization efforts

2000

Lake Champlain and Champlain Canal Byway Corridor Management Plans approved, NYS Scenic Byways recommended merger of corridors

2002

Lakes to Locks Passage created by merging byways along Lake Champlain, Lake George and Champlain Canal regions; Federal Highway Administration awarded premiere designation as an “All-American Road;” non-profit status established for management entity

BUILDING *on* SUCCESSES

BACKGROUND AND FRAMEWORK



Lakes to Locks Passage was established in 2002 by the New York State Legislature as a New York State Byway, and in the same year received the Federal Highway Administration's premiere designation as an All-American Road. The corridor embraces an interconnected waterway that

consists of four sub-regions – Champlain Canal/Upper Hudson River, Lake George, and Lake Champlain in New York and the Richelieu Valley in Quebec. The bi-national quality of the corridor not only fully integrates the shared heritage and resources, it strengthens the appeal of the byway as a national and international destination for travelers.

With funding from the Federal Highway Administration's National Scenic Byway Program and the NYS Department of State Environmental Protection Fund Local Waterfront Revitalization Program, Lakes to Locks Passage has developed a program to deliver an authentic visitor experience through a hierarchy of visitor information and interpretive facilities – providing a window to the communities, their stories, society and culture. The key feature of the system is the network of **Waypoint Communities** – the cities, villages or hamlets that have the ability to “meet and greet” the visitor. Waypoint Communities serve as a “hub” for surrounding towns, hamlets, and countryside.

Each sub-region of Lakes to Locks Passage has a long tradition as a tourism destination on its own, so some Waypoint Communities have made significant investments for infrastructure as



Lake George Village Visitor Center

a “gateway” to their sub-region. Lakes to Locks Passage capitalizes on this by developing partnerships with existing facilities to establish **Gateway Visitor Centers** in key locations to provide the “big picture” about the byway and an introduction to the stories and experiences that can be found in the surrounding sub-region.

The primary delivery point for building the emotional and intellectual connection between the traveler and the place they have come to visit is through the Lakes to Locks



Ticonderoga Heritage Museum

Passage **Heritage Centers** located in each Waypoint Community. They are the “stage” for the community to express pride in their heritage. The managers of the Heritage Centers are “keepers of

the community culture,” often the local museum, library, or environmental organization. The Heritage Centers are prominently located on the byway, ensuring that they are one of the first physical stops people will make when entering the community. When linked together, they provide connectivity within the byway corridor.

PLACE-BASED TOURISM

Lakes to Locks Passage has begun to assemble the key components of community-based destination stewardship, also called sustainable or place-based tourism. Place-based tourism engages all members of the community and builds community pride in the place they live. Each Waypoint Community has the opportunity to deliver an authentic tourism experience that is designed to spread benefits beyond individual attractions. It encourages visitors to stop, stay and spend money in a manner that benefits the entire community, serving as the basis for community revitalization and a sound local economy.

(continued on next page)

PROGRAMS AND PRODUCTS

2004

Lakes to Locks Passage marketing plan, graphic identity, visitor information and interpretation strategy developed

2005

Lakes to Locks Passage formal agreement for Quebec-New York cross-border tourism promotion; established first Gateway Visitor Center and Waypoint Community Heritage Centers

2008

Initiated work on IMLS Heritage Centers Sustainability Training; created first “Passage Minutes” and recognized potential for 21st century technology and multimedia products

2014

Target date for establishing all Gateway Visitor Centers; establish Ambassador training throughout region

2020

Target date for establishing all Waypoint Community Heritage Centers



Lakes to Locks Passage recognizes that a visitor seeks help with “wayfinding;” therefore, a successful Waypoint Community can practice “wayshowing” by helping the visitor create a cognitive map, know where they are going, what they are looking at, and feel good knowing that the community through which they travel cares that they have a positive experience.

DELIVERING AUTHENTICITY

Consumers of place-based tourism crave authenticity. With an understanding of how people perceive authenticity, we can incorporate the principles of “wayshowing” to provoke



the audience to learn, and engage them in a personal way, thereby rendering an authentic travel experience. The purpose of Lakes to Locks Passage Heritage Centers is

to have the people who live here tell their stories, and deliver authentic experiences. The stories, rendered in a meaningful, lively and engaging way, focus on what is natural, original, exceptional, referential, influential or ordinary. Direct personal interaction strikes an emotional chord, so the visitor will remember the experience and share it with others.

HERITAGE CENTER SUSTAINABILITY

Heritage Centers allow the visitor to explore the unique stories, immediately engaging them with the community’s “real people” – the people who have a special affinity for the area, and serve as **Lakes to Locks Passage Ambassadors**. Most importantly, service as an “ambassador” for the community stimulates civic engagement; by sharing their stories, residents build awareness – appreciation – participation – leadership – and ultimately, a commitment for stewardship of the community’s historic, natural and cultural resources for future generations.

This summary of the *Lakes to Locks Passage Corridor Management Plan* was funded by the Federal Highway Administration’s National Scenic Byway Program, administered through the New York State Department of Transportation and Lakes to Locks Passage, Inc. For additional information contact www.lakestolocks.org

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STEWARDSHIP DRIVES HERITAGE CENTER SUSTAINABILITY

Lakes to Locks Passage recognizes that this process of building stewardship can also fuel sustainable operations of community organizations that are the core of a successful place-based tourism program. The challenge that museums, libraries and community organizations face is how to build strong organizational leadership, maintain operations and programs, and cultivate volunteers. Through an Institute of Museum and Library Services (IMLS) grant, the Essex County Historical Society worked with Lakes to Locks Passage, and the Champlain Valley Heritage Network to develop **Heritage Center Sustainability Training** for skills and capacity building. This three-pronged approach to resource stewardship and accountability of the Centers includes: operations and management; programs and events; and Heritage Center Ambassadors.

MEASUREMENT AND EVALUATION

Lakes to Locks Passage recognizes the need to understand and evaluate the outcomes of the program in terms of community benefits and economic impacts. Demonstrating community benefits and economic impacts of Lakes to Locks Passage actions and investments depends on establishing a baseline of conditions, defining specific outcomes and measuring indicators of success. We use an outcomes based “logic model” to express how we expect to bring about the desired results. Specific outcomes and indicators of success are defined to provide a way to measuring progress over time, demonstrating the relationship between those outcomes and the operation of the program.



**APPENDIX C:
FUTURE OF WESTPORT VISIONING**



WESTPORT: A SENSE OF PLACE

A Place to Live

A Place to Create

A Place to Learn

A Place to Work

A Place to Play

A Place to Visit

A Place to Return

We believe that the future of Westport should be built around the concept of community wellness which includes and integrates emotional, spiritual, social, intellectual, physical, environmental and occupational strength. We see “community” as a living organism. It has a dynamic energy that needs to be cultivated, nurtured and guided by a spirit of inclusiveness, a respect for the environment, a sense of celebration and awareness that our legacy to future generations is in the actions we take each day.

To develop, nurture and promote Westport as a friendly, historically rich, environmentally progressive, year-round community enhanced by a strong school system and thriving arts sector, and further supported through tourism, agriculture, light industry and entrepreneurship that capitalizes on its unique position as a gateway to both the Champlain Region and Adirondacks and its proximity to inter-modal means of transportation.

DEVELOPING THE FUTURE OF WESTPORT

The Town of Westport's strong cultural history, its unique position in the Lake Champlain corridor that makes it an accessible gateway to the entire Adirondack Region, its historical richness and its inspirational tranquility and beauty. The year-round residents are joined by a relatively affluent summer tourists and a population with second homes in the area. Westport has a long tradition as an arts community with performing arts, visual arts, music, dance, film, writing, folk & traditional arts, and crafts. These activities are so strong that they have sustained despite a lack of cohesive or collaborative planning among artists and arts organizations. However, the Town has recognized that they have been suffering from a declining economy for a number of years. Once thriving natural resource industries have been gone for decades, and their loss has been devastating to the local economy. Main Street is lined with empty storefronts, the bank is open only a few days of the week, the younger population and school enrollment is steadily decreasing.

In the spring of 2008, community members gathered together for a visioning process, to be included in the *Essex and Clinton Counties Waterfront Revitalization Plan*. From that visioning process, a first step to drafting a plan for hamlet revitalization was developed to address seventeen issue areas identified through a series of public meetings. The primary strategy is to develop, nurture and promote Westport as a thriving, historically rich, environmentally progressive, year-round arts community that capitalizes on its unique position as a gateway to both the Champlain Region and Adirondacks and its proximity to inter-modal transportation.

The following process was utilized to develop the vision:

1. Engage the people who can identify, define and find solutions to the problem
 - Town Government
 - Private business and industry
 - Westport Chamber of Commerce and Essex County Visitors Bureau
 - School
 - Regional organizations
 - Cultural and Arts groups
 - Church groups
 - Citizens groups
2. Understand the problem – inventory & assess
 - Identify strengths, weaknesses, opportunities and threats
 - Establish working committees
 - Define vision, goals and objectives
 - Define core project area
 - Inventory and assess buildings and properties in project area
 - Inventory and assess business properties
 - Inventory and assess housing and population trends
3. Break the solution down into easy steps – start small and build out
 - Define an organizational structure for planning and implementation that includes diverse interests
 - Establish committees and sub-committees to shoulder the responsibility
 - Build relationships within the community, to others in the region and state, and to the media
 - Learn from others

- Publicize activities through the media, events, website
- Develop design and business plans to be ready for funding opportunities

UNDERSTAND THE PROBLEM

The Town of Westport initiated the series of public meetings to define the “Future of Westport.” From the first meeting, a SWOT analysis (strengths, weaknesses, opportunities and threats) determined the “big picture” of the most important factors that influence quality of life and prosperity of the Town of Westport. A SWOT analysis is a way for the community to discover what is doing well, what can be improved, what opportunities, or changes, in the outside world need to be addressed. The meeting also provided an opportunity for community members to identify specific ideas that can be acted upon.

These actions were grouped and categorized for further study by seventeen committees, all community volunteers, in follow-up meetings. Ultimately, the process defined a strategic vision in a document that identifies future specific actions that can be addressed by both public and private sector interests.

STRENGTHS

Wild Life	Golf (2)
Lake & Stream(19)	Theatre (3)
Normandie	Camp Dudley (2)
Meadowmount	Airport
Train (NYC To Montreal) (2)	Fair & Grounds (3)
Two Libraries (2)	Ballard Park (2)
Fire & Emergency Service (2)	Five Churches (2)
Ice Fishing	Water System (2)
Access To Rt 87	Sewer Plant
Bed & Breakfast (2)	Diversity Of Comm.(2)
Second Home Owners	Artists
Banking (2)	History (5)
Horse Back Riding	Animal Shelter
Vets	Hotel
Inns	Cooperative Ext.(2)
Ferry	Youth Comm.
Marina	Musical Talent
Boat Launch (2)	Lake/Mts./Fields (6)
Access By Train	Dive Wrecks
Proximity To Montreal & Burlington	Antique Hunting
Unique Shops	Dudley- Alumni
Quality Of Life	EC Hospital
Health Center	Village Architecture
Absence of Box Stores	Store/Markets (2)
Walkability of Town	Horse Racing
Community Center	Wadhams Falls & Hydro Plant
Fish & Game	Comm. Togetherness (8)
Boy Scouts	Active Volunteers
Live Music (2)	Fireworks
Small Town	Walking Tour
Life Style	Wadhams Bakery
Four Seasons (3)	Serenity & Views (9)
Complete Adk Village (2)	Mental Health

Open Space
 Coon Mtn.
 Library Lawn
 Hiking – Stacey Brook
 Farmlands
 No Traffic Lights
 School (Alumni, Bldg, Student Body, Small Classes) (4)

Cultural Opportunities (3)
 Down Town (2)
 Rural Ness
 Wilderness
 Staging Area
 Moon Viewing

WEAKNESSES

Low winter Population
 Gas Stations
 No Senior Housing
 Town Bypassed by Northway
 Heavy Truck Traffic Main
 Too few Summer Residents
 Cleaning, If Serv. (Lack)
 Lack of Volunteer service/people
 Decline of Small Farms
 Communication between (3)
 Land Use Rules Fragmented
 Events Schedules Public
 Clean up Community
 Fairground under-utilized
 APA
 Interstate – By pass Comm.
 Speeding in Comm.
 Generally high taxes
 Lack of Hotel Rooms
 Lack of tax incentives for new Businesses
 Restrictive Zoning
 Sidewalks – Wadhams & Westport
 Lack of Business Signage
 Lack of Attendance at Town and School Meetings
 Need to improve Communications from Town/School to Residents

Affordable Housing
 Minimum Public Lake Access
 No Bike Roads
 Excessive State Police
 Junk Cars
 Wastewater Tr. Plant uses valuable shore
 Slow internet Connection
 Summer Res. – inability to participate
 Excessive tax exempt properties
 Need more newspaper coverage
 Dilapidated Rails (to alb)
 Speed limit (can't Control)
 Art Showcase location
 Invasive Species
 Quality of Lake
 Limited Employment
 High School taxes
 Cell Service quality
 Lack of Seasonal Accom.
 Lack of Communications – Town/School etc.
 Vacant Homes
 Lack of Public Transportation
 Sub-division - lengthy

OPPORTUNITIES

Available storefronts
 Safe location
 Aging Pop.
 Alternative power production
 Water quality
 Training healthcare professional
 Tourism – “old days” – stay longer
 Access to capital
 APA
 400th Anniversary Champlain
 Distance learning oppor.
 Water front grants
 Former Mobil Oil Site (lake access)

Increased agriculture production
 Senior – progressive housing
 Internet Services & Marketing
 Plattsburgh airport
 Commercial park development
 Desire for quality of life
 “Green” business – Self sustaining Community
 Access to recreation area
 Glass half full
 Work with neighboring comm.
 Available forests – heat ect.
 State forestland – hiking
 React to fuel shortages now – not later

THREATS

Weak Dollar	Price of oil (heating – gas) (gasoline creates local opp)
Taxes	APA
Improve Albany to Plattsburgh rail service	Public Radio declining service
Commercial centralization (hubs) P.H./Platts	Negative energy – half empty/ half full
School enrollment – aging pop.	Changing credit market – access to capital
Affordability for fixed income res.	Very high job growth in Gov.
Government mandates – results in taxes	

Following the SWOT analysis, participants were asked to provide suggestions – all prefaced with I wish..., What if..., or We could... These indicate the participants sense of do-ability. At the end participants indicated their priorities which is shown by the number of stars on the list.

I WISH ...

*We had 250 more families – (summer) + (winter)

*****Model for green living

****Bike Path (Eddy Foundation, Essex)

* More opportunities for business (seed \$) (Eddy Foundation Essex)

** Agree on 3 or 4 problems we could actually solve

* Senior Center

* Dept. of Rec. for Adults/Children

* Method of staying in touch with Alum from WCS

Everyone could experience why Westport is so special _ _ _ _ (years ago)

Living wage jobs

Better attendance at Town/School Board Mtg.

*** Incentives for locally grown products

100 more hotel rooms

Realistic goals (focus on)

** Access to Lake (public)

***** Committee to work on bringing business to town

School would develop exceptional programs i.e. foreign language

** Outdoor ed. provided by the school for adults/children

***** Local production of food products (Eddy Foundation, Essex)

I HOPE ...

** People will volunteer to help ++ do/implement suggestions

Change in town boards representation

* That we would do a better job at preserving the character of our neighborhoods

** To work as a group – work ----Succeed

***** Senior Housing

WHAT IF ...

***** We enforce junk car law.

*** Provide young people training. B&B, Restaurant, Provide skills

* Seed money to attract businesses

*** We had shop/sales under one roof – space for workshops

** We had a community garden

***** We could buy locally

***** Develop alternative energy

* People would volunteer to help with this program

*** “When we leave this mtg. We will work together, & succeed”

There was a revolving loan fund for business

WE COULD ...

Tax Camp Dudley

** Talk to neighboring Comm. – learn from them

Develop Comm. Park More

Cooperative Marketing Opportunities – Hotels, Golf, ect.

** Have a dept. of recreation – walking tours etc.

** Build a regional sports pavilion (Fairgrounds)

***** Take this opportunity for planned growth in Westport

We could have many volunteers to move us along

Work as a group successfully

GUIDING PRINCIPLES

- Government, business interests and special interest groups should celebrate, nurture and protect the people and environment of the community of Westport.
- Commercial growth should enhance the vitality of the hamlets, support traditional values and maintain the small town character of Westport.
- The unique character and historic qualities of the Westport hamlets, outstanding scenic beauty, diverse recreational resources and rich cultural assets must be protected for future generations.
- The safety and well being of all residents, regardless of economic stature, must be protected.
- Strategies will considered for their impact on the quality of life to the residents, to natural and cultural resources, and institutional capacity for implementation.
- Activities and infrastructure improvements will be compatible with Westport's setting, character, attractions, and products.
- Integrate the visitor within the communities for an "authentic" experience.

DEFINING GOALS AND OBJECTIVES

A strategic plan needs to start with the goals, not the methods. Goals and objectives describe what the program/project is striving to accomplish.

Goals define general guidelines, usually representative of long-term, global visions. They:

- are broad statements of meaningful outcomes.
- are clearly written.
- are achievable.
- provide a framework for defining objectives.
- are adaptable to changes in the program.
- are consistent with the mission of the institution and vision of the program.

Objectives define strategies and specific steps to attain goals. They are realistic, achievable, measurable and have a defined completion date. They define the "who, what, where how and why" to reach the goals. It is common to have several objectives for each goal. Objectives:

- are short, clear, statements about the specific outcomes.
- use simple language with action words.
- indicate an appropriate level of attainment.
- are assessable through one or more indicators.

THE ARTS

Committee Volunteers:

Kathryn Cramer	Judy Ross	Meredith Johnston
Stephanie Ames	Sara Mehr	Caroline Tompson
Carolyn Vanderhoof	Michelle Maron	Rosemary Kelley
Kasaydia Carter-Martinez	Fran Toomey	

Goal: To establish Westport as a regional cultural center by providing greater support to and recognition of existing artists and arts/humanities organizations as a source of community pride and vitality and by providing services and opportunities that will attract new generations of diverse artists.

A thriving and ever-evolving arts community can be a key element of a stable and diversified economy, improved quality of life and community vitality. Sustainability is a key issue facing artists and arts organizations in our community and a concern that impacts our ability to attract new artists and arts services to our area. Cultural organizations and artists often labor in isolation without adequate work and display space. In addition, many have limited access to capital, marketing and technical assistance. Creating fertile ground to strengthen and expand Westport's cultural footprint will need the cooperation and collaboration of unique partnerships within the cultural community itself as well as with other civic entities.

Actions:

- o Identify, locate, profile and survey existing artists/craftspeople & arts organizations already in the community
- o Provide networking opportunities for artists within the community (e.g. arts forum, resource guide, etc.)
- o Assist artists and arts organizations with co-op marketing and website mentoring/development; explore the possibility of a cooperative website
- o Determine need, interest and opportunity for dedicated, affordable work and display space for artists.
- o Establish a multi-discipline community arts center(s)
- o Encourage mentoring and apprenticeships between artists/art organizations
- o Assist arts organizations/cultural event sites to be handicap accessible and affordable
- o Promote year-round cultural events and activities (writer's forum, oral history project, Arts Day, lectures...)
- o Create strong AIE partnerships between arts community and school
- o Consider a "We are Westport" oral history project with online and on-site presentation (Heritage House, library, Depot, Marina, Golf Course...)

Partnerships: The Depot Theatre, Westport Library Association, Ballard Park Foundation, Heritage House, Westport Central School, Arts Council of the Northern Adirondacks, Wadhams Library Association, NYSCA...

AGRICULTURE

Committee Volunteers:

Libby Treadwell	Erwin Barber	Dave Reckahn
Jennifer Tompkins	Bonnie Haberle	Judy Ross
Joyce Daniels	Caroline Thompson	Chris Maron
Nancy Page	Gavin Johnston	Sam Sherman
Mary Davis	Robin Severance	Anita Deming

GOAL: Increase the viability and sustainability of Westport’s agriculture to provide food and jobs for future generations.

Westport has a long history of farming, characterized by its landscape of open fields. However, the number of working farms has declined steadily, affecting jobs and the availability of locally grown food. Developing our agricultural base begins with supporting the businesses we have and exploring how to build on their success with the new opportunities offered by rising food prices, regional demand for locally grown produce, niche markets for heirloom vegetables, heritage meat, specialty dairy products, growing fuel based crops, and the potential of internet based marketing.

ACTIONS:

- o Determine the breadth of current agri-business activity, emerging trends, possible sources of growth.
- o Inventory current agricultural activity.
- o Identify models for potential growth.
- o Develop potential specialties; ways to educate new farmers and keep them in the community.
- o Explore the potential for growing more food for local consumption.
- o Identify local, regional, and more distant markets for farm products.

- o Determine present and potential demand by local institutions, see if there are barriers to use.
- o Determine the demand of local residents and businesses.
- o Align with Adirondack Harvest.
- o Explore access to distant/larger markets (Connecticut, New York City, etc.)
- o Develop an effective, cost-efficient collection and distribution system.
- o Explore aggregating the distribution and sale of products.
- o Explore ways to make farming a year round business.
- o Opportunities to can & store food.
- o Investigate whether food storage could be a viable business.
- o Cool season greens.
- o Extend season with high tunnel growing.
- o Explore the concept of a “farmer college.”
- o Explore the feasibility of a grass pellet fuel program.
- o Cornell Cooperative Extension Bldg. renew

Communication

Committee Volunteers:

William McHone	Alan Ware	William Daniels
Elizabeth Lee	Edward Peabody	

GOAL is two-fold:

- o to ensure that all residents and other stakeholders in our town have thorough and accurate information about the activities and progress of the Future For Westport Committees,
- o to ensure that comments from residents and other stakeholders are communicated thoroughly and accurately to leaders and participants of the Future For Westport initiative.

Actions:

- o Establish a friendly, collaborative and hopeful tone for deliberations and meetings related to our town initiative
- o Re-establish a column for our town in the Valley News
- o Create an email network through which information can be circulated efficiently

- o Create a website where documents and meeting minutes can be viewed by any interested party
- o Provide and post flyers and other printed material to announce meetings.
- o Write and disseminate press releases and other publicity documents when necessary
- o Create a network of Westport Central School alumni and use it to disseminate information and solicit participation and comments about the Future For Westport initiative
- o Disseminate information to and solicit participation and comments from all potential stakeholders, including but not limited to:
 - o Camp Dudley alumni
 - o 2nd home owners
 - o Users of area businesses
 - o Members of the libraries, local churches, and non-profit organizations
 - o Assist committees to share progress and stay apprised of timetables for work undertaken
 - o Assist committees who are disseminating information out of the area to potential audiences and markets
 - o Raise awareness of written and electronic communications already in use by individuals, businesses and the school
- o Generate and welcome hearty, open dialogue among all stakeholders

Emergency Services

Committee Volunteers:

Colin Wells CG Stephens Russ Paquette Mary Davis

Goal: Exceptional Emergency Services, including EMS and Fire Company

- o to ensure that all residents & their properties & possessions are protected with professional & quick response.
- o to ensure that we have adequate staffing to do above.
- o to ensure that they have adequate training.
- o to ensure that we have the proper equipment to perform the services.
- o To ensure that we have strong leadership in both emergency medical services and the Westport and Wadhams Fire Departments

Actions:

- o Recruit volunteers to serve on Emergency Squad & Fire Company to ensure proper staffing for Fire Company & “ on call staffing for Emergency Squad.
- o Encourage our young Folks to get involved.
- o Ensure that there is adequate funding to maintain vehicles & equipment for peak performance.
- o Ensure that proper training is available & mandated at all levels.
- o Encourage our young members to step into leadership positions for strong, seamless leadership transition.

ENERGY

Committee Volunteers:

Dick Sherman	Nancy L Carter	Matt Foley
Dave Reckahn	Fred Schrodtt	Judy Ross
Jennifer Tompkins	Alan Hipps	Chris Maron
Nancy Page	Keith Giles	Bruce Ware
Judy Howell	Mary Davis	

The goal of this project is to study and initiate ways in which Westport residents can reduce the adverse effects of energy production, become more energy independent and less reliant on outside energy resources.

Energy costs and energy production are adversely affecting the consumer. Some byproducts of energy production are negatively affecting our environment and individuals' health. We reside in an area of abundant natural resources. If we could find means of utilizing our own natural resources in a clean, environmental and economical manner, we could reduce our dependency upon outside, expensive and potentially polluting energy resources. If we could combine as purchasers of energy products, perhaps, we might obtain alternative energy products at reduced costs.

ACTIONS:

- o explore local pellet production
- o town help for heat emergencies
- o examine centralized buying of energy products such as solar panels
- o understand long-term direction of tax-advantages energy solutions
- o understand outside wood-burning furnace technologies
- o understand hydro power potential
- o understand local wind power potential
- o help make Westport energy independent

Westport Heritage House

Committee Volunteers:

Sandy Goodroe	Cynthia Schira	Judy Bertsche
Judy Ross	Barbara Breyette	Caroline Thompson
Meredith Johnston	Joyce Daniels	Derinda Sherman

Mission: For a number of years, Westport has planned to have a Visitor Center. The historic “White Church” was unused and falling into disrepair. Grant money was obtained to refurbish the building and provide handicap accessible bathrooms for all. The 2009 QUAD celebration activities presents an opportunity for the town to set a target date for completion and availability.

It is the objective of this project to create and carry forward a plan to sustain this building and to provide services to the community and visitors to our community. The Heritage House has a standing committee

Actions:

- o Provide services to visitors to our community
- o Possibly provide community information center with high tech support
- o Develop relationship of HH to other community services
- o Provide a welcome packet to visitors, new residents, and new businesses
- o Make a plan of sustainability for the building and the services
- o Set up and train volunteers for the Visitor Center
- o Assist the integration of the new building tenant, The Arts Council for the Northern Adirondacks, into the FFW overall plan

HOUSING

Committee Volunteers:

Co-Chairs:

Alan Higgs Shami McCormick

Members:

Dick Sherman Rick Hoffman William McHone

Judy Bertsche Bruce Ware Zach Sherman

Chris Maron Leon Hebrink

GOAL: Ensure that the Town of Westport has an adequate supply, and diversity of, residential housing to serve all residents.

The Town of Westport has a very limited supply of affordable housing and no services for the aged. Adequate residential housing needs to fulfill demand for single family, apartments, multi-generational, seniors and handicap-accessible units. Planning for adequate housing needs to be

coordinated with the activities of the Town's Blue Ribbon Committee, support the Joint Municipal Building project and fully utilize the resources of HUD.

ACTIONS:

- o Create a "How-to" Town Code navigation booklet
- o Inventory and assess existing condition of residential housing for adequacy, availability, affordability, capacity, refurbishment and ability to be rented.
- o Explore potential for development of facilities for a continuing care retirement community, develop strategy to provide for need.
- o Inventory and assess the demand for affordable housing, develop strategy to provide for need.
- o Inventory and assess the demand for subsidized housing, develop strategy to provide for need.
- o Explore the needs for aged services, develop strategy to provide for need.

Marketing (Presently a Chamber of Commerce Committee)

Committee Volunteers(who will work with existing members of the

Chamber of Commerce Marketing Group:

Julianne Sherman	Bonnie Haberle	William McHone
Deb Schrodtt	Kathryn Cramer	Caroline Thompson
Monette Stephens	Kevin Russell	

Mission: The Westport Chamber of Commerce Marketing Group seeks to unite Westport businesses through partnerships, cross-referrals, and web-linking to increase regional awareness of Westport and strengthen and extend its commerce beyond the summer season, marketing Westport regionally and globally.

Actions:

- o Develop joint advertising activity
- o Develop a Westport "Brand"
- o Assure ongoing media presence, far and wide
- o Assure website project is active, up-to-date and well integrated
- o Create tourism packages
- o Inventory beds/activities/food/business related data
- o Provide direction to Chamber of Commerce
- o Develop year-round tourism
- o Assist in population of the Commercial Park
- o Integrate publicizing of cultural/recreational activities
- o ex. Depot, Ballard, Plein Air
- o Publicize Boat Launch Site
- o Publicize outdoor activities---golf, hiking, lake access, boat launch

- o swimming, biking, canoeing, fishing, hunting, ice fishing,
- o cross-country skiing, snowshoeing, snowmobiling
- o Provide new residents and businesses with Westport Welcome Packets
- o Integrate efforts with Regional Organizations such as the Lake Placid Visitors Bureau

JOINT-USE MUNICIPAL BUILDING

GOAL: to bring to conclusion the replacement of out-dated municipal facilities

Shared-services programs are underway around the state, as a way to reduce costs to taxpayers. Many of these programs are supported by the state and our elected representatives. Westport has four municipal facilities that are beyond their useful life, requiring major upgrades or replacement. Westport has received a large state grant to evaluate a shared-use facility for town highway, fire district, town offices, and school bus maintenance. The objective is to control spending, both capital and fiscal, by evaluating a shared-services facility versus repairing our present separate facilities.

- o This project has an existing committee
- o Tours of existing facilities have been completed by The Future For Westport representatives.

Quadricentennial

Committee Volunteers:

Sandy Goodroe John Goodroe Judy Bertsche

Martha Swan Caroline Thompson

Mission: The Lake Champlain 2009 Quadricentennial (QUAD) will be a wonderful opportunity to showcase Westport. National and state publicity, which may incorporate Westport as a National Scenic Highway location, will bring increased tourism activity to the area. The “400 Years of Boating on Lake Champlain” part of the Westport Heritage Festival, including the Lois McClure and the Philadelphia will be a large event for the town. We are seeking ways to bring the town together to present our best face for our visitors and residents for this once-in-a-lifetime event.

Actions:

- o The QUAD has a separate committee
- o Solicit help to plan/carry-out the program
- o Communicate the program to TFOW and town residents
- o Develop and promote activities and events

Quality of Life

Committee Volunteers:

Bonnie Haberle	Sara Mehr	Martha Swan
Carolyn Vanderhoof	Chris Maron	Jamie Clark
Allan Beal	Judy Howell	Suzie Becker

Goal: Create a plan for Westport’s future that engages each citizen in valuing, preserving and enhancing those qualities that distinguish Westport as an important and beautiful gateway to Lake Champlain and the Adirondacks while creating new opportunities for individuals, families, neighborhoods and visitors to enjoy and be enriched.

The quality of life of a community is *measured* in part by the vitality, engagement and enjoyment of its citizens and can only *flourish* in a climate of thoughtfulness, respect, communication and cooperation. Westport is certainly blessed with many diverse resources. However, though a community can be endowed with much, an *exceptional and sustainable* quality of life is often earned more through creativity and hard work than through luck.

One of the challenges we face as a community is in determining what we are willing to do in order to stimulate growth and create a more sustainable future for ourselves and children. In addition, any plan for the future will have to speak to and engage our citizens (from long-time residents to second-homeowners) so that they become stakeholders in Westport’s future. Generally thus far, community comments have focused on developing businesses and services to improve our community and create jobs. But there is also consensus on carrying forward those qualities of Westport that have made it a special place to live and visit. We want Westport to remain a neighborly, safe town that is enriched by diverse opportunities for intellectual, cultural, recreational, emotional and spiritual growth and is governed by a respect for each other and our environment. (In this context, the Dudley motto of “the other fellow first” certainly resonates.)

Safety

- o Maintain walk-a-bility of Town
- o Review speed limits particularly on side roads—consider main street speed indicator, speed bumps on certain residential streets
- o Ensure barrier-free accessibility and include Braille signage where appropriate
- o Review signage restrictions and determine the possibility of improved signage at Northway exit, entrances/exits to town (Westport & Wadhams), at the Ferry and Railroad
- o Consider town historical markers (e.g. for walking tour) as well as indicators for artists/crafts trail
- o Create more opportunity for volunteer services to present their mission and needs to the community (Town meeting, WCS, public gatherings...)
- o Promote continuation and expansion of community service component at WCS
- o Solicit volunteers who are able to assist those in need with information and help on winterization, energy use & home safety
- o South Main St. Historic District

Waterfront Revitalization and Beautification

Goal: To improve access to and interpretation of the Lake and Boquet River and develop and implement a plan to improve on and continuously address the appearance of Westport and Wadhams and reduce our carbon footprint!

We hope to encourage measures that reflect pride in our community—a town that is clean and beautiful is the first step in that journey. However, we need a cohesive plan for public spaces. The Quad provides an excellent incentive to clean-up our Town and enhance its appearance wherever possible.

- o Clean up old school house area
- o “ “ Lee Park et al
- o Develop viable beach and waterfront recreational area (including moving water treatment plant to higher ground)
- o Improve/enhance entryways to town (signage, landscaping etc.)
- o Determine key landscaping/beautification projects for Quad as well as longer term
- o Enforce junk car ordinance
- o Maintain (and improve where possible) vistas of the Lake
- o Work with volunteers and garden club to implement beautification projects throughout town.
- o Put trash cans throughout town that are for garbage and recycling—yes it is an added expense, but that expense falls on someone’s shoulders eventually or trash gets left on the ground.
- o Bottle drop off center
- o Community clean-up day
- o BRASS clean up and trash art day
- o Provide community and visitor education re invasive species
- o Support Master Gardener/ Cooperative Extension Workshops: companion planting, composting, kid gardening, accessible gardening. Natural pesticides, rain garden, soil testing, continuation of plant swap
- o Plastic flower pot recycling drop off
- o Green utility and cleaning products in Town buildings (set the example)—purchasing discount for organizations

Goal: To promote community health and recreation for all ages and brand Westport as a year-round recreation destination.

- o Make Westport a Pedestrian and Bike friendly town by maintaining good side walks, nature trails, walking tours and bike paths
- o Look into the logistics of establishing a bike path through town and connecting Westport to Wadhams
- o Provide bike racks at places we want people to stop (center of town, marina, golf course, upper main street, boat launch, fairground/school, Depot, Wadhams library, Dogwood Bakery etc.)

- o Ensure barrier-free access to all public sidewalks and buildings and encourage businesses to consider handicap accessibility improvements
- o Look into additional historic markers and/or providing signage for those structures on the historic walking tour
- o Develop brochures for bikeways, walking tours (heritage, nature, culture, recreation)
- o Establish monthly series on health and wellness at the Heritage House/ School: group activities
- o Community calendar sign-up for individuals/groups offering to lead hikes, walks, swims, etc. for the public; promote various recreational clubs that would also mentor youngsters and help them establish an active relationship with the environment and our recreational resources (angler's club, x-country ski club...)
- o Monthly presentations on physical wellness focusing on specific groups
- o Bring additional competitive and recreational events to the Fairgrounds Town
- o Year round recreation:
 1. Summer: Lake activities (including swimming, fishing), hiking, golfing, boating, biking
 2. Fall: " " including leaf peeping
 3. Winter: x-country skiing (at golf course??), central location for several downhill areas, skidoo trails ??, ice-fishing, ice climbing
 4. Spring: " "

Community Outreach

- o Establish an Annual Town Meeting Day
- o Have a *bi-annual town meeting* on the state of emergency services and recruitment/equipment needs
- o Promote the continuation and expansion of a community service component at WCS
- o Quarterly food drives to help stock community food shelves
- o Hold bi-annual town socials at which to welcome new residents/home-owners and businesses.
- o Support a "welcome wagon" to which businesses and individuals may contribute
- o Focus on personal contact with individuals as a primary means of encouraging participation in discussions and activities re Westport's future
- o Revitalize the "Westport page" in the Valley News **(Done!)**
- o Establish a quarterly Town Newsletter (eventually monthly) that coordinates the news of Chamber, Town, School and Organizations that is distributed both electronically, posted and delivered to those without computers.
- o Develop a School Alumni Association
- o Establish a community information center which has public access to internet, fax and public telephone & restroom (a la "Internet Café")
- o Westport Booth at Fair
- o Ensure accessibility
- o Greater recognition of milestones achieved by local businesses
- o Oral History project
- o Town plaque recognizing veterans
- o Town plaque recognizing Eagle Scouts

- o Halloween treat drop off site where those with few visitors can help provide treats for residents inundated with trick-or-treaters.
- o Family of the Year
- o Community kitchen: rotate responsibilities between various groups and community organizations.
- o Sr. Bus
- o Carpool and/or Dial-a-ride
- o Coordinate Outreach/Assistance Information/Programs between various town entities

SCHOOL

Committee Volunteers:

Devin Martin Kelsey Carroll Chris Maron

Joyce Daniels Elizabeth Lee Dan McCormick

GOAL: to increase community-school communication and community relationships and school resource use.

The school is a focal point and major employer for the community. The parts of the community, who do not have children currently in the school or, who are newcomers in the community should have a path/s to become more involved with the school as part of the community. It would also be well to examine the possibility of greater community use of the building and the school’s resources.

ACTIONS:

- o Develop alumni connections and community
- o Examine greater community use of school space and resources
- o Examine more varied and increased means of community-school interaction
- o Examine greater variety and increased school-community communication—in both directions
- o Examine the possibility of a larger school-community focus, i.e, a theater program, an arts program,
- o foreign language specialty
- o Examine increased and accessibility of learning situations for residents of all ages
- o Examine mentoring internships within the school
- o Examine a group of “friends of the Westport School”
- o Examine existing groups associated with the school—and make more public access, involvement,
- o cooperation between and among these groups and other town groups
- o Examine the school in relation to the town’s vision of the town
- o Examine greater interaction between the WCS and the Westport Library

SMALL BUSINESS

Committee Volunteers:

Dawn Gay Andy Bisselle Carol Calabrese

Dick Sherman Colin Wells Janice Hainer

Deb Schrodtt Nancy Page Bonnie Haberle

Nate Gay Kevin Russell Bruce Ware

Sam Sherman

Goal: Enhance small business activity with the objective of increasing year round jobs across the income spectrum.

Westport's goal of fostering an economically viable year round community depends on the future of its small businesses. Developing this base begins with supporting what we have and identifying new opportunities.

ACTIONS:

- o Inventory businesses and peoples' skills/occupations.
- o Identify particular skill areas/occupations with the potential for growth.
- o Create supportive links among local skills & occupations to leverage knowledge, marketing, distribution.
- o Explore cooperative ventures to piggyback delivery of supplies, in vending and in distribution.
- o Encourage mentoring.
- o Create a friendly, supportive business atmosphere.
- o Create a transparent zoning/code booklet for new businesses.
- o Create a friendly new business outreach.
- o Make Westport a center for cutting edge technology.
- o Explore the feasibility of cooperative web sites and/or other web site assistance.
- o DSL—reliable, full-time, publicize Westport's high speed internet. (include Jim Forcier)
- o Create a small business revolving loan fund.
- o Look for the key dynamics that influence businesses locating, staying and being successful in Westport. Explore current barriers.
- o Examine why Main St. storefronts are empty.
- o Why did General Composites move from Westport to Willsboro?
- o Identify and attract key services.

- o Provide opportunities for students at the Westport Central School to meet a wide range of local entrepreneurs for a sense of opportunities and to open the possibility for summer jobs, internships, mentors.
- o Complete cell service coverage

TAXES

Committee Volunteers:

Rick Hoffman Gay Gutierrez Barbara Breyette
 Linda Rockefeller Chris Maron

GOAL: Improve Westport taxpayers understanding of local taxation

Rising taxation levels create financial concern for residents and non-residents alike, and can result in people feeling forced to leave Westport for lower taxed locations. The objective is to understand the elements of this situation, communicate the information, and suggest plans for control.

ACTIONS:

- o Understand and explain Town and County tax
- o Understand and explain Westport Central School finance and the resultant taxation
- o Understand the process of assessing property

VISION PLAN DOCUMENT

Committee Volunteers:

Judy Ross Chris Maron Bill Johnston
 Shami McCormick Bruce Ware

GOAL: A “Vision for the Town” is an important base document upon which a strategic plan or a comprehensive plan for the town might be built. Having these plans well documented is necessary when applying for grant money or soliciting investment in the community.

A vision plan document is to be written in a commonly used format. It should embody input from all of the people in the town. The information from the document may be utilized by future projects that are important to the town. Projects that have detailed description, are thoroughly planned and carried out in a timely manner are more likely to be supported and are given more weight in the grant process with a document such as this. Project results would be evaluated against the plan.

ACTIONS:

- o Start immediately writing supporting background information
- o Examine and describe “What is Westport”
- o Develop a map of the town’s commercial core
- o Develop a map of building sites available in the town for business or residential use
- o Have a complete listing, map and description of the town’s public infrastructure
- o Describe the view of the town’s future according to the populace; then develop a document that provides direction to reach that goal
- o Articulate a vision of the town that is amenable to most residents
- o Examine why stores are closing and suggest ways to revitalize the commercial areas of the town
- o Examine ways that many homes being secondary residences impact the town
- o Examine whether rising property values and taxes are causing moderate income residents to live and work elsewhere
- o Examine ways to enhance and improve the beauty of the town and to work with the advantage of the age of the town
- o Examine the economic and aesthetic potential of attracting and/or building a retirement community within the town

WATERFRONT REVITALIZATION

Chair: CG Stephen

Members:

Albert Haberle	Sandy Treadwell	Matt Foley
Roland Morris	Shami McCormick	Erwin Barber
Kathryn Cramer	Jane Preston	Sara Mehr
Joyce Daniels	Jennifer Tompkins	Carolyn Vanderhoof
Bill Johnston	Chris Maron	Keith Giles
Johnny Stahl	Leon Hebrink	

GOAL: to optimize the use of Westport’s beautiful waterfront

Northwest Bay is one of Lake Champlain’s most beautiful bays, and is one of Westport’s most important assets. The shoreline has a long history of underutilized potential. Previous projects and long-term town planning have outlined possibilities for better utilization of this resource.

ACTIONS:

- o Examine ways in which to develop water frontage within the town as a viable beach and recreation areas
- o Examine grant funding through the Essex County Planning Office for beach and recreation development
- o Examine better access to the waterfront for visitors and local residents
- o Examine boater access to docking and increase options
- o Examine the cost, logic and feasibility of moving the town sewage plant to higher ground
- o Examine the possibility of grant funding through the Essex County Planning Office to develop a waterfront
- o Walkway or boardwalk

Website (Presently a Chamber of Commerce Committee)

Committee Volunteersto work with Chamber of Commerce Website Group:

Kathryn Cramer	Alan Ware	Kevin Russell
Delaney Sears	Adam Facticeau	

Mission: As a sub-committee of the Chamber of Commerce Marketing Group, the website project will be the technological arm of the marketing project. This committee will manage the chamber’s website and coordinate it together with other town sites.

Actions:

- o Coordinate school, chamber and town websites
- o Configure websites around Westport’s “Brand”
- o Links to Essex County Tourism and Visitor Bureau sites
- o Maps, photos, links on outdoor activities
- o Publicize wi-fi- locations
- o Publicize Westport’s hi-speed internet...check boundaries of access

- o Keep the chamber informed on progress and change directed at optimal marketing through the site(s)

Future for Westport Update February 23, 2010

Steering Committee:

George Maffey, Rick Rockefeller, George King, Nancy Page, Dan Connell, Dan McCormick, Elizabeth Lee and Shami McCormick.

Since June of 2008 many projects have spun off either directly or indirectly as a result of the *Future for Westport* initiative that began with input from the people of Westport. The following

activities have been initiated and/or completed in the last 18 months in Westport and Wadhams:

- A weekly column about events in Westport has been published in the local paper.
- A new business has opened on Main Street.
- Lots of documents about the community have been gathered and made available in the public libraries. This information includes a number of reports and studies done over the past few decades as well as the most current demographic information available.
- A Westport Central School reunion was held in Aug. 2009 and a database of school alumni has been created and is being updated.
- A survey was conducted by the Office of the Aging and presented in a public meeting. The information provides the county with vital information for emergency response planning while at the same time provides our community with valuable data to guide our planning.
- The Heritage House hosted a visitor's center staffed by approximately 50 volunteers.
- Several community lunches have been hosted by the bakery in Wadhams. Proceeds have benefited various local agencies.
- One new volunteer firefighter has completed the first level of rigorous training and is responding to calls.
- A new logo has been designed and adopted to promote local commerce.
- The Quadricentennial events involved many local residents as planners and participants.
- A grant proposal was successfully developed, submitted and awarded by the NYS Department of State Local Waterfront Revitalization Program \$25,000 for the Town of Westport to conduct planning for economic revitalization. The Town will develop a comprehensive strategy to establish Westport as a cultural center and to identify resources, gaps and potential opportunities to cultivate niche markets.
- Numerous improvements have been made to web sites serving as portals to the Town of Westport, the Westport Chamber of Commerce and the Westport Central School.
- A sound system and computers have enhanced the Heritage House as a community facility.
- Public presentations have been held to educate tax payers about property assessment.
- A business owner has undertaken the development of a large scale project with the potential to bring 30-40 jobs to our town.
- A grant has been received to create a school garden through a partnership between the school, interested community members and Cornell Cooperative Extension.
- Over 50 people turned out to the first "Thursdays Inn," a social hour held at the Inn on the Library Lawn for the purpose of congenial and informal gathering.
- The lakeshore habitat seems to be sustaining a healthy eagle population. Last week six eagles were sited by Larry Carroll at one time on the ice near the Westport Marina.
- Numerous academic, athletic and music awards have been earned by students in school. Both the boys' and the girls' varsity basketball teams head into the Section 7 tournament with outstanding regular season records.

APPENDIX D:
CHAMPLAIN BRIDGE BI-STATE PARK

PROPOSAL FOR A BI-STATE PARK AT THE NEW LAKE CHAMPLAIN BRIDGE

The new Lake Champlain Bridge between Crown Point and Chimney Point can be more than a link between two states; it can be the centerpiece of a unique Champlain Valley destination -- a Bi-State Park at the Lake Champlain Bridge.

VISION

The new Lake Champlain Bridge is an exceptional design, and expectations are high that the new bridge will become a “must-see” in the Champlain Valley. With safe pedestrian and bicycle facilities, the new bridge will link the two states in a way that has never before been possible -- simply walking or bicycling across the bridge will become an attraction in itself.

In the vicinity of the bridge there are numerous historical and recreational sites, managed by a variety of public agencies in two states. We now have an opportunity to rethink how these sites relate to each other. The bridge and surrounding area should be thought of as a “campus” with facilities that work together through coordinated operation and physical connections.

OPPORTUNITY FOR ECONOMIC DEVELOPMENT

Tourism is a very important economic sector to the communities in the Champlain Valley. The “signature design” new bridge, complemented by a cooperative operation of public facilities will create a new major attraction in the valley stimulating visitation, which will benefit the communities and businesses of the area.

FROM AN ARRAY OF INDIVIDUAL SITES TO A WHOLE PARK

In the late 19th and early 20th centuries -

- There was a **single point of entry** – landing north of lighthouse; boardwalk to ruins; refreshment rooms; pavilion, all built by Champlain Transportation Company for excursion parties. Landing sold in 1927 for bridge construction.
- The ferry steamer “G. R. Sherman” carried excursion parties to and from the fort (from Chimney Point Tavern) 6 months per year.
- NYS acquired the ruins in 1910.
- The memorial lighthouse was rebuilt 1911-1912.
- Construction of the campground begins in 1915.
- New steamboat pier constructed in 1929.
- Steamboat travel declined and automobile travel grew, culminating in opening of bridge in 1929.
- Chimney Point Tavern acquired by Vermont in 1966. Reopened as museum in 1991.

Today -

- There are individual sites, separately managed.
- There is proximity but not “connectivity”.
- Each site is oriented to its own parking area.

In the near future the area around the Lake Champlain Bridge could be a Bi-State Park – a “whole park” created from an array of individual sites -

1. Design Principals and Goals

- A. Create a sense of “arrival” and provide orientation/map plazas in New York and Vermont.
- B. Alter the character of the approach roads to the bridge, through “traffic calming” and landscaping, to transform them from highways separating parts of the park from each other into “parkways”, or roads passing through a park.
- C. Enhance the park-like quality of the area by removing the hodge-podge of overhead utility lines. Simplify and clean up the profusion of road signs.
- D. Create a “whole” park.
 - i. Core Area Sites – Fort Crown Point, Lake Champlain Visitors Center, Champlain Memorial Lighthouse, 1929 Steamboat Pier, NYS DEC Camp Ground, Chimney Point Vt. State Historic Site, The Bridge:
 - Parking at any one site should provide access to all sites through an internal bike/ped system, also connected to bike/ped facilities on new bridge.
 - Provide safe and convenient crossings of the highway at appropriate locations as, for example, the vicinity of the Lake Champlain Visitor Center in New York.
 - ii. Outlying Sites (Vermont)
 - Connect to Core Area Sites by bike-ped safe routes.
- E. Provide handicapped accessibility.
- F. Maximize “free” areas, including grounds of Fort Crown Point, Champlain Memorial Light House, 1929 Steamboat Pier, and Chimney Point State Historic Site, areas that can be enjoyed by bicyclists and pedestrians. Limit “pay” areas to museum admission charges, use of campgrounds, etc.
- G. Utilize the “Weatherwax” in some way to be determined - at a minimum as a static display.

- H. So that visitors can enjoy views of the historic sites from the lake, provide kayak, canoe and boat-launching points that are sized appropriately (i.e., car top to trailer launch) for their location.
- I. Improve access for swimming.
- J. Create additional interpretation. Some of this will be produced in connection with the commemoration/mitigation program for the historic 1929 bridge.
 - Historic, 1929 bridge.
 - New bridge
 - Build on Gateway Theme – “Gateway to the Adirondacks” “Gateway to Northern New England”.
- K. Develop a single admission agreement.
- L. Create a “whole park” map – on-line and conventional, printed versions.

2. Next Steps

- A. Build local and state support for the bi-state park. Secure endorsements of the concept and commitments to cooperate in planning and implementation. *This is happening at the local level. This has not happened yet at the state level.*
- B. Engage planners and landscape architects in the state agencies in helping to develop the necessary physical improvements to create the Bi-State Park.
- C. Identify sources of funding for site planning and implementation. For example, the federal Scenic Byway Program, the Transportation Enhancements Program (the New York part of the approach road is a federally designated Scenic Byway and All-American Road), and the Champlain Valley National Heritage Partnership. Other sources?
- D. Identify what can be built as part of Phase I (construction) of the new bridge project. For example, connection of the bridge’s bike/ped facilities to the internal bik/ped system connecting all the sites.
- E. Identify what can be built as part of Phase II (site restoration) of the new bridge project. For example, the orientation/map plazas, the “traffic calming” measures and landscaping to transform the highway into a parkway, the pedestrian crossings.
- F. Determine if it is necessary to up-date Unit Management Plans in New York.
- G. “Lake Champlain Bridge Bi-State Park” is a “working name”. Choose a permanent name.
- H. Other?

Further Information: Bill Johnston, Chair, Bi-State Park Ad Hoc Working Group
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Champlain Bridge Bi-State Park Proposal
 Bi-State Park Working Group
 Proposed Concept Map
 June 8th, 2010

DRAFT CONCEPT



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LEGEND

- Potential Park Areas of Bi-State Park
- Proposed Pedestrian and Bike Safe Route/Greenway
- Point of Interest
- Boat Launch
- Proposed Public Beach
- Camp Site
- Parking
- Orientation Plaza

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