

## II. Inventory & Analysis

This section contains an inventory and analysis of significant waterfront conditions that provides the foundation for the Plattsburgh Local Waterfront Revitalization Program (LWRP). This section is designed to provide an informational base for the LWRP, including brief descriptions of the coastal resources, existing land and water uses and important economic activities of the City of Plattsburgh waterfront area. The analysis informs the WRA boundary and forms a basis for whether local laws may need to be modified or added (Section V). Map 3A shows the Plattsburgh region.

### A. Community Profile

#### i. Regional Setting

The City of Plattsburgh is located in Clinton County at the confluence of the Saranac River and Lake Champlain in the Adirondack region of New York State (see Map 3). This region is known locally and statewide as the "North Country." The city encompasses an area of approximately 5.33 square miles and has a population of 18,816 according to the 2000 Census. The population grew to 19,989 in 2010 and dipped slightly in 2020 to 19,841 residents. Plattsburgh is located approximately 160 miles north of Albany and 65 miles south of Montreal (only 25 miles south of the Canadian border). Located on the western coast of the "Broad Lake" section of Lake Champlain, the City is an easy drive from the Adirondack Mountains and Vermont, making it an ideal destination for tourist travel. Other popular and convenient destinations include Ausable Chasm, New York (20 minutes), Burlington, Vermont (1 hour), Lake Placid, New York (1 hour), Ottawa, Ontario (3.5 hours), and Quebec City, Quebec (3.5 hours).

There are many informally defined neighborhoods within the city, and the geography is divided into six Wards, represented by councilors (See Map 3B). All except Ward 4 are included in the WRA boundary.

#### ii. Population and Economic Overview

Over the past several decades, the City of Plattsburgh has experienced a gradual increase in overall population, although this growth has been sporadic. From 1950 to 1980, the City's population increased 15.8%, rising from 17,738 to 21,057. The city grew 12.1% during the 1950s but experienced a 7.8% population decline in the 1960s. The population grew more than 11% during the 1970s, but growth was a negligible 0.9% between 1980 and 1990, reflecting relative demographic stability. The net population growth can be attributed to the growth of SUNY Plattsburgh and the Plattsburgh Air Force Base, which closed in September 1995. Household population during that period increased 3.9%. The 2000 Census shows population declined to 18,816, an 11% decrease attributable to the base closure. In 2010, however, the census showed that the City's population had risen to 19,989. There has been a slight decrease since, with 19,841 residents reported in the 2020 Census.

In some respects, demographic trends in the City of Plattsburgh have mirrored national statistics. The City's median household size has been decreasing steadily, reflecting the trend toward smaller families and the increasing prevalence of single parent households. The median household size in 1990 was 2.31 persons per household, which decreased 0.91% as of the 2000 Census to 2.10, and to 2.06 in the 2010 Census. Renter households comprise over 61.6% of Plattsburgh's housing, which reflects national trends.

The predominant housing type is single family homes, with remaining housing fairly evenly distributed between multiple-unit structures ranging from 2 to 5+ bedrooms. In the past decade, the majority of new housing has been single family attached units, built primarily in the northeastern section of the city, adjacent to Lake Champlain on both sides of Margaret Street (NYS Route 9). The Old Base site brought about the largest increase in available housing units, incorporating townhomes, apartments, and condominiums.

The cost of housing in the City of Plattsburgh has been escalating at a higher rate than household income. Median household income reflected in the 2000 Census was \$28,846, indicating an increase of 27.1% since 1990, and continued to rise 30.4% to \$37,638 in the 2010 American Community Survey.<sup>1</sup> The comparative figures for median rent and median housing values show increases of 38.3% and 34% respectively over the 1990-2000 period. From 2000 to 2010, median housing values increased dramatically from \$97,400 to \$142,000, an increase of 31.4%, while median monthly mortgage payments rose from \$974 to \$1,384 (42.1%) and median monthly rent increased from \$459 to \$624 (35.9%). Based on this general data, the relative cost of housing ownership in the city has increased at a higher rate than income, presumably placing portions of the City's housing out of reach of some of the population, particularly first-time homebuyers.

The number of low- and moderate-income families in Plattsburgh has increased since 1990, comprising almost half of the city's population (approximately 47% of families in 2010, versus 40% in 2000 and 36.2% in 1990). However, the statistics for the very low segment of the population, those families at or below 50% of median income, show a disturbing trend. In 1980, less than one in ten of Plattsburgh's families were very low income (9.4%). By 1990 that number had doubled to 20.4%. In 2000, it rose to close to 30%, and in 2010 one third (33%) of Plattsburgh's families earned less than 50% of the City's median family income.

The extent of poverty in the city has also increased since 1990. In 1990, 18.4% of the population was determined to be at or below the poverty level. 2000 Census statistics indicated that 23.1% of all City residents were living in poverty. In 2010, this figure declined slightly to 21% of individuals.

Racial minorities, with significant population gains during recent decades, now make up 10.1% of the City's population, according to the 2010 Census. In 1990, non-whites comprised approximately 5.1% of Plattsburgh's population and in 2000 that figure had risen to 6.6%. Furthermore, the elderly population increased during this decade and now represents 14.3% of the total population. These statistics tend to reflect national trend forecasts (Center for Urban Policy Research) which show the elderly population in the country growing significantly only after the year 2020. A growing elderly population will generally require additional subsidized housing, nursing care, and other supportive services.

Plattsburgh is the seat of Clinton County government, with close connections to Canada, and is therefore a natural regional center for banking, law, finance, arts, culture, and entertainment. During the 1980s, the majority of employment growth was due to the expansion in total services and transportation industry growth. Fairly strong growth in these areas more than compensated for contractions in manufacturing, communications and utilities, and wholesale trade. Since the closing of Plattsburgh Air Force Base (completed in September 1995), the city has lost numerous military and civilian base-related jobs, resulting in a contraction of the local economy. While steps were taken to minimize associated employment losses through careful phasing, the base closing had a significant psychological impact on the city as businesses and residents became extremely cautious regarding discretionary financial transactions.

The City's largest employers are the CVPH Medical Center, Georgia Pacific, Bombardier, SUNY Plattsburgh, Mold-Rite Plastics, and several other plastics, wood products, and back-office operations firms. The largest employment sectors

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<sup>1</sup> Many changes were made between the 2000 and 2010 Census. The 2010 Census no longer collected income or housing data. As a result, the American Community Survey provides the best available data for these topics, though it is based on a sample of a given area's population.

in the City of Plattsburgh are educational services, health care, and social assistance (33.1%); retail trade (13.6%); manufacturing (10.9%), and arts, entertainment, and recreation and accommodation and food services (10.4%).

According to the North Country Chamber of Commerce, the three largest employers in Clinton County are Champlain Valley Physicians' Hospital Medical center, Clinton Correctional Facility, and State University of New York – Plattsburgh.<sup>2</sup> The three major employers in Clinton County are Champlain Centers North and South (two shopping malls), Clinton County Correctional Facility, and Champlain Valley Physicians' Hospital Medical Center.<sup>3</sup> The largest employment sectors in Clinton County are educational services, health care, and social assistance (27.1%), retail trade (12.7%), manufacturing (12.1%), and public administration (9%).

### ***iii. Lake Champlain Basin Program Population and Economic Data***

Since Plattsburgh is part of the Lake Champlain Basin (watershed area) and continues to be involved in the Lake Champlain Basin Program<sup>4</sup> regional planning effort, it is important to include data from this wider area. According to Lake Champlain Basin Program studies, one of the major components of the Lake Champlain Basin economy is the large influx of seasonal residents. While about 40% of the year-round population resides in shoreland towns, seasonal residents are more evenly distributed throughout the Basin. According to 1990 Census data, there were 38,530 seasonal homes in the Basin, which is 14.6% of all Basin housing units, and approximately 9,120 of the seasonal homes are in Lake Champlain shoreland areas.

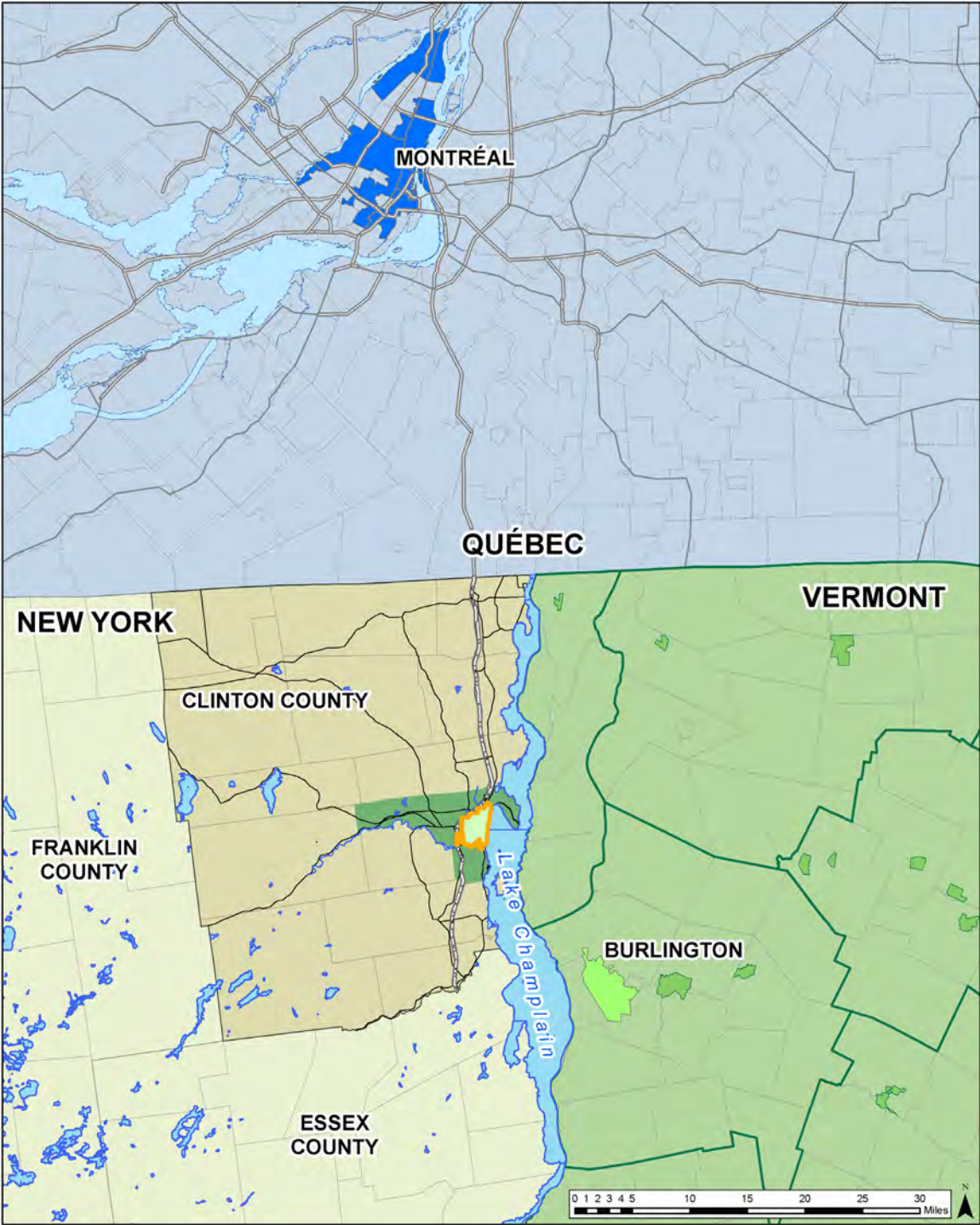
The role of Lake Champlain in the economic well-being of the region is a subject of study by the Lake Champlain Basin Program. The economy of the Lake Champlain Basin was traditionally resource-based. In addition to agriculture, both renewable natural resources (such as timber, tannin, fish, game, ice, maple syrup) and non-renewable resources (such as iron ore, marble, gravel, slate, wollastonite) have played a central role in the region's economy. While agriculture and other natural resource-based activities continue to make significant contributions to local economies, the Basin economy has diversified into such areas as education, health care, tourism services, prisons and manufacturing. According to research done in the 1990s, the largest employment sectors in the Lake Champlain Basin are services (35%), wholesale and retail trade (22.3%), and manufacturing (14.9%). However, it is already known that tourism connected to the Lake is a significant economic factor in the region.

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<sup>2</sup> <http://www.northcountrychamber.com/Business-Development/Demographics>

<sup>3</sup> Draft Environmental Impact Study - Disposal and Reuse of Plattsburgh Air Force Base, New York, pp. 3-5, 6. Accessible via <https://catalog.hathitrust.org/Record/100981571>

<sup>4</sup> This section was condensed and excerpted from "Chapter Six: Economics in the Lake Champlain Basin" in Opportunities for Action: An Evolving Plan for the Future of the Lake Champlain Basin, (Lake Champlain Basin Program, April 2003), accessible at <https://www.lcbp.org/wp-content/uploads/2013/03/Final-April03.pdf> The Lake Champlain Basin Program is described under the description of Lake Champlain/Saranac River below.



**City of Plattsburgh**  
Plattsburgh Regional Setting

Map 3

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File Location: B:\2020\2020-012 Plattsburgh LWRP\CorroZoning\Map3

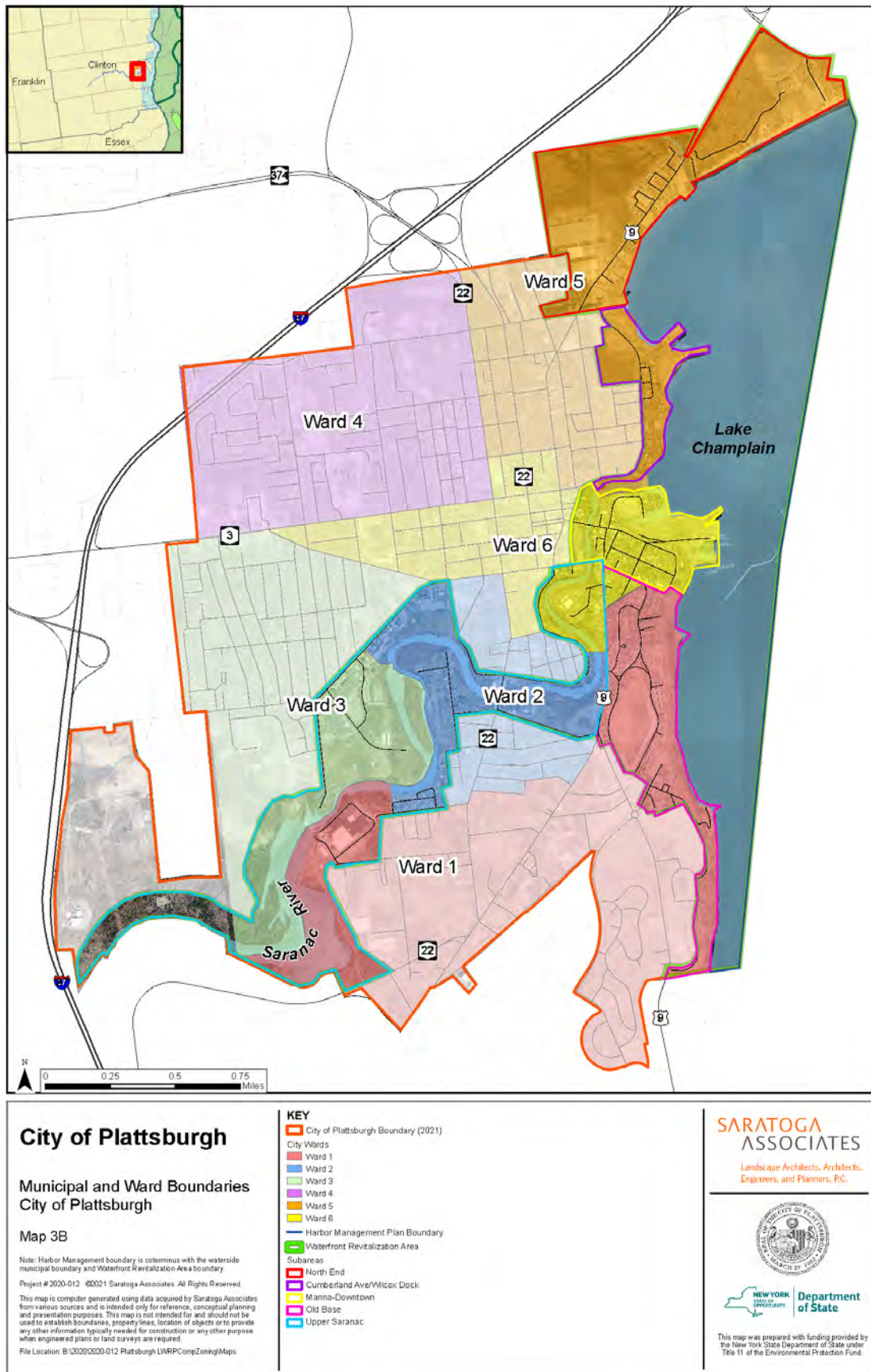
- KEY**
- City of Plattsburgh Boundary (2021)
  - Town of Plattsburgh
  - Clinton County
  - Expressway
  - Primary Highway
  - Montreal
  - Canadian Municipalities

**SARATOGA ASSOCIATES**  
Landscape Architects, Architects, Engineers, and Planners, P.C.



**NEW YORK**  
STATE OF  
DEPARTMENT  
of State

This map was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund.



#### *iv. History*

The history of Plattsburgh is closely tied to the regional history of eastern New York State as well as the history of the nation. Within the Lake Champlain Basin, remains of paleohumans dating as far back as 8,000 years have been unearthed. In general, the Lake held great significance to native populations and the region has been inhabited for approximately 2,500 years. Algonquin people, later centered in Canada, lived here first; the area was visited frequently by Mohawk Iroquois. The Mohawk dominated the region by the 1600s and vied with the Algonquin for access to French traders. The French were the first Caucasians in the region (Samuel de Champlain in 1609), followed by the British. When the Dutch traders appeared in Mohawk territory from the south, competition with the Algonquin diminished as Dutch replaced French trade goods. The Mohawk controlled the flow of Dutch manufactured wampum and other goods, causing continued struggling to dominate the Lake Champlain and St. Lawrence basins. By 1622, the Mohawk had agreed to a truce with the Algonquin and finalized a peace treaty in 1624. Native populations were subsequently decimated by a smallpox epidemic in 1634; for example, Mohawk populations declined from about 7,700 in 1630 to less than 700 by 1770.

Following the defeat of the French during the French and Indian wars, the first known settler in the Plattsburgh area was Count Charles de Fredenburg, who first traveled to the region during his service in the British army under Governor Moore and General Carleton. After receiving a grant of 30,000 acres in 1768, Fredenburg built a home at the mouth of the Saranac River (south side) and established a sawmill three miles upriver at the point now called Fredenburg Falls. Fredenburg, a loyalist, removed to Montreal during the Revolutionary War. During 1776, the area figured in the naval battle fought near Valcour Island. In 1784, Zephaniah Platt and 31 others pooled military "Class Rights" in order to purchase the land formerly owned by Fredenburg and known as the Plattsburgh Old Patent. In 1788, the state legislature created Clinton County. Between 1788 and 1812, Plattsburgh grew quickly and was the site of the Battle of Plattsburgh, which was fought against the British under the direction of General Macdonough on land and water in 1814.

Following the War of 1812, a lasting peace was established and Plattsburgh continued to grow. In 1815, the state legislature created a village at Plattsburgh, making it geographically and politically separate from the rest of the town. Plattsburgh became the Port of Entry for the district of Champlain and a major collection and distribution point for John Jacob Astor's fur trading business. Plattsburgh's excellent rail and steamboat connections and an extensive street railway system made it a thriving regional center and resort location. This was particularly true after the unspoiled wilderness of the Adirondack Mountains was opened up by the Chateaugay Railroad, with stops at Chazy Lake, Chateaugay Lake, Loon Lake, and Saranac Lake. Although Lake Placid was not on the railroad line, the Chateaugay Railroad could bring visitors conveniently within ten miles of that destination. As a result of its location and excellent transportation facilities, Plattsburgh had a thriving hotel industry; examples include the Hotel Champlain at Bluff Point, Witherill Hotel (Margaret Street and Custom House Square), Fouquet House (Bridge Street opposite D&H Station), Cumberland Hotel (Margaret and Court Streets), American House (River Street) and Commercial Hotel (River Street). The Hotel Champlain was particularly large and well-appointed, featuring a 450-acre park-like setting with shaded walks and benches, tennis courts, golf course, equestrian outings, archery course and day trips by boat or rail.

In the mid-1800s, Plattsburgh also became a major industrial area, supporting such large manufacturing concerns as Chateaugay Ore & Iron Company, developer of the Chateaugay Railroad which opened up the Adirondacks; Fredenburg Falls Pulp Company which supplied wood pulp to paper mills in Glens Falls, Fort Edward, Sandy Hill, Ballston, and Troy; Baker Brothers Lumber Dealers, specializing in ceilings, shingles, siding, lath, and quarter-sawn oak; Williams Manufacturing which produced sewing machines in Montreal and Plattsburgh; Plattsburgh Shirt Company, branch office of C.F. Crosby & Company of Troy; A.D. Boomhower Creamery/Grocery; S.S. Whittlesey Foundry; Plattsburgh Light, Heat, & Power Company; Allen & Sherman Pulp Mill, supplying wood pulp to paper bag manufacturers in Ballston; Fayette, Mendelsohn, and Company, brewers and cigar makers; Lozier Motors, producer of luxury automobiles; and Mountain Lumber, supplying logs to the pulp mills. Several of these industries, including

those related to paper and wood products, still thrive in the City with firms such as Imperial Wallpaper and Georgia Pacific.

Plattsburgh's history is also closely linked to that of the U.S. Armed Forces. The Plattsburgh Air Force Base (AFB) was America's second oldest military post. As a military installation,<sup>5</sup> Plattsburgh was involved with major campaigns, battles and wars, including the War of 1812, the Seminole Wars, the Mexican War, the Civil War, the Spanish-American War, the Philippine Insurrection, World War I, World War II, the Korean War, the Cold War, the Vietnam War, and the Gulf War. The first military structure in Plattsburgh was the State magazine, or arsenal, built in 1809 and designed to store rifles, pistols, artillery pieces, and ammunition.

Plattsburgh was a staging area for American armies and naval forces in the War of 1812. Land on which forts, blockhouses, and barracks had been built was purchased by the United States and named Plattsburgh Army Post. This was the official beginning of the military establishment. During the Civil War, the post was the gathering point for troops and volunteers from the area. Between 1893 and 1897, major building construction occurred on the post.

The village of Plattsburgh became a city in 1902. In 1915, the Plattsburgh Post began the concept of the Reserve Officer Training Corps (ROTC). When the United States entered World War II, Plattsburgh's 26th Infantry Regiment began a long campaign through North Africa and Italy. In 1944, the post was transferred to the U.S. Navy and renamed Camp Macdonough. At the end of the war, the U.S. Army regained control of the property. It was used as a convalescent hospital until 1946, when it was acquired by the State of New York for use as Champlain College.

Plattsburgh AFB was established in December 1953 with the transfer of property from Champlain College to the U.S. Air Force. Construction of a 3,178-acre air base west of U.S. Highway 9 (U.S. 9) started in 1954. This part of the base is referred to as the new base and the original property east of U.S. 9 is referred to as the old base. In 1956, the Strategic Air Command stationed the 380th Bombardment Group at Plattsburgh AFB. The Group consisted of B-47 Strato-Jet bombers and K-97 aerial refuelers. In 1960, Atlas Intercontinental Ballistic Missiles were installed in silos in areas surrounding the base. In October 1962, Plattsburgh's missiles were alerted in response to the Cuban Missile Crisis. The missiles were removed in 1965, and the silos were closed.

In 1966, B-52 Stratofortresses replaced the B-47s. The mission of Plattsburgh AFB remained the same with the addition of the 530th Combat Training Squadron and the 528th and 529th Bomb Squadrons. Tanker crews and aircraft from Plattsburgh AFB supported the mission in Southeast Asia. In 1971, the FB-111 Medium Bomber replaced the B-52 as the bomber at Plattsburgh AFB. In 1991, with the formation of 380th Air Refueling Wing, the mission of the base became refueling. After the Cold War, the KC-135 Stratotanker became the primary operational aircraft of the base and in July 1991, the last of the FB-111s left Plattsburgh AFB. In 1991, Plattsburgh AFB's Stratotankers were involved in the air campaign during Desert Storm. With the June 1992 reorganization of the major Air Force commands, Plattsburgh AFB became part of the Air Mobility Command.

In 1996, the Plattsburgh Air Base began declassification. Its closure represented a loss of jobs and infrastructure while presenting a challenge for redevelopment efforts. A task force was charged with planning the future uses of the base. The Plattsburgh Air Base Redevelopment Corporation (PARC) implemented a mixed-use community that has become

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<sup>5</sup> Most of the material in this section is adapted from the Environmental Impact Statement Disposal and Reuse of Plattsburgh Air Force Base, New York, pp. 3-4; and National Register of Historic Places Inventory--Nomination Forms on file at the New York Office of Parks, Recreation and Historic Preservation.

intertwined with the City of Plattsburgh. The redevelopment of the base, which currently has a 98% occupancy rate, was a significant economic and community development accomplishment for Plattsburgh, enabling it to fare better than other military communities.

Subsequent references to the former Air Base in the LWRP will be as the Old Base site. The current and proposed uses are a mix of residential, recreational, commercial and light industrial.

#### ***v. Recent Community Development Efforts***

In past decades, several significant construction projects have had a severe impact on the Central Business District and have changed the character of the entire city. The construction of I-87 linked Plattsburgh to the U.S. interstate system, vastly improved its accessibility to the American and Canadian markets as well as the entire regional transportation network, and made it much more attractive to relocating businesses. However, it has also made it easier for potential visitors to bypass the city, has spurred development at the western edge of the city and draws people away from the Central Business District.

Other projects, including the construction of the Plattsburgh Plaza Shopping Center, Ames Plaza, the Pyramid Malls, North Country Shopping Center and Skyway Shopping Center, have also drawn business away from the downtown and contributed to the development of the city's extremities, spurred by the safety, convenience and tidiness absent in the deteriorating and congested downtown. As is true in most American cities, many buildings were old and had fallen into serious disrepair. Faced with the high cost of renovating their outdated facilities, the lack of adequate parking and public infrastructure, and the fear that potential customers might be passing them by, many business owners opted to relocate to the highway corridor.

In response to these problems, the City initiated a tradition of long range planning aimed at revitalizing and repositioning the local economy. The City's Master Plan was completed in 1962, with minor updates carried out in 1969. These documents were augmented by the Neighborhood Analysis (1964), Comprehensive Park and Recreation Plan (1971), a study entitled Economic Considerations - Central Business District of Plattsburgh, New York (1973) and the Development Concept Plan (1982). These documents continued to guide and support the implementation of the City's broad-based objectives of providing adequate housing, upgrading public infrastructure and facilities, developing a properly functioning business district, and encouraging industrial expansion and diversification of the local economic base.

A Comprehensive Plan for the City was completed in 1999 and adopted by the Common Council the same year. This plan laid the groundwork for the City's current revitalization efforts and resulted in an update of the City's zoning ordinance.

These documents provided a general guide while the City actively pursued federal and state funding assistance to accomplish a variety of community and economic development activities. These efforts were designed to eliminate major problems associated with housing deterioration, public facility deficiencies and general economic decline.

In recent decades the City has been able to capitalize on a variety of state and federal funding to help address the problems contributing to its economic decline. With \$3.3 million in CDBG Hold-Harmless Entitlement funding (1975-1978), the City completed major improvements to basic public facilities (streets, water and sewer, flood and drainage, malls and walkways, and recreation) as well as some rehabilitation. From the late 1970s through 1980s, the City was highly successful in securing Small Cities Community Development funds through the Department of Housing and Urban Development. This resource, amounting to \$1,950,000 (1978, 1979, 1980), directly funded housing rehabilitation and public facility improvements in low to moderate income (low/mod) neighborhoods.

According to the Economic Development Zone (EDZ) annual reports, the City also made effective use of RESTORE, Rental Rehab, AHC, and CDBG funding to improve housing within the EDZ. The 1989 RESTORE program resulted in the rehab of four low/mod units. Between 1989 and 1993 (reporting formats changed in 1994 and 1995, resulting in slightly different types of information), the Rental Rehab program used approximately \$586,160 in federal, state and private funds to rehabilitate 100 structures, 71 of which were low/mod households. During 1986-1992, \$1,014,944 in CDBG funds (1986-1992) was expended to rehabilitate 102 structures (107 low/mod households) and construct 24 new units (14 low/mod households). In 1992, the City of Plattsburgh also began a revolving loan fund for commercial building rehabilitation and has successfully rehabilitated numerous commercial building facades as part of the Facade I & II projects.

The City of Plattsburgh was successful in receiving HUD Comprehensive Grants in the 1990s, providing over \$11 million in federal and state funding. These programs substantially improved the City's quality of housing (both owner-occupied and investor-owned) and sought to address its most critical housing and economic development needs. A 1992 grant focused on the Miller and Margaret Street areas and resulted in the rehabilitation of 85 units of housing, public improvements consisting mainly of street repaving, curb replacement and utility relocation, improvement of handicap accessibility at the YMCA, and the creation of a grant fund to improve accessibility of residences occupied by the disabled.

Since the late 1980s, the City has undertaken a number of publicly-funded programs to improve waterfront and public park areas. Riverwalk Park, including a picnic area and pedestrian bridge was developed on the south bank of the Saranac River, providing views of the Macdonough Monument and City Hall. In addition, a handicapped-accessible fishing dock was created at the Macdonough Monument, landscaping improvements and walkway paving were completed with substantial volunteer assistance at the Champlain Monument, the City Beach received major improvements and the Heritage Trail was created with EQBA funding. A walking trail, linking the city's various historic landmarks and natural resources was also established. At Wilcox Dock, site improvements were made and an eco-dock was installed. The local chapter of the American Lung Association developed the Healthy Lung Trail, a walking and exercise trail through the Wilcox Dock area. The Saranac River Trail is a recent development which provides a non-motorized, recreational multi-use path along the Saranac River, connecting the waterfront with the downtown business district, educational campuses, and the arts corridor, among other locations. These activities are all part of the City's larger vision of creating a system of walking trails and publicly-accessible areas along Lake Champlain and the Saranac River, which will be addressed as part of the Local Waterfront Revitalization Program.

The City has made great strides in terms of downtown revitalization, through the successful development of commercial facade improvement programs, infrastructure improvements, traffic pattern realignment, creation of additional parking facilities and aggressive programs to attract people and businesses to the downtown including the successful farmers' market. In 1999, the City completed the Dock-Bridge Street Corridor Design and Linkage Study. The report recommended improvements to aesthetics and the pedestrian scale, expanded waterfront access, new development in the Dock Street landing area, a "gateway" feature. It also recommended the addition of park space, a walkway along the Saranac River from Bridge to Broad streets, a hand launch, and visual screening of the water resource recovery facility.

Most recently, the City of Plattsburgh was awarded funding through the New York State Consolidated Funding Application process. In 2014, the City received two Empire State Development awards to perform Phase II Environmental Analysis of the Durkee Street area and the City Beach/Crete Center. In 2015, it received an award for renovation of the North Country Co-Op, a downtown anchor, and a 2015 award from NYS Office of Parks, Recreation, and Historic Preservation (OPRHP) which provided funding for the Saranac Bridge.

The City of Plattsburgh was selected as one of twelve pilot Quality Communities in New York State in 2002. Downtown revitalization is one of the desired outcomes from the Quality Community (QC) pilot project and the QC initiative

assists in advancing the downtown revitalization component which provides a vital link to the waterfront revitalization area. The Downtown Partnership, a committee of business and community leaders, meet to advance downtown community revitalization efforts. The primary focus of the QC initiative was the redesign of the Seven Point Hub, a convergence of streets in the center of downtown and with a direct connection to the waterfront, Dock Street Landing, and Clinton Street, one of the downtown streets leading into the "Hub."

Additional committees, such as the Local Waterfront Revitalization Waterfront Advisory Committee and the Downtown Partnership, were also established under the auspices of the Mayor and the City's Community Development Office.

Since 2000, the City has issued or commissioned a number of planning and development related reports and studies. In 2001, *Plattsburgh Waterfront Horizons* was issued, providing an inventory of potential waterfront development projects, including brownfield restoration, development of a maritime museum, an aquarium, and a science and nature interpretive center.

In 2003, Hyett Palma conducted a study and developed an *Economic Enhancement Strategy Report* for the Plattsburgh Downtown and Waterfront. It outlined strategies to create Downtown "districts," improve the pedestrian experience, attract businesses, and improve buildings. Also at this time, a feasibility study was undertaken to study the viability of developing at Waterfront Hotel at Dock Street, including a market analysis, recommendations for improvements, and projection of hotel occupancy. Additionally, a *Durkee Street Redevelopment Conceptual Design Report* was completed by Freeman, French, Freeman for development in and around the downtown.

In 2005, a design study, *Clinton Street Improvement Project: Concept Design Report* proposed a physical design concept and streetscape improvements to improve the appearance and experience of the Clinton Street corridor.

In 2006, a feasibility study was completed for the development of the Saranac River Trail. Phase I has since been implemented and Phase II of the waterfront trail is expected to begin construction in 2016.

In 2009, a *Streetscape and Design Guidelines Cultural Arts Corridor and Durkee Street Redevelopment Concept Design Report for the Downtown Area* was completed by Fred Keil, focusing on the downtown area, but incorporating designs for the Durkee Street farmer's market area. The guidelines included recommendations for landscaping, parking, vacant lots, building facades, and signage. Also in 2009, *Reconnaissance Survey: Walkway Park*, a conceptual plan, identified preliminary planning considerations and designs for an arts corridor between the Federal building on Margaret Street and the Farmer's Market on Durkee Street and included an assessment of existing conditions and recommendations

In 2010, a Brownfield Opportunity Area Step 1 Report, a Pre-Nomination Study, was completed for the City. The Study included analysis of existing land use and zoning, land ownership, natural resources, brownfield sites, and provided recommendations and strategies for strategic intervention. The Study was accepted by NYS DOS, but there has not yet been any additional BOA work.

In 2011, the *Wastewater Treatment Facility Mitigation Final Feasibility Study* for Phase VI of the Waterfront Rediscovery Program was completed. This study sought to understand the implications to redevelopment or alteration of activities at the site to facilitate nearby mixed-use waterfront development. The findings recommended a range of visual and odor mitigation options for the Water Resource Recovery Facility that could improve the potential of the area. In 2018, the City was awarded a \$758,000 Empire State Development Grant through the CFA process for upgrades to the Water Resource Recovery Facility, in part to support the future redevelopment of Dock Street. That same year, the City also received a \$4.3 million grant under the NYS Water Infrastructure Recovery Act,

followed by an additional \$3 million from the same fund in 2019<sup>6</sup>. In 2019, planned upgrades to the Facility were estimated at about \$17.4 million, which would include both practical updates relating to odor control – relocating the receiving area and disinfection chemical storage building, covering other facility elements – as well as architectural upgrades- exterior improvements and the potential for interpretive elements.<sup>7</sup>

The 2013 *Adirondack Coast Destination Master Plan – Plattsburgh City Beach*, produced by a subcommittee of the Strategic Tourism Planning Committee, outlined a strategic master plan to build support around beach development that would establish the Adirondack Coast as a leisure destination with a regional museum, historic reproductions of ships and other key elements from the region’s history, an enhanced outdoor recreation network, and year-round retail and restaurant activity.

In 2014, the City worked with Vision2Action, with a focus on the Lake Champlain and Saranac River waterfronts, to support public involvement in planning and development efforts. In the same year, the City requested a high-level feasibility analysis of the potential development of a whitewater and/or habitat improvement structure to support recreational use of the Saranac River (*Saranac River Whitewater Park Pre-Feasibility Visit and Analysis*). In any future planning for whitewater recreation, the ongoing Saranac River remediation should be considered (See Section II. B.). Also in 2014, the City assessed recreation programs and facilities in the Town and City of Plattsburgh, identifying key themes of marketing, affordability, bike and walking paths, and accessibility to the waterfront including at City Beach (*Recreation Survey Summary*).

Concurrent with 2014 LWRP update process, the city undertook efforts to conduct a Phase I “Plattsburgh City Beach and Crete Center Redevelopment Feasibility Study,” completed in 2016. This study identified strategies to improve recreation at the City Beach site and access to the waterfront, and included site reconnaissance, a design study, and a feasibility analysis for the redevelopment and enhancement of Civic Center and City Beach sites along with implementation considerations. Based on community feedback and initial cost analyses, the preferred concept looked to expand both passive and active recreation opportunities, improve lakefront access, maintain open space in the flood zone, and minimize impacts on sensitive areas. The design removed the existing Crete Center and existing pavements, making way for new park access and landscaping, beach area improvements – a docking pier, a pedestrian plaza, a maritime-themed play area, and a pavilion, as well as new buildings to include bath house and concessions facilities and multipurpose buildings. A multipurpose building is also proposed near Cumberland Head Road. In the center of the site, a larger performance venue and a smaller multipurpose pavilion look onto a large event lawn, while a second lawn area is located closer to the beach, connecting to a waterfront pavilion and pedestrian pier. The western portion of the site design includes nature-oriented improvements, with a new nature center, an expanded boardwalk and trail network, a hand launch at Scotion Creek, and interpretive nodes throughout. The 2016 study outlined future steps, including a recreation-based market analysis to determine potential uses on site, a detailed financial analysis for operations and marketing, and a finalized design and implementation strategy.

Also in 2016, the City commissioned the “Durkee Street Real Estate Market Analysis and Financial Feasibility Study,” which assessed the financial feasibility of redeveloping the Durkee Street site consistent with redevelopment scenarios developed by Chazen Companies in their “Durkee Street Reimagined” concepts. The Analysis and Feasibility

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<sup>6</sup> [https://www.pressrepublican.com/news/local\\_news/state-awards-funds-for-water-projects/article\\_8adcb8ea-1816-550e-b7c2-4c024a2fce2c.html](https://www.pressrepublican.com/news/local_news/state-awards-funds-for-water-projects/article_8adcb8ea-1816-550e-b7c2-4c024a2fce2c.html)

<sup>7</sup> [https://www.pressrepublican.com/news/local\\_news/public-input-sought-on-citys-water-recovery-facility/article\\_fe9f352e-6050-5312-8615-aa889793c2b1.html](https://www.pressrepublican.com/news/local_news/public-input-sought-on-citys-water-recovery-facility/article_fe9f352e-6050-5312-8615-aa889793c2b1.html)

Study evaluated the local market context and likely gap financing needed to attract private investment (not inclusive of parking replacement costs) to the Durkee Street site.

Additionally, the *Saranac River Trail Greenway Feasibility Study* was also completed in 2016. It assessed opportunities to develop the Saranac River Trail Greenway as a connective network of trails spanning Downtown Plattsburgh to the foothills of the Adirondack Mountains and included an existing conditions analysis and action plan for implementation and maintenance. The current and planned trail phases are discussed in Section II.E.

### **1. Community Development: Plattsburgh Airbase Reuse Corporation**

Since 1993, the City has worked to mitigate the impact of the Plattsburgh Air Force Base closure, which was completed in September 1995 and resulted in the phased relocation of approximately 4,000 military personnel. To mitigate the effects of the base closure on the city and plan for its long-term reuse, the Plattsburgh Intermunicipal Development Council (PIDC) was established in 1993. Made up of representatives from the Town of Plattsburgh, City of Plattsburgh, Clinton County, State Assembly, State Senate, and U.S. House, this council oversaw completion of a base reuse study and draft environmental impact statement, and resulted in the creation of the Plattsburgh Airbase Reuse Corporation (PARC). PARC was structured to become the marketing, development and real estate management arm on behalf of the City, Town and County for base reuse.

PAFB reuse documents emphasize the importance of developing a balanced multi-sector redevelopment strategy, with parallel development actions in aviation marketing, tourism and resort development, former family housing, base transportation assets, as well as marketing base industrial sites. The former PAFB is organized as a Planned Unit Development district.

The PARC site (now referred to as the Old Base) has been recreated to become a vibrant, mixed-use community of townhomes, apartments and condominiums. There are multiple museums, a chapel, commercial enterprises, and not-for-profit agencies located on or near the U.S. Oval, including a City-run community recreation complex.

Recent development efforts in the Old Base area include the following:

- Valcour Brewery
- Oval Craft Brewing
- Champlain Valley Transportation Museum (now permanently closed)
- Kids' Station, a division of the Champlain Valley Transportation Museum
- Daycare
- City Court Building
- ROTC Building (Apartments)
- Lake Forest Senior Living Community
- Pine Harbour Assisted Living Development
- HarborView Estates Condominiums
- Use of green space for soccer and community events

The Clinton County Historical Association has also been leading efforts to market the museum campus as a destination. A historic signage inventory was recently completed, with plans to incorporate new signs.

### **2. Community Development: Downtown Revitalization Initiative**

The Downtown Revitalization Initiative is a program launched by then Governor Andrew Cuomo to support the transformation of downtown neighborhoods into vibrant communities where New Yorkers want to live, work, and raise families – making these communities increasingly attractive to companies (and their workforces) which may be

looking to relocate or invest in New York State. The City of Plattsburgh was a recipient of one of the ten \$10 million DRI awards in Round One of the program, with the state selecting a variety of projects in 2017 to receive funding.<sup>8</sup>

Under the DRI, Plattsburgh's focus was to build on recent investments, including a new municipal marina, streetscape improvements, and renovation of historic buildings to create a vibrant downtown that serves the needs of local employees, residents, students, and visitors. The focus of the plan was on mixed-use infill development, a greater variety of retail and housing, expansion of the successful Farmers' Market, and providing an enhanced connection to the waterfront.<sup>9</sup> The boundaries of the DRI area are consistent with those of the Dock Street-Durkee Street-Downtown WRA Subarea. Under the program, the state awarded funding for the following projects:<sup>10</sup>

Durkee Street Mixed-Use Development	\$4,300,000
Riverfront Access and Recreational Improvements	\$1,600,000
Downtown Streetscape Enhancements and Park Renovation	\$1,300,000
Downtown Development and Rehabilitation Grant Fund	\$1,000,000
Strand Center for Art and Innovation	\$495,000
Dock Street Waterfront District: RFEI/RFP to developers	\$290,000
Strand Center Capital Improvements, Marketing, and Branding	\$260,000
Downtown Marketing, Branding, and Signage Strategy	\$250,000
Shared Commercial Kitchen*	\$175,000
Food Incubator, with North Country Food Co-Op*	\$30,000

\*In the fall of 2018 the North Country Co-Op decided not to pursue these projects, and the funding was re-allocated to the Downtown Grant Program for projects which would improve food access for residents and create a new downtown destination.<sup>11</sup>

Following the award of DRI funds, the City solicited proposals for the Durkee Street redevelopment, and began working with a responding developer to create a plan that would provide a mix of retail, dining, and residential space, while allowing for public use of the waterfront and providing off-street parking. The Downtown Marketing, Branding, and Signage project resulted in the design of historically themed banners to be placed on light poles throughout the downtown, new street signs designed to reflect the historical signs used in the city, and the development of wayfinding signage. As part of the Riverfront Access improvements, plans for a Riverwalk between Bridge and Broad Streets have been developed, which would provide an overlook, seating, landscaping, and interpretive elements, while also serving as a connection to Phase 2 of the Saranac River Trail. The park located between Durkee and Margaret Streets – formerly known as Westelcom Park – has been revitalized and is now Betty Little Arts Park as an

<sup>8</sup> <https://www.ny.gov/programs/downtown-revitalization-initiative>

<sup>9</sup> <https://www.ny.gov/downtown-revitalization-initiative-round-one>

<sup>10</sup> <https://www.ny.gov/sites/ny.gov/files/atoms/files/NCDRIAwards.pdf>

<sup>11</sup> <http://www.cityofplattsburgh-ny.gov/539/Downtown-Grant-Program>

element of the proposed Arts Corridor. The Arts Park design includes a plaza with seating, an improved accessible walkway, a central water feature, landscaping, new lighting, and locations for sculpture by local artists.

Also along Bridge Street, the North Country Co-Op received a \$217,000 grant award in 2015 through the NYS Department of Housing and Community Renewal's New York Main Streets Downtown Anchor Program. Funds were allocated to construct a brick facade that will restore the building to its historic beauty; to make the store handicap accessible; to renovate the entire retail space with new flooring and lights; and to install a new dairy cooler, continuing earlier renovations that began in 2014. On nearby Protection Avenue, improvements were made in fall of 2019 to enhance aesthetics, minimize utility infrastructure, and reconstruct the roadway and sidewalk.

Meanwhile, the City had simultaneously begun examining downtown parking use and needs. In light of proposed redevelopment of the Durkee Street lot, the City began to look for ways to offset the anticipated loss of off-street parking by developing or redeveloping parking in nearby downtown locations. Parking projects pursued in 2020 included the expansion of the existing surface lot at Durkee and Broad Streets, as well as the creation of the Arnie Pavone Memorial Parking Plaza at 25 Margaret Street, the location of the former Glens Falls National Bank.

### **3. Community Development: Dock Street Landing (Harborside)**

The incremental redevelopment of this area has been advanced through a series of Department of State Environmental Protection Fund grants assisting the City in the redevelopment of this important waterfront site. These include:

#### *The City of Plattsburgh EPF Year 2000 (\$75,000)*

- Enabled the City to complete a feasibility study to determine the cost associated with relocating the Canadian Pacific rail yard from prime waterfront land to another site.
- Enabled the City to undergo site investigations regarding potential contamination and archeological significance.

#### *The City of Plattsburgh EPF Year 2001 (\$250,000)*

- Advanced the engineering assessment of the site for the proposed uses, infrastructure needs and phase II remediation;
- Completed an economic and marketing feasibility study as to the size and type of hotel, restaurant, and retail shops including preparing an RFP to attract potential developers;
- Architectural services to complete a site analysis profile including alternative schematics of the proposed use;
- Pre-construction and site improvements for the Lake Champlain Shoreline Cruises site (part of Dock Street Landing)

#### *The City of Plattsburgh EPF 2002 (\$350,000)*

- Provided for the design and engineering of the site's necessary infrastructure for the entire redevelopment site, including final construction drawings for an approximately three-acre public park at Dock Street Landing.

#### *The City of Plattsburgh Quality Communities Demonstration Project 2003 (\$148,770)*

- Advanced downtown revitalization efforts including preparation of a downtown marketing brochure; schematic designs for the Bridge and Dock Street Area; construction documents for the 6-point gateway area; a streetscape plan and construction documents for Clinton Street, and conceptual plans and construction documents for the walkway park.

*The City of Plattsburgh EPF 2004 (\$500,000)*

- Provided for the design and construction of the 350-space parking facility and infrastructure for mixed-use development.

*The City of Plattsburgh EPF 2005 (\$500,000)*

- Allowed the City to undertake construction of a 3-acre park, including walkways, landscaping, lighting and site furnishings. Concepts were also developed for a new boathouse, dock and piers, boat storage facility, and restrooms on the City-owned parcels.

*The City of Plattsburgh EPF 2007 (\$110,000)*

- Provided for a feasibility study to explore mitigation options for the City's Wastewater Treatment Plant located at the mouth of the Saranac River on Lake Champlain, adjacent to the new park and proposed development site at Dock Street Landing.

In 2017, the City also applied for and received a grant through the Restore NY Round 5 program to prepare for future development at Dock Street, identifying that development at the Dock Street Waterfront, also now referred to as Harborside, was contingent upon the relocation of the Municipal Lighting Department storage yard. The Restore New York Communities Initiatives Grant provides a financial incentive for municipalities to pursue projects that include demolition, deconstruction, rehabilitation, or reconstruction of vacant, abandoned, condemned and surplus properties. Grants can be used for site development needs including water, sewer, and parking.<sup>12</sup> In 2018, the City hired economic development consultant Crane Associates, Inc. to conduct a market feasibility study and Highest and Best Use Study for the Dock Street development site. In addition to seeking proposals from interested developers (utilizing the DRI funds noted above), the City also anticipates utilizing additional CFA funds to develop a masterplan for the Harborside area. As a result of the relocation of the Municipal Lighting Department facilities, supported by a

2019 grant for \$250,000 through the Downtown Grant Program of the DRI, the Plattsburgh Farmers and Crafters Market has relocated to Green Street, occupying a former MLD building, allowing it to potentially expand and benefit from green space and expanded parking.

In 2021, the City began efforts to develop a Master Plan for the Harborside area. The Plan will include preliminary designs for an Environmental Learning Center, an exercise trail, farmer's market area, and recreational amenities and will provide connections between the 30-acre Harborside site and redevelopment opportunities on Lake Champlain and in the City's downtown.

Adjoining the southern edge of the Old Base subarea, at the terminus of the Terry Gordon Bike Path, a new park has been under development in the Town of Plattsburgh (At left, conceptual site plan by Elan Landscape Architecture, Inc, dated



<sup>12</sup> <https://www.cityofplattsburgh-ny.gov/549/Dock-Street-Waterfront-District>

9/12/2018). This project – Battlefield Memorial Gateway – may include elements such as performance space, play areas, memorials, boat docking, and ecological and historical interpretive elements. Its pathways are anticipated to connect to the Terry Gordon Bike Path, further enhancing recreational connections into the City and the WRA.

In 2019, with a grant from the American Battlefield Protection Program, a *Document Review and Archaeological Assessment of Selected Areas from the Revolutionary War and War of 1812* was completed for the City to support and develop goals for regional heritage tourism. The grant work included document review for six selected sites in the city of Plattsburgh and the town of Peru in New York: Valcour Island, Crab Island, Plattsburgh Bay, Fort Brown, Fort Moreau, and Fort Scott. It also included a non-invasive archaeological assessment for both Valcour Island and Fort Brown. The report states (page 26):

“The NR nomination form for the Plattsburgh Bay National Historic Landmark describes Fort Brown as, ‘by far the most significant archaeological resource within the landmark,’ and, ‘the one well-preserved site connected with the events of 1814 that survives in any substantial form.’ The site of Fort Brown has not been significantly altered since this 1978 nomination form was submitted and accepted, thus the site retains the same level of integrity. A wealth of information can be gathered from investigation of this site including but not limited to data concerning earthworks technology and building techniques from this time period, the material culture of the American and British military, potential evidence of illicit trade networks between British and American military forces during the War of 1812, and spatial analyses of projectiles across the site as a means of ground truthing historical accounts of action.”

It goes on to say:

“...the site of Fort Brown will maintain the greatest integrity along the side facing the Saranac River. It should also be noted that there is a high probability for the presence of human remains at Fort Brown indicated by the high number of burials found at both Fort Scott and Fort Moreau when they were deconstructed. It is recommended that this site be interpreted and treated as a grave site.”

On a regional scale, the City of Plattsburgh has been a part of the 2010 *Opportunities for Action* report issued by the Lake Champlain Basin Program. The City was also incorporated into the December 2010 *Essex and Clinton Counties Waterfront Plan*. In 2011, a Clinton County *Destination Master Plan* was issued (with revised goals issued in 2012, and 2013). This plan featured possible development concepts centered on Crete Center and the City Beach. Finally, Plattsburgh has also part of the 2011 *North Country Regional Economic Development Council Strategic Plan* and subsequent annual Progress Reports (2012 to present).

## **B. The Saranac River & Lake Champlain**

### **i. Water Resources**

#### **1. The Saranac River**

The City of Plattsburgh encompasses a section of the Saranac River, as it empties into the western side of Lake Champlain in the widest section of the lake known as “Broad Lake” (LCBP Management District #20).

The Saranac River begins its 81-mile flow through Franklin, Essex, and Clinton counties near Upper Saranac Lake. Along its route, it encompasses several lakes and ponds. As it enters the city, it broadens before dropping over the

Imperial Mills Dam and continuing northeast. The Saranac surrounds islands near the SUNY Plattsburgh campus and includes attractive whitewater portions as it passes through the city and drops in elevation to reach the lake.

## **2. Lake Champlain**

Lake Champlain is the sixth largest unregulated freshwater lake in the United States and is bounded in the west by the Adirondack Mountains of New York and in the east by the Green Mountains of Vermont. The lake is 120 miles long from its southernmost point in Whitehall, New York to its northernmost point at the Richelieu River in Quebec, and 12 miles in breadth at its widest crossing near Burlington, Vermont. Unlike most water courses, Lake Champlain flows northward, discharging into the Richelieu River in Quebec, which empties into the St. Lawrence River, and hence the Atlantic Ocean. This is a direct navigable connection to the St. Lawrence Seaway, which provides access from the eastern seaboard to the midwestern part of the continent. Furthermore, the lake has 435 square miles of surface, more than 70 islands, 587 miles of shoreline, and a depth reaching 400 feet (mean depth for the lake is 64 feet).<sup>13</sup> Lake Champlain is also part of the New York State Barge Canal System, which ultimately connects the Hudson River regions to Buffalo, New York and the Finger Lakes region through Central New York.

### **ii. Historical Context – Water Resources**

Besides good boating and outstanding sailing, the Plattsburgh area has the potential to draw tourists interested in American history. The Cumberland Bay area of Lake Champlain (historically known as Plattsburgh Bay) has occupied an important place in American history, figuring prominently in both the Revolutionary War and the War of 1812 as the British sought to seize control and exert influence as far south of Canada as possible (see Section G. Historic Resources). Plattsburgh is located in one of the widest areas of Lake Champlain and is strategically located between the Adirondack Mountains to the west and the Green Mountains of Vermont, across the lake to the east.

During the 1990s, a series of interpretive markers were put in place at the picnic area on the south end of the municipal beach along the Heritage Trail. Other recent efforts to capitalize on the Lake Champlain waterfront have included the development of a bike trail around the Lake using existing roads.

Many of the city's earliest industries were also initially located on the banks of the Saranac River, where they could capitalize on the river's swift flowing waters. Due to its historic and present-day importance to the City, the Upper Saranac River is included as a separate subarea within the waterfront revitalization area. Redevelopment and provision of formalized public access points should be addressed in the long-term.

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<sup>13</sup> Lake Champlain Basin Program, "Lake and Basin Facts." <https://www.lcbp.org/about-the-basin/facts/>

### ***C. Existing Land and Water Use & Analysis of Opportunities and Constraints***

Water-dependent uses that occur in the WRA in the Saranac River and Lake Champlain are described first in this section. Second, an overview of the Harbor Management Plan and a table showing how the requirements of the Harbor Management Plan are integrated in to this LWRP are provided. Third, existing land and water uses in the WRA are presented for five distinct subareas: the North End Subarea, Cumberland Avenue/Wilcox Dock Subarea, Marina - Downtown Subarea, Old Base Subarea, and Upper Saranac River Subarea. Primary attention is given to uses immediately adjacent to the water. Each of these subareas exhibit unique land use patterns which are addressed below. Boundary descriptions and a preliminary analysis of opportunities and constraints affecting future development in the near- and long-term are included for each subarea.

An important goal of this LWRP is to foster a development pattern that provides for beneficial use of Plattsburgh's waterfront resources. The primary components of the desired development pattern are strengthening traditional waterfront communities as centers of activity, encouraging water dependent uses to expand, enhancing stable residential areas, and preserving open space.

#### ***i. Deteriorated and Underutilized Sites***

Much of the Plattsburgh waterfront area is characterized by deteriorated structures, underutilized open space lands adjacent to Lake Champlain and the Saranac River, and physical barriers such as railroad rights-of-way. Since the waterfront is located immediately adjacent to Plattsburgh's central business district, and represents the dominant feature of the city, it is expected that carefully planned waterfront revitalization in this location can stimulate and support additional economic development initiatives. The potential stimulus of waterfront revitalization becomes even more significant given the implications of the redevelopment of the Old Base site and Dock St. Landing (Harborside). For more information on deteriorated and underutilized sites see the following subarea land and water use discussions later in this section: Cumberland Avenue/Wilcox Dock Subarea Opportunities, Marina – Downtown Subarea Opportunities, and Old Base Subarea Opportunities. Also see Section II.E.v. Cumberland Corners, Crete Center, and City Beach – Opportunities for Coordination Beyond the WRA.

Plattsburgh has the opportunity to convert underutilized waterfront areas to vibrant, publicly accessible destinations for the economic benefit and enjoyment of its residents and visitors while protecting Lake Champlain for future generations.

Additional information regarding land and water use and proposed projects can be found in Section 4. Reference should be made to Map Series 5 for a graphic display of land use.

#### ***ii. WRA-Wide Water-Dependent Uses***

##### **1. Saranac River**

The Saranac River is part of the 740-mile Northern Forest Canoe Trail, which begins in Old Forge, NY and ends in Fort Kent, ME.<sup>14</sup> There has been interest in developing a Whitewater Recreation area along the Saranac, as mentioned in Section II.A. The recent DRI also suggested that kayak access points be considered along the river.

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<sup>14</sup> <https://www.northernforestcanoetrail.org/>

While there can be great variation in the water level seasonally, it serves as an attractive fishing spot. The Saranac provides salmon fishing from its mouth to the Imperial Dam. The River is also stocked with brown and rainbow trout,<sup>15</sup> while brook trout and steelhead can also be found.<sup>16</sup> Within the WRA, there is public fishing access on the eastern bank of the river, adjacent to Peru Street, north of South Platt Street Park.

Upstream portions of the Saranac and two of its tributaries serve as water sources for the city (see Section II. F.)

## **2. Lake Champlain**

Lake Champlain is part of the New York State Barge Canal System. Following the canal system, boats can travel up the Hudson River into the Champlain Canal at Waterford, New York, then travel 60 miles through 12 locks to Lake Champlain at Whitehall. The New York State Barge Canal System, which is largely used for pleasure boating, also connects to Buffalo, New York and the Finger Lakes region through Central New York. While the City of Plattsburgh itself is no longer part of the NYS Barge Canal System, it received grant funding and loan guarantees under the U.S. Department of Housing & Urban Development's Canal Corridor Initiative of 1997.

In 1990, the United States Congress passed the Lake Champlain Special Designation Act of 1990, mandating the states of Vermont and New York to develop a pollution prevention, control and restoration plan for Lake Champlain. As a result of this Act, the Lake Champlain Basin Program (LCBP) was established. An important part of the Act is to address recreational issues in the Lake Champlain basin. Accordingly, the New York Office of Parks, Recreation and Historic Preservation and the Vermont Department of Forests, Parks and Recreation entered into a cooperative agreement to develop a comprehensive recreation plan for Lake Champlain. Through this joint effort, the two states aim to manage Lake Champlain, its shorelines, and its tributaries for a diversity of recreational uses while protecting its natural and cultural resources.

The LCBP studies, including boat counts carried out through aerial photography, user surveys, and public meetings, have provided strong evidence that recreational use of Lake Champlain has increased dramatically in recent years. This has resulted in certain facilities and bays becoming overcrowded by recreationists and boaters, increased competition for access to the lake through public and private facilities, increased user conflicts and the loss of surface water acreage for certain recreational activities due to increases in the number and location of boat mooring and anchorage areas. While lake users include motorboaters, sailboaters, other boaters (canoes, rowboats, paddleboats) and personal watercraft (personal watercraft sailboards) users; motorboats and sailboats predominate, representing 62.0% and 25.4% of watercraft on the lake respectively. The boat count found that the vast majority of boats were not actually in use on a weekend day in high summer, that the Vermont side of the lake is much more developed and boater-friendly than the New York side (which needs additional tourist facilities, restaurants, and accommodations), there is a need for sustainable tourism, and there is a general perception that 70-80% of boat traffic is Canadian.

As identified in past LCBP public meetings, major recreational use issues involving those living on or visiting Lake Champlain include the lack of public access, an increase in the number and types of recreation user conflicts, safety concerns, continuing deterioration of natural, cultural and historic resources, and the lack of coordinated promotion and marketing for low-impact tourism. In addition to a generally insufficient supply, the LCBP studies found that many existing boat launch sites around the Lake - both in Vermont and New York - were in a state of disrepair and need to be upgraded and/or expanded. Among other findings, the LCBP studies noted that New York was much less

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<sup>15</sup> [https://www.dec.ny.gov/docs/fish\\_marine\\_pdf/pfrsaranac.pdf](https://www.dec.ny.gov/docs/fish_marine_pdf/pfrsaranac.pdf)

<sup>16</sup> <https://www.adirondack.net/business/saranac-river-12464/>

developed, with fewer facilities, than Vermont. Two of the most popular boat anchorages identified were Valcour Island and Point Au Roche, New York (both are State Parks near Plattsburgh).

### iii. Harbor Management Plan

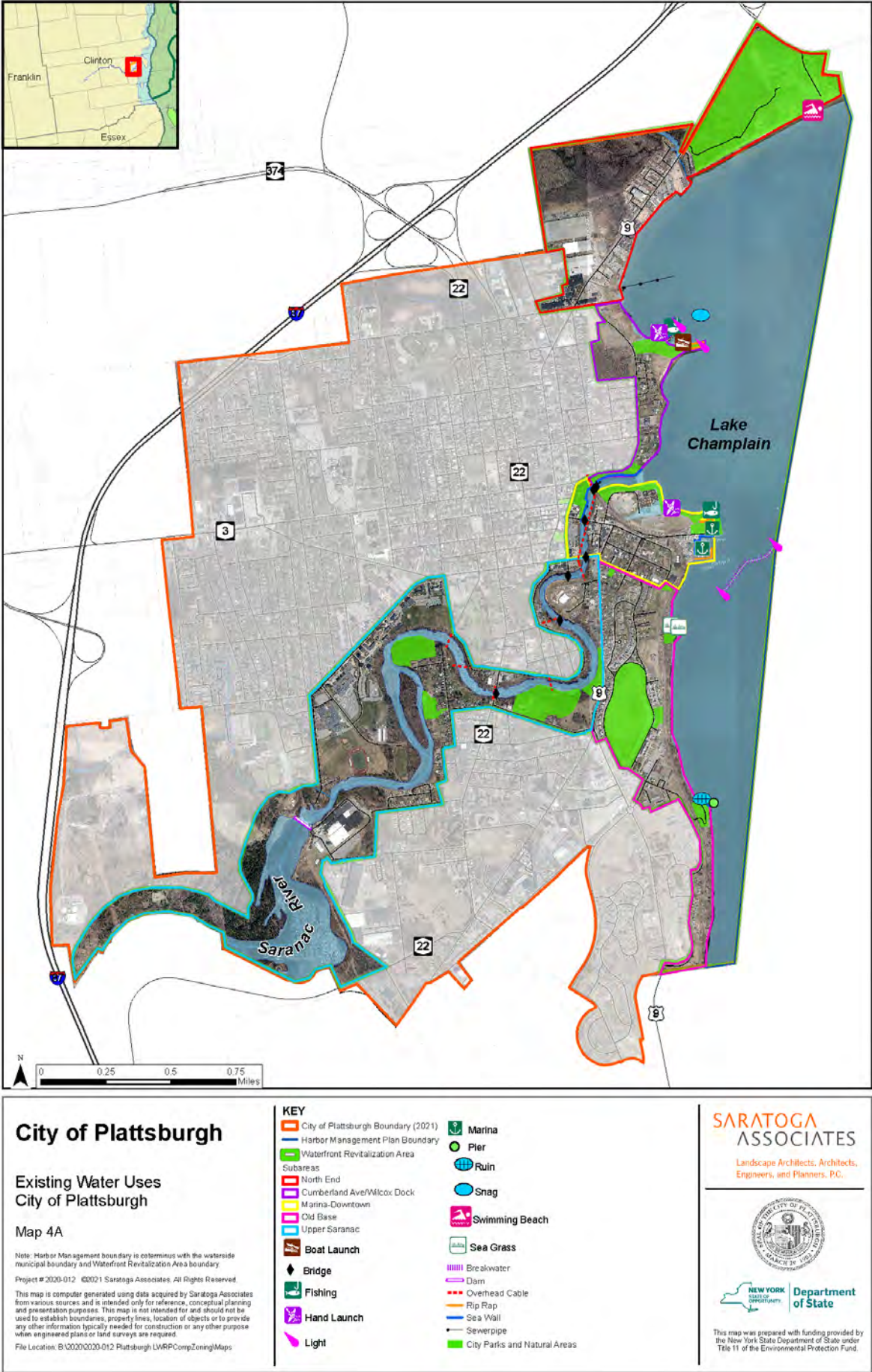
A Harbor Management Plan (HMP) is a component of an LWRP that addresses conflict, congestion, and competition for space in the use of a community's surface waters and underwater land within 1500 feet of the shoreline. Plattsburgh's Harbor Management Plan considers various uses in a portion of the Saranac River and in the nearshore areas of Lake Champlain adjacent to the City's waterfront. Rather than preparing a standalone document or appendix, the components of the Harbor Management Plan have been integrated into this LWRP document. The Harbor Management Plan boundary includes the area of the major water bodies within the City municipal boundary -- the portion of Lake Champlain and its bays and the portion of the Saranac River within the City of Plattsburgh. Within the city, there are approximately 5 miles of lakeshore and 8.5 miles of shoreline along the Saranac River.

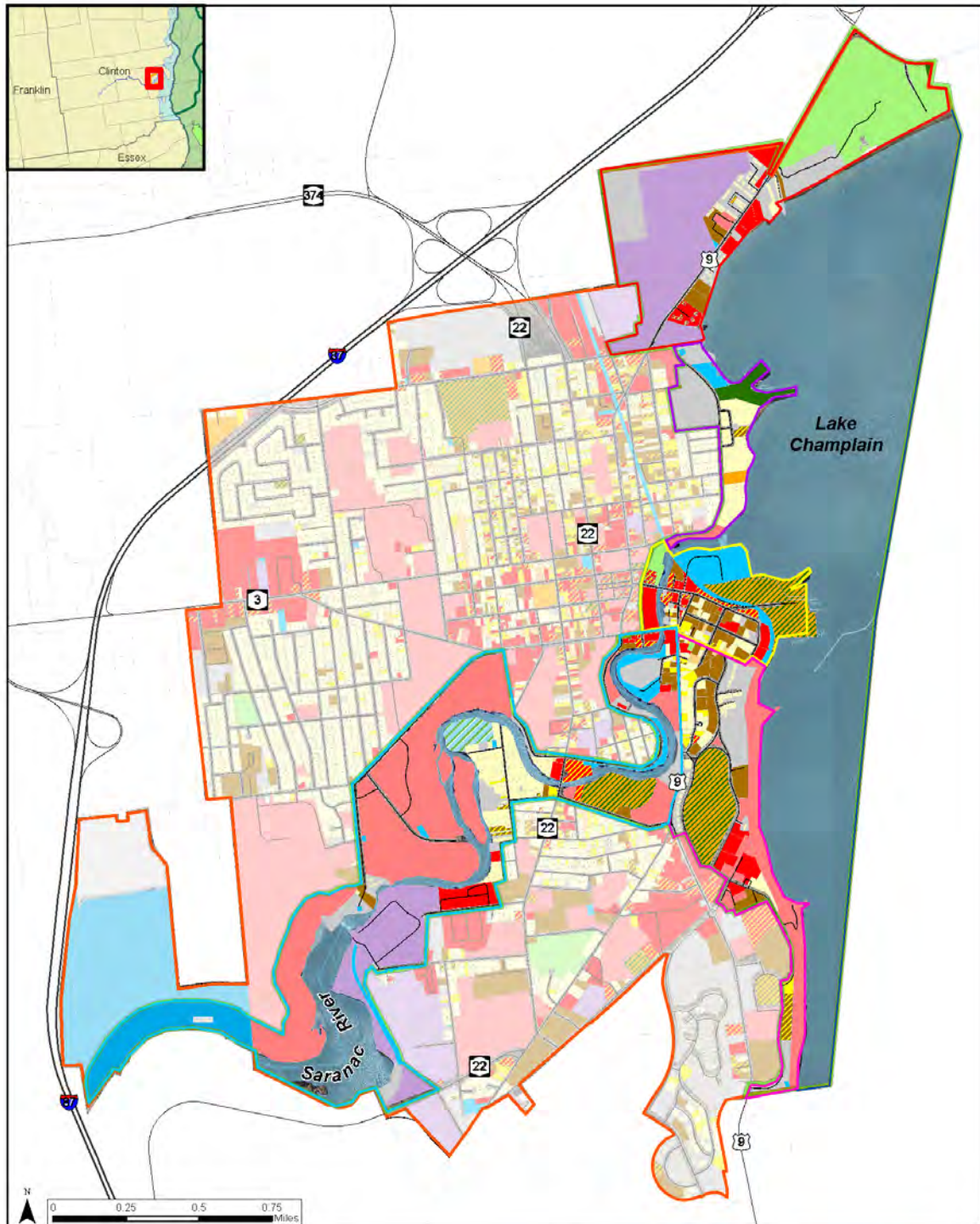
A specific list of the elements required in a Harbor Management Plan and where they are in the text is as follows:

<i>Contents of the City of Plattsburgh Harbor Management Plan</i>			
	<b>19 NYCRR 603.3 HMP Items Covered in LWRP</b>	<b>Section</b>	<b>Page</b>
(a)	Identification of the HMP boundary.	Section I, Map 1	7
(b)	An inventory and analysis of existing uses, features and conditions in this area.	Section II	9
(c)	Identification and discussion of issues of local importance.	Section II (esp. II-N)	9 (121)
(d)	Identification and discussion of issues of regional importance.	Section II-A, N and Section IV	9-25, 121, 159
(e)	Discussion of opportunities, long and short-term goals and objectives.	Section II, (notably N) and Section IV	9 (121), 159
(f)	Identification of conditions which operate as constraints on utilization of underwater lands and navigable waters by the public.	Section II-C, II-D, II-E, II-I, II-N	27, 52, 59, 99, 121
(g)	Discussion of water dependent uses.	Section II-C, E; IV-B	27, 59, 220
(h)	Identification and discussion of economic, cultural and social considerations fundamental to responsible management of underwater lands and navigable waters.	Section III: policies 1-5, 10, 18, 23, 25, 27, 29	124-131, 133, 137, 144, 147, 152, 153
(i)	A water use plan.	Section IV-B	220
(j)	Specification of policies concerning present and future use and management of such areas.	Section III: policies 1-4, 7-10, 12-16, 18- 25, 27- 31, 33-40, 44	124-128, 132-134, 135-136, 137-147, 152-154, 155-157, 158
(k)	Identification of capital projects necessary to implement the HMP.	Section IV	159-221
(l)	Specification of existing and proposed techniques and authorities to implement the HMP.	Section V	222-234
(m)	To the extent commensurate with the particular circumstances of the town, an HMP shall address the following considerations:		
	(1) Conflict and competition for space among the uses and users of harbors, surface waters and underwater lands.	Section II-C, II-E, II-F, II-N	27, 59, 67, 107
	(2) Regulation of the construction, size and location of wharves, docks, moorings, piers, jetties, platforms, breakwaters or other structures,	Section V	222-234

	whether temporary or permanent.		
	(3) Regional needs for any of the various uses or users likely to be attracted to the particular qualities of the area.	Section II	9-122
	(4) Where applicable:		
	(i) Commercial shipping	N/A	
	(ii) Recreational boating (see (j.) above)	Section II, III, IV	9, 123, 159
	(iii) Commercial and recreational fishing and shellfishing (see (j.) above)	Section II, III, IV	9, 123, 159
	(iv) Aquaculture and mariculture	N/A	--
	(v) Waste management	Section II-F, III	72-78, 123
	(vi) Mineral extraction	N/A	--
	(vii) Dredging	Section III, notably policies 11, 15, 35	123 (134, 136, 155)
	(viii) Public access	Section II-E, II-N Section III Section IV	59, 121 123 159
	(ix) Recreation	Section II-E, II-N Section III Section IV	59, 121 123 159
	(x) Habitats and other natural resource protection	Section II-I, II-J, II-K, II-M  Section III Section IV	99, 104, 107, 112 123 159
	(xi) Water quality	Section II-J Section III Section IV	104 123 159
	(xii) Open space	Section II-E, II-I, II-J, II-K, II-L II-M, I-N Section III Section IV	59, 99, 104, 107, 108, 112, 121 123 159
	(xiii) Aesthetic values	Section II-L, II-M Section III Section IV	108, 112 123 159
	(xiv) Water dependent uses	Section II-C, E, F Section III Section IV	27, 59, 72 123 159
	(xv) Common law riparian or littoral rights	Section II E, F Section III Section V	59, 72 123 223
	(xvi) Public interests, including interests under the Public Trust Doctrine	Section II-B, E, F Section III Section V	25, 59, 67 109 222

(n)	HMPs shall also consider other circumstances determined to be of significance by the Secretary of State, and HMPs may also consider those determined to be of significance by the town.	No additional circumstances identified.
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## City of Plattsburgh

### Existing Land Uses City of Plattsburgh

#### Map 5A

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.  
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File Location: G:\2020\2020-012 Plattsburgh LMRP\CompZoning\Maps

#### KEY

- City of Plattsburgh Boundary (2021)
- Parcels
- Harbor Management Plan Boundary
- Waterfront Revitalization Area
- Subareas:
  - North End
  - Cumberland Ave/Wilcox Dock
  - Manna-Downtown
  - Old Base
  - Upper Saranac
- Existing Land Use (2020)
  - 1 Family Residence
  - 2 Family Residence
  - 3 Family Residence
  - Multifamily
  - Apartments
  - Commercial
  - Commercial Multi-use
  - Community Services
  - Industrial
  - Public Services
  - Entertainment
  - Recreation
  - State Park
  - Municipal Park
  - Wetland
  - Vacant Land

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Engineers, and Planners, P.C.



NEW YORK  
STATE OF  
DEPARTMENT  
of State

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**iv. Existing Land and Water Uses Described by Subarea**

**1. North End Subarea**

The North End subarea includes that portion of the City along N.Y.S. Route 9 (Margaret Street) between the city line and Lake Champlain, from the northern city line to the intersection of Boynton and Cumberland Avenues. This subarea contains several different land use patterns (see Map 5B). From the northern city line to Scotion Creek, the waterfront land is owned by the City of Plattsburgh and used as the Municipal Beach. The Municipal Beach, located immediately south of the Cumberland Bay State Park campground, includes a life-guard patrol, groomed swimming beach over a mile and a quarter long, the Crete Memorial Civic Center (which is used for indoor soccer and as an auditorium with a seating capacity of 3,500-4,000), the Heritage Trail and boardwalk, the Scotion Creek wetlands, a dog park, a picnic pavilion and interpretive area, snack bar, and an extensive parking area. The Beach facilities also include restrooms, which were damaged in the 2011 flooding and remain in disrepair. A bath house on the western side of the beach is operational, and a portable bathroom is brought in seasonally and located near the lifeguard station.

The North End subarea is located adjacent to Cumberland Corners, the thoroughfare to the ferry, and the on-ramp to 87. Between Scotion Creek and the Boynton/Cumberland intersection, industrial, residential and commercial developments are present. There is a motel, a McDonald's restaurant, various townhome and apartment developments, and offices. Much of the waterfront area between the southern edge of the Municipal Beach and Georgia Pacific is composed of thriving wetlands. Behind the residences along Margaret Street and along the waterfront nearest the intersection of Boynton and Cumberland, the land is occupied by the Georgia Pacific paper mill.

Residential development consists of recently constructed, upscale condominiums and townhomes in nicely landscaped neighborhoods. Office development is similar. Georgia Pacific's railroad spur and settling basin are also located near the Boynton/Cumberland intersection.

**North End Subarea Opportunities:**

- Working with property owners to rehabilitate apartment complexes would have a positive impact on surrounding housing.
- Improved interpretation of the Heritage Trail/Scotion Creek Wetlands/Dunes cultural and natural resources would further enhance the beach area.
- Close proximity of Municipal Beach, Cumberland Bay State Park, Point Au Roche State Park, and other nature areas, such as Woodruff Pond, present a concentration of attractions and amenities that could be linked, improved, and better marketed. The City could work with the NYS Office of Parks, Recreation and Historic Preservation, the Town of Plattsburgh, Clinton County, and others to develop long-term recreation plans to maximize and enhance mutual resources.
- The Municipal Beach area already attracts considerable tourism activity from Canada. Stronger linkages could be developed between the beach and downtown, as well as other waterfront and downtown amenities. Marketing and promotion efforts could then build on established linkages.

The Municipal Beach could be a catalyst for recreational development. Though the reuse, rehabilitation, or relocation of the Crete Center is still under evaluation following the Feasibility Study, the property could include a space for hosting concerts or other outdoor entertainment, other forms of recreation, a restaurant, a pier, interpretive opportunities, or recreational rentals. Proposed uses from the Feasibility Study are outlined in Section IV.



## City of Plattsburgh

### Existing Water Uses North End

#### Map 4B

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.  
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File Location: B:\2020\2020-012 Plattsburgh LWRPCompZoningMaps

KEY	
	City of Plattsburgh Boundary (2021)
	Harbor Management Plan Boundary
	Waterfront Revitalization Area
Subareas	
	North End
	Cumberland Ave/Wilcox Dock
	Marina-Downtown
	Old Base
	Upper Saranac
	Boat Launch
	Bridge
	Fishing
	Hand Launch
	Light
	Marina
	Pier
	Ruin
	Snag
	Swimming Beach
	Sea Grass
	Breakwater
	Dam
	Overhead Cable
	Rip Rap
	Sea Wall
	Sewerpipe
	City Parks and Natural Areas

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## City of Plattsburgh

### Existing Land Uses North End

#### Map 5B

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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File Location: B:\2020\2020-012 Plattsburgh LWRP\CompZoningMaps

#### KEY

City of Plattsburgh Boundary (2021)	Existing Land Use (2020)
Parcels	1 Family Residence
Harbor Management Plan Boundary	2 Family Residence
Waterfront Revitalization Area	3 Family Residence
Subareas	Multifamily
North End	Apartments
Cumberland Ave/Wilcox Dock	Commercial
Marina-Downtown	Commercial Multi-use
Old Base	Community Services
Upper Saranac	Industrial
	Public Services
	Entertainment
	Recreation
	State Park
	Municipal Park
	Wetland
	Vacant Land

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### **North End Subarea Constraints:**

- Prior PCB contamination of soil, surface water, and fish populations has decreased dramatically following successful remediation<sup>17</sup> at the Georgia Pacific site and the DEC has stated that there is no longer an exposure concern, but the potential presence of other toxic paper manufacturing related by-products remains, posing potential health threats in the cove adjacent to the Georgia Pacific lands (at southern end of subarea and northern edge of Wilcox Dock subarea). The Georgia Pacific mill is considered a minor source of emissions for by-products including carbon monoxide, volatile organic compounds (VOCs), lead, and hazardous air pollutants.<sup>18</sup>
- Some areas of the Municipal Beach are not fully handicapped accessible.
- As noted during a series of public meetings, ongoing beach erosion and debris deposit poses a continuing maintenance problem in this entire subarea. This could prevent, or considerably add to the expense of, any future attempt to establish a waterfront trail.
- Private ownership (and erosion) of waterfront land south of the city beach prevents extension of the Heritage Trail and represents potential sources of conflict among owners and users.
- The Municipal Beach area has no strong link with Central Business District and is quite remote from city (see opportunities above).

### **2. Cumberland Avenue/Wilcox Dock Subarea**

The Cumberland Avenue/Wilcox Dock subarea includes that portion of the waterfront land located east of Cumberland Avenue between the Cumberland/Boynton intersection and the Samuel de Champlain Monument park area.

The northern portion of this area (north side of Cumberland) is occupied by the Georgia Pacific paper mill facilities. While areas along Saily Avenue (to the west of Cumberland) are primarily commercial with some residential areas, the areas to the east are predominantly single-family residential in good to prime condition, particularly around Point View Terrace (see Map 5C). The state-owned Wilcox Dock, formerly the NYS Barge Terminal, consists of a partially forested, grassy area adjacent to a cast-in-place concrete and corrugated steel bulkhead. Although state-owned, the City has use permit rights, with an agreement in place for the operation of a marina. Recent improvements to Wilcox Dock include a motorized boat launch on its west side, an eco-dock and a launch for non-motorized watercraft on the east; a picnic pavilion; and the Healthy Lung Fitness Trail, including a parking area on Cumberland Avenue. Most recently, the City has added 28 slips to the peninsula south of Wilcox Dock, with a pedestrian connection to the Healthy Lung trail. Access to the area is fairly unrestricted and infrastructure and lighting has been upgraded. An informal area for mooring sailboats is located south of the bulkhead in the small cove between Wilcox Dock and private residential land. The area offers excellent views of the Municipal Beach area and has considerable public-access development potential.

A cove located in the Point View Terrace residential area immediately south of Wilcox Dock forms a privately owned, inaccessible beach. At this point, the waterfront topography becomes much more rugged, with high bluffs and long

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<sup>17</sup> <http://www.dec.ny.gov/cfm/xtapps/derexternal/haz/details.cfm>

<sup>18</sup> <http://www.dec.ny.gov/dardata/boss/afs/permits/509130000400029.pdf>

slopes to the shoreline. Between Wilcox Dock and the Champlain Monument, the land is occupied primarily by private, upscale residential housing and is currently inaccessible for public use. The stable residential neighborhood is an asset to the City in general. Land and water uses are therefore expected to remain the same in the foreseeable future.

**Cumberland Avenue/Wilcox Dock Subarea Opportunities:**

- The Wilcox Dock area has some existing recreational development that could be enhanced through incremental improvements. Redevelopment of this underutilized area is a relatively low-cost project.
- A privately-owned vacant lot exists on the west side of Cumberland Avenue, across from Wilcox Dock, which could potentially be redeveloped to complement water-related or water-enhanced uses. It could also incorporate the expansion of the street grid to improve connectivity and allow for expansion of the neighborhood.
- The local chapter of the American Lung Association has developed the Healthy Lung Trail, a walking and exercise trail through the Wilcox Dock area.
- The "Cumberland Bay Interpretive Trail" in this area could become a northern extension of the existing Riverwalk Trail. The north trailhead is existing and has been developed to provide access to the pedestrian bridge over the Saranac River.
- The low-lying land around Cumberland Bay provides an excellent opportunity for visual and physical access to the lake. While the presence of wetlands poses a constraint to development, they represent the opportunity for nature viewing and interpretation through controlled trail access.
- Existing water uses include informal fishing and boat mooring and launching. These activities could be formalized and strengthened over time without major expenditure of resources. Between 2000 and 2010 a boat launch was installed and NYS DOS funded installation of an Eco-dock at this location.

**Cumberland Avenue/Wilcox Dock Subarea Constraints:**

- Private property along the lakeshore presents a constraint to public access. Waterfront trail easements would need to be discussed and obtained from the property owners. If unsuccessful, the "trail" in some parts of this subarea would have to follow public sidewalks and bicycle lanes along existing residential streets.
- The proximity of the Georgia Pacific wood pulp processing plant poses constraints for health and aesthetics. As mentioned previously, while PCB exposure is no longer a concern, the Georgia Pacific mill is considered a minor source of emissions for by-products including carbon monoxide, volatile organic compounds (VOCs), lead, and hazardous air pollutants. However, this property could provide an opportunity for access development because the land is owned by a corporation that has a self-image of public beneficence.
- Permits would be required to build an interpretive trail in or adjacent to the wetland portions of this subarea. Installing a trail or boardwalk could potentially disturb the wetland. Careful design must be undertaken to minimize impacts to the wetland habitat.





## City of Plattsburgh

### Existing Land Uses Cumberland Ave/Wilcox Dock

Map 5C

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File Location: B:\2020\2020-012 Plattsburgh LWRPCompZoningMaps

KEY	
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<span style="background-color: #90EE90; display: inline-block; width: 10px; height: 10px;"></span>	Waterfront Revitalization Area
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	Subareas
<span style="background-color: #FF69B4; display: inline-block; width: 10px; height: 10px;"></span>	North End
<span style="background-color: #FFA500; display: inline-block; width: 10px; height: 10px;"></span>	Cumberland Ave/Wilcox Dock
<span style="background-color: #FFD700; display: inline-block; width: 10px; height: 10px;"></span>	Martina-Downtown
<span style="background-color: #FF69B4; display: inline-block; width: 10px; height: 10px;"></span>	Old Base
<span style="background-color: #FFA500; display: inline-block; width: 10px; height: 10px;"></span>	Upper Saranac
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	Existing Land Use (2020)
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	1 Family Residence
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	2 Family Residence
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	3 Family Residence
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	Multifamily
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	Apartments
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	Commercial
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	Commercial Multi-Use
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	Community Services
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	Industrial
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	Public Services
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	Entertainment
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	Recreation
<span style="background-color: #FFDAB9; display: inline-block; width: 10px; height: 10px;"></span>	State Park
<span style="background-color: #90EE90; display: inline-block; width: 10px; height: 10px;"></span>	Municipal Park
<span style="background-color: #90EE90; display: inline-block; width: 10px; height: 10px;"></span>	Wetland
<span style="background-color: #90EE90; display: inline-block; width: 10px; height: 10px;"></span>	Vacant Land

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STATE OF  
OPPORTUNITY  
**Department of State**

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### **3. Marina - Downtown Subarea**

The Marina – Downtown Subarea includes that portion of the waterfront area from Lake Champlain at the southern bank of the mouth of the Saranac River, along the Lakeshore to Hamilton Street, and crossing the Saranac River, westward between Broad Street and Cornelia Street, to Oak Street (see Map 5D). This area includes a National Register Historic District, the Point Historic District, which is roughly bounded by Pike, Bridge, Jay and Hamilton Streets and consists of 38 structures constructed between 1815 and 1880 (See Maps 6A-D). Situated between Lake Champlain and a bend of the Saranac River to the west and east, as well as the former CP Rail yard and Plattsburgh AFB to the north and south, the Point Historic District is somewhat isolated from the Central Business District. Businesses with long-standing success in downtown, despite the challenges noted below, include the North Country Food Co-op on Bridge Street, Ashley Furniture at Durkee and Bridge Streets, Arnie's Restaurant on Margaret Street, and nearby employment sites such as the Department of Social Services on Durkee Street, the Gateway Building at Durkee and Broad Streets, and the Clinton County Court House.

This subarea also contains the most important component of the City's waterfront: Dock Street Landing. This area is at the foot of the Point Historic District, adjacent to the U.S. Oval Historic District, and protected by the breakwater. In an effort to redevelop its waterfront, the City purchased the approximately 14 acre former rail yard from CP Rail. This site, also referred to as Harborside, is poised to become a regionally significant destination on Lake Champlain and the centerpiece of the City's waterfront. Located just across the Saranac River from areas currently being redeveloped by the City, including the Plattsburgh Hub and Clinton Street, the area currently includes a municipal parking area, 3-acre waterfront park, handicapped-accessible trail and boat launch.

The privately-owned Plattsburgh Boat Basin previously was one of the City's only accessible boating areas. In recent years, access has been improved through the development of the new City Marina at the foot of Dock Street, Peace Point Park - the NYS DEC/City boat launch, and the new eco-docks and boat launch. Completed in Spring 2015, the Plattsburgh City Marina includes 34 dock slips and 25 moorings, with transient slips and moorings also available. It is well located on the lake, with good wind protection from a substantial breakwater which was reconstructed by the US Army Corps of Engineers in 2010. With its shoreside accommodations for seasonal and visiting boaters, the marina is centrally located -- steps away from downtown Plattsburgh. The marina also provides water, electricity, pump-out service, showers, restrooms, laundry, wi-fi, and a picnic area. The facility is within walking distance of many local businesses of interest to boaters, such as restaurants, bars, shops, nature trails, parks, golf courses, museums, and nationally recognized historical sites, as well as bike, kayak, and stand-up paddleboard rentals.

There is also infrastructure present at Harborside to support mixed-use development currently being explored by the City. The incremental redevelopment of this area has been advanced through a series of Department of State Environmental Protection Fund grants awarded to the City, as outlined in Section II.A – Recent Community Development Efforts. In addition, the Department of Environmental Conservation has collaborated with the City to introduce a boat launch in the new waterfront park, as well as connect a waterfront trail to the Saranac River. This public/private collaboration has enabled Harborside to be the heart of the urban waterfront, if not the entirety of downtown Plattsburgh.

Located just south of Harborside and the marinas, there are two parcels along Jay Street that are currently occupied by warehouse structures. Given that these parcels abut The Point Historic District and the Empire State Trail (along Jay Street), and are at the northern terminus of the Terry Gordon Bike Path, this could be a primary location for redevelopment that supports recreational access and waterfront views.

Throughout the WRA, it is important to capitalize on opportunities to enhance potential development along waterfront parcels, such as at Harborside, where potential exists for mixed-use or hotel development; at Durkee Street, which could serve as a destination point along a corridor connecting the downtown to the waterfront; at the City Marina, which could expand; and at the City Beach.



# City of Plattsburgh

## Existing Water Uses

### Marina - Downtown

#### Map 4D

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File Location: B:\2020\2020-012 Plattsburgh LWRPCompZoning\Maps

**KEY**

- Boat Launch
- Bridge
- Fishing
- Hand Launch
- Light
- Marina
- Pier
- Ruin
- Snag
- Swimming Beach
- Sea Grass
- City of Plattsburgh Boundary (2021)
- Breakwater
- Dam
- Overhead Cable
- Rip Rap
- Sea Wall
- Sewerpipe
- Harbor Management Plan Boundary Min. 1500' from shoreline
- Waterfront Revitalization Area Subareas
- North End
- Cumberland Ave/Wilcox Dock
- Marina-Downtown
- Old Base
- Upper Saranac
- City Parks and Natural Areas

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Department of State

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# City of Plattsburgh

## Existing Land Uses

### Marina - Downtown

#### Map 5D

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File Location: B:\2020\2020-012 Plattsburgh LWRPCompZoning\Maps

**KEY**

- City of Plattsburgh Boundary (2021)
- Harbor Management Plan Boundary Min. 1500' from shoreline
- Waterfront Revitalization Area
- Subareas
  - North End
  - Cumberland Ave/Wilcox Dock
  - Marina-Downtown
  - Old Base
  - Upper Saranac
- Existing Land Use (2020)
  - 1 Family Residence
  - 2 Family Residence
  - 3 Family Residence
  - Multifamily
  - Apartments
  - Commercial
  - Commercial Multi-use
  - Community Services
  - Industrial
  - Public Services
  - Entertainment
  - Recreation
  - State Park
- Municipal Park
- Wetland
- Vacant Land

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**Marina - Downtown Subarea Opportunities:**

- The City Marina's success demonstrates an opportunity for expansion and development which could include a restaurant and other amenities, such as bicycle rentals.
- Dock Street Landing offers great potential for redevelopment in this subarea and could incorporate mixed-use development to complement the waterfront park/boat launch and create a regionally significant destination on Lake Champlain and a gateway into Plattsburgh's downtown.
- The low-lying waterfront lands in this subarea provide an excellent opportunity for visual and physical access to Lake Champlain and the Saranac River.
- Explore locations for "blueway" and whitewater park developments along the Saranac River. Portions of the Saranac River Trail can also serve as a water trail, with improved canoe, kayak, tubing, and fishing access along the river.
- Underutilized parcels in this subarea offer potential redevelopment opportunities in the longer term, especially given the redevelopment activities at Dock Street Landing. The City could work closely with all subarea property owners and residents to establish a plan that will create a clear identity and use for the Point -- redevelopment and enhancements in this area have the greatest long-term potential for downtown and waterfront revitalization.
- The Municipal Lighting Department storage yards could be relocated, since no power generation takes place on the property, opening the space to redevelopment.
- Proximity and concentration of the U.S. Oval Historic District, Point Historic District, and National Register-listed D & H Railroad complex offer significant opportunities to link interpretive areas and recreational amenities. Given the extraordinary wealth of resources concentrated in this relatively small subarea, an ideal long-term goal could be to develop innovative interpretive programs addressing early industrial, railroad, architectural, military, infra structural and cultural history.
- The Point represents a midpoint between the central business district and the Lake Champlain and Saranac River waterfront via Dock, Bridge and Green Streets. This location could be capitalized on through the development of stronger linkages between the downtown and waterfront, former railyard, and other significant features.
- The Saranac River Trail runs right through the Downtown area and connects the City north-south.
- The Plattsburgh Boat Basin represents existing development that can be improved and enhanced over time in a series of small upgrades.
- The current parking lot area on Durkee Street has the potential to serve as a gateway to the downtown and a focal area in linking the downtown to the waterfront at Dock Street. This site has undergone environmental remediation and is a prime location for a new city center with mixed-use development, parking, and river access. The connection to Dock Street is vital in bringing boaters up from the marina into the center of the city. In the public participation sessions and with the PAC there was a strong commitment to the existing Farmers' Market, and in considering its future as development is explored.

**Marina - Downtown Subarea Constraints:**

- The City Water Pollution Control Plant at the confluence of the Saranac River and Lake Champlain is a major impediment to public access in a key location. Efforts should be made to screen this use and to provide public access along the water to as great an extent possible.
- The area is presently somewhat cut off from the central business district and there is limited pedestrian movement along the corridor defined by Dock, Bridge, and Green Streets. The City has installed pedestrian lighting as a partial mitigation of this issue. Promoting free and easy pedestrian movement will become more important as all of the components of Dock Street Landing are implemented.
- Development of the Dock Street area may require revised auto access, as both crossings could be blocked by a single small train, creating a challenge for emergency egress.
- The Dock Street-Durkee Street-Downtown subarea includes the Point Historic District and any redevelopment, enhancement or improvement in this area will require the City to work closely with property owners and other residents to make optimal use of its existing potential.

**4. Old Base Subarea**

This section of the city, located immediately south of the Point Historic District and east of NYS Route 9 (see Map 5E), is known as the "old base" and consists mainly of residential structures at the U.S. and Nevada Ovals.

Plattsburgh AFB was closed in 1995. Upon the announcement of closure, the local communities together established the Plattsburgh AirBase Redevelopment Corporation (PARC) to plan for and carry out the redevelopment effort for the former base property and assets. Principal uses of the former old base area now include light industrial, research and development, arts and culture, museums, resort residential and recreational use. In 2010 PARC ceased to have full-time staff and outsourced most of its operations to a real estate company.

The U.S. Oval is a National Register Historic District (see Map 5E) consisting of large brick buildings constructed in the mid- to late-1890s as officer's family housing, dormitories for enlisted men, a hospital, chapel, gym and theater, skating rink, tennis courts, officer's beach, airmen's beach and the officer's club, with additional housing, utility sheds and support buildings to the south separating the U.S. Oval from the Nevada Oval. The residential buildings have been renovated and sold to the private sector. The Nevada Oval homes were razed and new residential facilities constructed for senior retirees and assisted living. Other uses include a City-run community recreational complex, museums, and some commercial uses. Two new breweries have opened within historic buildings. The old base marina, which is maintained by the city, was "adopted" by the Adirondack Builders Association and Rotary PM who constructed a pavilion for picnic tables. Overall, the Base now has a 98% occupancy rate. The green space within the US Oval is used for soccer and special events.

Sailor's beach, at the north end of the subarea, is accessible from the pedestrian and bicycle trail. The City of Plattsburgh utilized ISTEAF funds to develop a 10' wide waterfront pedestrian and bicycle trail west of the CP Rail right-of-way along Lake Champlain. The residential and recreational areas are separated from the Lake Champlain waterfront by chain-link fencing and the Delaware & Hudson/Amtrak railroad tracks (approximately two passenger and six freight trains daily). Access to Sailor's Beach is provided by a pedestrian bridge over the railroad tracks, which is not handicapped accessible. In most areas the forested land slopes steeply downward to the water, with much of the residential areas having nice, but partially obscured views of Lake Champlain. This subarea represents numerous opportunities for the City of Plattsburgh.

**Old Base Subarea Opportunities:**

- All waterfront development alternatives identified in base reuse documents recommend development of recreational uses such as pedestrian trails or walkways. Connections could be provided to the Recreational Trail and the Saranac River Trail, allowing the area to serve as a hub for alternative modes of transportation and recreation.
- Existing recreational facilities throughout the subarea can be linked to expanded waterfront development with incremental improvements over time.
- The existing open space and soccer field could be enhanced to provide opportunities for athletic competition and potential revenue.
- The Old Base subarea offers numerous interpretive opportunities which should be explored and could be developed in phased over the long-term.
- A coordinated museum campus concept with joint marketing, programming efforts, and long-range planning has the potential to enhance the tourism market.
- The dock and docking facilities located at the base of the old base marina should be reconstructed and use expanded.
- Vacant and underutilized properties present an opportunity for reuse.
  - The Officers' Club Building is the jewel of the base and is yet to be occupied, providing an opportunity for a business which could serve as an anchor for the Old Base.
  - The Alamo building (New York Road, east of the above building) is city owned, used for impound storage, and holds great potential for development.
  - A private property with tennis courts (classified as vacant) sits at the northeast corner of the US Oval.
  - The abandoned building north of City Court, immediately south of the City Rec Center at 34 US Oval (former gym/chaplain house) also presents opportunity for reuse.

**Old Base Subarea Constraints:**

- The existence of some slope and erosion hazards present physical barriers to waterfront access.
- The CP Rail right-of-way is private property and represents an obstacle to waterfront access.



# City of Plattsburgh

## Existing Water Uses Old Base to Upper Saranac

### Map 4E

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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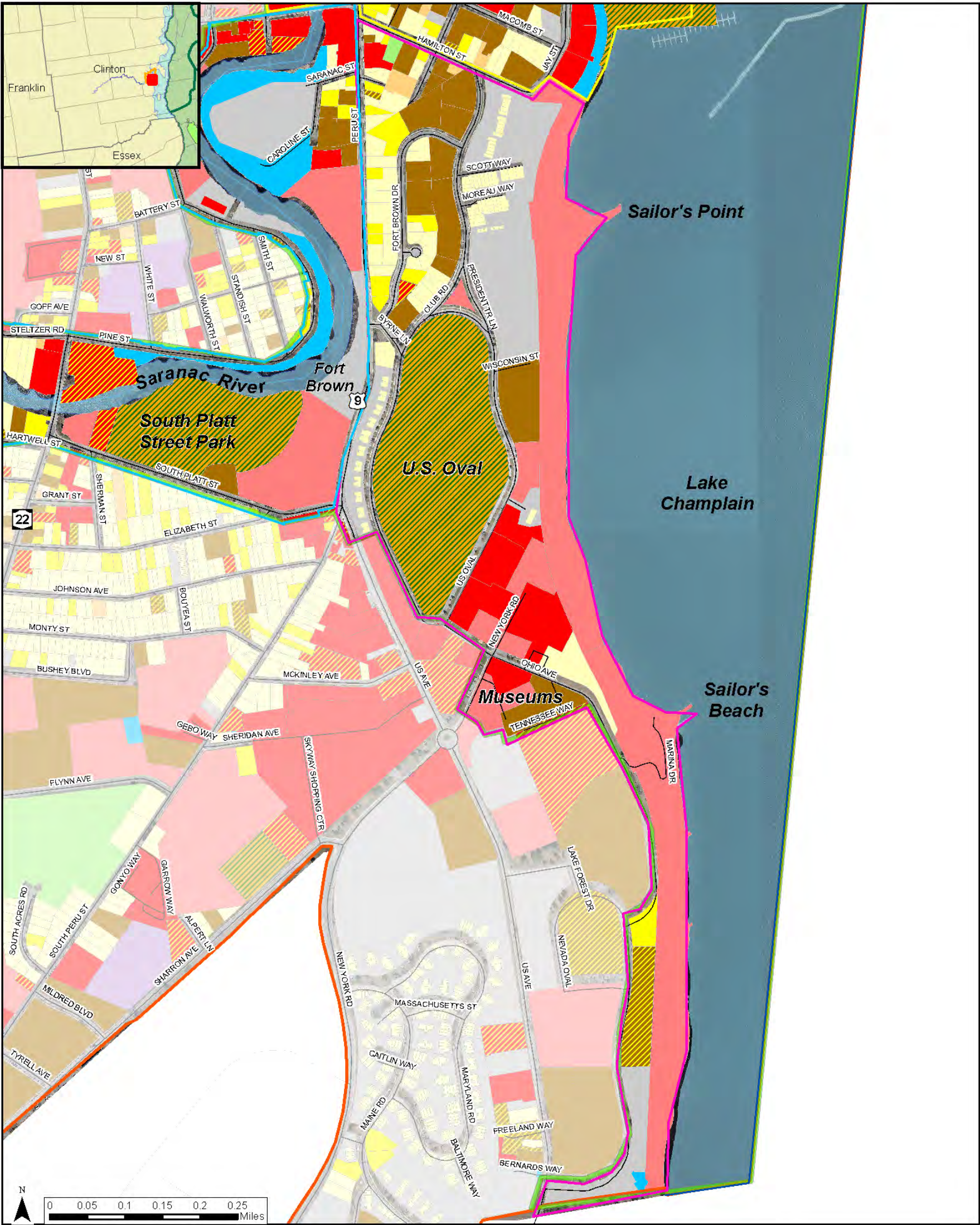
File Location: B:\2020\2020-012 Plattsburgh LWRPCompZoning\Maps

- KEY**
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  - Harbor Management Plan Boundary
  - Waterfront Revitalization Area
  - Subareas
    - North End
    - Cumberland Ave/Wilcox Dock
    - Marina-Downtown
    - Old Base
    - Upper Saranac
  - Boat Launch
  - Bridge
  - Fishing
  - Hand Launch
  - Light
- Marina
  - Pier
  - Ruin
  - Snag
  - Swimming Beach
  - Sea Grass
  - Breakwater
  - Dam
  - Overhead Cable
  - Rip Rap
  - Sea Wall
  - Sewerpipe
  - City Parks and Natural Areas

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Landscape Architects, Architects,  
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# City of Plattsburgh

## Existing Land Uses Old Base to Upper Saranac

### Map 5E

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KEY	
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<span style="border: 1px solid green;"> </span>	Waterfront Revitalization Area
<span style="border: 1px solid red;"> </span>	Subareas
<span style="border: 1px solid red;"> </span>	North End
<span style="border: 1px solid purple;"> </span>	Cumberland Ave/Wilcox Dock
<span style="border: 1px solid yellow;"> </span>	Marina-Downtown
<span style="border: 1px solid pink;"> </span>	Old Base
<span style="border: 1px solid blue;"> </span>	Upper Saranac
<span style="background-color: yellow;"> </span>	Existing Land Use (2020)
<span style="background-color: yellow;"> </span>	1 Family Residence
<span style="background-color: orange;"> </span>	2 Family Residence
<span style="background-color: orange;"> </span>	3 Family Residence
<span style="background-color: orange;"> </span>	Multifamily
<span style="background-color: brown;"> </span>	Apartments
<span style="background-color: red;"> </span>	Commercial
<span style="background-color: orange;"> </span>	Commercial Multi-use
<span style="background-color: pink;"> </span>	Community Services
<span style="background-color: purple;"> </span>	Industrial
<span style="background-color: blue;"> </span>	Public Services
<span style="background-color: orange;"> </span>	Entertainment
<span style="background-color: green;"> </span>	Recreation
<span style="background-color: green;"> </span>	State Park
<span style="background-color: green;"> </span>	Municipal Park
<span style="background-color: blue;"> </span>	Wetland
<span style="background-color: gray;"> </span>	Vacant Land

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## **5. Upper Saranac Subarea**

This subarea stretches along both banks of the Saranac River, from the edge of the Old Base subarea to the City line (see Map 5F). The area includes portions of the SUNY Plattsburgh campus, Plattsburgh High School, residential uses, and an industrial area. The Upper Saranac Subarea also includes a portion of the recently-implemented Saranac River Trail (SRT), a shared-used transportation and recreational path that follows the river. Future phases of the Trail are under development, and a larger regional Greenway concept is also being explored. The SRT Greenway is a 26-mile regional network of a variety of trails planned to connect Lake Champlain and the City of Plattsburgh to the Adirondack Park via the communities of Schuyler Falls, the Town of Plattsburgh, Morrisonville, Cadyville, Woods Mills, Saranac, Moffitville and Redford.<sup>19</sup>

### **Upper Saranac Subarea Opportunities:**

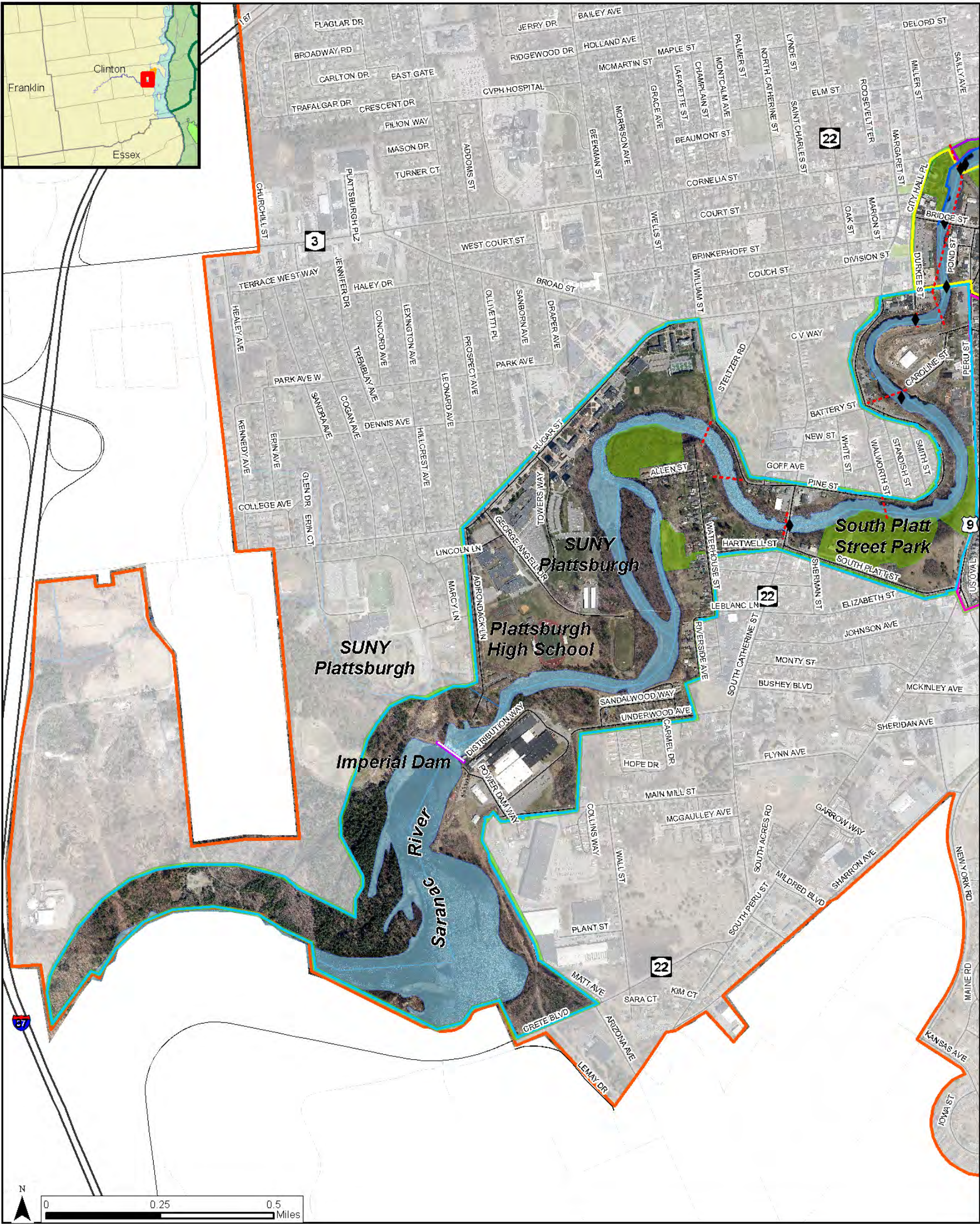
- Connect with SUNY Plattsburgh's existing recreational assets and provide enhanced connections to the SRT along the campus, as well as the larger SRT Greenway.
- Expand upon the opportunity created by the development of the Saranac River Trail. Phase I of the Trail was designed to connect the Lake Champlain Waterfront redevelopment area, downtown Plattsburgh, and the SUNY Campus, and Phase II to extend the Trail to connect with both the existing Gordon Bike Trail and the Fleury Bike Trail, and the "Blue" and "Red" single track trails west of the Imperial Dam.
- Explore locations for "blueway" and whitewater park developments along the Saranac River. Portions of the SRT can also serve as a water trail, with improved canoe, kayak, tubing, and fishing access along the river.
- Urban redevelopment and open space strategies should be explored for the eleven-acre NYSEG former manufactured gas plant site. The non-trail portion of the property is vacant.
- Support the city's heritage tourism by adding interpretive elements to Fort Brown. Improve access to Fort Brown by adding parking.
- Enhance access at the City-owned riverfront property on both the north and south banks of the Saranac.

### **Upper Saranac Subarea Constraints:**

- The Imperial Dam is located midway along the portion of the Saranac that flows through this subarea.
- Southwest of the dam, industrial development, containing multiple railroad tracks, may present an impediment to waterfront access along the south bank of the Saranac River.
- There are limited public rights-of-way along the south side of the river.
- There are sensitive historic resources at Fort Brown, between Rt. 9 and the south bank of the river.

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<sup>19</sup> [http://www.saranacrivertrail.org/sites/default/files/Saranac%20River%20Trail%20Greenway\\_Draft%20Plan\\_151005\\_v2.pdf](http://www.saranacrivertrail.org/sites/default/files/Saranac%20River%20Trail%20Greenway_Draft%20Plan_151005_v2.pdf)



# City of Plattsburgh

## Existing Water Uses Upper Saranac

Map 4F

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**KEY**

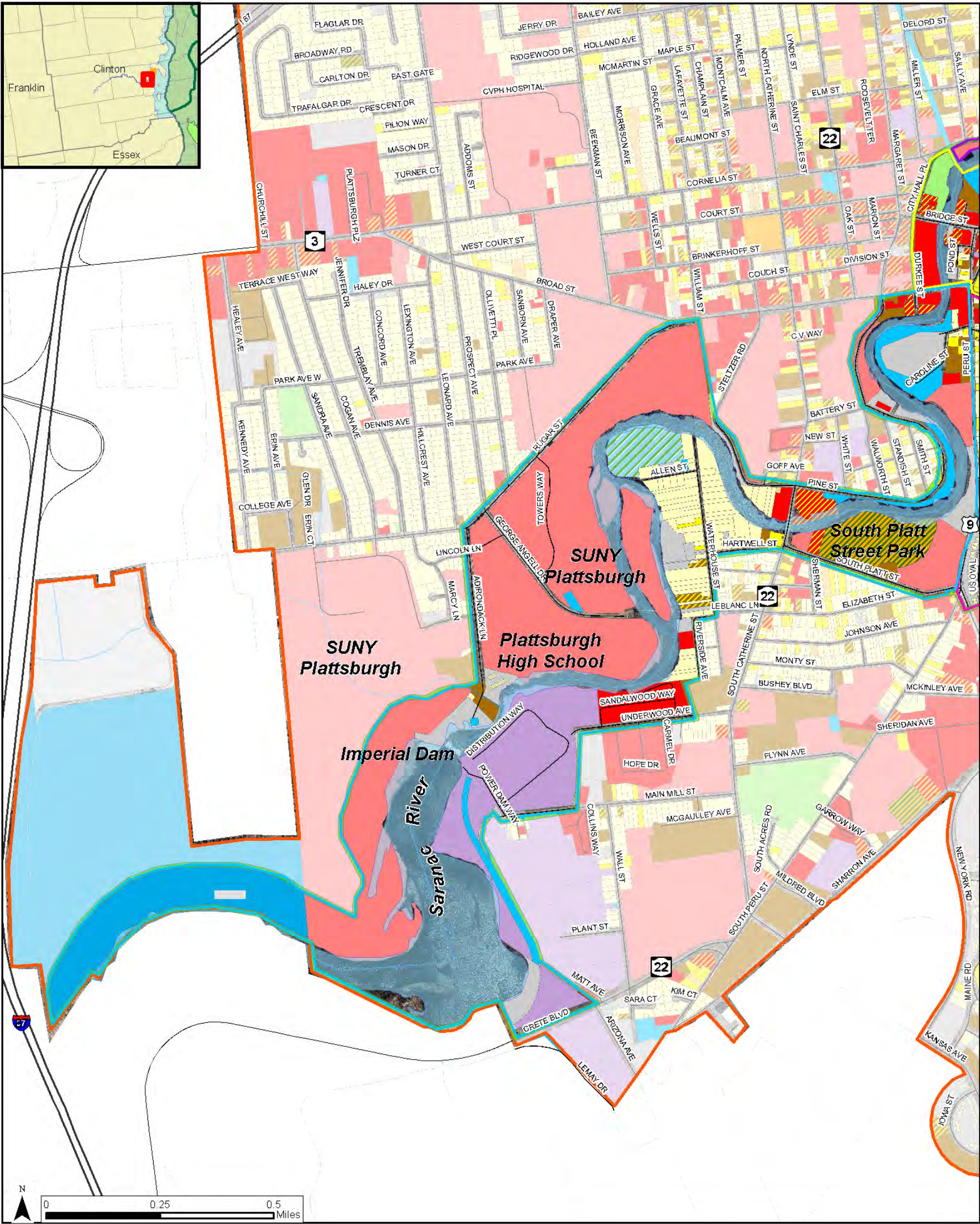
	Boat Launch		City of Plattsburgh Boundary (2021)
	Bridge		Breakwater
	Fishing		Dam
	Hand Launch		Overhead Cable
	Light		Rip Rap
	Marina		Sea Wall
	Pier		Sewerpipe
	Ruin		Harbor Management Plan Boundary Min. 1500' from shoreline
	Snag		Waterfront Revitalization Area Subareas
	Swimming Beach		North End
	Sea Grass		Cumberland Ave/Wilcox Dock
			Marina-Downtown
			Old Base
			Upper Saranac
			City Parks and Natural Areas

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**Department of State**

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# City of Plattsburgh

## Existing Land Uses Upper Saranac

Map 5F

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  - Old Base
  - Upper Saranac
- Existing Land Use (2020)
  - 1 Family Residence
  - 2 Family Residence
  - 3 Family Residence
  - Multifamily
  - Apartments
  - Commercial
  - Commercial Multi-use
  - Community Services
  - Industrial
  - Public Services
  - Entertainment
  - Recreation
  - State Park
- Municipal Park
- Wetland
- Vacant Land

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**Department of State**

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#### ***D. Land Ownership by Subarea***

This section focuses primarily on parcels located directly on the waterfront. Land ownership patterns are shown on Maps 6A-6F.

##### ***i. North End Subarea***

Approximately one third of the land in this subarea is city-owned, accompanied by smaller streetside and waterfront parcels under private ownership and consisting of motels, condominiums, and commercial development. Major property owners in this subarea include the City of Plattsburgh (municipal beach) and Georgia Pacific, which occupies the remaining third of the land.

##### ***ii. Cumberland Avenue/Wilcox Dock Subarea***

Land ownership in this subarea is primarily private, with Georgia Pacific owning a riverfront parcel in the northern section, New York State Canal Corporation owning the adjacent waterfront parcel (Wilcox Dock), and the remaining lakefront owned privately. The City then owns the waterfront parcel along the mouth of the Saranac River, while private owners fill the landside of the subarea.

##### ***iii. Marina – Downtown Subarea***

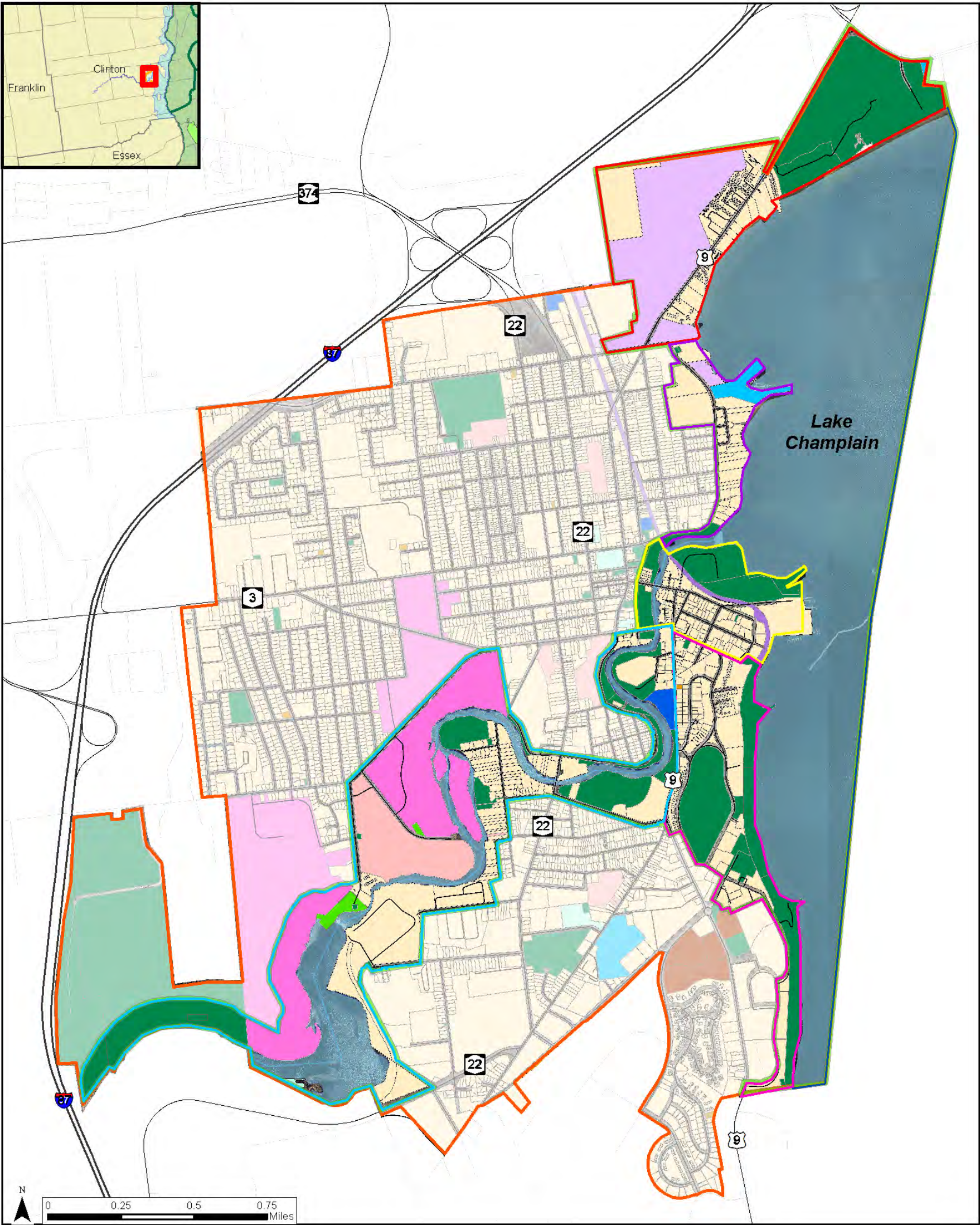
Most of the land in this subarea is privately owned; the properties on the eastern bank of the Saranac between Bridge and Broad Streets are owned by two individuals. However, much of the remaining waterfront is owned by the City, including the Durkee Street lot, the water resource recovery facility, the Dock Street area (“Harborside”), and large riverfront parcels. Other major parcels are owned by the City, Plattsburgh Boat Basin, Plattsburgh Grocery Inc., and Lakeside Container Corp. If the properties between Bridge and Broad Streets could be acquired by the City, they could provide for additional recreational or public use, complementing the Riverwalk along the western bank of the Saranac River.

##### ***iv. Old Base Subarea***

The presence of considerable publicly-owned land within the Old Base subarea is a great asset to the City and one that should be protected and thoughtfully developed. The city-owned Alamo building and the Officers’ Club building present great opportunities for development. There are also many opportunities here for increasing and improving public waterfront access without depending on the actions and good will of private property owners.

##### ***v. Upper Saranac Subarea***

The largest landowner in the Saranac River Subarea is SUNY Plattsburgh, with large parcels along the northern bank of the river. The City of Plattsburgh School District also owns a sizeable parcel on the northern bank. Much of the southern waterfront in the subarea, much of which is residential, is owned privately. There are a number of City-owned waterfront properties in the eastern portion of the Upper Saranac subarea. There is one parcel, the U.S. Army Reserve Center, at the far eastern edge of the subarea that is Federally-owned. The City recently annexed property at Reeves Lane. This is a large area that abuts the Saranac River. Public access to the waterfront should be prioritized and incorporated into future development plans for the property.



City of Plattsburgh

Existing Land Ownership  
City of Plattsburgh

Map 6A

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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KEY	
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	Parcels
	Harbor Management Plan Boundary
	Waterfront Revitalization Area
Subareas	
	North End
	Cumberland Ave/Wilcox Dock
	Marina-Downtown
	Old Base
	Upper Saranac
Land Ownership	
	MRS of Clinton County Inc
	PARC
	D&H Railway Corp.
	Georgia-Pacific
	SUNY Plattsburgh
	City of Plattsburgh School District
	People of the State of NY
	City of Plattsburgh
	Clinton County
	State of New York
	Federal
	Private

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Department  
of State

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# City of Plattsburgh

## Existing Land Ownership North End

### Map 6B

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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#### KEY

- |                                     |                                     |
|-------------------------------------|-------------------------------------|
| City of Plattsburgh Boundary (2021) | Land Ownership                      |
| Parcels                             | MRS of Clinton County Inc           |
| Harbor Management Plan Boundary     | PARC                                |
| Waterfront Revitalization Area      | D&H Railway Corp.                   |
| Subareas                            | Georgia-Pacific                     |
| North End                           | SUNY Plattsburgh                    |
| Cumberland Ave/Wilcox Dock          | City of Plattsburgh School District |
| Marina-Downtown                     | People of the State of NY           |
| Old Base                            | City of Plattsburgh                 |
| Upper Saranac                       | Clinton County                      |
|                                     | State of New York                   |
|                                     | Federal                             |
|                                     | Private                             |

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# City of Plattsburgh

## Existing Land Ownership Cumberland Ave/Wilcox Dock

Map 6C

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**KEY**


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  - Old Base
  - Upper Saranac

**Land Ownership**

- MRS of Clinton County Inc
- PARC
- D&H Railway Corp.
- Georgia-Pacific
- SUNY Plattsburgh
- City of Plattsburgh School District
- People of the State of NY
- City of Plattsburgh
- Clinton County
- State of New York
- Federal
- Private

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**Department of State**

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# City of Plattsburgh

## Existing Land Ownership

### Marina - Downtown

Map 6D

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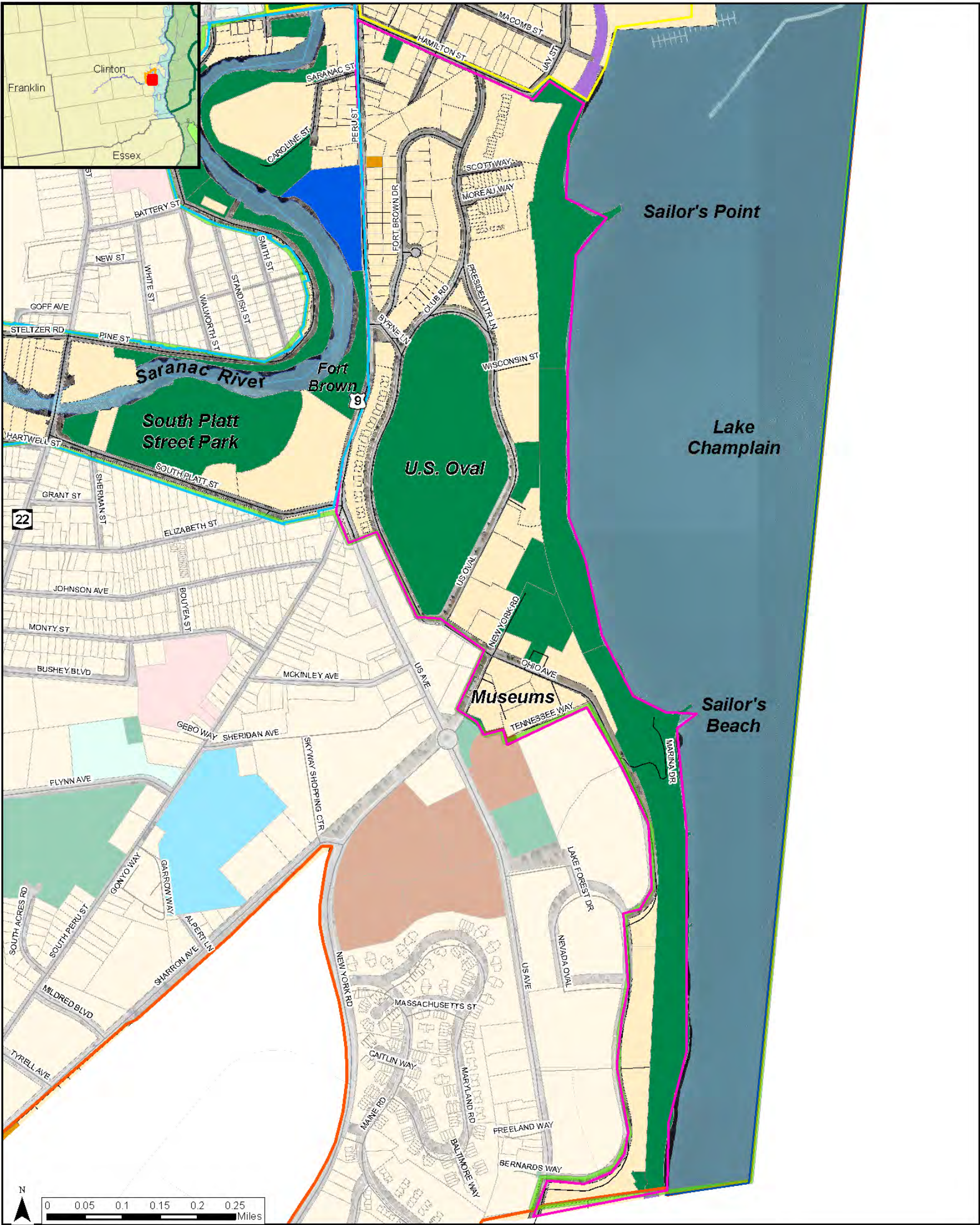
**Land Ownership**

- MRS of Clinton County Inc
- PARC
- D&H Railway Corp.
- Georgia-Pacific
- SUNY Plattsburgh
- City of Plattsburgh School District
- People of the State of NY
- City of Plattsburgh
- Clinton County
- State of New York
- Federal
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# City of Plattsburgh

## Existing Land Ownership Old Base to Upper Saranac

### Map 6E

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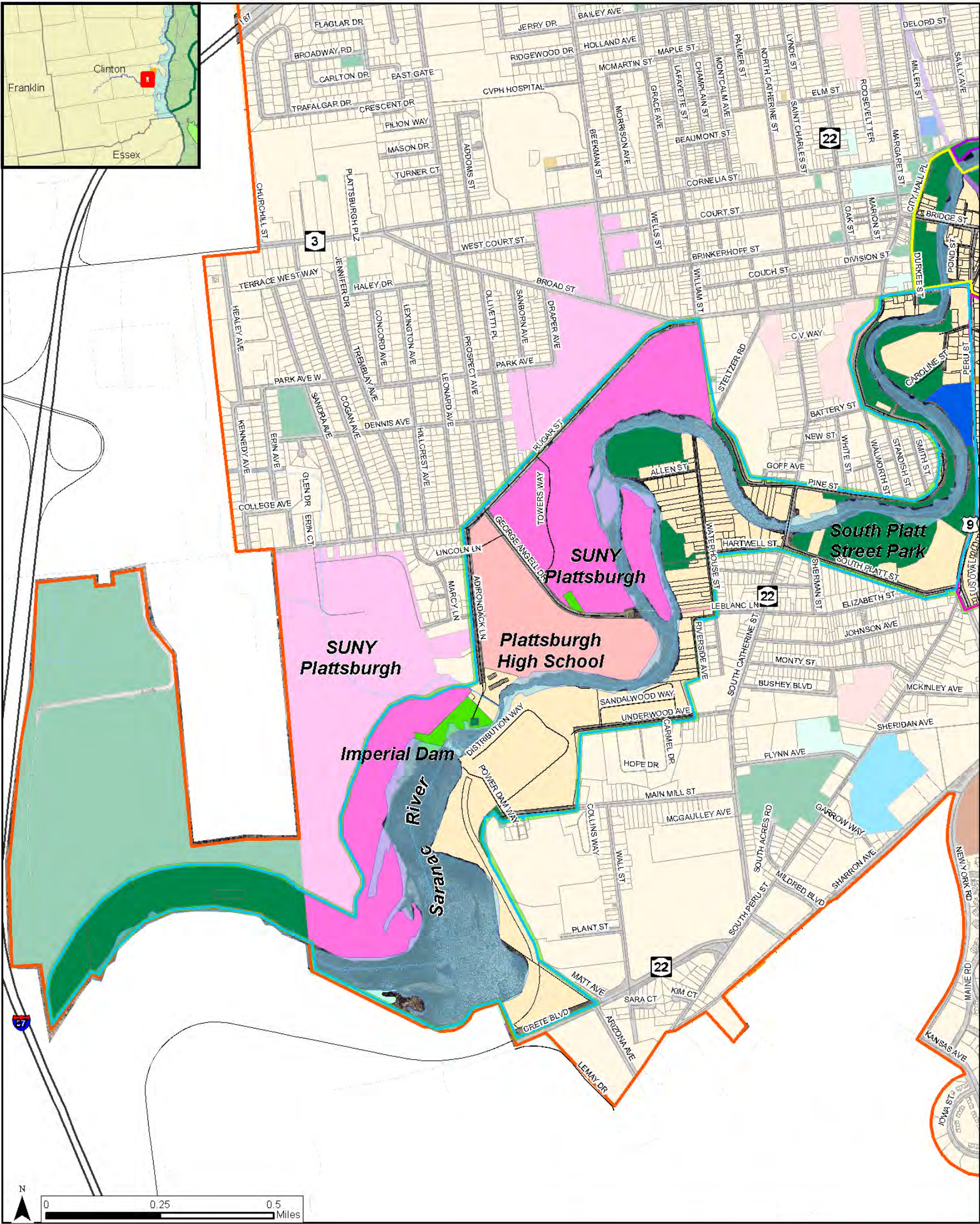
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Land Ownership	
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	D&H Railway Corp.
	Georgia-Pacific
	SUNY Plattsburgh
	City of Plattsburgh School District
	People of the State of NY
	City of Plattsburgh
	Clinton County
	State of New York
	Federal
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# City of Plattsburgh

## Existing Land Ownership Upper Saranac

Map 6F

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**Land Ownership**

- MRS of Clinton County Inc
- PARC
- D&H Railway Corp.
- Georgia-Pacific
- SUNY Plattsburgh
- City of Plattsburgh School District
- People of the State of NY
- City of Plattsburgh
- Clinton County
- State of New York
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## **E. Public Access and Recreation**

### **i. Public Access**

Analysis of the Lake Champlain Basin Program documents confirms that the Plattsburgh area is one of the more heavily used boating areas of the Lake, making waterfront revitalization of considerable importance to Plattsburgh's future. Formal public access to the Lake Champlain and Saranac River waterfronts presently exists at the following locations within the city:

- Plattsburgh Municipal Beach
- Wilcox Dock (somewhat restricted)
- The City Marina
- Peace Point launch at the Water Pollution Control Plant (Dock Street Landing)
- The Macdonough Monument/Verdantique Park
- Samuel de Champlain Monument Park
- The Saranac River Trail along Pine Street
- The Max Moore Treehouse
- Riverview Park
- South Platt Park
- SUNY play fields
- Sailor's Point
- Sailor's Beach

Within the Old Base subarea, there are several other public access points, including the aforementioned Rotary PM and Adirondack Builders Association pavilion at the Old Base marina, several play areas, and a recreational trail. Cumberland Bay, Point Au Roche, and Valcour Island State Parks also provide access to Lake Champlain immediately north and south of Plattsburgh.

The Plattsburgh Municipal Beach has been described in the North End Subarea description above.

The NYS-owned Wilcox Dock is accessible to the public after being restricted for a number of years, with the exception of the southern portion of the parcel, which is leased privately through a use permit. Pedestrian and vehicular access to Wilcox Dock is essentially unrestricted, including public access along the waterfront. The area, once an aging barge canal dock and partially forested open land with excellent views of Cumberland Bay and the City Beach, now has improved docking and the Healthy Lung Trail, a walking and exercise trail.

The Plattsburgh Boat Basin is a commercial marina at the foot of Dock Street which consists of approximately 11.86 acres. It includes six docks with 185 boat slips, travel lift, administrative offices, restroom facilities, pumped facilities and limited winter storage capacity. A popular seasonal restaurant is also located at the marina with spectacular views of the Lake and the Green Mountains. The City of Plattsburgh developed a City marina along the lakefront as well.

Completed in Spring 2015, the marina includes 36 dock slips and 25 moorings, with transient slips and moorings also available. The marina also provides kayak storage, water, electricity, pump-out service, showers, restrooms, laundry, wi-fi and a picnic area. A substation breakwater was reconstructed by the U.S. Army Corps of Engineers in 2020, providing wind and wave protection to this area.

Macdonough Monument and the Riverwalk Park includes a pedestrian bridge and a handicapped fishing pier and boat launching site developed as a demonstration project by the City and the Lake Champlain Basin Program. Champlain Monument Park features a bandstand, landscaping, walkways, and planting beds, most of which were developed with substantial volunteer labor. Although there are currently several ways to access the waterfront area, the access provided in these sites is uncoordinated and does not represent the most effective means of providing diverse public recreation opportunities.

Along many stretches of the City of Plattsburgh waterfront, physical and visual access is limited for the general public. Limitations on reaching or viewing the waterfront are further heightened by a general lack of diverse forms of recreation at those sites that do provide access. In many cases, access and recreational opportunities are limited to local residents. Direct shoreline access within the Point View Terrace neighborhood is precluded due to existing residential development, and other areas are subject to continuing beach erosion. Fort Brown is adjacent to the Saranac River, but the shoreline is too steep for direct water access or a hand launch.

Given the limited public access and recreation, the maintenance and improvement of existing public access and facilities is necessary to ensure that existing access sites and facilities are optimized to accommodate existing demand. The community should capitalize on all available opportunities to provide additional visual and physical public access along with appropriate opportunities for recreation. Recreational facilities, such as parks and trails, are acceptable uses for virtually any portion of the City's waterfront.

The SUNY Plattsburgh campus recently installed disc golf as well as new interpretive signs and trails in Ruger Woods. As municipal trail, streetscape, and recreational improvements are planned, connections to publicly accessible assets on the SUNY campus should be incorporated. The City recently annexed property at Reeves Lane. This is a large area that abuts the Saranac River. Public access to the waterfront should be prioritized and incorporated into future development plans for the property.

A goal for the WRA is to increase public access by enhancing existing areas and creating new access points and walkways, particularly at City Beach and Scotion Creek, the Point, and the Old Base site, which have been identified as priority areas for revitalization.

The level of public access and type of recreational use should consider the following:

1. Proximity to downtown and neighborhoods
2. Public demand for access and recreational use
3. Type and sensitivity of natural resources affected
4. Purpose of public institutions which may exist on the site
5. Accessibility to the public access site or facility
6. The needs of special groups such as the elderly and persons with disabilities
7. The potential for adverse impacts on adjacent land uses
8. Provide new opportunities for convenient, well-defined physical public access to and along Plattsburgh's waterfront for water-related recreation, such as at MacDonough Park, Wilcox Dock, Sailor's Beach, the Old Base Marina, or via trail linkages.
9. Protection and maintenance of existing public access and water-related recreation facilities.
  - a) Prevent physical deterioration of facilities due to lack of maintenance or overuse.

- b) Prevent any on-site or adjacent development project or activity from directly or indirectly impairing physical public access and recreation or adversely affecting its quality.
  - c) Protect and maintain established access and recreation facilities, especially at the marina, City Beach, and Dock St. Landing.
  - d) Protect and maintain the infrastructure supporting public access and recreational facilities.
10. Provide additional physical public access and recreation facilities throughout the waterfront area.
- a) Promote acquisition of additional public park lands to meet existing public access and recreation needs, such as near Wilcox Dock, when land becomes available.
  - b) Provide for public access and recreation facilities on non-park public waterfront lands as a secondary use, such as waterfront pedestrian trails, when land becomes available.
  - c) Provide for public access at streets terminating at the shoreline, such as Cumberland Avenue and Dock Street, when land becomes available.
  - d) Provide access and recreation facilities to all members of the public whenever access or recreation is directly or indirectly supported through federal or state projects or funding.
  - e) Retain a public interest which will be adequate to preserve public access and recreation opportunities in publicly owned lands immediately adjacent to the shore in any transfer of public lands.

To tie together City assets and build upon existing marketing initiatives, cohesive wayfinding maps and directional signage would enhance navigability for pedestrians, cyclists, and vehicles.

## **ii. Boating and Fishing Access**

Throughout the nation, greenways, rails-to-trail initiatives, bikeways, and walkways are linking waterfronts with surrounding communities and bringing citizens back to lakes, rivers, and seashores. Increasing interest in boating and fishing, as well as all recreational pursuits, has resulted in shortages in boat slips across the country in the past decade. Increasing interest in boating, shore fishing, fly fishing, and ice fishing was consistently demonstrated in public meetings and anecdotal information furnished to the Project Team, as well as in Lake Champlain Basin Program documents.

Given this interest locally and among potential tourists to the area, Plattsburgh's waterfront revitalization and redevelopment will be carefully planned to maximize existing resources, using them as a base for creating new amenities and attractions. Telephone interviews, carried out as part of both the LWRP and the city's housing and economic development needs study, have indicated that realtors, bankers, business owners, and residents recognize that Lake Champlain represents a significant but underutilized resource. The studies also reported that there is a recognized shortage of boating facilities on Lake Champlain, particularly on the New York side, and the most popular marinas were located immediately north and south of the city, at Point Au Roche State Park and Valcour Island.

With regard to the siting of boating facilities, marina locations should be developed and/or maintained and enhanced at Wilcox Dock and Dock St. Landing, as well as at the City Marina and at the Plattsburgh Boat Basin. The City should continue to work closely with developers to improve and enhance existing facilities to make this a more popular destination. Additional marina facilities were recently added at Wilcox Dock, and more could be developed at the Old Base marina. Such facilities must be developed where vehicular access is provided for and where strong linkages can be made between the waterfront and other city amenities. The future siting and/or expansion of marina facilities within the City may necessitate dredging. In this regard, such facilities shall be located in areas where minimal maintenance dredging will be necessary. In addition, dredging which would impact identified wetlands should be avoided so as not to degrade these sensitive environmental resources.

Provisions should also be made for rental boats, guest slips, etc. New residential development could include boat slips. Such development should be sited in such a way as to minimize conflicting uses.

Adverse impacts of new and expanding water-dependent uses should be minimized:

1. Existing uses, such as the municipal beach, Dock St. Landing, Plattsburgh Boat Basin, City Marina, boat launch at Peace Point, the new eco-docks at Wilcox Dock and Dock Street Landing, and the beaches at the Old Base site, should be encouraged and enhanced.
2. Marinas shall be located in areas where minimal maintenance dredging will be required (not more than once every five years) and in areas where:
  - a) Waterside and landside access, as well as upland space for parking and other facilities, is adequate.
  - b) The necessary infrastructure exists or is easily accessible, including adequate shoreline stabilization structures, roads, water supply and sewage disposal facilities, and vessel waste pump-out and waste disposal facilities.
  - c) Water quality classifications are compatible
3. Ensure that new or expanding marinas:
  - a) Incorporate marine services and boat repair, as feasible, to meet a range of boating needs
  - b) Do not displace or impair the operation of water-dependent transportation, industry, or commerce
  - c) Do not encroach upon navigation channels or channel buffer areas
  - d) Incorporate public access to the shore through provisions, such as including access from the upland, boat ramps, and transient boat mooring
4. Adequate sewage pump-out facilities shall be provided. The number and type of such facilities shall be determined by the size of the marina and the type of boats served by it.
5. Marinas shall not be located in areas where they would harm aquatic life or would degrade identified wetlands
6. Adequate restroom facilities shall be provided to discourage overboard discharge of sewage from boats and to protect water quality
7. Ample signage shall be provided to identify the location of restrooms and pump-out facilities. Signs must also fully explain the procedures and rules governing the use of pump-out facilities. Pump-out facilities shall be available to all boaters, regardless of whether they are patrons of the marina.

In addition to motorized boating, there has also been broad interest in expanding kayaking and hand launch access along the Saranac River. identified during the DRI process. With limited public access, opportunities for such a use should be proposed to complement existing access. Scotion Creek could also serve as a nonmotorized access point, with interpretive signage, parking, and pedestrian access. In addition to providing a requested hand launch, the Scotion Creek location could incorporate opportunities for natural, cultural, and historic interpretation. It would also provide an additional access point to the waterfront from US Bike Route 9 (the Empire State Trail).

Riverview Park, located along the Saranac at Vale Way/Hartwell Street, is a lesser-known park, but a great asset. The park is currently used for fishing access, but access points are not formalized. It also has a few picnic tables and vehicular access, but no structured parking area. The park should have a sign at Waterhouse Street, and fishing and paddling access enhancements should be identified.

The City should expand upon the discussions that have occurred to date and pursue a full feasibility and design study for a Saranac River whitewater park and kayak run. In addition, a location study could be conducted in parallel, identifying points for hand launch/kayak access along the Saranac – potentially near Broad Street, and at MacDonough Park, but also complemented by additional upstream locations.

South Platt Street Park (Fox Hill Park) is adjacent to Fort Brown. It contains ballfields and a playground and is popular for sledding. The existing informal trail connection between Fort Brown and South Platt Street Park should be formalized. The park improvements should expand recreational opportunities at the park by providing river access and a hand launch since the park already includes parking already exists, providing convenient access for paddlers.

### iii. *City Trails*

**Karen Fleury Memorial Bike Path** – Located in the North End subarea, the Karen Fleury Memorial Bike Path parallels the east side of Route 9 from Scomotion Creek to City Beach. It is a separated, off-street asphalt path that was dedicated in 2002. One of the Plattsburgh community's hopes is to improve connectivity from the North End toward Wilcox Dock and Downtown. The goal is to construct a formal, off-road Cumberland Bay Trail that provides a safe multiuse route.

**Terry Gordon Recreational Path** – After the closure of Plattsburgh AFB, the City constructed the Terry Gordon Bike Path, a pedestrian pathway along the waterfront on the western edge of the CP Rail right-of-way, to act as a bypass to NYS Route 9, as called for in the plan already established by the City and County. U.S. Route 9 was enhanced to include a multi-use path as well, in 2004. The Terry Gordon trail was funded through a grant received by the City of Plattsburgh from the New York State Department of Transportation. The City installed a 10'-0" wide continuous paved trail with established gateways at key locations. This trail includes a 4'-0" high chain link fence between trail and railroad right-of-way for safety, as well as landscape plantings, periodic shelters, benches, and viewpoint areas. The trail extends approximately 1.5 miles and links features and amenities such as the City recreation department and the US Oval playing field. In addition, the development of historic, cultural, and natural resources for interpretive and resource linkage purposes is underway, both for the waterfront area and the entire former Plattsburgh AFB area. A long-term goal is to connect the Terry Gordon Bike Path to Battlefield Memorial Park in the Town of Plattsburgh. The waterfront along the eastern side of the Terry Gordon Bike Path would benefit from selective clearing and trimming of vegetation to improve water views, while user safety could be improved with lighting.

**Empire State Trail** – In January 2017, Governor Cuomo announced the creation of the Empire State Trail, a 750-mile bicycle and walking trail that will span New York State, from Buffalo to Albany, and from New York City through the Hudson and Champlain Valleys to Canada. The Trail runs through the City of Plattsburgh, passing through the WRA. It is primarily an on-road facility, encompassing the Terry Gordon Bike Path, then following Jay Street to Bridge Street, turning northward at Durkee Street and City Hall Place (Route 9), and then following Cumberland Avenue to Margaret Street, again picking up on NYS Bike Route 9, incorporating the Karen Fleury Trail along the way.<sup>20</sup>

**Saranac River Trail Greenway (SRTG), Inc** – The SRTG is a not-for-profit, primarily interested in promoting trail expansion between Peace Point Park, on Lake Champlain in the City of Plattsburgh, and Pub Hill Road in the Town of Saranac. The goal is for a marathon length trail, consisting of a braided network of different trail types, and including various spurs. The vision is to provide a year-round recreation and transportation amenity for people of all ages and

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<sup>20</sup> [https://www.ny.gov/sites/ny.gov/files/atoms/files/EST\\_Final\\_Plan\\_June\\_2018.pdf](https://www.ny.gov/sites/ny.gov/files/atoms/files/EST_Final_Plan_June_2018.pdf)

abilities to walk, bike, fish and pursue other outdoor activities, improving the health and sustainability of the areas it passes through and serving as an economic driver for the region.<sup>21</sup>

The western terminus of existing Saranac River Trail is at George Angell Drive on the SUNY Plattsburgh Campus. The trail follows the river northward through the campus and then follows Steltzer Road, crossing South Catherine Street and continuing along Pine Street to the parking area north of the Standish Street intersection.

Phase 2 of the Saranac River Trail was designed to connect the Stafford Middle School to Durkee Street via a 10-foot wide multi-use path. The route follows Pine Street, from its intersection with Broad Street, westward, continuing along the top of the riverbank near the police station, and crossing the Saranac River via a pedestrian bridge. It then continues from the end of Caroline Street along the eastern bank of the river, crossing again via a second pedestrian bridge, and connecting with Durkee Street.

Phase 3 has not yet been designed but is anticipated to connect the anticipated Durkee Street terminus from Phase 2 with MacDonough and Monument Parks, crossing the Saranac at the existing pedestrian bridge, and following the lakeshore to the existing boat launch and trails at Peace Point. Cyclists could potentially then follow Dock Street to Bridge Street and Jay Street, connecting with the existing Terry Gordon Bike Path.

While there are a number of existing trails within the City, not all are linked. Improving connections between trails would help to enhance access between the waterfront and downtown, as well as expand the opportunities for recreation and multimodal transportation.

#### iv. City Parks

Listed generally from north to south, the parks and recreation facilities within the WRA include the following. All of the parks have waterfront access except for Hamilton Park, Jay Park, and The US Oval which has visual access:

City Beach and the Crete Center (North End)	Sailor's Point (Old Base)
Wilcox Dock (Cumberland-Wilcox)	Riverview Park (Upper Saranac)
Champlain Park (Cumberland-Wilcox)	South Platt Street Park (Upper Saranac)
MacDonough Park (Marina-Downtown)	Fort Brown (Upper Saranac)
Peace Point (Marina-Downtown)	The US Oval (Old Base)
Hamilton Park (Marina-Downtown)	City Recreation Center (Old Base)
Jay Park (Old Base)	Sailor's Beach (Old Base)

Improvements for many of the parks are outlined in Section IV.

Plattsburgh's City Beach is a focal point for tourism, attracting visitors from both the U.S. and Canada. In addition to the natural beach along Lake Champlain, the property includes the Crete Center, which will soon outlive its usefulness.

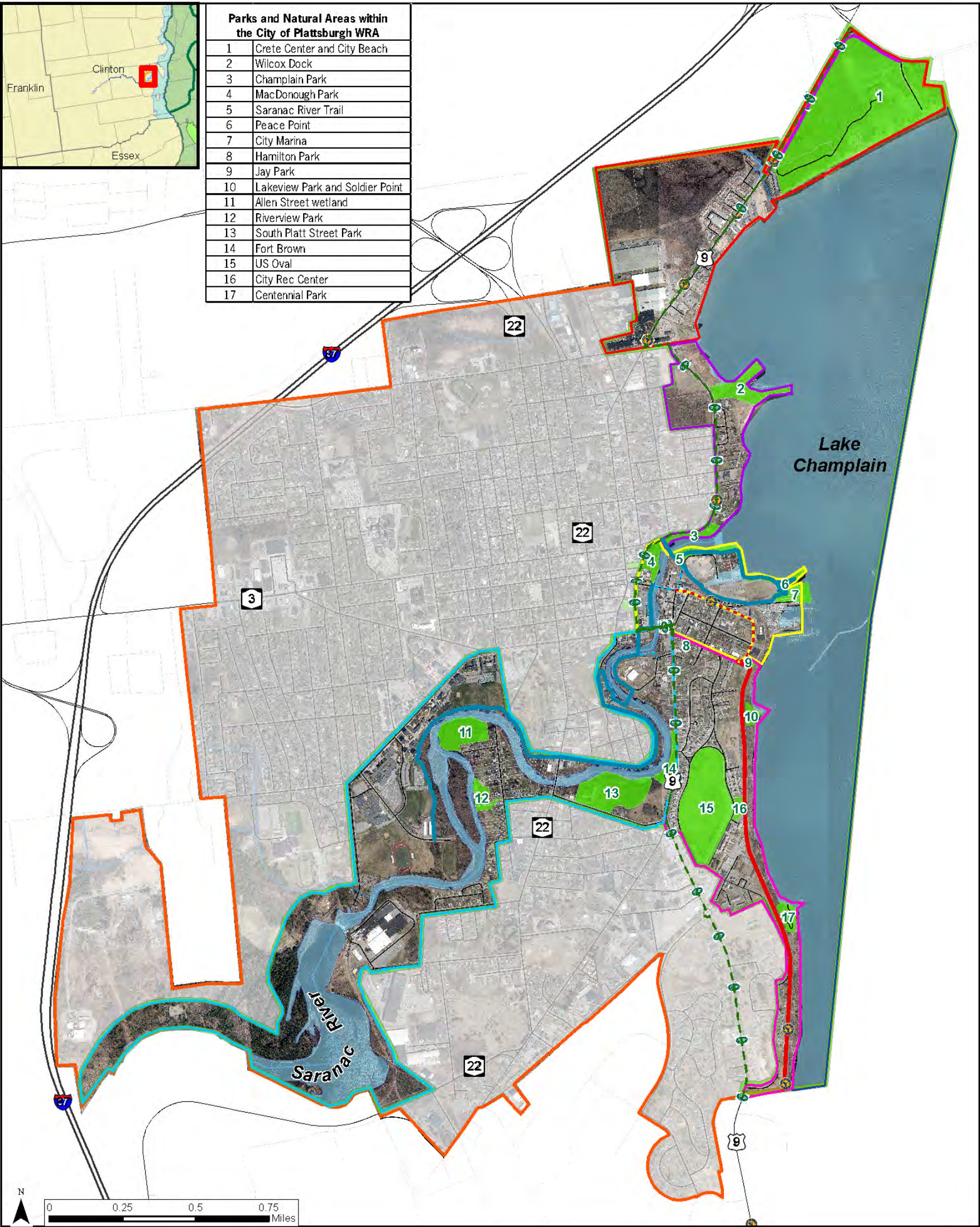
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<sup>21</sup>[https://www.clintoncountygov.com/sites/default/files/planning/pdf/FeasibilityStudy/Saranac%20River%20Trail%20Greenway\\_Report%20Web\\_Final.pdf](https://www.clintoncountygov.com/sites/default/files/planning/pdf/FeasibilityStudy/Saranac%20River%20Trail%20Greenway_Report%20Web_Final.pdf)

The Feasibility Study identified a concept to improve recreation at the City Beach site and access to the waterfront, providing enhanced open space with a focus on community recreation — expanded passive and active recreation opportunities, improved lakefront access, open space within the flood zone, and minimal impacts on sensitive areas. This concept is identified as a project in Section IV. A.

The US Oval is a National Register Historic District and is located less than 1/10 of a mile from the Saranac River and from Lake Champlain, with potential connectivity to the Terry Gordon Bike Path to the east and Fort Brown to the west. Glimpses of the lake are visible from the eastern side of the US Oval. The open lawn space hosts a variety of active (soccer) and passive recreation activities but could be improved. A paved area serves as an ice rink, though there is no water supply to this location. Improvements are identified in Section IV.

Maps 7A-F depict city trails and parks within the Waterfront Revitalization Area. Improvements to access, trails, and citywide transportation would help to link these existing recreation assets.



# City of Plattsburgh

## Parks and Recreation City of Plattsburgh

### Map 7A

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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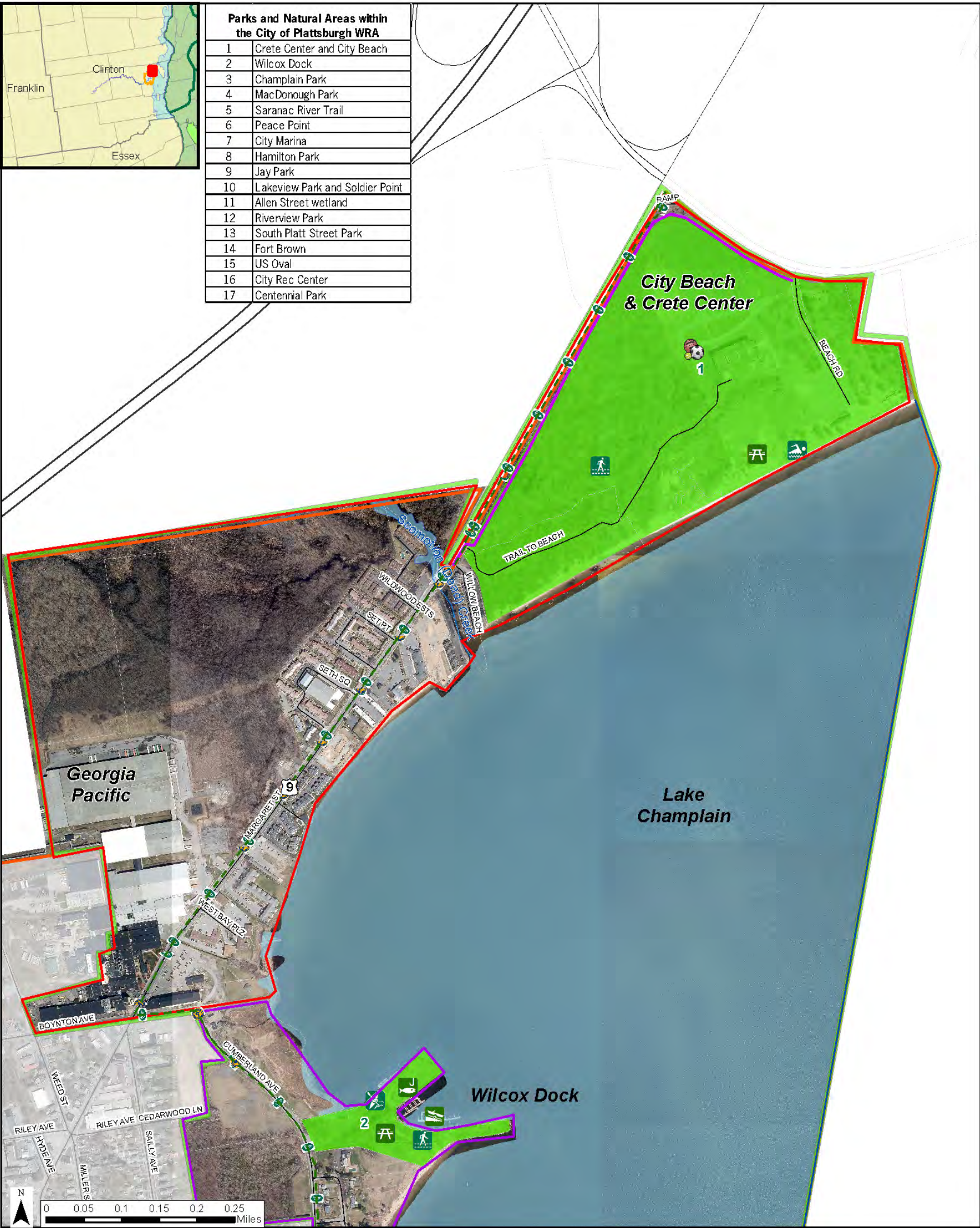
File Location: B:\2020\2020-012 Plattsburgh LWRPCompZoning\Maps

**KEY**

- City of Plattsburgh Boundary (2021)
- Parcels
- Harbor Management Plan Boundary
- Waterfront Revitalization Area
- Subareas
  - North End
  - Cumberland Ave/Wilcox Dock
  - Marina-Downtown
  - Old Base
  - Upper Saranac
  - City Parks and Natural Areas
- Current Trails
  - Empire State Trail
  - NYS Bike Route 9
  - Route 9 - Gordon Connection
  - Terry Gordon Bike Path
  - Karen Fleury Bike Path
  - Saranac River Trail
  - Saranac River Trail - Phase 3

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City of Plattsburgh

Parks and Recreation  
North End

Map 7B

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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  - Upper Saranac

**Recreation Assets**

**Active Recreation**

- Boat Launch
- Fishing
- Hand Launch

- Picnic
- Swimming
- Trails

**Current Trails**

- Empire State Trail
- NYS Bike Route 9
- Route 9 - Gordon Connection
- Terry Gordon Bike Path
- Karen Fleury Bike Path
- Saranac River Trail
- Saranac River Trail - Phase 3
- City Parks and Natural Areas

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# City of Plattsburgh

## Parks and Recreation

### Cumberland Ave/Wilcox Dock

#### Map 7C

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  - Old Base
  - Upper Saranac
- Recreation Assets**
  - Active Recreation
  - Boat Launch
  - Fishing
  - Hand Launch
  - Picnic

**Trails**

- Empire State Trail
- NYS Bike Route 9
- Route 9 - Gordon Connection
- Terry Gordon Bike Path
- Karen Fleury Bike Path
- Saranac River Trail
- Saranac River Trail - Phase 3
- City Parks and Natural Areas

**Swimming**


- Swimming


**Trails**

- Trails

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# City of Plattsburgh

## Parks and Recreation

### Marina-Downtown

#### Map 7D

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- Recreation Assets**
  - Active Recreation
  - Boat Launch
  - Fishing
  - Hand Launch
  - Picnic

**Trails**


- Empire State Trail
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- Karen Fleury Bike Path
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- City Parks and Natural Areas

**Swimming**

**Trails**

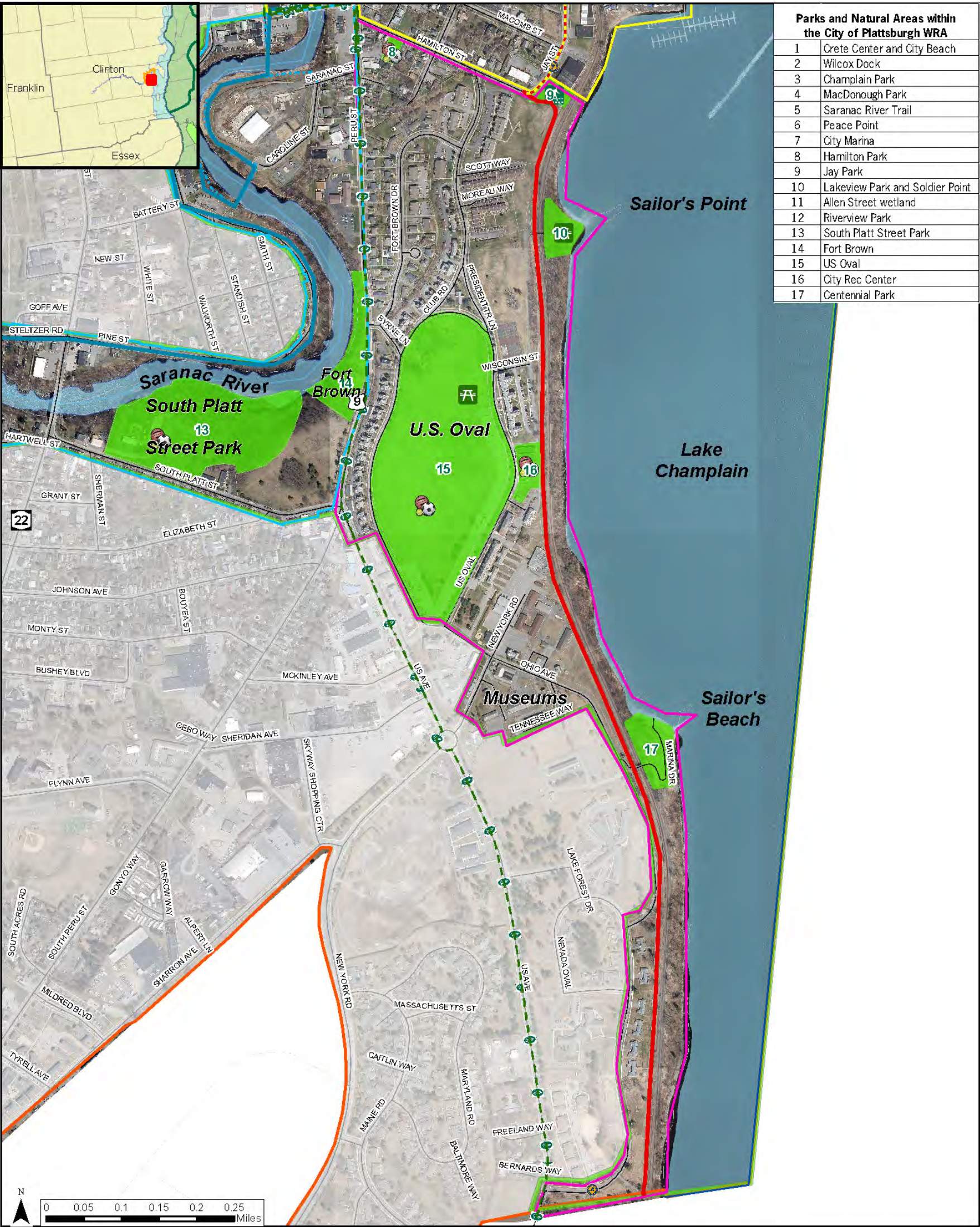
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**NEW YORK** Department of State

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# City of Plattsburgh

## Parks and Recreation

### Old Base to Upper Saranac

#### Map 7E

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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  - Active Recreation**
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    - Fishing
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  - Picnic
  - Swimming
  - Trails
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      - Saranac River Trail - Phase 3
      - City Parks and Natural Areas

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# City of Plattsburgh

## Parks and Recreation Upper Saranac

Map 7F

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  - City Parks and Natural Areas

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 **Department of State**

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**v. *Cumberland Corners, Crete Center, and City Beach – Opportunities for Coordination beyond the WRA***

Cumberland Corners is an important recreational and economic development resource for both the Town and the City of Plattsburgh and the entire Clinton County region and, therefore, offers significant opportunities for regional coordination and cooperation. The Cumberland Corners area was once a thriving regional retail center. Currently the area has several underutilized properties.

The City of Plattsburgh's Beach and Crete Memorial Civic Center are key components of Cumberland Corners. The Crete Center is a regional facility utilized by residents of the City and Town as well as surrounding communities. Located adjacent to the City Beach, in the Town of Plattsburgh, Cumberland Bay State Park has a beach, picnic areas, playgrounds, and playing fields and provides facilities for camping.

Together, these sites offer many recreational opportunities for residents and visitors. They also offer an opportunity to provide complementary facilities and programs through coordination between the City, Town, County, and State.

The planning process for the future of the City's waterfront has highlighted the need to invest in either significant repairs or replacement of the aging Crete Center. Relocating regional recreation to a new regional facility offers an opportunity for the City, Town, and County to address regional recreation needs and make improvements to the City Beach site that could catalyze commercial sector redevelopment activities in the area. Several sites in the Cumberland Corners/Route 9 corridor have potential as locations for a regional recreational center. As of Spring 2020, the local YMCA has been taking the lead on the effort, considering the Crete Center and an area across Route 9 as potential locations for such a facility.

**F. *Infrastructure and Public Services***

The City of Plattsburgh is serviced by the full range of utilities and support systems typical to urban areas. This section therefore includes descriptions of various key components, including the water supply, sewage disposal, solid waste disposal, and transportation systems. While most components are City-wide, the Old Base site has some separate facilities. These services are located in Map 8.

**i. *Electricity***

It should be noted that a major asset is the municipal electric system, which brings electricity in from the New York State Power Authority, and has capacity for future growth. The majority of the City of Plattsburgh's energy is hydroelectricity that comes from Niagara Falls as part of the Niagara Power Project. The New York Power Authority has allotted Plattsburgh 104.5 of the 2,525 megawatts produced at any given time by the Niagara Power Plant, under a contract that expires in 2025. The city typically uses 85 to 95 megawatts<sup>22</sup> and only tends to use up or surpass the limit during the cold winter months. Rates have not changed since 2010; Plattsburgh residents and businesses pay between 2.5 and 4 cents per kilowatt hour, depending on their customer services classification (residential, small commercial, large commercial, or industrial), -- lower than the national average of 15 cents.<sup>23</sup>

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<sup>22</sup> [http://pressrepublican.com/news/local\\_news/city-of-plattsburgh-electricity-mostly-hydropower/article\\_6b2af2d7-8d62-515b-8bb1-33874af7aafb.html](http://pressrepublican.com/news/local_news/city-of-plattsburgh-electricity-mostly-hydropower/article_6b2af2d7-8d62-515b-8bb1-33874af7aafb.html)

<sup>23</sup> Chapman, Cara. "City of Plattsburgh Electricity Mostly Hydropower." *Local News: City of Plattsburgh Electricity Mostly Hydropower*. Press-Republican, 1 Dec. 2015. [http://www.pressrepublican.com/news/local\\_news/city-of-plattsburgh-electricity-mostly-hydropower/article\\_6b2af2d7-8d62-515b-8bb1-33874af7aafb.html](http://www.pressrepublican.com/news/local_news/city-of-plattsburgh-electricity-mostly-hydropower/article_6b2af2d7-8d62-515b-8bb1-33874af7aafb.html). 14 Dec. 2015.

## ii. Water Supply

The Plattsburgh City Water Department supplies water to the City and Town of Plattsburgh as well as the Old Base site. The City of Plattsburgh utilizes three upland gravity surface water sources (Mead Reservoir, West Brook Reservoirs and the Saranac River).<sup>24 25</sup> Water is pumped from city-owned surface reservoirs constructed on West Brook and Mead Brook (tributaries of the Saranac River) located approximately 5 miles west of the city on NYS Route 3, in the Town of Plattsburgh. The reservoirs are fed by runoff and natural springs from a 1,200 acre watershed. West Brook #1 has a storage capacity of 109 MG, West Brook #2 has a storage capacity of 20 MG, and Mead Brook has a storage capacity of 400 MG. Water can also be withdrawn from the Saranac River located on Kent Falls Road in Cadyville and piped into the West Brook Reservoir.

A water filtration plant is located approximately two miles west of the city in the Town of Plattsburgh. At the plant, which has a capacity of 9 million gallons per day,<sup>26</sup> the water undergoes chlorination, sedimentation, filtration, and fluoridation treatments and is stored in a new ground storage tank. Treatment consists of filtration using anthracite filter media followed by chlorination for disinfection and the addition of fluorine to the treated water. The treated water is then stored for distribution to 26,046 individuals (19,989 population in 2000 census plus 6,057 SUNY enrollment) through 5,357 water meters.<sup>26</sup> The City's water distribution system is comprised of 126 miles of pipeline which include transmission mains, distribution mains, and service lines, dating from 1867 to the present. Also included is the maintenance of 527 fire hydrants and 5443 water meters.<sup>27</sup> The total amount of water delivered to customers was recorded at 610,628,000 gallons. This leaves an unaccounted total 104,155,000 gallons, likely due to the water used to flush hydrants, backwash filters, firefighting, and leakage (water main breaks). The daily average of water treated and sent into the distribution system in 2014 was 1,985,000 gallons per day.<sup>15</sup> In comparison, the total water supplied to the city was 4.5 MGD in 1991, 6.0 MGD in 1992, and 4.0 MGD in 1993. With the departure of the Plattsburgh Air Force Base, the closure of the Imperial Paper Company Mill, and major users using less water, this amount of water supplied to the city has decreased significantly. The water supply is sufficient for considerable future growth.

## iii. Sewage Disposal System

The City of Plattsburgh Department of Water and Sewage provides wastewater treatment to the City of Plattsburgh, portions of the Town, the Old Base site and the paper mills.<sup>28</sup> Wastewater is treated at the Water Resource Recovery

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<sup>24</sup> City of Plattsburgh Water System. *Annual Drinking Water Quality Report for 2014*. 29 Apr 2015. [http://www.cityofplattsburgh-ny.gov/publicfiles/files/Plattsburgh%20City%202014%20AWQR\\_Final%204-29-15\(1\).pdf](http://www.cityofplattsburgh-ny.gov/publicfiles/files/Plattsburgh%20City%202014%20AWQR_Final%204-29-15(1).pdf). 14 Dec 2015.

<sup>25</sup> City of Plattsburgh. *Water Filtration Plant*. <https://www.cityofplattsburgh-ny.gov/departments/environmental-services/water-filtration-plant>

<sup>27</sup> "Public Works." *Department of Public Works*. City of Plattsburgh, n.d. <http://www.cityofplattsburgh-ny.gov/Departments/PublicWorks>. 14 Dec. 2015.

<sup>28</sup> Sources for this section included the EDZ Program Final Application (February 26, 1988), 2-25, 26, and the Draft Environmental Impact Statement -Disposal and Reuse of Plattsburgh Air Force Base, New York. For additional information, consult: Comprehensive Sewage Study, Plattsburgh and Environs (R.N. Laberge Engineers, 1967); City of Plattsburgh Water Pollution Control Plant, Sewage System Improvements (O'Brien and Gere, 1967); City of Plattsburgh Wastewater Facilities Study (Metcalf & Eddy Engineers, 1981); City of Plattsburgh, Industrial Pre-Treatment Program Application to NYSDEC (Metcalf & Eddy Engineers, 1983); and City of Plattsburgh Water Pollution Control Plant Operations Evaluation (Eder Associates Engineers, 1985).

Facility which was constructed in 1973 and is located at the mouth of the Saranac River near Lake Champlain. Treated water is discharged into the Saranac River and flows into the Cumberland Bay portion of Lake Champlain.

The original design capacity of the waste treatment plant is 16.0 MGD, but with the departure of the Plattsburgh Air Force Base, the closure of the Imperial Paper Company Mill, and major users using less water and reducing the amount of solids entering the waste stream, the plant now averages a flow of only around 4 MGD, with less solid waste.<sup>29</sup> The demands are low enough that only half of the plant needs to be utilized to provide clean effluent and meet DEC and EPA's requirements.

The City's sanitary sewer system is composed of 58 miles of pipeline, including 1648 sanitary manholes. The age of sewer mains ranges from 1894 to present. The pipe system includes 11 combined sewer overflow points (cso). The citywide storm sewer collection system is made up of 36 miles of pipeline, including 525 manholes and 2087 catch basins.<sup>17</sup>

In addition, the City issued a wastewater discharge permit to the Old Base site to discharge industrial wastewater to the City sewer system. Wastewater leaves the base at four submains: two along U.S. 9, one at U.S. 9 and New York Road, and one northeast of the former Officer's Club. Three sewer outfalls service the northern Capehart housing and U.S. Oval housing, as well as administrative and industrial buildings at the former Plattsburgh Barracks. The sewer outfall at U.S. 9 and New York Road connects to the 21-inch main sewer line that runs along New York Road and serves the Old Base and the southern Capehart housing on Plattsburgh Barracks.

The Old Base is serviced by a 21-inch diameter line which is predominantly transite with a cast iron connection. Interconnected 10-inch and 8-inch lines service the base housing, community, and industrial areas. These pipelines are exclusively transite on the main base and predominantly transite, with some cast iron, on Plattsburgh Barracks. The Old Base is served by an 8-inch transite force main. No sanitary sewer system exists west of the flightline and apron area. The scattered facilities in this area are serviced by septic sewer systems. Three sanitary septic systems (golf course clubhouse, munitions storage area, and small arms range) discharge via absorption fields. Some of the systems service a number of facilities and are interconnected by a combination of vitrified clay and transite pipelines. The City now has ownership of the sewer and water infrastructure and has updated these services.

The discharge of sewage, garbage, and other wastes from boats at Plattsburgh Boat Basin Marina, the City Marina, and moorings and launch sites throughout Cumberland Bay can adversely affect water quality and is regulated by State law. In order to minimize such discharges, marinas shall be required to provide sewage pump-out facilities. As a general guide, at least one pumpout station and dump station should be provided for every 300 to 600 boats over 16 feet in length overall; it is suggested that marinas with 50 slips or more that are capable of mooring 26 feet + boats have access to at least one pumpout station, and marinas with 50 slips or more that are capable of mooring 16-26 feet boats have access to at least one dump station. Dump stations should be sited in conjunction with pumpout stations, but should also be located where there are no pumpout stations but where boats with portable toilets congregate or are used, such as launching ramps.

Pumpout and dump station facilities should be available to all boaters, regardless of whether they are patrons of the marina. In addition, marinas should also provide rest rooms to further discourage the overboard discharge of sewage

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<sup>29</sup> Gushlaw, Kris. *City of Plattsburgh Water Pollution Control Plant*. City of Plattsburgh. 18 June 2015. <http://www.cityofplattsburgh.com/publicfiles/files/Water%20Pollution.pdf>. 14 Dec 2015.

from boats. As noted by the Lake Champlain Basin Program, this is of particular concern in the northernmost areas of Lake Champlain, owing to less regulation in Canada and a greater population of Canadian vessels in these areas.

#### **iv. Solid Waste Disposal**

Solid waste is collected by the City of Plattsburgh Department of Sanitation and a private contractor, and disposed of at the Clinton County Landfill, which is located in the Town of Morrisonville (west of the City of Plattsburgh). The City provides refuse service – both garbage and recycling – to 2200 customers, which includes weekly and bi-weekly collections. The Clinton County Sanitary Landfill covers almost 70 acres and receives approximately 175,000 metric tons of waste each year.<sup>30</sup> To reduce the greenhouse gas pollution from this waste, New England Waste Services of New York (NEWS), the landfill operators, voluntarily built a landfill methane gas collection and destruction system. In 2008, NEWS constructed a 4.8 MW landfill gas-to-energy power plant that combusts all of the gas in reciprocating engines to generate power for the local community.<sup>31</sup>

#### **v. Transportation**

The City of Plattsburgh is served by an extensive transportation network that includes local, county and state roads, as well as rail, air, bus and ferry transportation. The New York State Northway (I-87) links Plattsburgh to Canada, Albany and New York City. Other major highways include NY Routes 3, 9 and 22. Route 3 (Cornelia Street) is a highly developed, east-west thoroughfare connecting downtown Plattsburgh with SUNY, I-87 and the shopping malls known as Champlain Centre North and Champlain Centre South as well as the Clinton County Airport. Route 9 (Margaret Street), the predecessor of I-87, links Plattsburgh to Ingraham, Chazy and Rouse's Point to the north and Laphams Mills and Ausable Chasm to the south. Route 22 (Catherine Street) runs north-south from I-87 (Exit 38) connecting the city to Beekmantown and West Chazy to the north and Peru to the south. The city is divided in half by the meandering Saranac River. City streets allowing access to Lake Champlain include Nevada Oval, Ohio Avenue, Virginia Road, Jay Street and Cumberland Avenue. The City's roadway system is made up of 60 miles of streets and 65 miles of sidewalk including 4,000 street signs which are maintained.<sup>18</sup>

The WRA has varying levels of connectivity for bicycles and pedestrians. There are various trails within the City, but they are not all linked (see Section II.E). Residents have voiced concerns about the impact of vehicular traffic on pedestrian and cyclist safety. Streetscapes within the WRA should be enhanced with complete streets elements – pedestrian safety, cyclist accommodations, lighting (where needed), and aesthetic improvements. For example, Cumberland Avenue has a shoulder but lacks adequate sidewalks in many areas, but the downtown area has sidewalks on most of the primary streets. Priority downtown streets include City Hall Place (now part of the Empire State Trail), Broad Street, Durkee Street, Bridge Street (including Veteran's Memorial Bridge), Dock Street, and Green Street.

A reduction in pavement width on high-traffic roads would help to lessen the impacts of vehicular traffic. The inclusion of pedestrian-scale lighting and clearly delineated crosswalks would enhance walkability, while also improving safety for visitors and families.

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<sup>30</sup> Carbon Projects: Clinton County Landfill." Native: A Public Benefit Corporation. 2021. <https://native.eco/project/clinton-county-landfill/>

Marking and signing dedicated bike lanes on streets that have sufficient width would further enhance connectivity and safety for bicycles traveling along the waterfront. If implemented along Cumberland Avenue, for example, a bike lane would enhance connectivity from the North End to Downtown, improving conditions along US Bicycle Route 9 and the Empire State Trail. It would also promote connectivity between Wilcox Dock and the Saranac River Trail, connecting users to downtown and beyond. In the southern parts of the WRA, enhanced pedestrian and cyclist accessibility would support connections to the SUNY campus area, high school, and the Saranac River trail, linking various parts and the recently annexed Reeves Lane riverfront property.

To tie together City assets and build upon existing marketing initiatives, cohesive wayfinding maps and directional signage would enhance navigability for pedestrians, cyclists, and vehicles.

Plattsburgh is served by the Delaware & Hudson Railroad, which provides both passenger and freight service. Passenger service is provided via Amtrak's Adirondack Train, which runs between New York City and Montreal on a twice daily basis, with stops at major towns; connections to other U.S. and Canadian destinations are made in New York City and Montreal. The AMTRAK station is located at the old D & H station at Bridge and Dock Streets, at the edge of the Point Historic District between the city's central business district and the waterfront. The railroad tracks separate the City from the waterfront from the Marina-Downtown Subarea southward, beginning at the Saranac River. Further northward, the tracks aim northwest, deeper into the City fabric and outside of the WRA. The location of the tracks in this area can present a challenge to easy, safe pedestrian access between downtown and the lakefront. Annual station ridership in 2015 was reported at 13,989 passengers.<sup>32</sup> Freight service is provided by D & H, as well as Canadian Pacific Railway, and is extensively used by Plattsburgh manufacturers. In 2002, New York State authorized \$2.75 million in funding to help relocate the Plattsburgh Rail Yard from the D&H yard in front of the station to the former Plattsburgh Air Force Base. The D&H tracks separate much of the base from Lake Champlain.

Plattsburgh residents use the air transportation services (charter flights, commercial airlines, package-and-freight delivery) of county-owned Plattsburgh International Airport, now located at the former airbase, which has much more extensive facilities and capacities; Burlington International Airport in Vermont; and Dorval Airport in Quebec, all of which are fully certified and licensed by the FAA. Facilities at Plattsburgh International Airport include a terminal building and a 11,750' runway. Airport operations include service to various cities in Florida and Myrtle Beach, South Carolina with Allegiant Air and Spirit Airlines, a monthly charter service to Atlantic City, New Jersey through Caesars Entertainment, and service to Boston with PenAir. Burlington International Airport in Vermont maintains a 7,800-foot runway and adequate air traffic communication to be designated as a Class C airport to navigation. Operations at Burlington International include FAA tower, FAA FSS, Pratt & Whitney, Daystar Avionics, Aviatron, Innotech Aviation, Valley Air Services, U.S. Customs, and a passenger terminal complex. The airport also accommodates the Army and Air National Guard units. Scheduled flights are available on international, regional and commuter carriers (Delta, American Airlines, United, JetBlue, Allegiant Air, US Airways, and Porter). The airport at Dorval, Quebec, serving the entire Montreal metropolitan area, also serves many residents of Clinton County.

In addition, Greyhound Bus Lines offers extensive and frequent bus service in Clinton County. Round trips are made daily between New York City and Montreal, including stops in Plattsburgh and Syracuse. Clinton County Public Transit provides public transportation to all areas of the county and to areas within the City of Plattsburgh.

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<sup>32</sup> "Plattsburgh, NY." *Great American Stations*. Amtrak, 2013-2015. <http://www.greatamericanstations.com/Stations/PLB>. 14 Dec 2015.

The Lake Champlain Transportation Company operates a 24-hour ferry service between Cumberland Head (north of Plattsburgh) and Grand Isle, Vermont. Trips are made year-round every 20 minutes during the day. The same company provides seasonal service from Port Kent, NY to Burlington, VT and from Essex, NY to Charlotte, VT. The ferries are extensively used by commuters and carry passenger cars as well as trucks moving bulk cargo and petroleum products across Lake Champlain. Navigation on Lake Champlain is mostly recreational.

#### **vi. Public Services**

The City of Plattsburgh provides a variety of public services to its residents. Many of the facilities for these services are located outside of the WRA.

##### **1. Health and Safety**

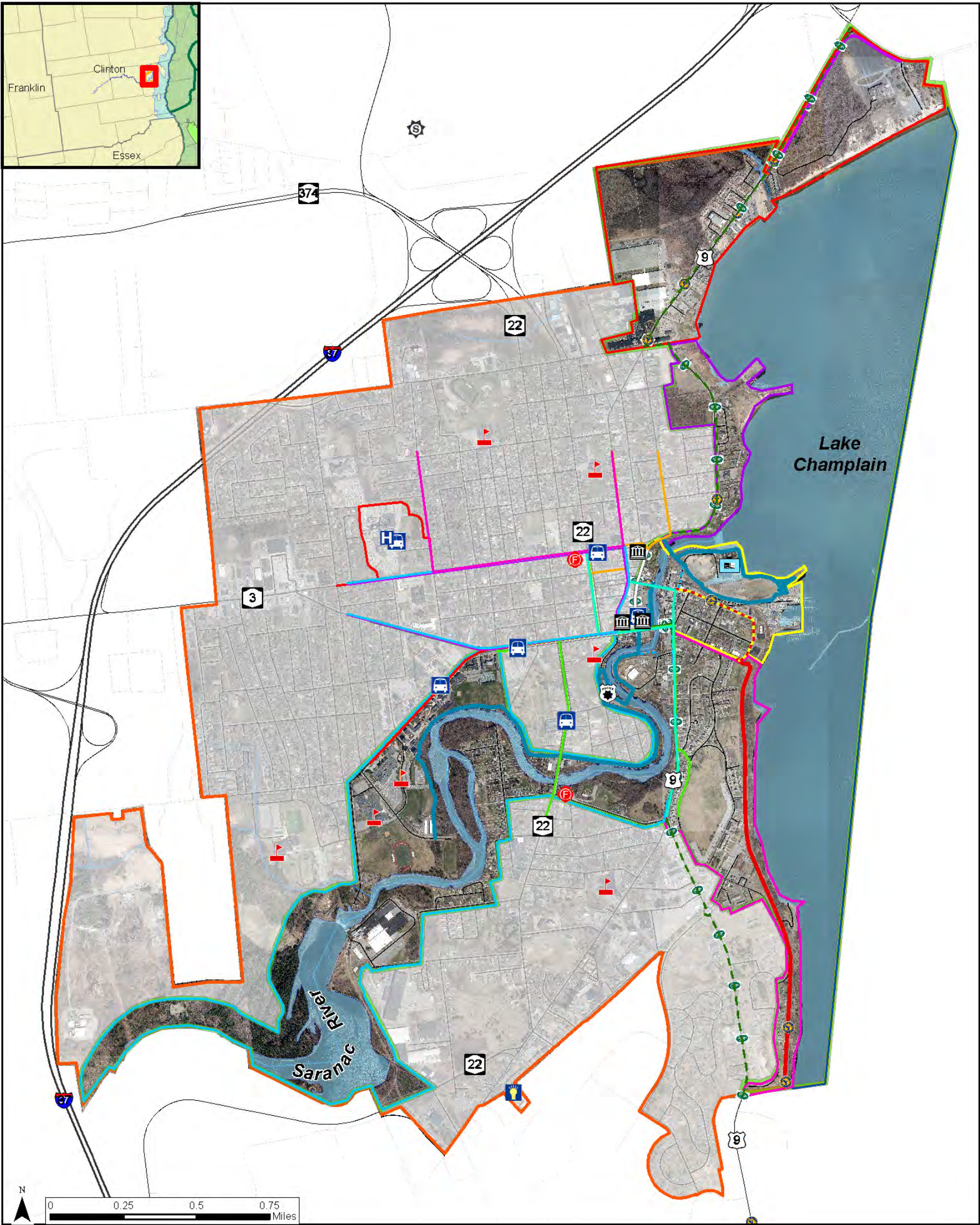
The County Sheriff's Department is located just north of the city, and the closest Coast Guard station is located across Lake Champlain in Burlington, Vermont. Local police are centrally located, along the west bank of the Saranac River within the Upper Saranac subarea. One City fire station is located west of the Downtown subarea, but a second station is on the southern shore of the Saranac River, within the Upper Saranac subarea, adjacent to the Route 22 bridge. The local hospital is also located within the City – Champlain Valley Physicians Hospital (CVPH) is located at the intersection of Route 3 and Beekman Street, west of the WRA.

##### **2. Government**

Clinton County government offices are located within the City of Plattsburgh, at 137 Margaret Street, immediately west of the Downtown subarea. City government offices are located at City Hall Place, immediately northwest of the Downtown subarea.

##### **3. Education**

There are several educational institutions in the City, including city schools and colleges. Within the WRA are the Plattsburgh High School and part of the SUNY Plattsburgh campus. Outside of the WRA, there are three elementary schools, located on Bailey Avenue (Glasgow Elementary), Oak Street, and Monty Street (Momot Elementary), along with the Stafford Middle School on Broad Street. Seton Catholic School, a private institution, is also within the City, located southwest of the US Oval on New York Road. The Plattsburgh public library is located west of the Downtown Subarea, at the corner of Oak Street and Brinkerhoff Street.



City of Plattsburgh

Infrastructure and Public Services  
City of Plattsburgh

Map 8

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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File Location: B:\2020\2020-012 Plattsburgh LWRPCompZoning\Maps

KEY	
	City of Plattsburgh Boundary (2021)
	Parcels
	Harbor Management Plan Boundary
	Waterfront Revitalization Area
Subareas	
	North End
	Cumberland Ave/Wilcox Dock
	Marina-Downtown
	Old Base
	Upper Saranac
Services	
	Fire
	Police
	Sheriff
	Hospital
	Government
	School
	Municipal Lighting Dept.
	Water Treatment
	CCPT Bus Stop
CCPT Bus Route	
	Express Shuttle
	Uptown Downtown
	South Connector
	Champlain Rouses Point
	AuSable
	Lyon Mountain
	Clayburg
	Ellenburg
Current Trails	
	Empire State Trail
	NYS Bike Route 9
	Route 9 - Gordon Connection
	Terry Gordon Bike Path
	Karen Fleury Bike Path
	Saranac River Trail
	Saranac River Trail - Phase 3

SARATOGA ASSOCIATES  
Landscape Architects, Architects,  
Engineers, and Planners, P.C.



NEW YORK STATE OF OPPORTUNITY  
Department of State

This map was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund.

### **G. Historic Resources**

The City of Plattsburgh and Lake Champlain abound with historic and cultural resources, both on land and underwater. These resources represent many themes, including Native American resources; early settlement; the Revolutionary War and War of 1812; transportation, commerce, military and maritime history, agriculture, industries, community development and culture, government, tourism and recreation. In addition, the City is home to numerous buildings designed by notable American and New York State architects, including the City Hall built by John Russell Pope (architect of the National Gallery of Art and Jefferson Memorial in Washington, D.C.), Marcus Cummings, Albert W. Fuller, and Charles W. Platt.

The City of Plattsburgh contains four National Register Historic Districts, two of which are within the Waterfront Revitalization Area, and numerous individually listed properties (see Map Series 9). These resources bear witness to the City's military and civilian past and collectively represent a great asset. The City has sought to link these resources by establishing a Heritage Trail adjacent to Lake Champlain which connects major landmarks, multiple museums, and points of interest such as the Farmer's Market, City Hall, Macdonough Monument, Library, Smith Weed House, Walk Bridge, Saranac River Promontory, Plattsburgh Harbor, Kent Delord House, Riverwalk, Champlain Park and Monument, Site of First Block House, Wilcox Dock, Lozier Auto Works Site, First Air Strip, Site of British Battery, Scotion Creek, Karen Fleury Bike Path, Heritage Trail Pavilion, Native American Site, War of 1812 Veteran Grave Site, City Beach, State Campground and Crete Civic Center. The well-known architects John Russell Pope, Marcus F. Cummings, Albert W. Fuller, and William E. Haugaard are all represented by buildings in Plattsburgh.

Many of these sites, along with two National Register Historic Districts, are within the LWRP Waterfront Revitalization Area boundary, though few have been formally interpreted. They, and the city's numerous other cultural resources, represent key assets to waterfront revitalization. As a result, every effort has been made to establish a full listing based on existing inventories and reports. The City's Downtown Future Planning Commission also noted and emphasized the importance of capitalizing on the city's historic and cultural resources. It is, therefore, anticipated that these resources will be an important part of the local waterfront revitalization program.

These irreplaceable and nonrenewable resources should be recognized and treated as assets, since they form the basis of the community's unique sense of place. Helping a community discover its history can be a key to reestablishing a feeling of pride among residents. This, in turn, leads to investment of hard-earned dollars in local real estate and business.

In addition, it should be noted that since the passage of the National Historic Preservation Act of 1966 (as amended in 1992) and the NYS Heritage Areas Act (1994, and NYS Urban Cultural Parks legislation, 1982), historic preservation, arts and culture are increasingly identified as strong weapons in the economic development arsenal. Data compiled by the Field Services Bureau of the New York State Office of Parks, Recreation and Historic Preservation indicates that preservation related programs and funding are strong economic catalysts, generating \$55 million of private investment in 1994 and nearly \$2 billion since such programs began in 1976. However, in Plattsburgh and throughout the Lake Champlain basin, historic and cultural resources are degraded, undervalued, and frequently overlooked.

By recognizing the value of historic and cultural resources and preserving their character, the community is effectively protecting its unique sense of place; consequently, the protection of these resources must include not only specific sites, but areas of significance and the area around specific sites. These resources include the Point Historic District, the U.S. Oval Historic District, and numerous other structures and sites listed (or eligible for listing) on the state and national registers of historic places, and zones of archaeological sensitivity located throughout the waterfront area, including underwater maritime remains.

The City of Plattsburgh's museum campus is with the Old Base subarea, southeast of the US Oval. There are a number of museums – including the Clinton County Historical Museum and the Battle of Platts. Association War of 1812

Museum — that could benefit from coordinated capital improvements, marketing, and planning efforts, as well as from improved connectivity to trails and transit. There are numerous historical markers and interpretive panels around the campus, which should be expanded upon.

With respect to its historic and cultural resources, and their collective potential to stimulate waterfront and community revitalization, the City will continue to promote good stewardship and preservation. In particular, the rehabilitation and adaptive reuse of vacant and/or underutilized industrial structures represents a key component in the revitalization of the waterfront.

Per the City's historic sites legislation, if an action subject to a building permit is located on an historic site or within an historic district, the applicant shall be required to secure an historic site approval prior to undertaking proposed actions.<sup>33</sup> The goals of the legislation include analyzing the compatibility of uses, respecting distinguishing original qualities or character, sensitivity to distinctive stylistic features, and prioritizing repair over replacement.

To further both this goal and waterfront revitalization efforts, the City will seek to establish or strengthen incentives for the protection, preservation, or rehabilitation of its resources, and to eliminate mechanisms which encourage demolition and degradation of historic and cultural resources. The rehabilitation of Plattsburgh's historic structures and sites shall be encouraged and shall be undertaken in a manner which preserves historic elements and character. New construction shall be generally compatible in terms of design and materials with the historic character of the area to the maximum extent practicable; the City shall look to the U.S. Secretary of Interior's Standards for guidance (in compliance with the City of Plattsburgh Zoning Code Section 270-31, see Appendix H). In regard to activities which involve excavation of land within zones of archaeological sensitivity, public agencies will contact the New York Office of Parks, Recreation and Historic Preservation and/or the Preservation League of New York State to determine appropriate protective measures for archaeological resources.

#### *i. Archaeological Resources*

The Plattsburgh WRA was the location for many historical and cultural activities and contains numerous resources that are significant to the culture of the Plattsburgh WRA and should be protected or enhanced. Historic and cultural resources projects should consider undertaking the following planning steps:

1. Conduct a cultural resource investigation when an action is proposed on an archaeological site, fossil bed, or in an area identified for potential archaeological sensitivity on the archaeological resources inventory maps prepared by the New York State Department of Education.
  - a) Conduct a site survey to determine the presence or absence of cultural resources in the project's potential impact area.
  - b) If cultural resources are discovered as a result of the initial survey, conduct a detailed evaluation of the cultural resource to provide adequate data to allow a determination of the resource's archaeological significance.

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<sup>33</sup> City of Plattsburgh: Historic Sites. <https://ecode360.com/32590508>

2. Minimize potential adverse impacts by redesigning projects, reducing direct impacts of the resource, recovering artifacts prior to construction, and documenting the site.
3. Prohibit appropriation of any object of archeological or paleontological interest situated on or under lands owned by New York State, except as provided for in Education Law, § 233.
4. Protect historic shipwrecks and shipwrecks to which the state holds title. Numerous colonial era to modern-day shipwrecks lie in the waters of Lake Champlain. While the location of many of these ships is well documented, more research remains to be done to identify and protect these historic and recreational resources as significant components of the culture of the state. Historic shipwrecks are those wrecks which, by reason of their antiquity or their historic, architectural, archaeological, or cultural value, have state or national importance and are eligible for inclusion on the State or National Register of Historic Places. The state holds title to all shipwrecks determined to be abandoned under the Abandoned Shipwrecks Act of 1987.
  - a) Provide for the long-term protection of historic shipwrecks through the least degree of intervention. The least degree of intervention can be achieved by preserving historic shipwrecks in place. When preservation is not feasible, record and recover shipwrecks or their artifacts.
  - b) Manage shipwrecks to provide for public appreciation, use, and benefit.
  - c) Avoid disturbance to shipwrecks unless the shipwreck: poses a navigation hazard; or, would impede efforts to restore natural resource values.
  - d) Prevent unauthorized collection of shipwreck artifacts and associated direct or cumulative impacts.
  - e) Maintain the natural resource values that are associated with shipwreck sites which may be sensitive to disturbance.

## *ii. Historic Sites and Landmarks*

Valcour Bay, located between Valcour Island and the western shore of Lake Champlain, is four miles south of Plattsburgh. The bay was the site of a naval engagement on October 11, 1776, which marked the beginning of General Sir Guy Carleton's invasion of New York during the Revolutionary War. Although it had been widely noted that little effort has been made to study, definitively identify or interpret resources of these wars, the Valcour Bay Research Project in partnership with the Lake Champlain Maritime Museum has retrieved artifacts from Valcour Bay bottom and annotated their locations and those of ships sunk in battle.

A second momentous naval battle occurred in Plattsburgh Bay during the War of 1812. The Plattsburgh Bay Historic Landmark consists of three sites: 1) the Bay itself, including Crab Island, where the naval battle and its aftermath took place; 2) the Macdonough Memorial; and 3) the site of Fort Brown near Route 9, which was related to the repulse of the British land advance southward. The three discrete sites commemorate the Battle of Plattsburgh Bay and the related land engagement, which together drove the British from the Champlain Valley near the close of the War of 1812. The simultaneous double victory resulted in the immediate retreat of the British army towards Canada. Two other redoubts, Fort Scott and Fort Moreau, were also located in this area, but have long since been built over and are now commemorated only by historic markers or plaques.

According to the National Register of Historic Places Nomination, the Plattsburgh Bay National Historic Landmark has the potential to yield useful archaeological information relating to the events of the Battle of Plattsburgh Bay in several ways. The bay itself may contain underwater archaeological data connected with the battle. Although no ships were sunk during the engagement, there is a strong chance that cannon balls and other debris from the battle may

lay on the lake bed. Crab Island may contain archaeological evidence in the form of graves of sailors killed in the battle and the remains of the hospital that was established to tend the wounded. While not part of the City itself, Crab Island and Valcour are part of a larger regional effort to promote historic tourism. By far the most significant archaeological resource within the landmark is Fort Brown, the one well-preserved site connected with the events of 1814 that survives in any substantial form. The structural remains of the defenses and buildings within the redoubt may provide detailed information on the layout and workings of small, specialized fortifications of the early 19<sup>th</sup> century. Although the exact date of abandonment is not known, occupation of the fort was evidently short-lived. Sealed archaeological deposits should exist on the site and be indicative of its military usage both during and immediately after the Battle of Plattsburgh Bay. Artifacts on the site should be representative of the level of material culture on early American military installations in this area. It has also been suggested that objects of British manufacture may be recovered and that these may throw light on the purported “illicit” trade networks that American and British military personnel participated in at the time of the Battle of Plattsburgh Bay. Fort Brown has no formal access, however (either vehicular or pedestrian) and could be enhanced with interpretive signage.

### *iii. Historic Districts in the Waterfront Revitalization Area*

Of the four historic districts in the City of Plattsburgh two are in the Waterfront Revitalization Area as described below.

**The Point Historic District:** This district is adjacent to the PAFB U.S. Oval Historic District, includes some of Plattsburgh’s earliest buildings, and is roughly bounded by Jay, Hamilton, Peru and Bridge streets. The district includes 38 residential buildings built predominantly between 1815 and 1880 by the City’s lumber and shipping magnates. As noted on National Register forms, this area figured prominently in the battle of Plattsburgh during the War of 1812. The house at 3 Peru Street served as the headquarters of General Alexander Macomb. A British cannonball remains lodged in the south wall of the house. This house, and the adjacent houses at 7 Peru Street and 17 Macomb Streets, form the earliest concentrated grouping of structures extant in Plattsburgh and reflect the Federal period design characteristics of the region.

**United States Oval Historic District:** This is a 53-acre district with 26 late 19<sup>th</sup>- and early 20<sup>th</sup>-century Queen Anne and Colonial Revival barracks, officers’ quarters, and associated buildings surrounding a large parade ground. The buildings and facilities were built between 1893-1934 as a component of Plattsburgh Barracks, United States Army Reservation.

#### iv. *Historic Structures*

The Historic Resources depicted in Map Series 9 are described in the table below.<sup>34</sup>

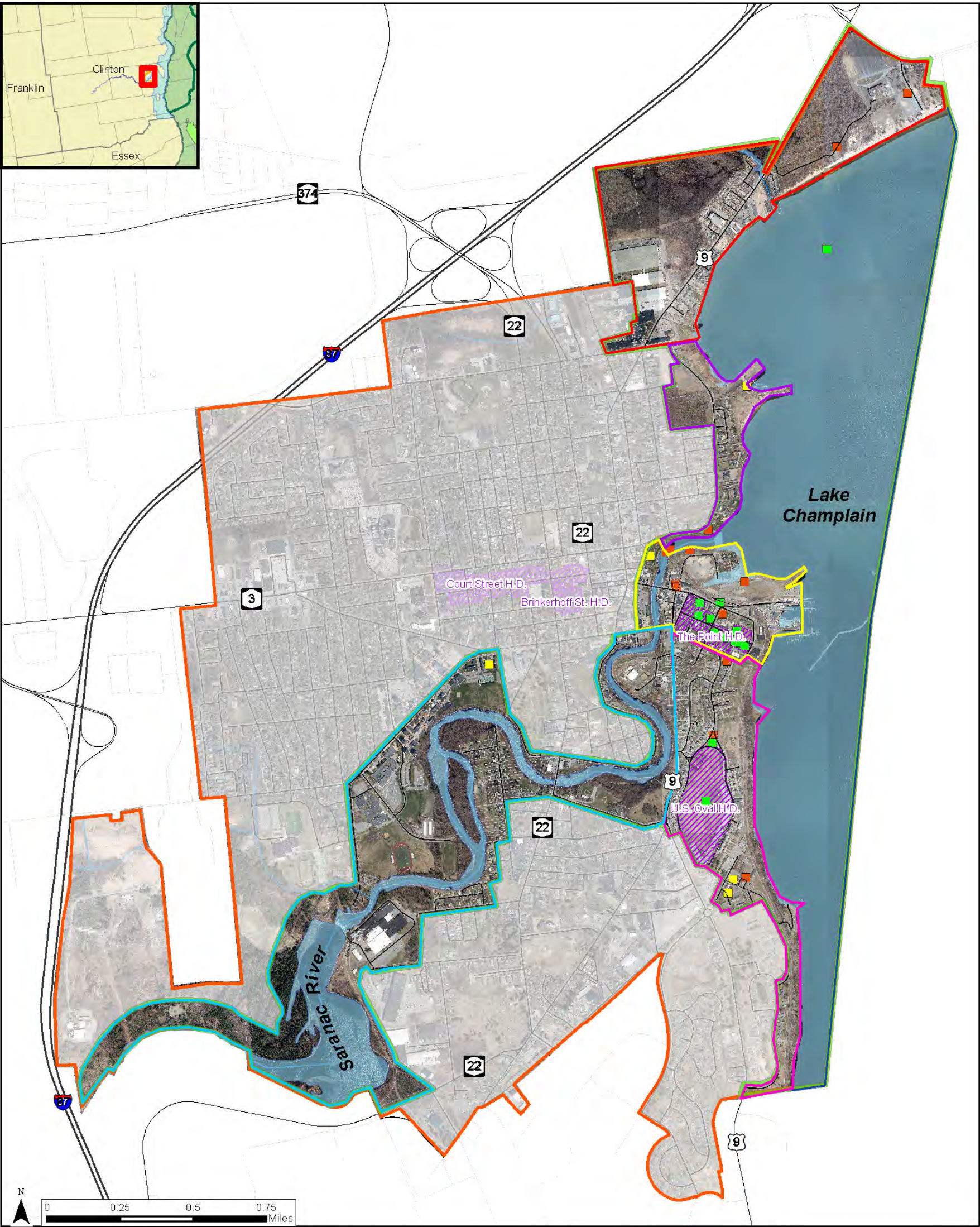
<b>Historic Resources within the Waterfront Revitalization Area</b>			
#	Resource Name	Address	Description
1	War of 1812 Graves	Near Municipal Beach	Monument in memory of 13 unknown American soldiers who died of cholera in 1812
2	Site of Native American Village	Near Municipal Beach – Heritage Trail	It is likely that Native Americans lived along Lake Champlain, as stone and clay pottery artifacts have been found nearby.
3	Plattsburgh Bay/Cumberland Bay	North End	National Historic Landmark. Three sites related to naval and land engagement of September 11, 1814, between American forces under command of General Alexander Macomb and Lieutenant Thomas Macdonough, and British Forces, under command of General George Prevost, which drove the British from Champlain Valley near end of War of 1812. Sites include Plattsburgh Bay, Fort Brown Site (individually listed), and Macdonough Monument (1926, John Russell Pope)
4	Wilcox Dock	Wilcox Dock	Built by Willard Wilcox in 1897; used by NYS for canal purposes in 1914; now a recreational site.
5	Champlain Monument	RiverWalk Park	A gift from France in 1909, celebrating the 300 year anniversary of Samuel de Champlain's discovery of Lake Champlain.
6	Smith Weed Bridge	City Hall Place at Cumberland Ave	Built for easy road access to "the Point." Original bridge removed in 1974 to allow rail cars to pass; existing bridge completed 1978.
7	Macdonough Monument	42 City Hall Place	A memorial to the American naval victory at Plattsburgh in 1814, the monument, built of the same Indiana Limestone present in City Hall, rises 135 feet above the park and is topped with a bronze eagle.
8	Railroad Bridge at RiverWalk	RiverWalk Park	The first train crossed here in 1856.
9	Pedestrian Bridge at RiverWalk	RiverWalk Park	Built in the late 1930s, this bridge now leads to a picnic area, fishing access, and paths.

<sup>34</sup> The resource listing provided has been synthesized from the sites listed in the "Discover Historic Plattsburgh Walking Tour" as well those contained in the "Guide to the Lake City. Lake Champlain Walkways: An Interpretive Guide."

10	Small Boat Launch at RiverWalk Park (Peace Point)	Green Street, RiverWalk Park	Originally a popular salmon-fishing spot, this is still a favorite place for spring fishing, as Lake Champlain has over 56 species of fish.
11	Site of Charles de Fredenburgh House	Bridge Street at Green Street	Site of the first settlement in Plattsburgh, prior to 1769, a dwelling was erected on the south bank of the river, as well as a sawmill at the rapids known as Fredenburgh Falls.
12	Site of Israel Green's Tavern	Bridge Street at Green Street	John Clark built a tavern on the site of the old Fredenburgh house, later owned by Israel Green.
13	Dock Street Landing	Lower Dock Street	Formerly the D&H Rail Yard for over 100 years, the site is now a public park with waterfront access and trails.
14	Benjamin Mooers House	100 Bridge Street	A lieutenant in the Revolution, sheriff, assemblyman, and senator, Mooers was a Major General of Volunteers in the War of 1812. He purchased the house in 1814 and lived here until his death in 1838. The home served as General Macomb's headquarters during the Battle of Plattsburgh.
15	D&H Railroad Station	Lower Bridge Street	Queen Anne/eclectic brick railroad passenger station with elaborate decoration; designed by Albert W. Fuller; built 1886 by David Van Schaick. Also, includes repair shop and switching building built 1893 by James Ackroyd.
16	George Barber House	11 Macomb Street	Built by George Barber circa 1875, partner with his brother in R.O. Barber & Sons Dry Goods and Carpeting, located at 48 Margaret Street. Their father lived at 28 Macomb Street.
17	William Morgan House	17 Macomb Street	Owned by merchant William Morgan in 1869, this circa 1820 house, with its linked chimneys, is the only surviving Federal Style structure in this area, and one of the few in the city.
18	Foquet House	130 Bridge Street	The original Fouquet Stage House which occupied this property burned in 1864. Fouquet & Son rebuilt this structure with luxurious gardens the following year.
19	Moss Kent Platt House	18 Macomb Street	This house was built circa 1865 by Moss Kent Platt, a merchant and iron manufacturer, State Senator, and descendant of Judge Zephaniah Platt, the city's namesake.
20	Franklin Palmer House	27 Macomb Street	Built circa 1880 by Colonel Franklin Palmer, co-owner of Palmer & Company, a flour, grain, and feed store and mill on Bridge Street.

21	Lowell or Bowen House	22 Macomb House	This house was built circa 1815 in the French Second Empire Style by Samuel Lowell. In 1886, Shepard Bowen rebuilt the house as it is today.
22	Ned Baker House	26 Macomb Street	The best representation of Stick Style architecture in the area, this home was built circa 1885 by Ned Baker, a co-owner of Baker Brothers lumber business on lower Bridge Street.
23	St. John Skinner House	28 Macomb Street	An example of late Greek Revival influence on rural, upstate NY architecture, built circa 1832 by St. John B. L. Skinner, a member of Aiken's Volunteers during the Battle of Plattsburgh, lawyer, surrogate judge, county clerk, and assistant postmaster general under Presidents Lincoln and Grant
24	Herbert Barber House	30 Macomb Street	This house, first owned by Herbert Barber, brother of George (11 Macomb Street), was built circa 1885 in a vernacular style with Gothic Revival elements added at a later date.
25	Site of Zephaniah Platt House	Hamilton Street	Zephaniah Platt, founder of Plattsburgh, built his home at this site in 1799.
26	Early Outposts – Forts Brown, Moreau, & Scott	US Oval – North End	Fort Brown, Fort Moreau, and Fort Scott, built during the War of 1812, once occupied the grounds surrounding the Plattsburgh Memorial Chapel.
27	Plattsburgh Memorial Chapel	US Oval – North End	Dedicated in 1933, the Chapel was erected in memory of those station at Plattsburgh who gave their lives in World War I.
28	US Oval Historic District – Historic Barracks	US Oval	The former Plattsburgh Barracks was in active use from 1815-1995, and its historic structures and picturesque grounds are now open to the public. Of the quadrangle of barracks started in 1838, only the south barracks still remain. The brick barracks and officers' quarters surrounding the oval were constructed during an expansion in the 1890s. The regimental headquarters facing the parade ground was built in 1893, and the Colonial Revival style two-family homes lining the west side of the Oval were built between 1893 and 1897.

29	Clinton County Historical Museum	98 Ohio Avenue	The museum's exhibits interpret the area's history from the earliest recorded times (1600) to the present through paintings, maps, furniture, decorative arts, and rotating exhibits.
30	Champlain Valley Transportation Museum	12 Museum Way	Originally established as a museum featuring Plattsburgh's Lozier Automobile Company, the Museum has grown to interpret all forms of transportation. (Now closed.)
31 49	Battle of Platts. Assoc. – War of 1812 Museum	13 Washington Road	The Battle of Plattsburgh Association operates the Interpretive Center and Museum, dedicated to collecting, preserving, and maintaining artifacts and publicizing the significance of the Battle in our nation's history.
32	MacDonough Hall	73 Broad St	Macdonough Hall is one of the oldest buildings on the SUNY Plattsburgh campus. It is a red brick Georgian, four-story, H-shaped building housing both men and women and divided into east and west wings. Dedicated on October 2, 1951, Macdonough Hall was named in honor of Commodore Thomas Macdonough, who fought in the War of 1812. He was the commander in charge of the American forces who were victorious over the British in the Battle of Plattsburgh.



City of Plattsburgh

Historic Resources within the WRA  
City of Plattsburgh

Map 9A

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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File Location: B:\2020\2020-012 Plattsburgh LWRPCompZoning\Maps

- KEY**
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  - Harbor Management Plan Boundary
  - Waterfront Revitalization Area
  - Subareas
    - North End
    - Cumberland Ave/Wilcox Dock
    - Marina-Downtown
    - Old Base
    - Upper Saranac
    - National Register Historic Districts
  - Historic Resources**
    - National Register Listed
    - Eligible for National Register
    - Local Site

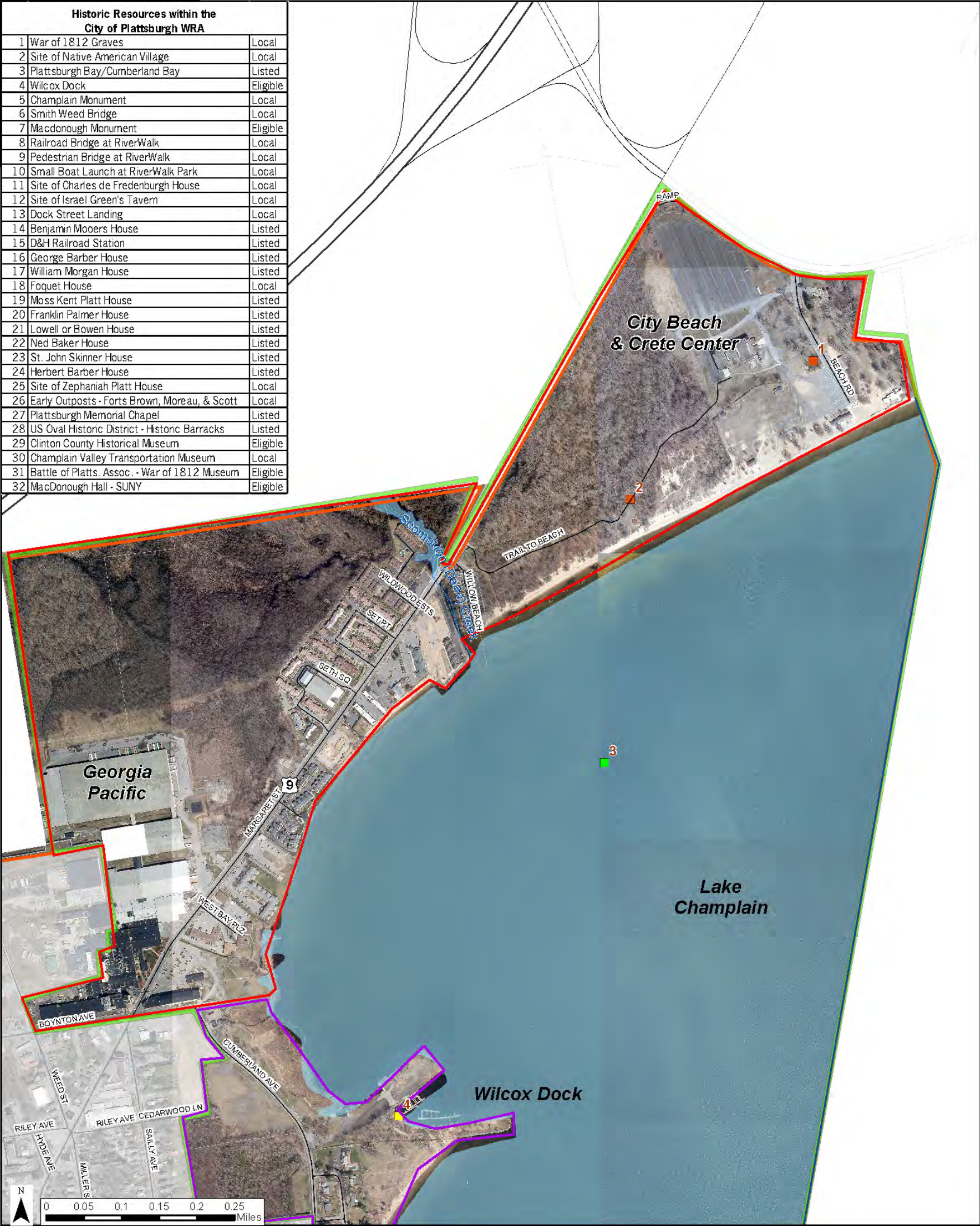
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City of Plattsburgh

Historic Resources within the WRA North End

Map 9B

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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  - Subareas
    - North End
    - Cumberland Ave/Wilcox Dock
    - Marina-Downtown
    - Old Base
    - Upper Saranac
    - National Register Historic Districts
  - Historic Resources
    - National Register Listed
    - Eligible for National Register
    - Local Site

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# City of Plattsburgh

## Historic Resources within the WRA Cumberland Ave/Wilcox Dock

Map 9C

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File Location: B:\2020\2020-012 Plattsburgh LWRPCompZoning\Maps

**KEY**

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- Harbor Management Plan Boundary
- Waterfront Revitalization Area
- Subareas
  - North End
  - Cumberland Ave/Wilcox Dock
  - Marina-Downtown
  - Old Base
  - Upper Saranac
  - National Register Historic Districts
- Historic Resources**
  - National Register Listed
  - Eligible for National Register
  - Local Site

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# City of Plattsburgh

## Historic Resources within the WRA Marina - Downtown

Map 9D

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**KEY**

- City of Plattsburgh Boundary (2021)
- Harbor Management Plan Boundary
- Waterfront Revitalization Area
- Subareas
  - North End
  - Cumberland Ave/Wilcox Dock
  - Marina-Downtown
  - Old Base
  - Upper Saranac
- National Register Historic Districts

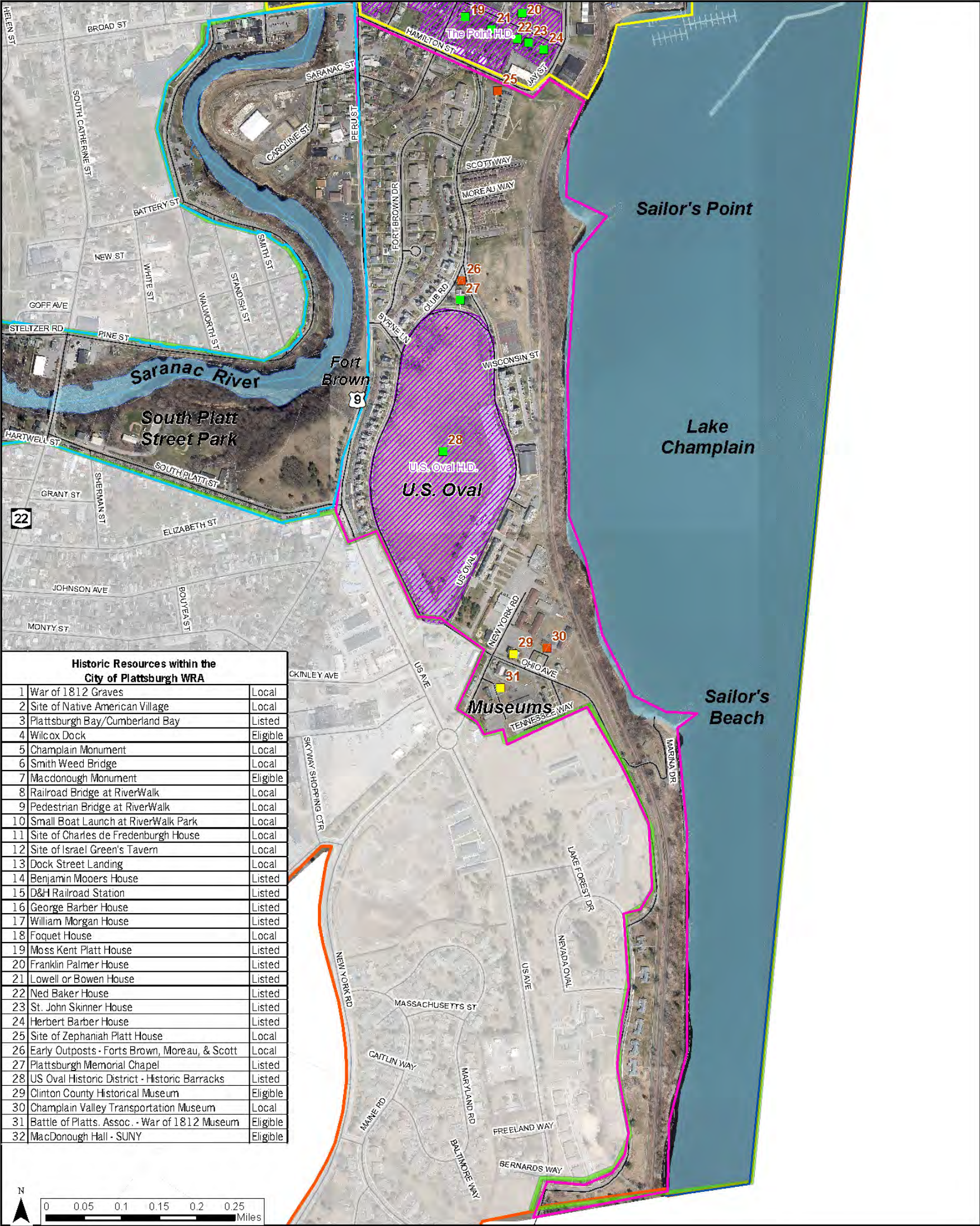
**Historic Resources**

- National Register Listed
- Eligible for National Register
- Local Site

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Historic Resources within the City of Plattsburgh WRA		
1	War of 1812 Graves	Local
2	Site of Native American Village	Local
3	Plattsburgh Bay/Cumberland Bay	Listed
4	Wilcox Dock	Eligible
5	Champlain Monument	Local
6	Smith Weed Bridge	Local
7	Macdonough Monument	Eligible
8	Railroad Bridge at RiverWalk	Local
9	Pedestrian Bridge at RiverWalk	Local
10	Small Boat Launch at RiverWalk Park	Local
11	Site of Charles de Fredenburgh House	Local
12	Site of Israel Green's Tavern	Local
13	Dock Street Landing	Local
14	Benjamin Mooers House	Listed
15	D&H Railroad Station	Listed
16	George Barber House	Listed
17	William Morgan House	Listed
18	Foquet House	Local
19	Moss Kent Platt House	Listed
20	Franklin Palmer House	Listed
21	Lowell or Bowen House	Listed
22	Ned Baker House	Listed
23	St. John Skinner House	Listed
24	Herbert Barber House	Listed
25	Site of Zephaniah Platt House	Local
26	Early Outposts - Forts Brown, Moreau, & Scott	Local
27	Plattsburgh Memorial Chapel	Listed
28	US Oval Historic District - Historic Barracks	Listed
29	Clinton County Historical Museum	Eligible
30	Champlain Valley Transportation Museum	Local
31	Battle of Platts. Assoc. - War of 1812 Museum	Eligible
32	MacDonough Hall - SUNY	Eligible

City of Plattsburgh

Historic Resources within the WRA  
Old Base to Upper Saranac

Map 9E

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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  - Parcels
  - Harbor Management Plan Boundary
  - Waterfront Revitalization Area
  - Subareas
    - North End
    - Cumberland Ave/Wilcox Dock
    - Marina-Downtown
    - Old Base
    - Upper Saranac
  - National Register Historic Districts
  - Historic Resources
    - National Register Listed
    - Eligible for National Register
    - Local Site

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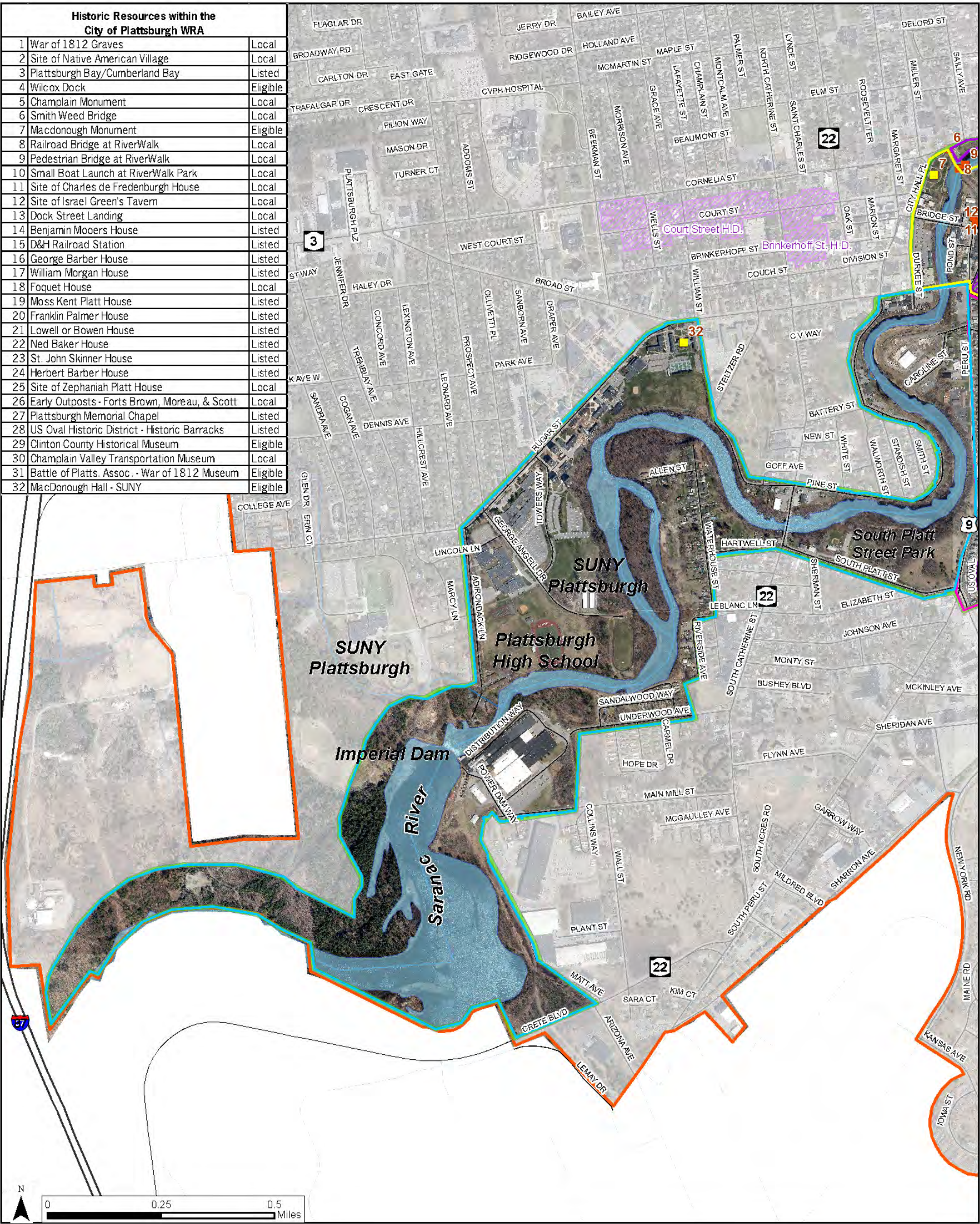
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City of Plattsburgh

Historic Resources within the WRA Upper Saranac

Map 9F

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KEY

City of Plattsburgh Boundary (2021)

Harbor Management Plan Boundary

Waterfront Revitalization Area

Subareas

North End

Cumberland Ave/Wilcox Dock

Marina-Downtown

Old Base

Upper Saranac

National Register Historic Districts

Historic Resources

National Register Listed

Eligible for National Register

Local Site

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## H. Topography & Geology

### i. Topography and Soils

The City of Plattsburgh is located on a relatively flat plain which extends from Lake Champlain to the foothills of the Adirondack Mountains (See Map 10B). The terrain slopes gently toward the lake and is quite swampy in the northern end of the city. At the southern end of the city, the terrain is very steep with sheer bluffs plunging to the Lake (see discussion of erosion in section II.H.ii. below). Glacial till and clay soils, underlain by sedimentary rocks, predominate in Clinton County; heavy clay soil prevails within the city proper. The Plattsburgh LWRP study area has a varied topography including both lakeshore and riverbank slopes. The Plattsburgh LWRP boundary includes the Saranac River corridor in the north central area and the Dead (Scomotion) Creek outlet in the north area.

A broad plain exists along the central meander of the Saranac River called "the Flats." In this area, the riverbank is a wide and very gently sloping floodplain that eventually slopes steeply up to the city's upland elevation. The defining contour for the upland area is at about 120' above mean sea level (AMSL). High points in the city occur outside of the Plattsburgh LWRP area in the north and west parts of the City at about 270' AMSL. The north side of the river mouth is a steep embankment and plateau. In contrast, low lying shore exists south of the point where the Saranac River empties into Lake Champlain. This striking land feature is separated from the upland plateau by a distinct slope and is called "the Point."

There is one offshore feature, a rip-rap breakwater with navigation lights at each end. The breakwater is located about fifteen hundred feet from land and oriented southeast. Originally constructed in the 1830s, it serves to protect the marina at "the Point." Authorization to construct the initial 850 feet of breakwater was granted by Congress in 1836, with construction under way by 1838. Additional length was added in the 1890s, and a third extension was built in 1971. The structure had aged over time and become hazardous to navigation. Initial work was done in 2002, followed by more comprehensive repairs in 2010.<sup>35</sup> Prior to this work, the breakwater could be breached during storms and high water seasons. The City worked with the Army Corps of Engineers to restore the structure to its original length (1500 feet) and height (101 feet above sea level).

Scoured during the latest period of glaciation several thousand years ago, the Lake Champlain shoreline varies from a steep escarpment in the south portion of the LWRP study area to a gently sloping beach in the north portion of the LWRP study area. Besides the frequently-flooded beach area and narrow band of wetlands that define the north and west shoreline of Cumberland Bay, there are two other low lying areas. These are projections of land contiguous with and terminating the low north shore of Cumberland Bay. The spits of land are called the "Wilcox Dock" area. In general, all lake, river, and creek shorelines include a steep embankment ranging from approximately 10% to 45% slopes. The maximum total change of elevation is approximately 40 vertical feet in some notable lakeshore areas south of Jay Street. This steep escarpment is oriented to offer dramatic southeasterly and easterly views. It is unstable, subject to erosion, and buffeted by unrelenting strong winds (see discussion of erosion in section II.H.ii. below).

The soil types vary throughout the study area from sandy north shore, urban land and Udorthents fill in the central shore and along most of the Saranac River, alluvial deposits in the Saranac flood plain, and gravelly excessively well-drained soil with boulders in the south (see Map 10A). Correspondingly, the shoreline character based on those soils

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<sup>35</sup> *Work Continues on Restoring Plattsburgh Harbor Breakwater*, "Press Republican, July 6, 2010. Accessed via [https://www.pressrepublican.com/news/local\\_news/work-continues-on-restoring-plattsburgh-harbor-breakwater/article\\_cd685951-bac8-55f5-8819-d51b2710b191.html](https://www.pressrepublican.com/news/local_news/work-continues-on-restoring-plattsburgh-harbor-breakwater/article_cd685951-bac8-55f5-8819-d51b2710b191.html)

varies from north to south. This character includes variations from north to south: natural dunes and wetlands; to disturbed beach, to hardened, stabilized, and filled edges; to unstable, landslide-collapsed escarpment.

## **ii. Erosion**

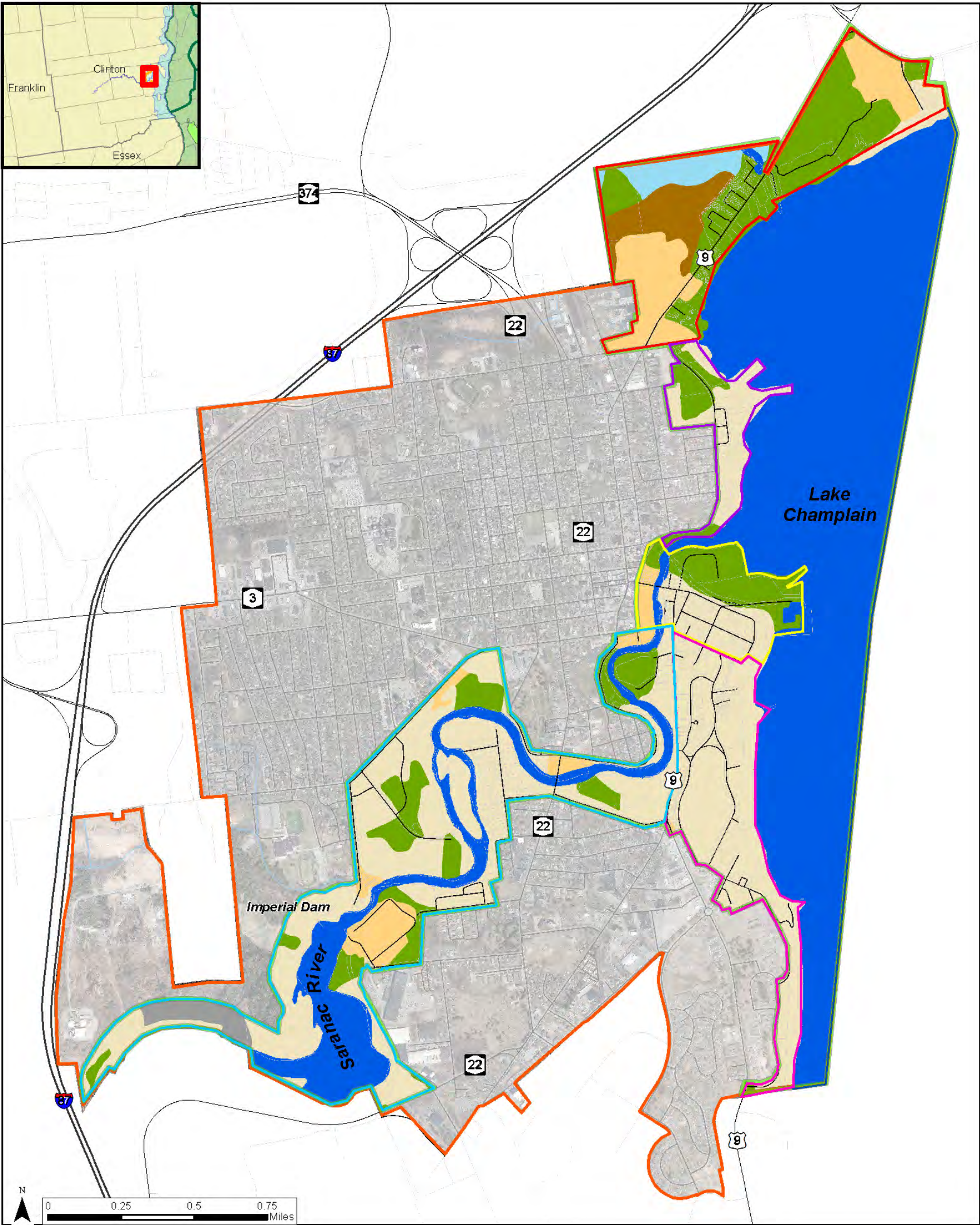
Shoreline erosion occurs naturally due to wind and water forces in the North End subarea, as well as in localized portions of the steeper waterfront areas of the Old Base site lands. It should also be noted that increased boating along Lake Champlain and the Saranac River may result in localized erosion from waves generated by boat wake.

While there are no designated coastal erosion hazard areas in the City of Plattsburgh, and erosion has not been a significant problem (except in specific areas described below), floodways and flood hazard areas have been designated along the Lake Champlain and Saranac River shorelines (see Section II. I).

The escarpment in the south portion of the LWRP lakeshore area (see Map 10B) is environmentally sensitive because it is unstable. The steep drop from the upland area to the lake surface is prone to erosion, slumping, and even collapse. The bluff area is undevelopable. Upland areas east of the existing railroad tracks and adjacent to the escarpment may require stabilization or reinforcement before development can occur. However, this area is generally protected from most development, as it is zoned for Recreation and under City ownership.

The dunes at City Beach are also a site of erosion. While this results from a combination of wind and water forces, the Great Lakes Dunes are a designated Natural Heritage Community. Implementing erosion control measures could help save shoreline areas and improve safety in the North End subarea and Old Base subarea. Development within the waterfront overlay district requires approval from the City Planning Board, though development on these steep slopes is generally not feasible. The City Beach area is a public park space, and the slopes within the Old Base subarea are along a narrow strip of land that is limited by the railroad and the public shared use path. While there is not a specific requirement for steep slopes analysis, the Environmental Assessment Form that is completed as part of the SEQR process addresses soil types and slopes.

In these areas, every effort will be made to control erosion through the use of strategic sequential planting involving grasses and ground covers, low shrubs, higher shrubs, and trees, or other form of erosion control.



**City of Plattsburgh**  
**Topography and Geology**  
**Soil Classification**  
**City of Plattsburgh**

**Map 10A**

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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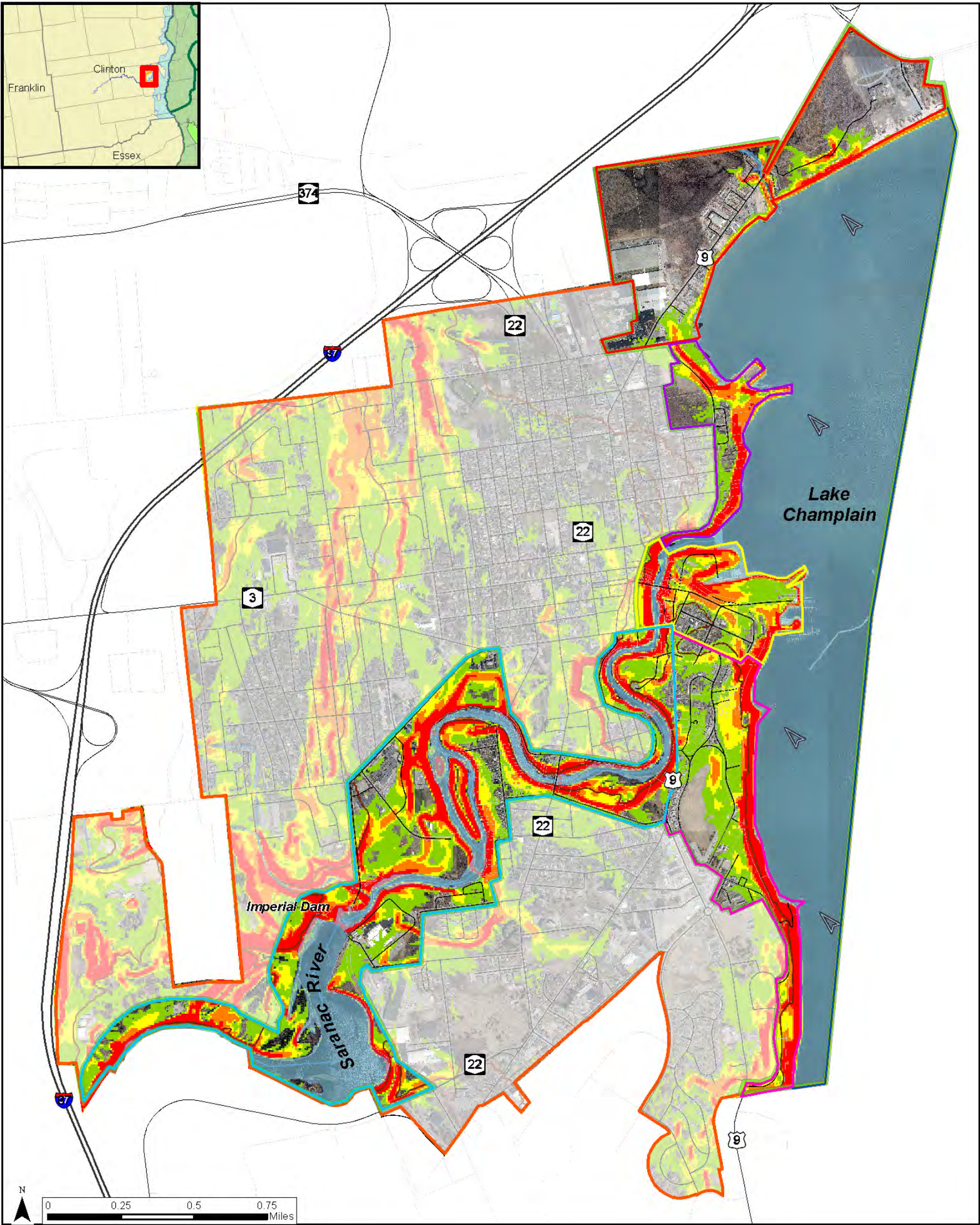
- KEY**
- City of Plattsburgh Boundary (2021)
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  - Subareas
    - North End
    - Cumberland Ave/Wilcox Dock
    - Marina-a-Downtown
    - Old Base
    - Upper Saranac
  - Primary Soil Type**
    - Clay
    - Loam
    - Sand
    - Gravel
    - Urban Complex
    - Muck (Ponded)
    - Water

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**City of Plattsburgh**  
**Topography and Geology**  
**Slopes and Wind Exposure**  
**City of Plattsburgh**

**Map 10B**

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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    - Marina-Downtown
    - Old Base
    - Upper Saranac
  - Slope
    - < 5% (no fill)
    - 5-10%
    - 10-15%
    - 15-25%
    - 25% +
    - 20' Contours
  - Wind & Storm Exposure

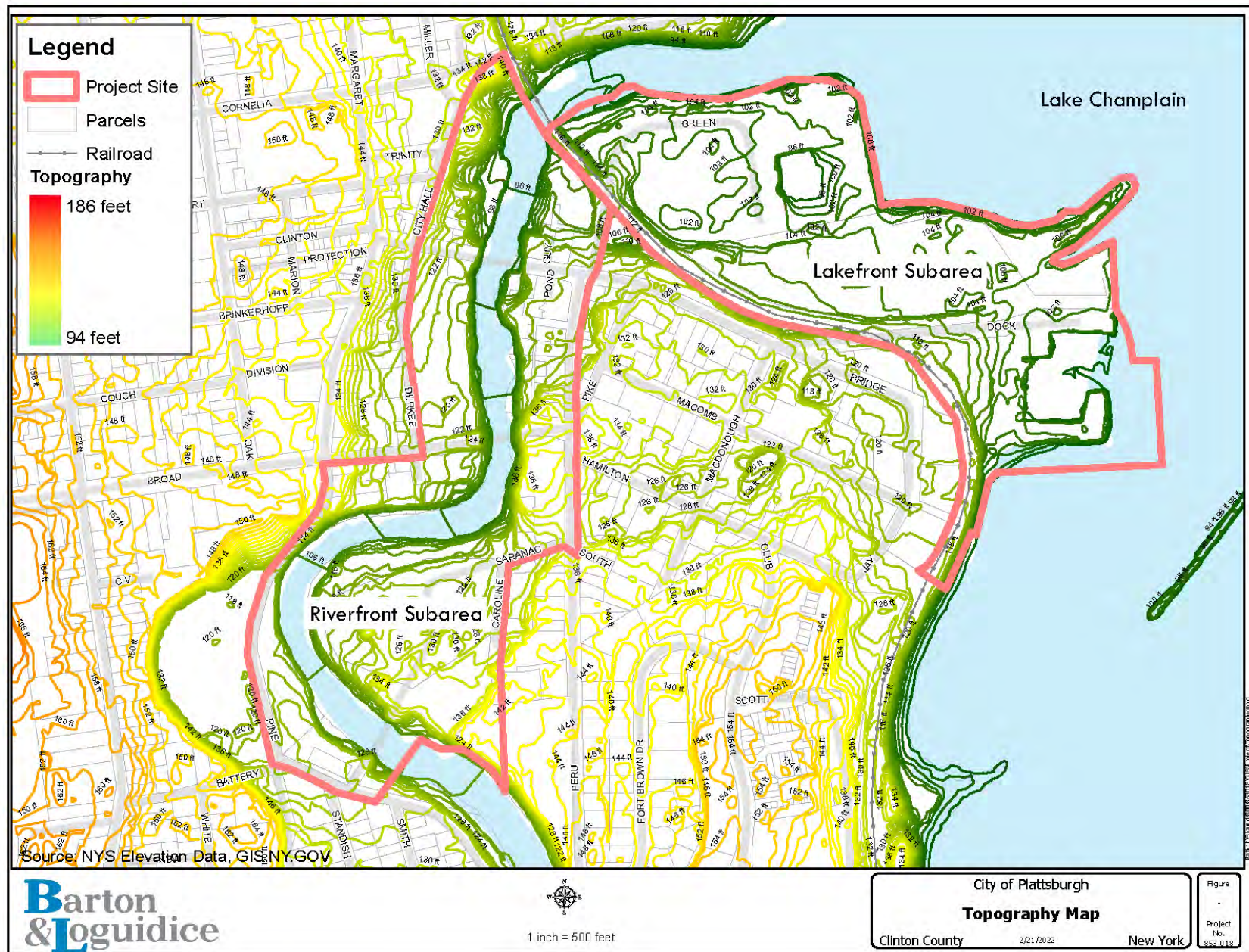
Note: Slopes and contours derived from USGS DEM data with 10-meter resolution. See supplemental map for increased accuracy in the Harborside area.

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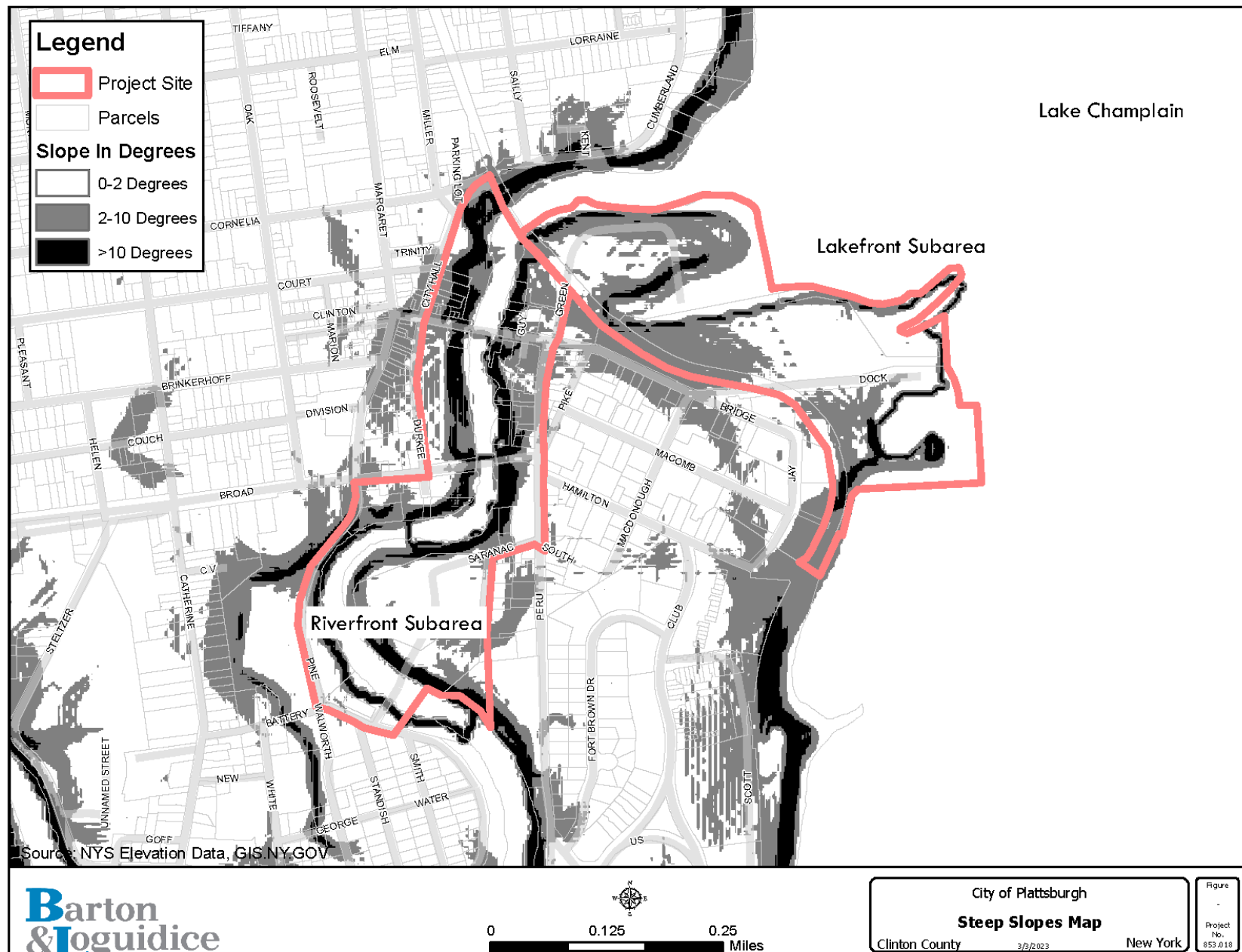


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Map prepared as part of the City's Harborside Masterplan project. March 2023.



Map prepared as part of the City's Harborside Masterplan project. March 2023.

## ***I. Environmentally Sensitive Features***

This section describes land and water resources within the waterfront area which either represent a hazard to future development or are sensitive to developmental activities. These features include wetlands, flood prone areas, and remediation sites and are displayed on Maps 11A and 11B. There are several areas of high natural resource value in the LWRP boundary. These include the wetlands near Scotion Creek, the floodplain associated with the Saranac River, the Saranac River itself, and Lake Champlain. It is important that any recreational or general access projects proposed in these areas are designed to be compatible with the ecological considerations on the site.

### ***i. Wetlands***

Wetland areas exist in the waterfront area east of West Bay Plaza, at the Georgia Pacific properties, adjacent to the Nevada Oval housing on the former Plattsburgh AFB (Federally Regulated Wetland), and within the Upper Saranac subarea.

The wetlands in the north lake coastal portion of the LWRP study area are environmentally sensitive because they are relatively fragile. The low lying, frequently wet soils are located in the North End and Wilcox Dock subareas in the cove-like area between the West Bay Plaza commercial area and the Georgia Pacific lands adjacent to Wilcox Dock. A federally-regulated wetland area is located in the coastal area adjacent to the Nevada Oval housing of the former PAFB.<sup>36</sup> These areas are inappropriate for development and should be protected. Any attempts to alter the softness of the soils by filling, draining, or other disturbance is illegal. The wetlands are subject to federal and state regulations including review and permitting of any proposed actions. Development can occur only with applicable U.S. Army Corps of Engineers and NYSDEC approvals and permits.

Wetland areas can provide natural protection from flooding and erosion and also may support one or more of the rare plants that occur in the vicinity, such as the Houghton Umbrella Sedge. Areas for proposed action must be surveyed for endangered or threatened plants before undertaking development. Presence of rare or endangered plants precludes development where they occur. Review of the potential impacts from development occurs during the SEQRA and site plan approval processes.

Decreasing wetland area endangerment and improving conservation efforts could be augmented by incorporating signage at publicly-accessible points, recognizing these areas as true natural resources.

### ***ii. Floodplain***

The Saranac River floodplain is environmentally sensitive and is unstable. Development within the floodplain is not recommended due to flood hazard. The 100-year floodplain for the Saranac River has been designated by the Federal Emergency Management Agency and represents a significant but calculated development constraint, i.e. a flood will occur once in 100 years. The immediate river shoreline is flood prone but the floodway does not extend beyond the 150' contour line, or less than 500 feet from the river.

#### **Development in Flooding and Erosion-Prone Areas**

Although erosion is not generally a significant problem in Plattsburgh, there are some areas subject to erosion including floodways and flood hazard areas that have been designated along the shoreline. In order to minimize

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<sup>36</sup> Disposal and Reuse of Plattsburgh Air Force Base, New York, Draft Environmental Impact Statement, July, 1995; p. 3-119. Available via: [https://www.google.com/books/edition/Plattsburgh\\_Air\\_Force\\_Base\\_AFB\\_Disposal/vOk3AQAAMAJ?hl=en](https://www.google.com/books/edition/Plattsburgh_Air_Force_Base_AFB_Disposal/vOk3AQAAMAJ?hl=en)

property damage resulting from flooding, development will be discouraged from locating within such areas or appropriately flood-proofed. The City Code includes Flood Damage Prevention in Chapter 176<sup>37</sup> which is administered by the Building Inspector. Within floodways, as identified by the Federal Emergency Management Act (FEMA), only open space uses will be allowed. Within flood hazard areas, development requires a permit in accordance with the City's Flood Damage Prevention Law. The regulations require that the lowest floor, including basement or cellar, be elevated to or above two feet above the base flood elevation, or be floodproofed. The Flood Damage Prevention regulations are intended to minimize the threat of damages from flooding and erosion, such as destruction or loss of private and public housing, damage to public facilities, both publicly and privately owned, and injury to and loss of human life.

Shoreline erosion is currently an ongoing problem in the North End subarea, as well as in localized portions of the steeper waterfront areas of the Old Base site lands. In these areas, every effort will be made to control erosion through the use of strategic sequential planting involving grasses and ground covers, low shrubs, higher shrubs, and trees, or other form of erosion control. It should also be noted that increased boating along Lake Champlain and the Saranac River may result in localized erosion from waves generated by boat wake.

Any development must be consistent with the provisions of Flooding and Erosion Hazards Policies 11 through 17.

### **iii. Lake Champlain**

Lake Champlain is environmentally sensitive because it is shallow within the city boundary. The depth to the bottom rarely exceeds eighteen feet and is less than ten feet deep for most of the study area when the water surface is calm. These depths vary considerably with regional rainfall cycles (e.g., the 1995 drought left both river and lake water levels unusually low). Water depth also varies with wave action, especially in combination with high wind speeds. Moisture-laden high winds from the southeast are not unusual, but light westerly winds are the norm. Semi-annual severe storms pose a significant development constraint along exposed southeast-oriented shore areas. As a result of Hurricane Irene and Tropical Storm Lee, which came through the area in summer 2011, Lake Champlain reached the highest levels ever seen. The storms resulted in flood damage at numerous locations, including at the Municipal Beach, where the restroom facilities were damaged and have been closed since. A federal disaster was declared, and FEMA funding assistance was provided for flood damage repairs.

The shallow water within the study area may be especially sensitive to water borne pollutants, siltation, weed growth, or infestation during population blooms (e.g., freshwater snails). The shallow water may require attentive maintenance such as regular systematic weed harvesting, shoreline grooming, or removal of storm debris for some water uses. Zebra mussels have impacted the shallow water building up on submerged rocks and docks.

The shallow lake areas freeze to a thickness in excess of six inches during the winter months. The seasonal freeze/thaw cycles pose a significant development constraint for all immediate shore areas on both waterside and landside. Large sections of ice and frozen snowpack from the lake surface may pose a hazard in combination with occasional severe spring storms. In addition, the shallow lake and river waters are considered Waters of the United States and are classified as navigable waterways. Development in the water is subject to U.S. Army Corps of Engineers permitting and approval process for any proposed actions in navigable waterways, including temporary installations such as coffer dams.

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<sup>37</sup> City of Plattsburgh: Chapter 176 – Flood Damage Prevention. <https://ecode360.com/32587712>

#### iv. Remediation Sites

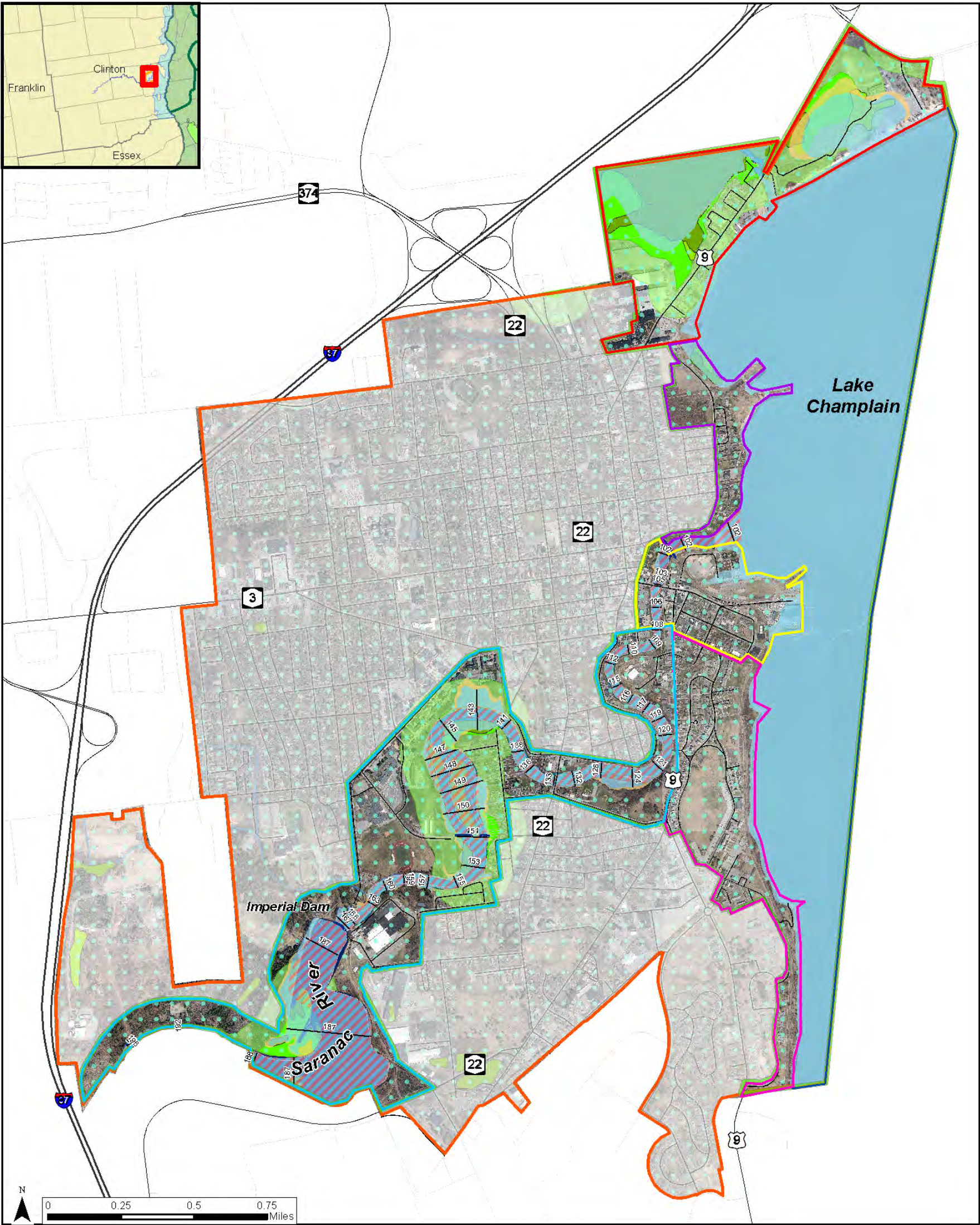
There are properties within the WRA that have been, or are currently, involved with state or federal environmental remediation programs, shown in Map 11B. Generally, these properties were associated with industrial uses.

- The C.P. Rail Yard Site (1, 3) at Dock Street – Brownfield Cleanup Program, Environmental Restoration Program (remediated and closed)
- Plattsburgh Gateway Project at Durkee Street (2) – Environmental Restoration Program (Remediation complete)
- Cumberland Bay – Georgia Pacific Fill (4) – State Superfund Program (no information available via DEC)
- Plattsburgh Municipal Lighting Department at Green Street (5) – State Superfund Program (The site did not qualify for addition to the Registry of Inactive Hazardous Disposal Sites. This site was referred to the Division of Solid Waste.)
- NYSEG Plattsburgh Saranac Street Manufactured Gas Plant (6) – State Superfund Program (Remediation Underway)
- NYSEG Plattsburgh Bridge Street Manufactured Gas Plant (7) – State Superfund Program (Remediation complete: achieved soil cleanup objectives for restricted residential use)
- Cumberland Bay Sludge Bed at Wilcox Dock (8) – State Superfund Program (Fully remediated and delisted)
- C.P. Rail Yard Site at Wilcox Dock (9) – Voluntary Cleanup Program (Remedial investigation completed. Parking installed as a barrier to contact. A Brownfield Cleanup Agreement was terminated on March 16, 2010 for failure to comply with the remedial action work plan and associated site management plan.)
- Saranac River to Cumberland Bay – Superfund Remediation Area (Remediation underway)

The Saranac River, as with many rivers, provided a resource for various industries. One such use was a Manufactured Gas Plant (MGP), which occupied the current NYSEG-owned site (approximately 11 acres) on the east side of the river at Saranac Street from approximately 1896 to 1960. The gas manufacturing process produced large quantities of waste materials, including coal tar, gas purifier waste, and coal ash, which were disposed of on site and subsequently found in river sediments. The multi-year remediation program to remove contaminated sediments from the Saranac River began in 2010, and still continues.<sup>38</sup> The area from Broad Street to Bridge Street was remediated in 2020 and the area in front of MacDonough Park and Green Street in 2021. Completion of the remaining area (Saranac River downstream of the Green Street public boat launch and the Cumberland Bay portion of the Saranac Street former MGP site) is anticipated in 2023.

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<sup>38</sup> <http://www.dec.ny.gov/data/der/factsheet/510007cleanup.pdf>



**City of Plattsburgh**  
**Environmentally Sensitive Features**  
**Wetlands and Flood Zones**  
**City of Plattsburgh**

**Map 11A**

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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File Location: B:\2020\2020-012 Plattsburgh LWRPCompZoning\Maps

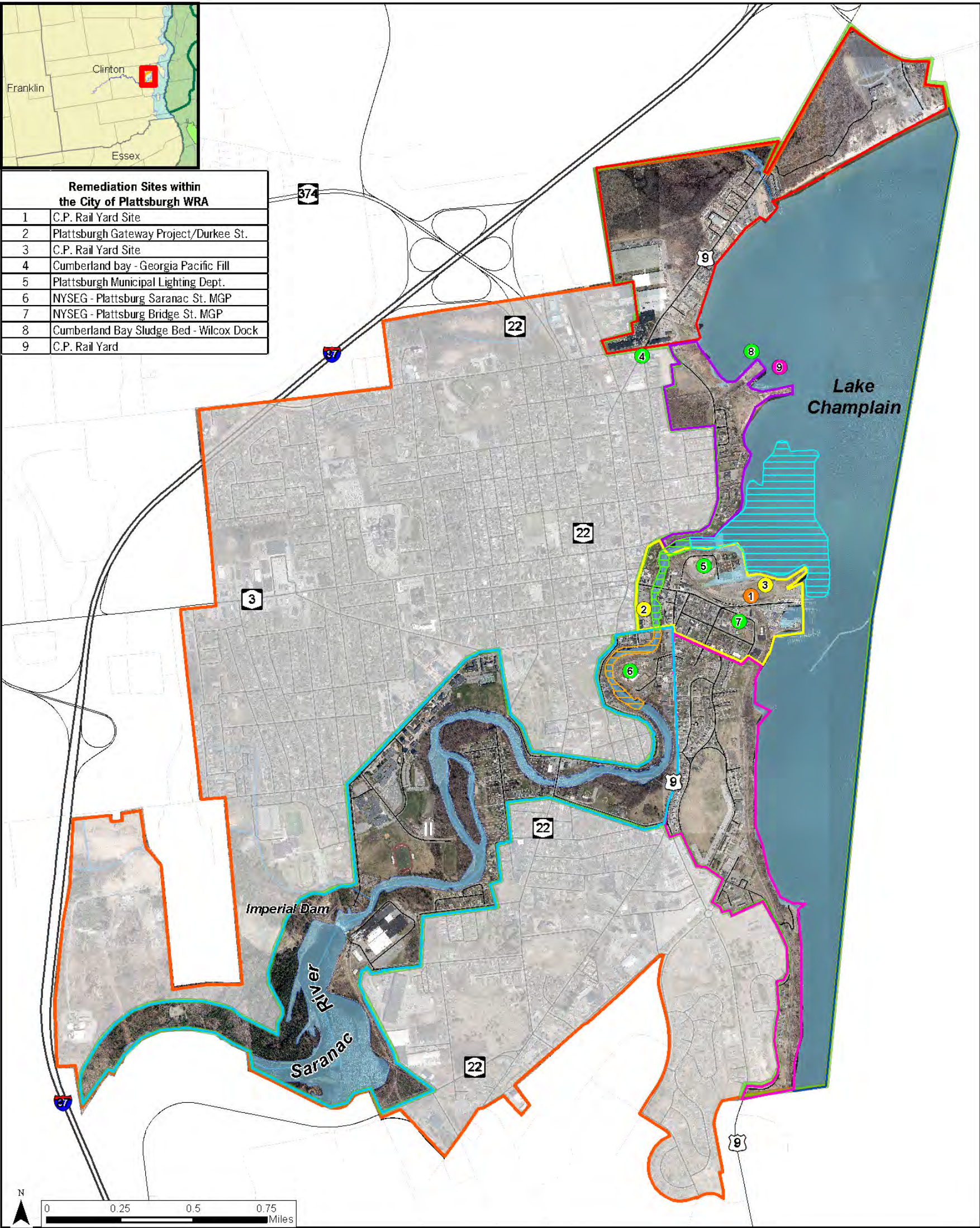
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    - Marina-Downtown
    - Old Base
    - Upper Saranac
- FEMA Flood Zones**
- AE: Regulatory Floodway
  - AE: 1% Annual Flood Hazard
  - X: 0.2% Annual Flood Hazard
  - X: Area of Minimal Flood Hazard
  - Base Flood Elevation
  - Flood Structure
- National Wetlands Inventory**
- Freshwater Emergent Wetland
  - Freshwater Forested/Shrub Wetland
  - Freshwater Pond
  - Lake
  - Riverine
  - DEC Freshwater Wetlands
  - DEC Wetland Checkzones

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Remediation Sites within the City of Plattsburgh WRA	
1	C.P. Rail Yard Site
2	Plattsburgh Gateway Project/Durkee St.
3	C.P. Rail Yard Site
4	Cumberland bay - Georgia Pacific Fill
5	Plattsburgh Municipal Lighting Dept.
6	NYSEG - Plattsburg Saranac St. MGP
7	NYSEG - Plattsburg Bridge St. MGP
8	Cumberland Bay Sludge Bed - Wilcox Dock
9	C.P. Rail Yard

**City of Plattsburgh**  
**Environmentally Sensitive Features**  
**Remediation Sites**  
**City of Plattsburgh**

Map 11B

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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    - Upper Saranac
- Sites by Program**

  - Brownfield Cleanup Program
  - Environmental Restoration Program
  - State Superfund Program
  - Voluntary Cleanup Program

**Superfund Remediation Areas**

  - Saranac River Portion 1
  - Saranac River Portion 2
  - Cumberland Bay (Generalized)

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## **J. Water Quality**

Water quality within the WRA, based on the New York State Department of Environmental Conservation classifications, is depicted in Map 12.

The Saranac River is classified C(T) by the NYSDEC. The water quality “C” classification means that this water is suitable for fishing and fish propagation. The “T” suffix indicates that the river supports trout. Scomotion Creek also has a “C” classification.

Lake Champlain in the study area has a B classification from the New York State Department of Environmental Conservation. “Class B” waters are suitable for primary and secondary contact recreation and fishing, as well as for fish, shellfish and wildlife propagation and survival. A water quality rating of C has been established for Dead (Scomotion) Creek. Dead Creek flows through a large wetland habitat just north of the City boundary. This wetland helps to slow movement of sediment and water-borne nutrients from rural runoff, acting as a natural filter that helps to mitigate negative impacts on Lake Champlain water quality.

The City Sewage Treatment Plant (Water Pollution Control Plant) is located in the study area on the south shore at the juncture of the Saranac River with Lake Champlain. The industrial uses located on the Saranac River do not appear to significantly impact the water quality downstream. One other major point source for treated discharge is the Georgia Pacific Paper Company located on the west side of Cumberland Bay north of Wilcox Dock in the Cumberland Avenue-Wilcox Dock subarea. Pollution from the paper mills is handled by the Water Pollution Control Plant. Treated effluent is discharged directly into Lake Champlain and dissipated by current from the Saranac River.

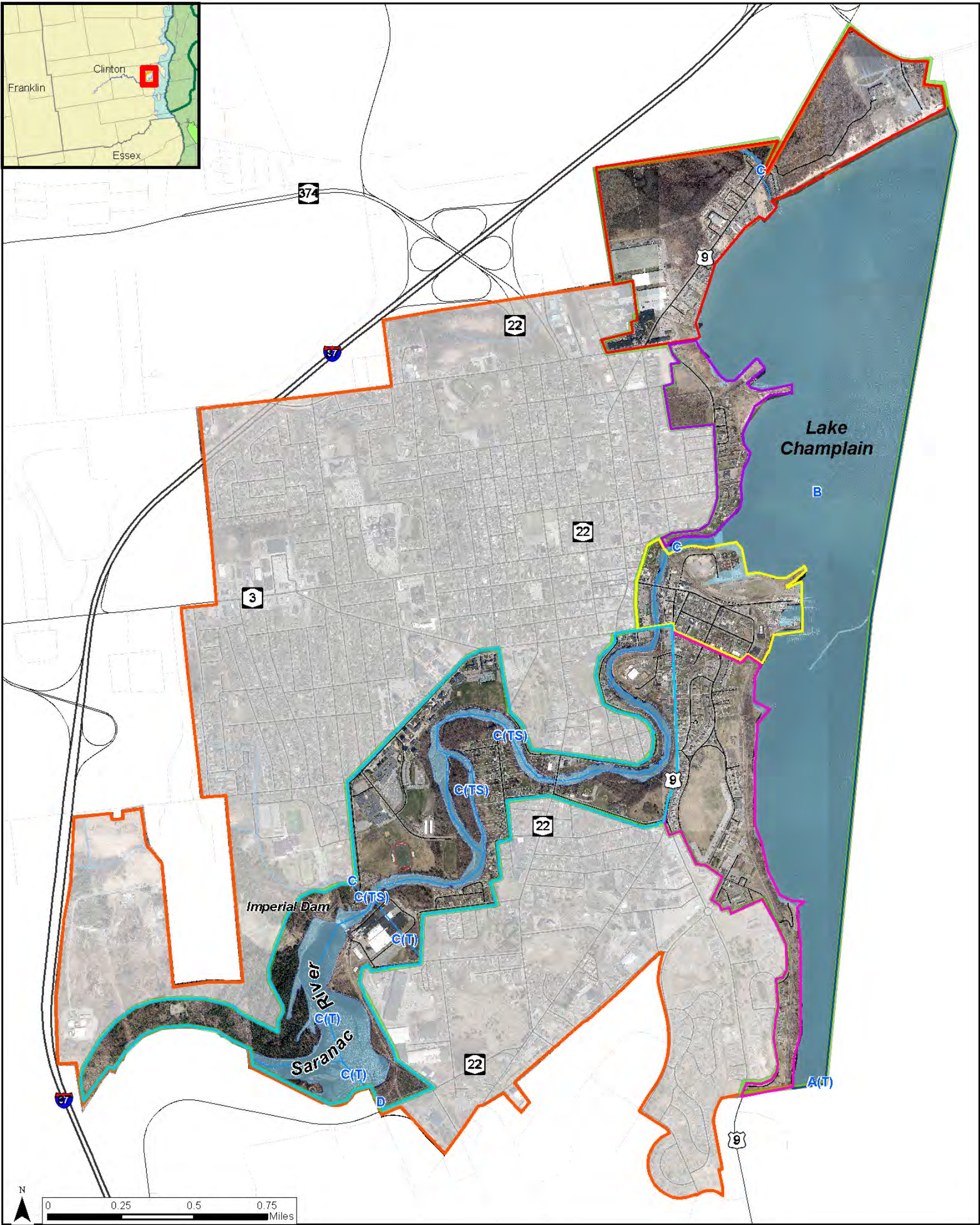
It is important to protect people from sources of contamination and to protect the waterfront area’s resources from degradation through proper control and management of wastes and hazardous materials. Toxic substances include elements, chemicals or chemical compounds that can poison living plants and animals, including humans. While some toxic substances come from natural sources, the increasing use of chemicals in manufacturing processes for agriculture and in our daily lives may be threatening the quality of Lake Champlain waters. According to the Lake Champlain Basin Program, most toxic substances found in the Lake occur at levels that do not pose a known threat to human health. However, the program's "Sediment Toxics Assessment Program" identified Cumberland Bay as a “site of concern” regarding levels of toxicity within the Lake. Toxic substances found within the Bay included PCBs, PAHs, Copper and Zinc. The City should encourage and support all efforts to reduce the introduction of toxic materials into Lake Champlain from local industries, the sewage treatment plant, and the former Air Base lands.

The primary impacts on water quality may be assumed to result from stormwater runoff. This takes the form of non-point source urban runoff and rural runoff from upstream locations. Non-point source pollution is pollution that enters the water from dispersed sources on the land and in the air. The four major categories of nonpoint source pollutants in the Lake Champlain Basin are nutrients, toxic substances, sediment and pathogens. Non-point source pollution often comes from a wide variety of human activities and is also caused by rainfall or snowmelt which carries pollutants into waterways from a number of ground sources, such as streets, parking lots, and agricultural fields.

In some years this has impacted water quality at the City Beach. In general, water quality for the Saranac River and Lake Champlain within the LWRP study area is good and is not expected to pose constraints on future waterfront development. The City does not have a Stormwater Management and Erosion and Sediment Control Law. Since they are not a regulated Municipal Separate Storm Sewer System (MS4) community, one is not required. However, the City does follow the requirements from NYS DEC for Combined Sewer Overflows, which include stormwater regulations for proposed development.

The present water quality classifications for Lake Champlain and the Saranac River are consistent with the proposed land and water uses described in this Local Waterfront Revitalization Program. The uses proposed for the waterfront

area are consistent with the provisions of these water quality ratings. Fostering more opportunities to access and enjoy the Lake and the River will encourage more people to value these resources and support water quality protection.



**City of Plattsburgh**  
**Water Quality**  
**NYSDEC Classifications**  
**City of Plattsburgh**

Map 12

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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NYS DEC Water Quality Classifications	
A	Best Uses: Drinking, Primary/Secondary Contact Recreation, Fishing Suitable for: Fish and Shellfish Propagation
B	Best Uses: Primary/Secondary Contact Recreation, Fishing Suitable for: Fish and Shellfish Propagation
C	Best Usage: Fishing Suitable for: Fish and Shellfish Propagation, Primary/Secondary Contact Recreation
D	Best Use: Fishing Not Suitable for Propagation
(T)	Suitable for Primary/Secondary Contact Recreation Trout Waters
(TS)	Trout Spawning Waters

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## **K. Land Cover and Habitat**

### **i. Land Cover**

Map 13 displays the characteristics of the land, based on the National Land Cover Database by the US Geological Survey. Most of the upland areas are developed – as in many cities – with some open space clearly visible at the US Oval and along the southeast edge of the WRA at the Lake Champlain shoreline. Forest cover is apparent on the City Beach property (in the area of existing trails) and along the Saranac River. Wetlands are noted on the Georgia Pacific property, as well as along the bends and the islands in the Saranac River (see Section II. I). These areas are generally protected, as they fall within the city’s Recreation zoning districts, limiting the potential for disturbance and development. Additionally, any proposed development within the Waterfront Overlay District is subject to site plan review, including SEQRA analysis. Locations that exhibit important natural resource values, such as wetlands and fish and wildlife habitats, should be avoided.

### **ii. Environmental Justice**

The Office of Environmental Justice (OEJ) at the DEC works to address environmental issues and concerns that affect primarily low income and minority communities through grant opportunities, enforcement of environmental laws and regulations, consultation, guidance, and enhanced public participation. The DEC maps Potential Environmental Justice Areas<sup>39</sup>, which are U.S. Census block groups of 250 to 500 households each that, in the Census, had populations that met or exceeded at least one of the following statistical thresholds:

1. At least 52.42% of the population in an urban area reported themselves to be members of minority groups; or
2. At least 26.28% of the population in a rural area reported themselves to be members of minority groups; or
3. At least 22.82% of the population in an urban or rural area had household incomes below the federal poverty level.

Some of these areas fall within the WRA – along the western bank of the Saranac River in the Downtown Subarea, extending into the eastern portion of the Upper Saranac Subarea (much of this area is commercial, parking lots, vacant, or community services), and further west in the Upper Saranac Subarea, on the eastern bank (currently an industrial area).

### **iii. Habitat and Fish Resources**

As part of the effort to protect and restore local fish and wildlife habitats, the City will endeavor to include natural resource and habitat interpretation in all trail developments.

The New York Natural Heritage Program is a partnership between SUNY College of Environmental Science and Forestry and the NYS Department of Environmental Conservation (NYSDEC). The NHP facilitates the conservation of rare animals, rare plants, and natural ecosystems, and the reduction of the threat of invasive species to native ecosystems. The NHP has mapped a Significant Natural Community within the WRA – Great Lakes Dunes, located at City Beach.

The NHP describes the Great Lakes dunes as “a community dominated by grasses and shrubs that occurs on active and stabilized sand dunes along the shores of the Great Lakes. The composition and structure of the community is variable depending on stability of the dunes, the amount of sand deposition and erosion, and distance from the lake.

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<sup>39</sup> <https://www.dec.ny.gov/public/911.html>

Unstable dunes are sparsely vegetated, whereas the vegetation of stable dunes is denser, and can eventually become forested.”<sup>40</sup>

Lake Champlain is the sixth largest freshwater lake in the continental U.S. and is one of its most popular fishing destinations. As discussed in Section II. E., there is a desire to maximize public access for boating and fishing along both the river and the lake. Shoreline and ice fishing are also popular in season. A goal for the WRA is to increase public access by enhancing existing areas and creating new access points and walkways, particularly at City Beach and Scammon Creek, the Point, and the Old Base site, which have been identified as priority areas for revitalization. When siting boating facilities, marina locations should be developed and/or maintained and enhanced at Wilcox Dock and Dock St. Landing, as well as at the City Marina and at the Plattsburgh Boat Basin. Facilities must be developed where vehicular access is, or can be, provided for and where strong linkages can be made between the waterfront and other city amenities.

The entire Lake Champlain Basin supports abundant and diverse warm water fish populations. A fisheries survey conducted by the New York State Department of Environmental Conservation during the mid-1980s identified approximately 58 fish species within the Lake. The most popular species in the Cumberland Bay area are Lake Trout, Steelhead Trout, Landlocked (Atlantic) Salmon, Smelt, Walleye, Largemouth Bass, Smallmouth Bass, Northern Pike, Chain Pickerel, Muskellunge, and Yellow Perch. The fish population is expected to thrive in the foreseeable future owing to control of the Sea Lamprey population.

The City should continue to provide public access for fish and wildlife resource related activities, including fishing, provided that the level of access would not result in a loss of resources necessary to continue supporting these uses.

#### ***L. Scenic Views***

According to a 1987 survey undertaken by the President’s Commission on Americans, scenic beauty is ranked as the most important criterion Americans use in choosing parks and recreation areas. Support for this finding can easily be found in the high automobile counts on scenic highways such as the Skyline Drive and Blue Ridge Parkway in Virginia and North Carolina.<sup>41</sup>

Given its location on Lake Champlain between the Adirondack Mountains of New York State and the Green Mountains of Vermont, Plattsburgh has an abundance of scenic views which should be identified and protected. Scenic values associated with natural resources, such as the views of the mountains, the abundant wetlands and related open space, and shorelines in natural conditions, all contribute to scenic quality.

Beautiful views of Lake Champlain can be seen from points all along the waterfront, but particularly from the City Beach, Wilcox Dock, from the area at the foot of Point Historic District, the marina, and Sailor’s Beach at the Old Base (See Map 14). The City Beach also provides excellent views back to the city. However, due to many waterfront properties being under private ownership, along many stretches of the City of Plattsburgh waterfront, physical and visual access is limited for the general public.

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<sup>40</sup> March 2014. New York Natural Heritage Program, Ecological Communities of New York State, Second Edition. Page 83. Available at <https://www.nynhp.org/documents/39/ecocomm2014.pdf>

<sup>41</sup> Stokes, Samuel N. and A. Elizabeth Watson, Genevieve P. Keller, and J. Timothy Keller, *Saving America's Countryside* (Baltimore and London: The Johns Hopkins University Press, 1989) 42.

Plattsburgh's waterfront is characterized by smaller-scale urban development, transportation arteries, and underutilized open space shoreline tracts; many waterfront parcels are current or former industrial parcels with potential for redevelopment. The most important visual concern is the view of Lake Champlain from the City and views of the city from various waterfront points. Elements impacting these views include deteriorated and abandoned structures, unkempt parcels, and unplanned (or poorly planned) siting. Visual access has also been diminished due to blocked views or the elimination of vantage points.

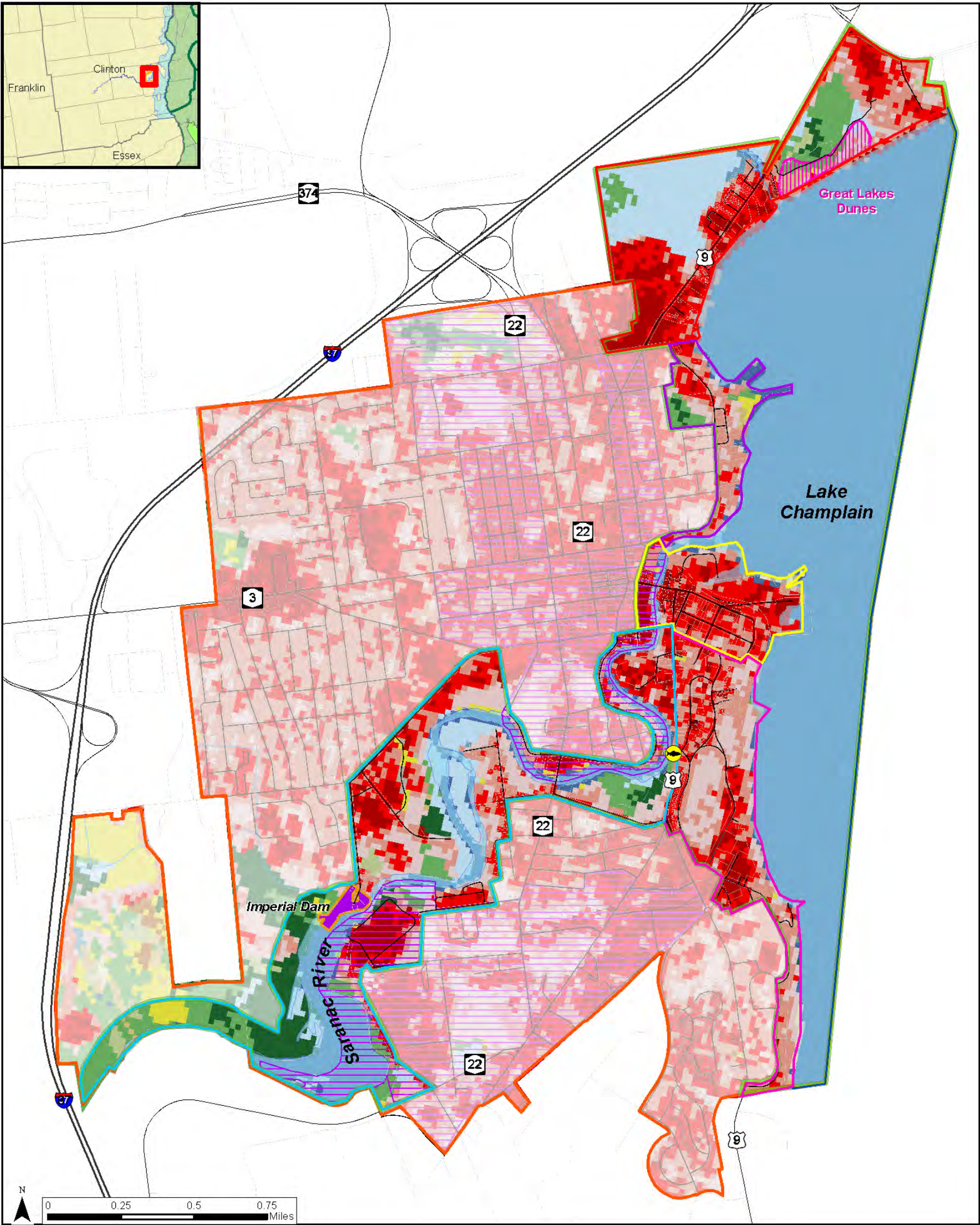
City legislation addresses views via landscaping and fencing requirements for screening (section 360-20) and signage regulations (section 360-27) to prevent view obstruction. The proposed Design Guidelines include a principle for the recognition of the unique scenic values of the waterfront area.

Care shall be given to protecting and enhancing the overall scenic quality of the waterfront. Any commercial or industrial use to be located along the shoreline, for example, should be provided with appropriate fencing, screening and/or landscaping sufficient to mitigate any negative visual impacts. The City could work to improve interpretive access at key viewpoints, providing appropriate signage and information such as descriptions of Revolutionary War and War of 1812 naval battles, explanations of wetlands, other microclimates and geological features, and the City's commercial and industrial development.

Since the Dock Street area has the potential to become a major entry point into the city, the development of design guidelines, which could build upon the 2009 Streetscape and Design Guidelines for the Downtown Area, is one option to improve the waterfront and landside ambience. Providing landscape or other screening of the Water Resource Recovery Facility would also improve the viewshed, particularly the image of the City as viewed from the lake.

Maintaining and expanding visual access to the waterfront is important to the City of Plattsburgh. Views of the waterfront not only enhance the character of the WRA, but increase property values for properties near, but not on, the waterfront, thereby encouraging economic growth.

Visual access can be prioritized by, for example, sensitivity to the scale, design, location, or type of proposed structures; vegetative or structural screening of an industrial or commercial site to preserve overall visual quality; or providing pull-offs along public roads at appropriate locations.



# City of Plattsburgh

## Land Cover and Habitat City of Plattsburgh

### Map 13

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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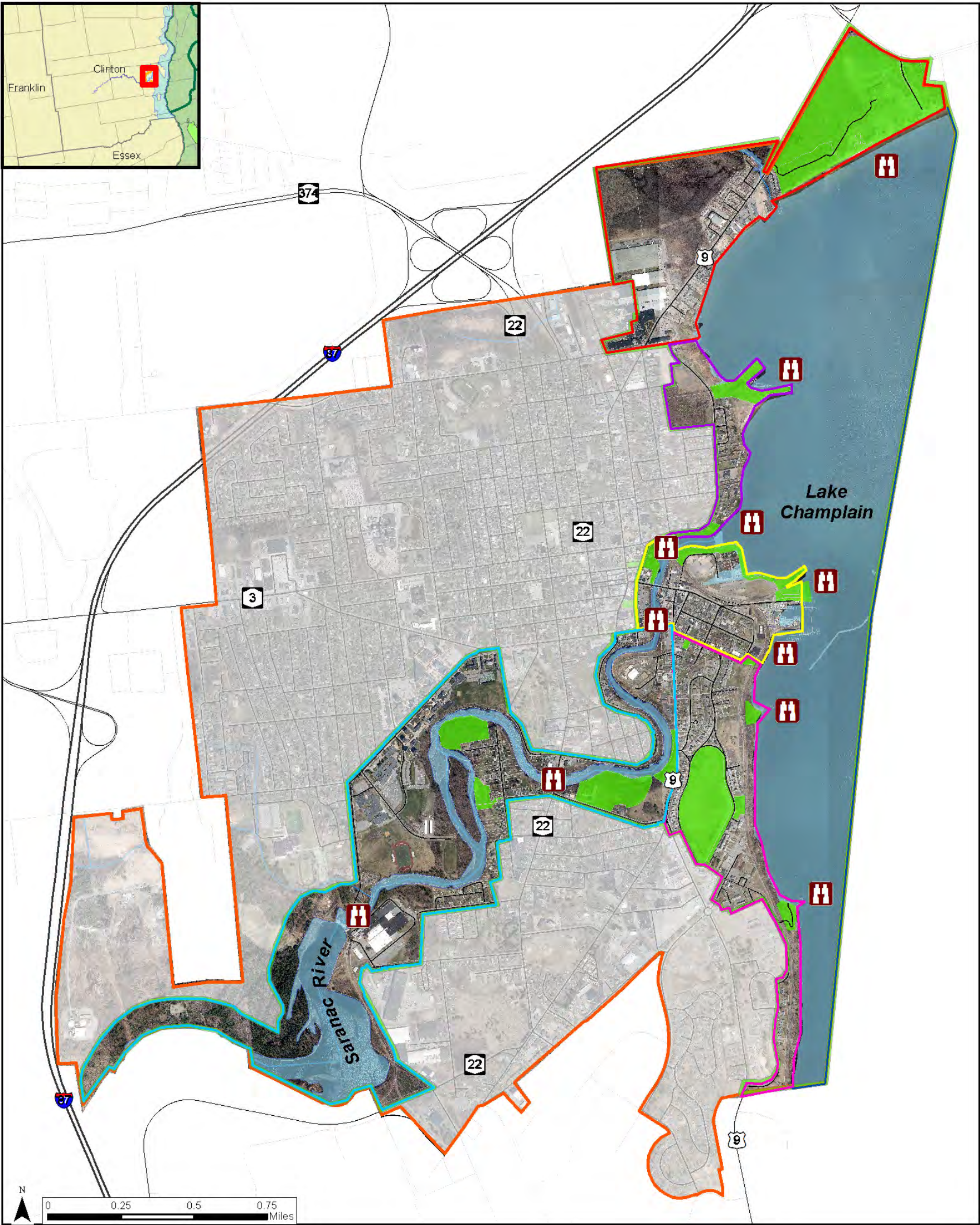
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    - Upper Saranac
  - Potential Environmental Justice Areas
  - NYS DEC Natural Heritage Communities
  - DEC Recommended Public Fishing Sites
  - DEC Lands

- NLCD Land Cover Classification Legend**
- 11 Open Water
  - 12 Perennial Ice/ Snow
  - 21 Developed, Open Space
  - 22 Developed, Low Intensity
  - 23 Developed, Medium Intensity
  - 24 Developed, High Intensity
  - 31 Barren Land (Rock/Sand/Clay)
  - 41 Deciduous Forest
  - 42 Evergreen Forest
  - 43 Mixed Forest
  - 51 Dwarf Scrub\*
  - 52 Shrub/Scrub
  - 71 Grassland/Herbaceous
  - 72 Sedge/Herbaceous\*
  - 73 Lichens\*
  - 74 Moss\*
  - 81 Pasture/Hay
  - 82 Cultivated Crops
  - 90 Woody Wetlands
  - 95 Emergent Herbaceous Wetlands
- \* Alaska only

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City of Plattsburgh

Scenic Views  
City of Plattsburgh

Map 14

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    - Upper Saranac
    - City Parks and Natural Areas
  - Scenic Views

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**NEW YORK** STATE OF OPPORTUNITY  
**Department of State**

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## **M. Zoning**

### **i. Zoning District Classifications**

The City of Plattsburgh Zoning Ordinance has been in effect since 1981, with revisions in 1983, 1988 and 2001 (see Map Series 15). The zoning ordinance was updated as part of the development of a new Master Plan for the City, by The Saratoga Associates. Zoning changes in the waterfront revitalization area were adopted by the Common Council and are described further in Section V, Local Techniques for Implementation. The City will be updating its Comprehensive Plan and Zoning Ordinance in conjunction with the adoption of this LWRP. These plans and ordinances will continue to be evaluated to ensure that the goals of the LWRP are supported.

The existing zoning establishes districts which support fairly stable existing uses, but some refinements and enhancements may be needed to accommodate planned future waterfront development and ensure the protection of existing resources. Such development can be expected to take place in all of the LWRP subareas and adequate protection for the waterfront and related resources should be adopted in anticipation of such development.

The general purpose of the zoning ordinance is “promoting the health, safety, morals, convenience, order, prosperity and general welfare of the community.” The City of Plattsburgh Zoning Ordinance consists of ten classification districts and three overlay districts.

RH	Residential Historic	OL-P-1	Overlay District – Parking
R-1	Low-Density Residential	OL-P-2	Overlay District – Parking
R-2	General Residential	OL-W	Overlay District – Waterfront
B-1	General Business	RC-1	Recreational and Related Uses
B-2	Highway Business	RC-2	Recreational and Related Uses
C	Central Business	RC-3	Recreational and Related Uses
I	Industrial		

All districts except B-2 and RH are located within the WRA.

Along the Lake Champlain waterfront, most land is zoned residential or for recreation, reflecting current land use patterns. Along the Saranac River, the dominant district is residential, with industrial along the southwest shore and at the water resource recovery facility, and commercial uses downtown and at the Route 22 bridge crossing. All districts except B-2 (Highway Business) are located within the Waterfront Revitalization Area.

### **ii. Existing Zoning Within LWRP Subareas**

#### **1. North End Subarea Zoning**

The entire North End subarea is zoned Recreation and Related Uses (RC) except for the large parcels owned by Georgia Pacific, which are zoned Industrial (I). Other uses in this zone consist of the primarily recreational Municipal Beach, Crete Memorial Civic Center and Heritage Trail areas north of Scotion Creek, and low-density private residential and commercial development at Plattsburgh Eye Associates and West Bay Plaza.

## **2. Cumberland Avenue/Wilcox Dock Subarea Zoning**

The northern half of this subarea, as well as the area along much of Saily Avenue, is zoned R-2 (general residential), including Wilcox Dock and the adjacent Georgia Pacific Lands. There is a small amount of land zoned General Business (B-1) along Saily Avenue near Margaret Street. The southern half of this subarea is zoned R-1 (low-density residential), reflecting the fact that more than half of the land in this area is occupied by prime housing on large lots. It should be noted that the extreme southern end of this subarea, which includes the banks of the Saranac River, is zoned R-2 (north bank of river).

## **3. Marina – Downtown Subarea Zoning**

This subarea is occupied by the water pollution control plant, Dock Street Landing, Plattsburgh Boat Basin, Point Historic District, and the Central Business District. The Central Business District is on the western bank of the Saranac River while the eastern bank is zoned General Business B-1. The northernmost area along the banks of the Saranac River is occupied by the water pollution control plant and is currently zoned Industrial (I). The area formerly occupied by the CP Railyards is zoned RC, recreation and related uses. The Point Historic District area is zoned R-2.

## **4. Old Base Subarea**

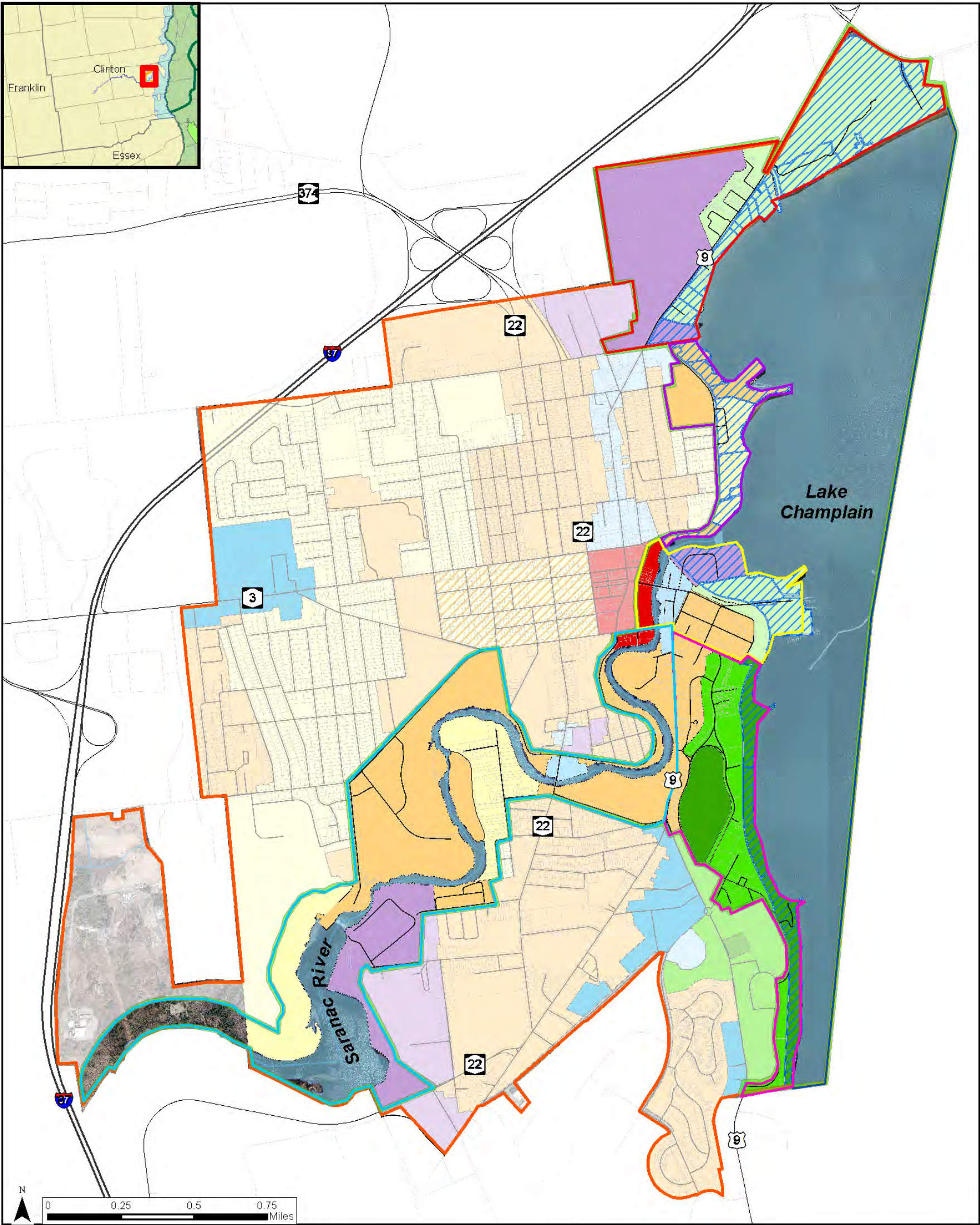
The majority of the land within the Old Base subarea was not zoned until the Planning Commission's adoption of a new zoning ordinance in 2001. The majority of the subarea is currently zoned for recreation; under the new zoning ordinance, the area is zoned RC-3 along the waterfront and RC-2 in all other areas. There is General Residential (R-2) to the west of the recreational areas, surrounding Peru Street and Fort Brown Drive. This subarea also contains a Parking Overlay District. Land uses in the portion of the former base that lies within the LWRP boundaries remain essentially the same. The Old Base portion of the former Plattsburgh Air Force Base, which is the area adjacent to Lake Champlain, has been redeveloped and is now 98% occupied. The re-use of the area includes the following:

- Residential – Over 300 dwelling units are occupied or have been constructed. The southern portion of the subarea has been redeveloped to include progressive care facilities for the aging population. Lake Forest Senior Living Community was developed at the northern edge of the Nevada Oval, between Tennessee Road and Ohio Avenue. Tall Pines Estates apartments, a 56-unit complex for residents aged 55 and older, is underway at the southern end of the Nevada Oval, just south of the existing Pine Harbour Assisted Living facility.
- Professional offices that provide legal, educational, personnel, real estate and employment services, as well as Plattsburgh City Court.
- Plattsburgh Recreation Department, home to the Plattsburgh Winter Farmers Market.
- Museum Complex
  - Clinton County Historical Association and Museum
  - Champlain Valley Transportation Museum (now closed)
  - Kids' Station children's museum
  - Battle of Plattsburgh Association's "War of 1812 Museum"
- Two brewing companies have recently opened within historic buildings in this subarea. The Old Stone Barracks at 49 Ohio Avenue recently became home to the Valcour Brewing Company, while the old Rescue Hose 5 fire station at 111 Ohio Road recently became home to Oval Craft Brewing.

## **5. Upper Saranac Subarea**

The Upper Saranac Subarea is about 75% residentially zoned, with R-1 zoning in the central oxbow area and R-2 along the rest of the riverbanks below the Imperial Dam, including the SUNY Plattsburgh properties. There is a small pocket

of General Business (B-1) where Catherine Street meets the bridge on the northern bank of the river. Upstream of the Dam, the northern bank is zoned R-1 residential, while the southern bank, along the railroad tracks, is zoned Industrial.



City of Plattsburgh

Existing Zoning  
City of Plattsburgh

Map 15A

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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File Location: B:\2020\2020-012 Plattsburgh LWRPCompZoning\Maps

- KEY**
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  - Subareas
    - North End
    - Cumberland Ave/Wilcox Dock
    - Marina-Downtown
    - Old Base
    - Upper Saranac
- City Zoning - 2020**
- No Classification
  - B1 General Business
  - B2 Highway Business
  - C Central Business
  - I Industrial
  - R1 Low-Density Residential
  - R2 General Residential
  - RC-1 Recreation 1
  - RC-2 Recreation 1
  - RC-3 Recreation 1
  - RH Residential Historic
  - Waterfront Overlay District (Existing)

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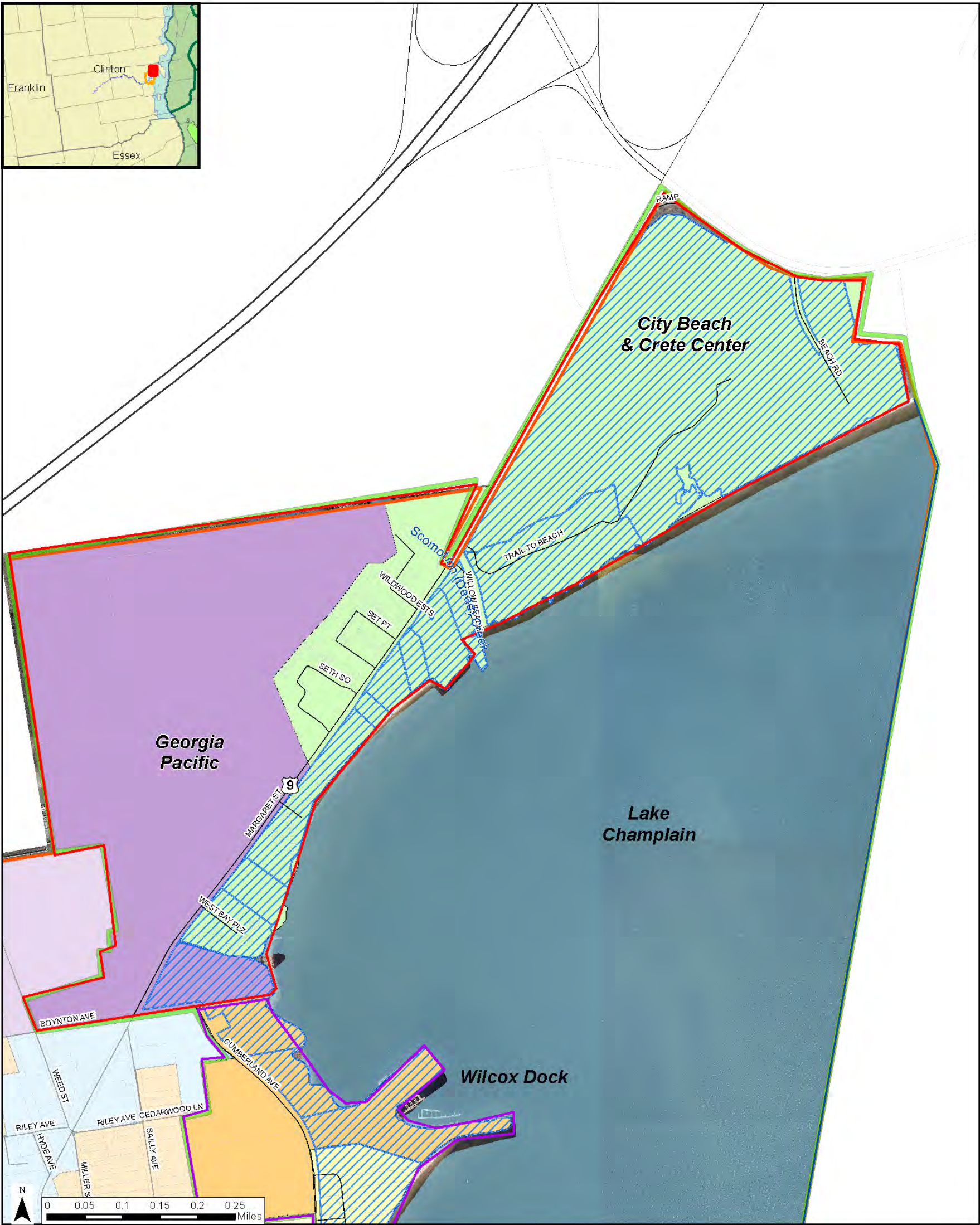
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City of Plattsburgh

Existing Zoning  
North End

Map 15B

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.

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    - RC-2 Recreation 1
    - RC-3 Recreation 1
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    - Waterfront Overlay District (Existing)

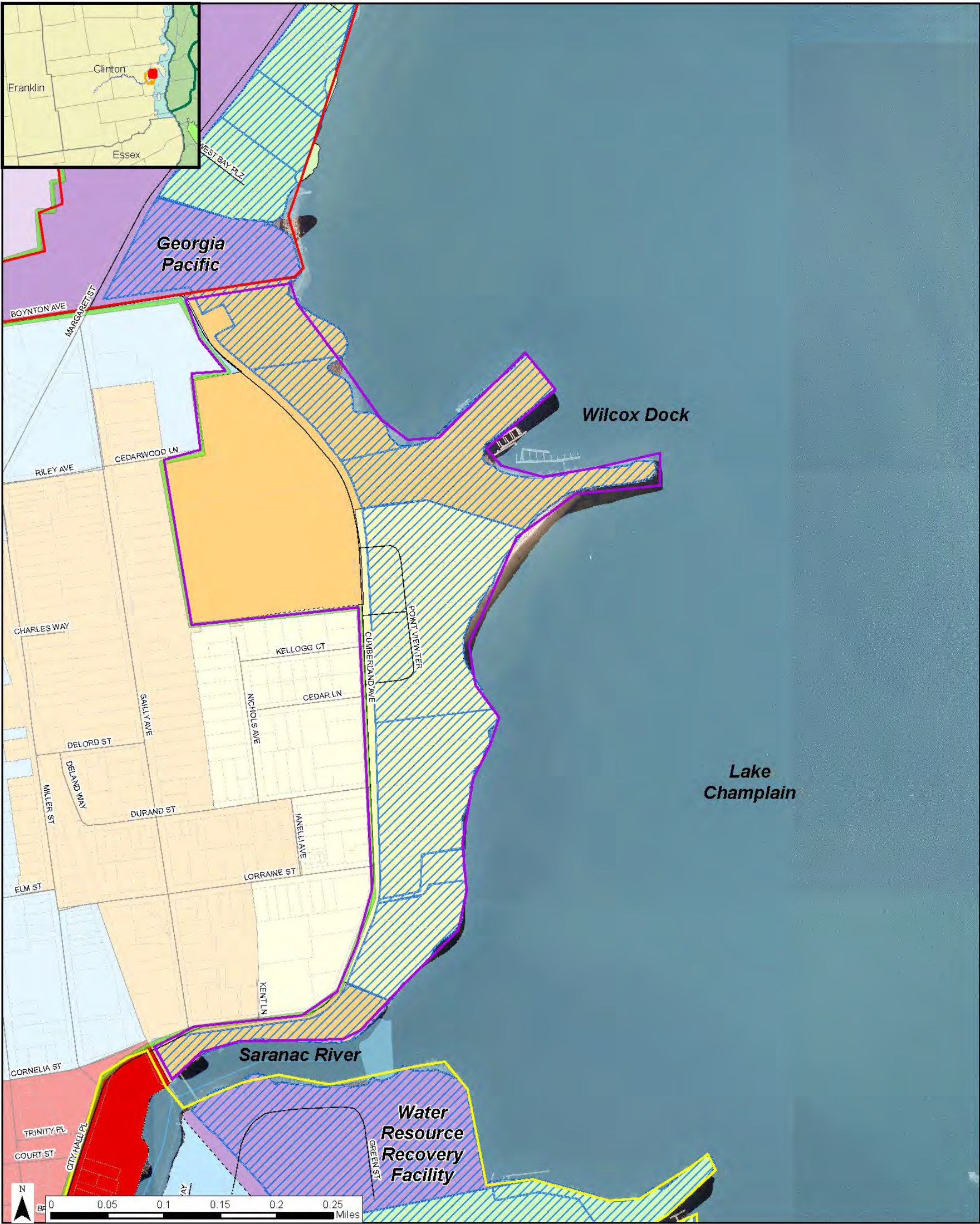
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# City of Plattsburgh

## Existing Zoning Cumberland Ave/Wilcox Dock

### Map 15C

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File Location: B:\2020\2020-012 Plattsburgh LWRPCompZoning\Maps

**KEY**


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- Subareas
  - North End
  - Cumberland Ave/Wilcox Dock
  - Marina-Downtown
  - Old Base
  - Upper Saranac

**City Zoning - 2020**

- No Classification
- B1 General Business
- B2 Highway Business
- C Central Business
- I Industrial
- R1 Low-Density Residential
- R2 General Residential
- RC-1 Recreation 1
- RC-2 Recreation 1
- RC-3 Recreation 1
- RH Residential Historic
- Waterfront Overlay District (Existing)

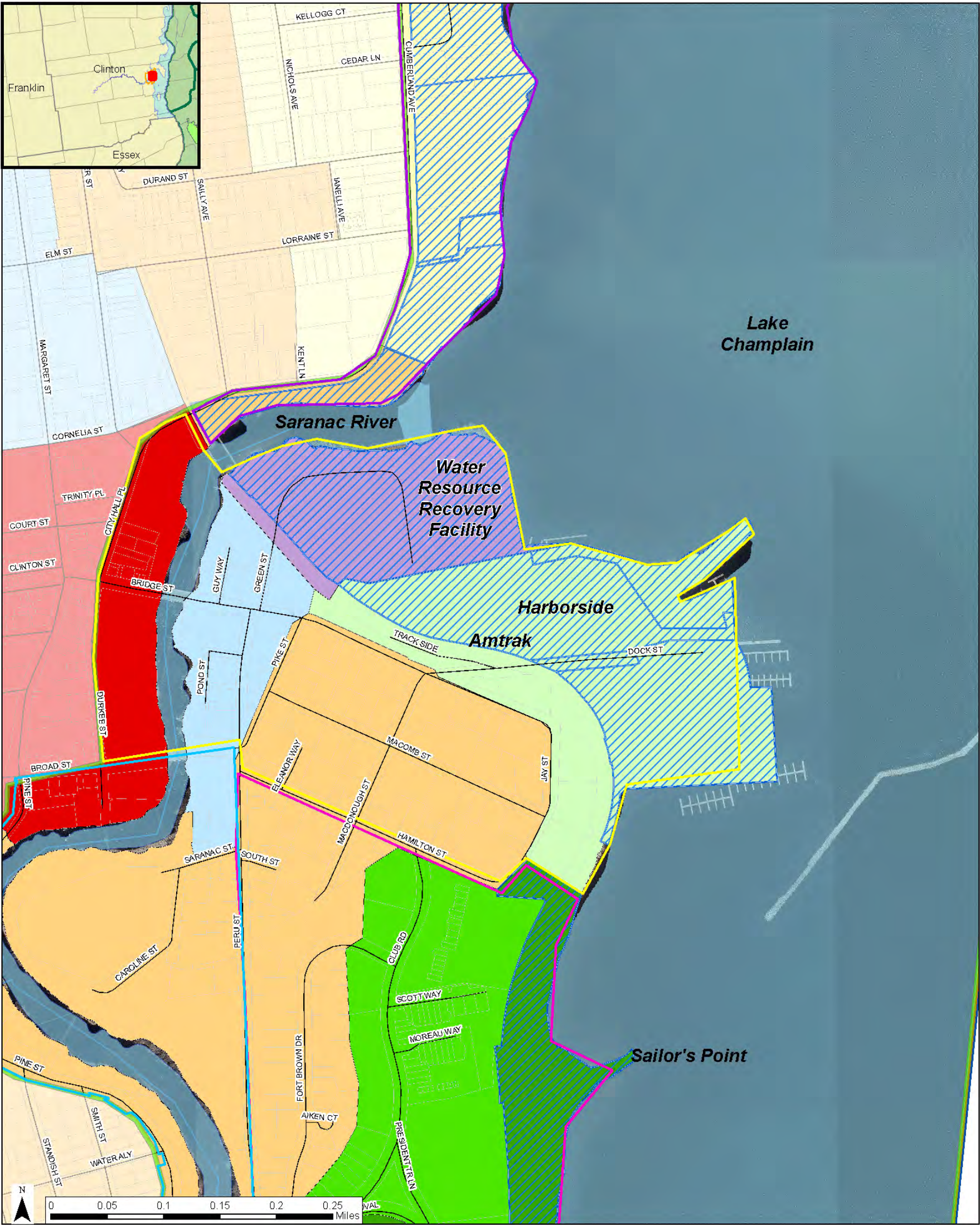
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# City of Plattsburgh

## Existing Zoning

### Marina - Downtown

#### Map 15D

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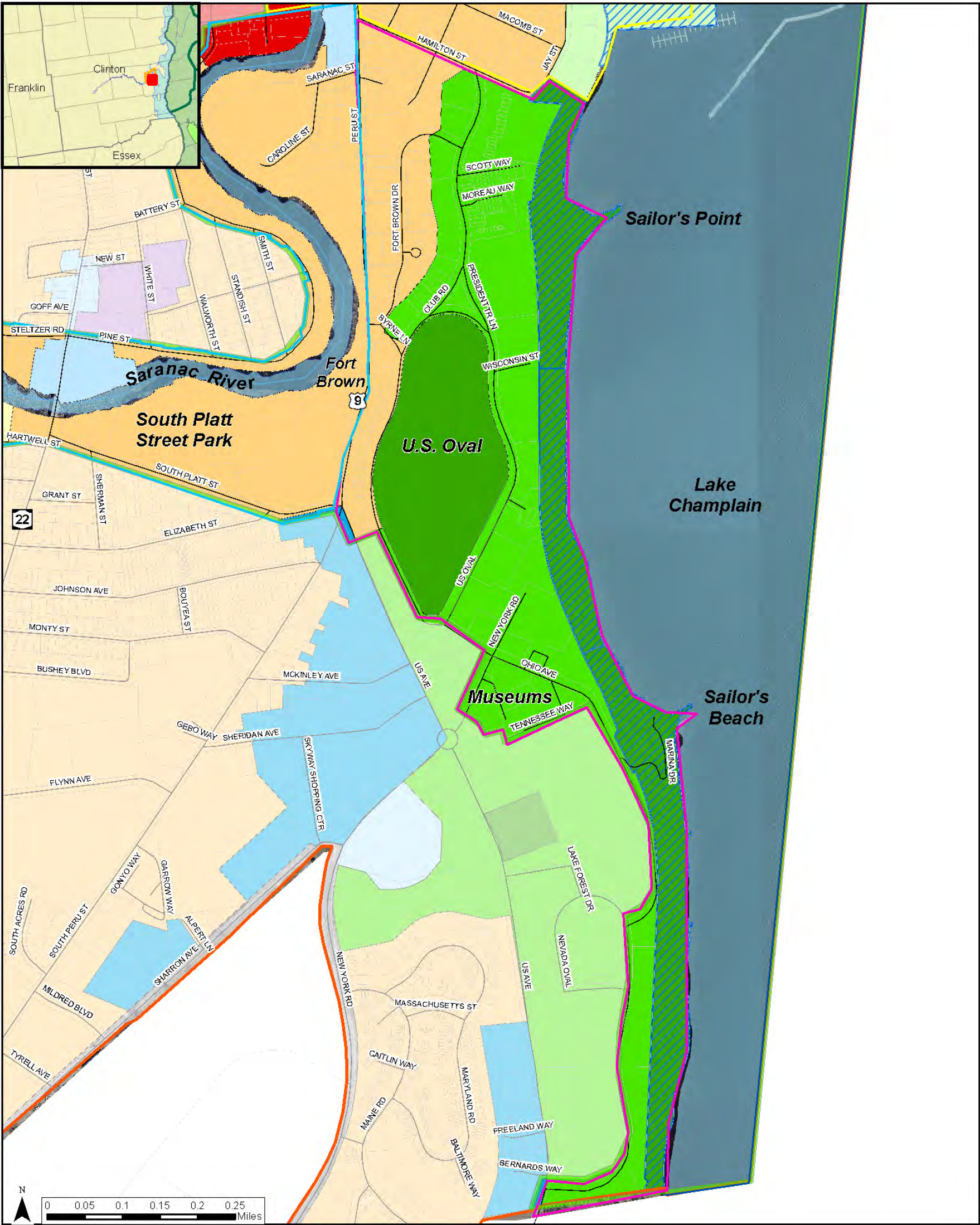
**City Zoning - 2020**

- No Classification
- B1 General Business
- B2 Highway Business
- C Central Business
- I Industrial
- R1 Low-Density Residential
- R2 General Residential
- RC-1 Recreation 1
- RC-2 Recreation 1
- RC-3 Recreation 1
- RH Residential Historic
- Waterfront Overlay District (Existing)

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City of Plattsburgh

Existing Zoning  
Old Base to Upper Saranac

Map 15E

Note: Harbor Management boundary is coterminous with the waterside municipal boundary and Waterfront Revitalization Area boundary.  
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File Location: B:\2020\2020-012 Plattsburgh LWRPCompZoning\Maps

KEY

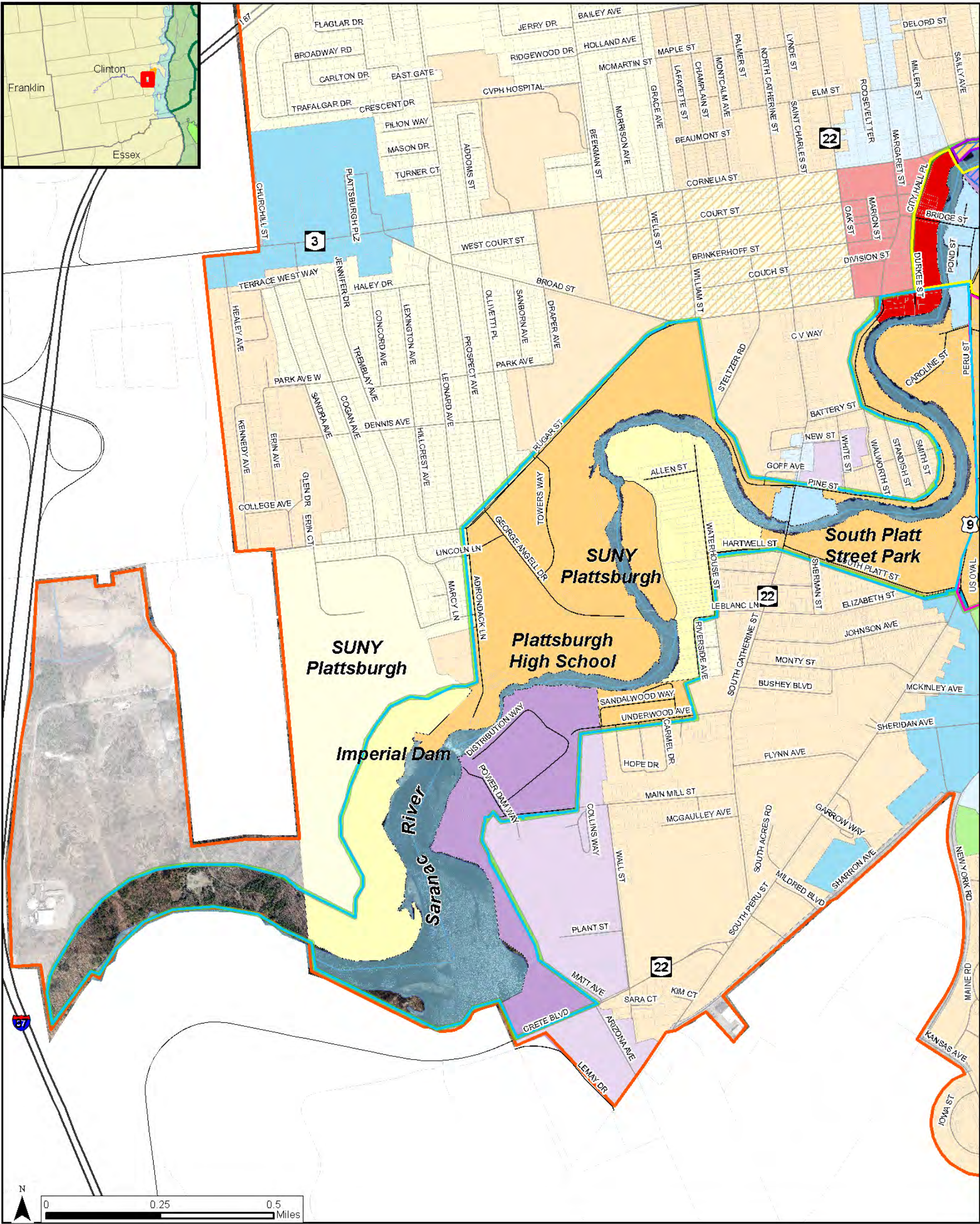
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- City Zoning - 2020
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  - RC-2 Recreation 1
  - RC-3 Recreation 1
  - RH Residential Historic
  - Waterfront Overlay District (Existing)

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# City of Plattsburgh

## Existing Zoning Upper Saranac

Map 15F

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  - Upper Saranac

**City Zoning - 2020**

- No Classification
- B1 General Business
- B2 Highway Business
- C Central Business
- I Industrial
- R1 Low-Density Residential
- R2 General Residential
- RC-1 Recreation 1
- RC-2 Recreation 1
- RC-3 Recreation 1
- RH Residential Historic
- Waterfront Overlay District (Existing)

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## ***N. Summary of Key Waterfront Issues***

Based on the existing conditions assessments carried out as part of the Inventory and Analysis section, key waterfront issues include:

1. Decreasing wetland area endangerment and improving conservation efforts, while at the same time, recognizing these areas as true natural resources and maximizing sensitive beach development opportunities;
2. Implementing erosion control measures to save shoreline areas and improve safety in the North End subarea and Old Base subarea;
3. Improving public access by enhancing existing areas and creating new access points and walkways, particularly at City Beach and Scotion Creek, MacDonough Park, Harborside, the Point, and the Old Base site, which have been identified as priority areas for revitalization;
4. Continue mitigation of environmental remediation areas in partnership with various City industries, applicable New York State agencies, and others;
5. Strengthening linkages between the waterfront and downtown, focusing on the Dock/Bridge Street corridor, but also seeking to connect the subareas to one another through streetscape improvements, signage, interpretation, trail connections, public transit, and other efforts;
6. Raising public awareness of both the City's and Lake Champlain's cultural and natural resources;
7. Protecting existing resources, such as the Saranac River, historic resources, and the magnificent resources of Lake Champlain.
8. Capitalizing on opportunities to enhance potential development along waterfront parcels, such as at Dock Street Landing, where potential exists for mixed-use or hotel development; at Durkee Street, which could serve as a destination point along a corridor connecting the downtown to the waterfront; at the City Marina, which could expand; and at the City Beach.

In general, it is anticipated that waterfront revitalization could act as a catalyst to the revitalization of the entire city. In pursuing its redevelopment options, the City will need to balance the needs of local residents with the best interests of the City. Recent studies undertaken by both the City and the Lake Champlain Basin Program indicate a need for careful planning to address continuing population growth, increasing use of Lake Champlain, increasing user conflicts, and the predicted effects of growth on the entire Lake Champlain basin. The Lake Champlain Basin Program also recognizes that fostering more opportunities to access and enjoy the Lake will encourage more people to value it and support water quality protection, ultimately increasing the number of people engaged in Lake stewardship.<sup>42</sup> The City has also recognized the need to work closely with private property owners and to develop partnerships and establish connections between various community resources and groups.

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<sup>42</sup>Lake Champlain Basin Program, April 2003. *Opportunities for Action: An Evolving Plan for the Future of the Lake Champlain Basin*. "Chapter 4: Recreation and Cultural Resources." <http://www.lcbp.org/wp-content/uploads/2013/03/Final-April03.pdf>

Perhaps the greatest issue is the City's growing need to use its unrivaled location and substantial Lake Champlain waterfront area. Plattsburgh needs to convert its numerous underutilized waterfront areas to vibrant, publicly accessible destinations for the economic benefit and enjoyment of its residents and visitors while protecting Lake Champlain for future generations.