

III. Local Waterfront Revitalization Policies

The City of Plattsburgh Local Waterfront Revitalization Policies presented in this chapter adapt the State's 44 coastal policies to consider the economic, environmental, and cultural characteristics of the City's waterfront revitalization area. The policies are comprehensive and reflect existing state laws and authorities and consider the economic, environmental, and cultural characteristics of Plattsburgh's waterfront. These policies are used to determine the appropriate balance between economic development and preservation that will permit beneficial use of and prevent adverse effects on Lake Champlain and the Saranac River waterfront resources.

Harbor Management

The Harbor Management Plan is integrated into this LWRP, as described in the Introduction and Section IV. The table below provides a summary of the overall objectives of the harbor management plan that can be accomplished through enforceable policies of the LWRP or capital/construction projects. Not all of the policies are applicable to the Plattsburgh WRA, and those instances are identified in the policy explanations.

The LWRP policies which apply to particular Harbor Management elements are as follows:

The identification and discussion of economic, cultural and social considerations regarding underwater lands and navigable waters	Section III: Policies 1, 2, 3, 4, 5, 10, 18, 23, 25, 27, 29
A specification of policies concerning the management of underwater lands and navigable waters	Section III: Policies 1, 2, 3, 4, 7, 8, 9, 10, 12, 13, 14, 15, 16, 18, 19, 20, 21, 22, 23, 24, 25, 27, 28, 29, 30, 31, 33, 34, 35, 36, 37, 38, 39, 40, 44

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Development Policies

Policy 1

Restore, revitalize, and redevelop deteriorated and underutilized waterfront areas for commercial, industrial, cultural, recreational, and other compatible uses.

State and local agencies must ensure that their actions further the revitalization of urban waterfront areas. The transfer and purchase of property; the construction of a new office building, highway or park; the provision of tax incentives to businesses; and establishment of enterprise zones, are all examples of governmental means for spurring economic growth. When any such action or similar action is proposed, it must be analyzed to determine if the action would contribute to or adversely affect a waterfront revitalization effort.

It must be recognized that revitalization of once dynamic waterfront areas is one of the most effective means of encouraging economic growth in the State, without consuming valuable open space outside of these waterfront areas. Waterfront redevelopment is also one of the most effective means of rejuvenating or at least stabilizing residential and commercial districts adjacent to the redevelopment area.

In responding to this policy, several other policies must be considered: (1) Uses requiring a location abutting the waterfront must be given priority in any redevelopment effort. (Refer to Policy 2 for the means to effectuate this priority); (2) As explained in Policy 5, one reason for revitalizing previously dynamic waterfront areas is that the costs for providing basic services to such areas is frequently less than providing new services to areas not previously developed; (3) The likelihood for successfully simplifying permit procedures and easing certain requirements (Policy 6) will be increased if a discrete area and not the entire urban waterfront is the focus for this effort. In turn, ease in obtaining permits should increase developers' interest to invest in these areas. Further, once this concentrated effort has succeeded, stabilization and revitalization of surrounding areas is more likely to occur.

Local governments through waterfront revitalization programs have the primary responsibility for implementing this policy. Though local waterfront revitalization programs need not be limited to redevelopment, local governments are urged to identify areas as suitable for redevelopment and establish and enforce redevelopment programs.

1. When a State or local action is proposed to take place in an urban waterfront area regarded as suitable for redevelopment, the following guidelines will be used:

- a. Priority should be given to uses which are dependent on a location adjacent to the water; see policy 2
 - b. The action should enhance existing and anticipated uses. For example, a new highway should be designed and constructed so as to serve the potential access needs for desirable industrial development;
 - c. The action should serve as a catalyst to private investment in the area;
 - d. The action should improve the deteriorated condition of a site and, at a minimum, must not cause further deterioration. For example, a building could not be abandoned without protecting it against vandalism and/or structural decline;
 - e. The action must lead to development which is compatible with the character of the area, with consideration given to scale, architectural style, density, and intensity of use;
 - f. The action should have the potential to improve the existing economic base of the community and, at a minimum, must not jeopardize this base. For example, waterfront development meant to serve consumer needs would be inappropriate in an area where no increased consumer demands is expected and existing development is already meeting demand;
 - g. The action should improve adjacent and upland views of the water, and, at a minimum, must not affect these views in an insensitive manner;
 - h. The action should have the potential to improve the potential for multiple uses of the site.
2. If a State or local action is proposed to take place outside of a given deteriorated, underutilized urban waterfront area suitable for redevelopment, and is either within the relevant community or adjacent waterfront community, the agency proposing the action must first determine if it is feasible to take the action within the deteriorated, underutilized urban waterfront area in question. If such an action is feasible, the agency should give strong consideration to taking the action in that area. If not feasible, the agency must take the appropriate steps to ensure that the action does not cause further deterioration of that area.

Policy 2

Facilitate the siting of water dependent uses and facilities on or adjacent to inland waterways.

Explanation of Policy

There is a finite amount of waterfront space suitable for development purposes. Consequently, while the demand for any given piece of property will fluctuate in response to varying economic and social conditions, on a statewide basis, the only reasonable expectation is that long-term demand for waterfront space will intensify.

The traditional method of land allocation, i.e., the real estate market, with or without local land use controls, offers little assurance that uses which require waterfront sites will, in fact, have access to the State's inland waterways. To ensure that such "water-dependent" uses can continue to be accommodated within the State, State agencies will avoid undertaking, funding, or approving non-water-dependent uses when such uses would preempt the reasonably foreseeable development of water dependent uses; furthermore, agencies will utilize appropriate existing programs to encourage water dependent activities.

Water dependent activities shall not be considered a private nuisance, provided such activities were commenced prior to the surrounding activities and have not been determined to be the cause of conditions dangerous to life or health and any disturbance to enjoyment of land and water has not materially increased.

A water dependent use is an activity which can only be conducted on, in, over or adjacent to a water body because such activity requires direct access to that water body, and which involves, as an integral part of such activity, the use of the water.

The following uses and facilities are considered as water-dependent:

1. Uses which depend on the utilization of resources found in inland waterways (for example: fishing, mining of sand and gravel, aquaculture activities);
2. Recreational activities which depend on access to inland waterways (for example: swimming, fishing, boating, wildlife viewing);
3. Uses involved in the waterway/land transfer of goods (for example: docks, loading areas, pipelines, short-term storage facilities);
4. Structures needed for navigational purposes (for example: dams, locks, lighthouses);
5. Flood and erosion protection structures (for example: breakwaters, bulkheads);
6. Facilities needed to store and service boats and ships (for example: marinas, boat repair, boat construction yards);
7. Uses requiring large quantities of water for processing and cooling purposes (for example: hydroelectric power plants, fish processing plants, pumped storage power plants);
8. Uses that rely heavily on the waterborne transportation of raw materials or products which are difficult to transport on land, thereby making it critical that a site near to shipping facilities be obtained (for example: coal export facilities, cement plants, quarries);
9. Uses which operate under such severe time constraints that proximity to shipping facilities become critical (for example: firms processing perishable foods);
10. Scientific/educational activities which, by their nature, require access to inland waterways (for example: certain meteorological and scientific activities);
11. Support facilities which are necessary for the successful functioning of permitted water-dependent uses (for example: parking lots, snack bars, first aid stations, short-term storage facilities). Though these uses must be near the given water dependent use they should, as much as possible, be sited inland from the water dependent use rather than on the shore.

In addition to water dependent uses, those uses which are enhanced by a waterfront location should be encouraged to locate along the shore, though not at the expense of water dependent uses. A water-enhanced use is defined as a use or activity which does not require a location adjacent to or over inland waterways, but whose location on land adjacent to the shore adds to the public use and enjoyment of the water's edge. Water enhanced uses are primarily recreational, cultural, retail, or entertainment uses. A restaurant which uses good site design to take advantage of a waterfront view is an example of a water-enhanced use.

If there is no immediate demand for a water dependent use in a given area but a future demand is reasonably foreseeable, temporary non-water dependent uses should be considered preferable to a non-water dependent or enhanced use which involves an irreversible or nearly irreversible commitment of land. Parking lots, passive recreational facilities, outdoor storage areas, and non-permanent structures are uses or facilities which would likely be considered as "temporary" non-water-dependent uses.

In the actual choice of sites where water-dependent uses will be encouraged and facilitated, the following guidelines should be used:

1. Competition for space - competition for space, or the potential for it, should be indicated before any given site is promoted for water dependent uses. The intent is to match water dependent uses with suitable locations and thereby reduce any conflicts between competing uses that might arise. Not just any site suitable for development should be chosen as a water dependent use area. The choice of a site should be made with some meaningful impact on the real estate market anticipated. The anticipated impact could either be one of increased protection to existing water dependent activities or else the encouragement of water dependent development.
2. In-place facilities and services - most water dependent uses, if they are to function effectively, will require basic public facilities and services. In selecting appropriate areas for water-dependent uses, consideration should be given to the following factors:
 - a) The availability of public sewers, public water lines and adequate power supply;
 - b) Access to the area for trucks and rail, if heavy industry is to be accommodated; and
 - c) Access to public transportation, if a high number of person trips are to be generated.
3. Access to navigational channels - if commercial shipping, commercial fishing, or recreational boating are planned, the locality should consider setting aside a site, within a sheltered harbor, from which access to adequately sized navigation channels would be assured.
4. Compatibility with adjacent uses and the protection of other inland waterway resources – water dependent uses should be located so that they enhance, or at least do not detract from, the surrounding community. Consideration should also be given to such factors as the protection of nearby residential areas from odors, noise and traffic. Affirmative approaches should also be employed so that water-dependent use and adjacent uses can serve to complement one another. For example, a recreation-oriented water dependent use area could be sited in an area already oriented towards tourism. Clearly, a marina, fishing pier or swimming area would enhance, and in turn be enhanced by, nearby restaurants, motels and other non-water-oriented tourist activities. Water dependent uses must also be sited so as to avoid adverse impacts on the significant inland waterway resources.
5. Preference to underutilized sites: The promotion of water-dependent uses should serve to foster development as a result of the capital programming, permit expediting and other State and local actions that will be used to promote the site. Nowhere is such a stimulus needed more than in those portions of the State's waterfront areas which are currently underutilized.
6. Providing for expansion - a primary objective of the policy is to create a process by which water dependent uses can be accommodated well into the future. State agencies and localities should

therefore give consideration to long-term space needs and, where practicable, accommodate future demand by identifying more land than is needed in the near future.

In promoting water dependent uses, the following kinds of actions will be considered:

1. Favored treatment to water dependent use areas with respect to capital programming. Particular priority should be given to the construction and maintenance of port or harbor facilities, roads, railroad facilities, and public transportation within areas suitable for water dependent uses.
2. When areas suitable for water dependent uses are publicly owned, favored leasing arrangements should be given to water dependent uses.
3. Where possible, consideration should be given to providing water dependent uses with property tax abatements, loan guarantees, or loans at below market rates.
4. State and local planning and economic development agencies should actively promote water dependent uses. In addition, a list of sites available for non-water-dependent uses should be maintained in order to assist developers seeking alternative sites for their proposed projects.
5. Local and State agencies should work together to streamline permitting procedures that may be burdensome to water dependent uses. This effort should begin for specific uses in a particular area.
6. Local land use controls, especially the use of zoning districts exclusively for waterfront uses, can be an effective tool of local government in assuring adequate space for the development of water dependent uses.

Policy 3

Further develop the State's major ports of Albany, Buffalo, New York, Ogdensburg, and Oswego as centers of commerce and industry, and encourage the siting, in these port areas, including those under the jurisdiction of State public authorities, of land use and development which is essential to, or in support of, the waterborne transportation of cargo and people.

Explanation of Policy

Under the current conditions this policy does not apply to the City of Plattsburgh.

The aim of this policy is to support port development in New York, Albany, Buffalo, Ogdensburg, and Oswego. There are no major ports in the Plattsburgh WRA or areas that abut a major port, and there is no expectation that any actions proposed within the WRA would impact any of the major ports.

Policy 4

Strengthen the economic base of smaller harbor areas by encouraging the development and enhancement of those traditional uses and activities which have provided such areas with their unique maritime identity.

Explanation of Policy

This policy recognizes that the traditional activities occurring in and around numerous smaller harbors throughout the State's inland waterways contribute much to the economic strength and attractiveness of these harbor

communities. Thus, efforts of state agencies shall center on promoting such desirable activities as recreational and commercial fishing, ferry services, marinas, historic preservation, cultural pursuits, and other compatible activities which have made smaller harbor areas appealing as tourist destinations and as commercial and residential areas. Particular consideration will be given to the visual appeal and social benefits of smaller harbors which, in turn, can make significant contributions to the State's tourism industry.

The following guidelines shall be used in determining consistency:

1. The action shall give priority to those traditional and/or desired uses which are dependent on or enhanced by a location adjacent to the water.
2. The action will enhance or not detract from or adversely affect existing traditional and/or desired anticipated uses.
3. The action shall not be out of character with, nor lead to development which would be out of the character with, existing development in terms of the area's scale, intensity of use, and architectural style.
4. The action must not cause a site to deteriorate, e.g., a structure shall not be abandoned without protecting it against vandalism and/or structural decline.
5. The action will not adversely affect the existing economic base of the community e.g., waterfront development designed to promote residential development might be inappropriate in a harbor area where the economy is dependent upon tourism and commercial fishing.
6. The action will not detract from views of the water and smaller harbor area, particularly where the visual quality of the area is an important component of the area's appeal and identity.
7. In applying the above guidelines, the information in harbor management plans being developed by local governments pursuant to Article 42 of the Executive Law and local laws that would implement them shall be considered.

Policy 5

Encourage the location of development in areas where public services and facilities essential to such development are adequate.

Explanation of Policy

By its construction, taxing, funding and regulatory powers, government has become a dominant force in shaping the course of development. Through these government actions, development, particularly large-scale development, in the shorefront area will be encouraged to locate within, contiguous to, or in close proximity to, existing areas of concentrated development where infrastructure and public services are adequate, where topography, geology, and other environmental conditions are suitable for and able to accommodate development.

The above policy is intended to accomplish the following:

- strengthen existing residential, industrial and commercial centers;
- foster an orderly pattern of growth where outward expansion is occurring;

- increase the productivity of existing public services and moderate the need to provide new public services in outlying areas;
- preserve open space in sufficient amounts and where desirable
- foster energy conservation by encouraging proximity between home, work, and leisure activities.

For any action that would result in large scale development or an action which would facilitate or serve future development, a determination shall be made as to whether the action is within, contiguous to, or in close proximity to an area of concentrated development where infrastructure and public services are adequate. The following guidelines shall be used in making that determination:

1. Cities, built-up suburban towns and villages, and rural villages in the shorefront area are generally areas of concentrated development where infrastructure and public services are adequate.
2. Other locations in the shorefront area may also be suitable for development, if three or more of the following conditions prevail:
 - a. Population density of the area surrounding or adjacent to the proposed site exceeds 1,000 persons per square mile;
 - b. Fewer than 50% of the buildable sites (i.e., sites meeting lot area requirements under existing local zoning regulations) within one-mile radius of the proposed site are vacant;
 - c. Proposed site is served by or is near to public or private sewer and water lines;
 - d. Public transportation service is available within one mile of the proposed site; and
 - e. A significant concentration of commercial and/or industrial activity is within one-half mile of the proposed site.
3. The following points shall be considered in assessing the adequacy of an area's infrastructure and public services:
 - a. Streets and highways serving the proposed site can safely accommodate the peak traffic generated by the proposed land development;
 - b. Development's water needs (consumptive and firefighting) can be met by the existing water supply system;
 - c. Sewage disposal system can accommodate the wastes generated by the development;
 - d. Energy needs of the proposed land development can be accommodated by existing utility systems;
 - e. Stormwater runoff from the proposed site can be accommodated by on-site and/or off-site facilities; and
 - f. Schools, police and fire protection, and health and social services are adequate to meet the needs of the population expected to live, work, shop, or conduct business in the area as a result of the development.

It is recognized that certain forms of development may and/or should occur at locations which are not within or near areas of concentrated development. Thus, this development policy does not apply to the following types of development projects and activities.

1. Economic activities which depend upon sites at or near locations where natural resources are present, e.g., lumber industry, quarries.
2. Development which, by its nature, is enhanced by a non-urbanized setting, e.g., a resort complex, campgrounds, second home developments.
3. Development which is designed to be a self-contained activity, e.g., a small college, an academic or religious retreat.
4. Water dependent uses with site requirements not compatible with this policy or when alternative sites are not available.
5. Development which because of its isolated location and small scale has little or no potential to generate and/or encourage further land development.
6. Uses and/or activities which because of public safety consideration should be located away from populous areas.
7. Rehabilitation or restoration of existing structures and facilities.
8. Development projects which are essential to the construction and/or operation of the above uses and activities.

In certain urban areas where development is encouraged by this policy, the condition of existing public water and sewage infrastructure may necessitate improvements. Those State and local agencies charged with allocating funds for investments in water and sewer facilities should give high priority to the needs of such areas so that full advantage may be taken of the rich array of their other infrastructure components in promoting waterfront revitalization.

Policy 6

Expedite permit procedures in order to facilitate the siting of development activities at suitable locations.

Explanation of Policy

For specific types of development activities, and in areas suitable for such development, State agencies and local governments participating in the Waterfront Revitalization of Coastal Areas and Inland Waterways Program will make every effort to coordinate and synchronize existing permit procedures and regulatory programs, as long as the integrity of the regulations' objectives is not jeopardized. These procedures and programs will be coordinated within each agency. Also, efforts will be made to ensure that each agency's procedures are synchronized with other agencies' procedures at each level of government. Finally, regulatory programs and procedures will be coordinated and synchronized between levels of government, and if necessary, legislative and/or programmatic changes will be recommended.

When proposing new regulations, an agency will determine the feasibility of incorporating the regulations within existing procedures, if this reduces the burden on a particular type of development and does not jeopardize the integrity of the regulations' objectives.

Fish and Wildlife Policies

Policy 7

Significant coastal fish and wildlife habitats will be protected, preserved, and where practical, restored so as to maintain their viability as habitats.

Explanation of Policy

Under the current conditions this policy does not apply to the City of Plattsburgh.

This policy applies only to significant fish and wildlife habitats designated by the State and located in the State's coastal area.

There are no designated Significant Coastal Fish and Wildlife Habitats within the Plattsburgh WRA.

Policy 8

Protect fish and wildlife resources in the waterfront revitalization area from the introduction of hazardous wastes and other pollutants which bio-accumulate in the food chain or which cause significant sublethal or lethal effect on those resources.

Explanation of Policy

Hazardous wastes are unwanted by-products of manufacturing processes and are generally characterized as being flammable, corrosive, reactive, or toxic. More specifically, hazardous waste is defined in Environmental Conservation Law [§27-0901(3)] as "waste or combination of wastes which because of its quantity, concentration, or physical, chemical or infectious characteristics may: (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, or otherwise managed." A list of hazardous wastes (NYCRR Part 371) is provided by DEC.

The handling (storage, transport, treatment and disposal) of the materials included on this list is being strictly regulated in New York State to prevent their entry or introduction into the environment, particularly into the State's air, land, and waters. Such controls should effectively minimize possible contamination of and bio-accumulation in the State's fish and wildlife resources at levels that cause mortality or create physiological and behavioral disorders.

Other pollutants are those conventional wastes generated from point and non-point sources and not identified as hazardous wastes but controlled through other State laws.

Policy 9

Expand recreational use of fish and wildlife resources in the waterfront revitalization area by increasing access to existing resources, supplementing existing stocks, and developing new resources.

Explanation of Policy

Recreational uses of fish and wildlife resources include consumptive uses such as fishing and hunting, and non-consumptive uses such as wildlife photography, bird watching, and nature study.

Any efforts to increase recreational use of these resources will be made in a manner which ensures the protection of fish and wildlife resources in the waterfront revitalization area and which takes into consideration other activities dependent on these resources. Also, such efforts must be done in accordance with existing State law and in keeping with sound management considerations. Such considerations include biology of the species, carrying capacity of the resources, public demand, costs and available technology.

The following additional guidelines should be considered by State and local agencies as they determine the consistency of their proposed action with the above policy:

1. Consideration should be made by local and State agencies as to whether an action will impede existing or future utilization of the State's recreational fish and wildlife resources.
2. Efforts to increase access to recreational fish and wildlife resources should not lead to overutilization of that resource or cause impairment of the habitat. Sometimes such impairment can be more subtle than actual physical damage to the habitat. For example, increased human presence can deter animals from using the habitat area.
3. The impacts of increasing access to recreational fish and wildlife resources should be determined on a case-by-case basis, consulting an applicable habitat narrative and/or conferring with a trained fish and wildlife biologist.
4. Any public or private sector initiatives to supplement existing stocks (e.g., stocking a stream with fish reared in a hatchery) or develop new resources (e.g., creating private fee-hunting or fee-fishing facilities) must be done in accord with existing State law.

Policy 10

Further develop commercial finfish, shellfish, and crustacean resources in the inland waterway area by encouraging the construction of new, or improvement of existing on-shore commercial fishing facilities, increasing marketing of the State's seafood products, maintaining adequate stocks, and expanding aquaculture facilities.

Explanation of Policy

Commercial fishery development activities must occur within the context of sound fishery management principals developed and enforced within the State's waters by the New York State Department of Environmental Conservation and the management plans developed by the Regional Fisheries Management Councils (Mid-Atlantic and New England) and enforced by the U.S. National Marine Fisheries Service within the Fishery Conservation Zone. (The Fishery Conservation Zone is the area of coastal waters extending from the three-mile State waters boundary to the 200-mile offshore boundary of the U.S. waters. The Conservation Zone is authorized by the U.S. Fishery Conservation and Management Act of 1976.) Sound resource management considerations include optimum sustained yield levels developed for specific commercial fish species, harvest restrictions imposed by State and federal governments, and the economic, political (uses conflicts), and technological constraints to utilizing these resources.

The following additional guidelines should be considered by State and federal agencies as they determine the consistency of their proposed action with the above policy:

1. A public agency's commercial fishing development initiative should not preempt or displace private sector initiative.
2. A public agency's efforts to expand existing or create new on-shore commercial fishing support facilities should be directed towards unmet development needs rather than merely displacing existing commercial fishing activities from a nearby port. This may be accomplished by taking into consideration existing State or regional commercial fishing development plans.
3. Consideration should be made by State and Federal agencies whether an action will impede existing utilization or future development of the state's commercial fishing resources.
4. Commercial fishing development efforts should be made in a manner which ensures the maintenance and protection of the renewable fishery resources.

There are no commercial fisheries or aquaculture facilities within the Plattsburgh WRA.

Flooding and Erosion Hazards Policies

Policy 11

Buildings and other structures will be sited in the waterfront revitalization area so as to minimize damage to property and the endangering of human lives caused by flooding and erosion.

Explanation of Policy

On waterfront lands identified as coastal erosion hazard areas, buildings and similar structures shall be set back from the shoreline a distance sufficient to minimize damage from erosion unless no reasonable prudent alternative site is available as in the case of piers, docks, and other structures necessary to gain access to coastal waters to be able to function. The extent of the setback will be calculated, taking into account the rate at which land is receding due to erosion and the protection provided by existing erosion protection structures, as well as by natural protective features such as beaches, sandbars, spits, shoals, barrier islands, bay barriers, nearshore areas, bluffs, and wetlands. The only new structure allowed in coastal erosion hazard areas is a moveable structure as defined in 6 NYCRR Part 505.2(x). Prior to its construction, an erosion hazard areas permit must be approved for the structure. Existing non-conforming structures located in coastal erosion hazard areas may be only minimally enlarged.

In high risk areas, identified as being subject to high velocity waters caused by hurricanes or other storm events, walled and roofed buildings or fuel storage tanks shall be sited landward, and no mobile home shall be sited in such area. In areas identified as floodways, no mobile homes shall be sited other than in existing mobile home parks.

Where human lives may be endangered by major storms, all necessary emergency preparedness measures should be taken, including disaster preparedness planning.

Policy 12

Activities or development in the waterfront revitalization area will be undertaken so as to minimize damage to natural resources and property from flooding and erosion by protecting natural protective features including beaches, dunes, barrier islands and bluffs.

Explanation of Policy

Beaches, dunes, barrier islands, bluffs, and other natural protective features help safeguard shorefront lands and property from damage, as well as reduce the danger to human life, resulting from flooding and erosion. Excavation of shorefront features, improperly designed structures, inadequate site planning, or other similar actions which fail to recognize their fragile nature and high protective values, lead to the weakening or destruction of those landforms. Activities or development in, or in proximity to, natural protective features must ensure that all such adverse actions are minimized. Primary dunes will be protected from all encroachments that could impair their natural protective capacity.

Policy 13

The construction or reconstruction of erosion protection structures shall be undertaken only if they have a reasonable probability of controlling erosion for at least thirty years as demonstrated in design and construction standards and/or assured maintenance or replacement programs.

Explanation of Policy

Erosion protection structures are widely used throughout the State's waterfront areas. However, because of improper design, construction and maintenance standards, many fail to give the protection which they are presumed to provide. As a result, development is sited in areas where it is subject to damage or loss due to erosion. This policy will help ensure the reduction of such damage or loss.

Policy 14

Activities and development, including the construction or reconstruction of erosion protection structures, shall be undertaken so that there will be no measurable increase in erosion or flooding at the site of such activities or development, or at other locations.

Explanation of Policy

Erosion and flooding are processes which occur naturally. However, by our actions, humans can increase the severity and adverse effects of those processes, causing damage to, or loss of property, and endangering human lives. Those actions include: the use of erosion protection structures such as groins, or the use of impermeable docks which block the littoral transport of sediment to adjacent shorelands, thus increasing their rate of recession; the failure to observe proper drainage or land restoration practices, thereby causing runoff and the erosion and weakening of shorelands; and the placing of structures in identified floodways so that the base flood level is increased causing damage to otherwise hazard-free areas.

Policy 15

Mining, excavation, or dredging in inland waterways shall not significantly interfere with the natural inland waterway processes which supply beach materials to land adjacent to such waters and shall be undertaken in a manner which will not cause an increase in erosion of such land.

Explanation of Policy

Inland waterway processes, including the movement of beach materials by water, and any mining, excavation or dredging in nearshore or offshore waters which changes the supply and net flow of such materials can deprive shorelands of their natural regenerative powers. Such mining, excavation and dredging should be accomplished in a manner so as not to cause a reduction of supply, and thus an increase of erosion, to such shorelands. Offshore mining

is a future alternative option to land mining for sand and gravel deposits which are needed to support building and other industries.

Policy 16

Public funds shall only be used for erosion protective structures where necessary to protect human life, and new development which requires a location within or adjacent to an erosion hazard area to be able to function, or existing development; and only where the public benefits outweigh the long term monetary and other costs including the potential for increasing erosion and adverse effects on natural protective features.

Explanation of Policy

Public funds are used for a variety of purposes on the State's shorelines. This policy recognizes the public need for the protection of human life and existing investment in development or new development which requires a location in proximity to the shorefront area or in adjacent waters to be able to function. However, it also recognizes the adverse impacts of such activities and development on the rate of erosion and on natural protective features and requires that careful analysis be made of such benefits and long-term costs prior to expending public funds.

Policy 17

Non-structural measures to minimize damage to natural resources and property from flooding and erosion shall be used whenever possible.

Explanation of Policy

1. This policy recognizes both the potential adverse impacts of flooding and erosion upon development and upon natural protective features in the inland waterway or coastal area, as well as the costs of protection against those hazards which structural measures entail.
2. "Non-structural measures" shall include, but not be limited to: (1) within coastal erosion hazard areas identified under Section 0104 of Coastal Erosion Hazard Areas law, (Environmental Conservation Law Article 34), and subject to the permit requirements on all regulated activities and development established under that Law, (a) the use of minimum setbacks as provided for in Section 0108 of Environmental Conservation Law Article 34; and (b) the strengthening of coastal landforms by the planting of appropriate vegetation on dunes and bluffs, the installation of sand fencing on dunes, the reshaping of bluffs to achieve an appropriate angle of repose so as to reduce the potential for slumping and to permit the planting of stabilizing vegetation, and the installation of drainage systems on bluffs to reduce runoff and internal seepage of waters which erode or weaken the landforms; and (2) within identified flood hazard areas, (a) the avoidance of risk or damage from flooding by the siting of buildings outside the hazard area, and (b) the flood-proofing of buildings or their elevation above the base flood level.
3. This policy shall apply to the planning, siting, and design of proposed activities and development, including measures to protect existing activities and development. To ascertain consistency with the policy, it must be determined if anyone, or a combination of, non-structural measures would afford the degree of protection appropriate both to the character and purpose of the activity or development, and to the hazard. If non-structural measures are determined to offer sufficient protection, then consistency with the policy would require the use of such measures, whenever possible.

4. In determining whether or not non-structural measures to protect against erosion or flooding will afford the degree of protection appropriate, an analysis, and if necessary, other materials such as plans or sketches of the activity or development, of the site and of the alternative protection measures should be prepared to allow an assessment to be made.

General Policy

Policy 18

To safeguard the vital economic, social and environmental interests of the State and of its citizens, proposed major actions in the waterfront revitalization area must give full consideration to those interests and to the safeguards which the State has established to protect valuable inland waterway resource areas.

Explanation of Policy

Proposed major actions may be undertaken in the waterfront revitalization area if they will not significantly impair valuable inland waterway resources, thus frustrating the achievement of the purposes of the safeguards which the State has established to protect those waters and resources. Proposed actions must take into account the social, cultural, economic and environmental interests of the State and its citizens in such matters that would affect natural resources, water levels and flows, shoreline damage, hydro-electric power generation, and recreation.

Public Access Policies

Policy 19

Protect, maintain, and increase the level and types of access to public water related recreation resources and facilities.

Explanation of Policy

This policy calls for achieving balance among the following factors: the level of access to a resource or facility, the capacity of a resource or facility, and the protection of natural resources. The imbalance among these factors is the most significant in the State's urban areas. Because this is often due to access-related problems, priority will be given to improving physical access to existing and potential shorefront recreation sites within the heavily populated urban shorefront areas of the State and to increasing the ability of urban residents to get to shorefront recreation areas by improved public transportation. The particular water-related recreation resources and facilities which will receive priority for improved access are public beaches, boating facilities, fishing areas and waterfront parks. In addition, because of the greater competition for waterfront locations within urban areas, the Waterfront Revitalization of Coastal Areas and Inland Waterways Program will encourage mixed use areas and multiple use of facilities to improve access. Specific sites requiring access improvements and the relative priority the program will accord to each will be identified in the Public Access Planning Process.

The following guidelines will be used in determining the consistency of a proposed action with this policy:

1. The existing access from adjacent or proximate public lands or facilities to public water related recreation resources and facilities shall not be reduced, nor shall the possibility of increasing access in the future from adjacent or proximate public lands or facilities to public water related recreation resources and facilities be eliminated, unless in the latter case, estimates of future use of these resources and facilities are too low to

justify maintaining or providing increased public access, or unless such actions are found to be necessary by the public body having jurisdiction over such access as the result of a reasonable justification of the need to meet system-wide objectives.

The following is an explanation of the terms used in the above guidelines:

- a) Access - the ability and right of the public to reach and use public inland waterway lands and waters.
- b) Public water related recreation resources or facilities - all public lands or facilities that are suitable for passive or active recreation that requires either water or a waterfront location or is enhanced by a waterfront location.
- c) Public lands or facilities - lands or facilities held by State or local government in fee simple or less-than-fee simple ownership and to which the public has access or could have access, including underwater lands and the foreshore.
- d) A reduction in the existing level of public access - includes, but is not limited to, the following:
 - (1) The number of parking spaces at a public water-related recreation resource or facility is significantly reduced.
 - (2) The service level of public transportation to a public water-related recreation resource or facility is significantly reduced during peak season use and such reduction cannot be reasonably justified in terms of meeting system-wide objectives.
 - (3) Pedestrian access is diminished or eliminated because of hazardous crossings required at new or altered transportation facilities, electric power transmission lines, or similar linear facilities.
 - (4) There are substantial increases in the following: already existing special fares (not to include regular fares in any instance) of public transportation to a public water-related recreation resource or facility; and/or admission fees to such a resource or facility except where the public body having jurisdiction over such fares determines that such substantial fare increases are necessary and an analysis shows that such increases will significantly reduce usage by individuals or families and incomes below the State government established poverty level.
- e) An elimination of the possibility of increasing public access in the future includes, but is not limited to, the following:
 - (1) Construction of public facilities which physically prevent the provision, except at great expense, of convenient public access to public water-related recreation resources and facilities
 - (2) Sale, lease, or other transfer of public lands that could provide public access to a public water-related recreation resource or facility
 - (3) Construction of private facilities which physically prevent the provision of convenient public access to public water-related recreation resources or facilities from public lands and facilities

2. Any proposed project to increase public access to public water-related recreation resources and facilities shall be analyzed according to the following factors:
 - a) The level of access to be provided should be in accord with estimated public use. If not, the proposed level of access to be provided shall be deemed inconsistent with the policy.
 - b) The level of access to be provided shall not cause a degree of use which would exceed the physical capability of the resource or facility. If this were determined to be the case, the proposed level of access to be provided shall be deemed inconsistent with the policy.
3. The State will not undertake or fund any project which increases access to a water-related resource or facility that is not open to all members of the public.
4. In their plans and programs for increasing public access to public water-related resources and facilities, State agencies shall give priority in the following order to projects located: within the boundaries of the Federal-Aid Metropolitan Urban Area and served by public transportation, within the boundaries of the Federal-Aid Metropolitan urban area but not served by public transportation; outside the defined Urban Area boundary and served by public transportation; and outside the defined Urban Area boundary but not served by public transportation.

Policy 20

Access to the publicly-owned foreshore and to lands immediately adjacent to the foreshore or the water's edge that are publicly-owned shall be provided and it shall be provided in a manner compatible with adjoining uses.

Explanation of Policy

In inland waterway areas where there are little or no recreation facilities providing specific water-related recreational activities, access to the publicly-owned lands along the inland waterway at large should be provided for numerous activities and pursuits which require only minimal facilities for their enjoyment. Such access would provide for walking along a beach or a city waterfront or to a vantage point from which to view the seashore. Similar activities requiring access would include bicycling, bird watching, photography, nature study, beachcombing, fishing and hunting.

For those activities, there are several methods of providing access which will receive priority attention from the Waterfront Revitalization of Coastal Areas and Inland Waterways Program. These include: the development of a waterfront trails system; the provision of access across transportation facilities to the waterfront; the improvement of access to waterfronts in urban areas; and the promotion of mixed and multi-use development.

While such publicly-owned lands referenced in the policy shall be retained in public ownership, traditional sales of easements on lands underwater to adjacent onshore property owners are consistent with this policy, provided such easements do not substantially interfere with continued public use of the public lands on which the easement is granted. Also, public use of such publicly-owned underwater lands and lands immediately adjacent to the shore shall be discouraged where such use would be inappropriate for reasons of public safety, military security, or the protection of fragile inland waterway resources.

The regulation of projects and structures, proposed to be constructed in or over lands underwater, is necessary to responsibly manage such lands, to protect vital assets held in the name of the people of the State, to guarantee common law and sovereign rights, and to ensure that waterfront owners' reasonable exercise of riparian rights and access to navigable waters shall be consistent with the public interest in reasonable use and responsible management

of waterways and such public lands for the purposes of navigation, commerce, fishing, bathing, recreation, environmental and aesthetic protection, and access to the navigable waters and lands underwater of the State.

The following guidelines will be used in determining the consistency of a proposed action with this policy:

1. Existing access from adjacent or proximate public lands or facilities to existing public inland waterway lands and/or waters shall not be reduced, nor shall the possibility of increasing access in the future from adjacent or nearby public lands or facilities to public inland waterway lands and/or waters be eliminated, unless such actions are demonstrated to be of overriding regional or Statewide public benefit or, in the latter case, estimates of future use of these lands and waters are too low to justify maintaining or providing increased access.

The following is an explanation of the terms used in the above guidelines:

- a) (See definitions under first policy of "access" and "public lands or facilities").
 - b) A reduction in the existing or anticipated level of public access - includes, but is not limited, to the following:
 - (1) Pedestrian access is diminished or eliminated because of hazardous crossings required at new or altered transportation facilities, electric power transmission lines, or similar linear facilities.
 - (2) Pedestrian access is diminished or blocked completely by public or private development.
 - c) An elimination of the possibility of increasing public access in the future - includes, but is not limited to, the following:
 - (1) Construction of public facilities which physically prevent the provision, except at great expense, of convenient public access to public inland waterway lands and /or waters
 - (2) Sale, lease, or other conveyance of public lands that could provide public access to public inland waterway lands and/or waters
 - (3) Construction of private facilities which physically prevent the provision of convenient public access to public inland waterway lands and/or waters from public lands and facilities
2. The existing level of public access within public inland waterway lands or waters shall not be reduced or eliminated.
 - a) A reduction or elimination in the existing level of public access - includes, but is not limited to, the following:
 - (1) Access is reduced or eliminated because of hazardous crossings required at new or altered transportation facilities, electric power transmission lines, or similar linear facilities
 - (2) Access is reduced or blocked completely by any public developments
 3. Public access from the nearest public roadway to the shoreline and along the inland waterway shall be provided by new land use or development, except where (a) it is inconsistent with public safety, military security, or the protection of identified fragile inland waterway resources; (b) adequate access exists within

one-half mile; or (c) agriculture would be adversely affected. Such access shall not be required to be open to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the access way.

4. The State will not undertake or directly fund any project which increases access to a water-related resource or facility that is not open to all members of the public.
5. In their plans and programs for increasing public access, State agencies shall give priority in the following order to projects located: within the boundaries of the Federal-Aid Metropolitan Urban Area and served by public transportation; within the Federal-Aid Metropolitan Urban Area but not served by public transportation; outside the defined Urban Area boundary and served by public transportation; and outside the defined Urban Area boundary but not served by public transportation.
6. Proposals for increased public access to inland waterway lands and waters shall be analyzed according to the following factors:
 - a) The level of access to be provided should be in accord with estimated public use. If not, the proposed level of access to be provided shall be deemed inconsistent with the policy.
 - b) The level of access to be provided shall not cause a degree of use which would exceed the physical capability of the inland waterway lands or waters. If this were determined to be the case, the proposed level of access to be provided shall be deemed inconsistent with the policy.
7. In making any grant, lease, permit, or other conveyance of land now or formerly underwater, there shall be reserved such interests or attached such conditions to preserve the public interest in the use of state-owned lands underwater and waterways for navigation, commerce, fishing, bathing, recreation, environmental protection, and access to the navigable waters of the state. In particular, the granting of publicly owned underwater or formerly underwater lands to private entities will be limited to exceptional circumstances only.

Recreation Policies

Policy 21

Water dependent and water enhanced recreation will be encouraged and facilitated, and will be given priority over non-water-related uses along the shorefront.

Explanation of Policy

Water-related recreation includes such obviously water dependent activities as boating, swimming, and fishing as well as certain activities which are enhanced by a shorefront location and increase the general public's access to the shorefront such as pedestrian and bicycle trails, picnic areas, scenic overlooks and passive recreation areas that take advantage of shorefront scenery.

Provided the development of water-related recreation is consistent with the preservation and enhancement of such important waterfront revitalization area resources as fish and wildlife habitats, aesthetically significant areas, historic and cultural resources, agriculture and significant mineral and fossil deposits, and provided demand exists, water-related recreation development is to be increased and such uses shall have a higher priority than any non-water-dependent uses, including non-water-related recreation uses. In addition, water dependent recreation uses shall have

a higher priority over water-enhanced recreation use. Determining a priority among water-dependent uses will require a case by case analysis.

Among priority areas for increasing water-related recreation opportunities are those areas where access to the recreation opportunities of the shorefront can be provided by new or existing public transportation services and those areas where the use of the shore is severely restricted by highways, railroads, industry, or other forms of existing intensive land use or development. The Department of State, working with the Office of Parks, Recreation, and Historic Preservation and with local governments, will identify communities whose use of the shore has been so restricted and those sites shoreward of such developments which are suitable for recreation and can be made accessible. Priority shall be given to recreational development of such lands.

The siting or design of new public development in a manner which would result in a barrier to the recreational use of a major portion of a community's shore should be avoided as much as practicable.

Among the types of water dependent recreation, provision of adequate boating services to meet future demand is to be encouraged by this Program. The siting of boating facilities must be consistent with preservation and enhancement of other inland waterway resources and with their capacity to accommodate demand. The provision of new public boating facilities is essential in meeting this demand, but such public actions should avoid competition with private boating development. Boating facilities will, as appropriate, include parking, park-like surroundings, toilet facilities, and pump-out facilities. Harbors of Refuge are particularly needed along Lake Erie and Lake Ontario. There is a need for a better positional pattern of boating facilities to correct problems of overused, insufficient, or improperly sited facilities.

Water-related off-road recreational vehicle use is an acceptable activity; provided no adverse environmental impacts occur. Where adverse environmental impact will occur, mitigating measures will be implemented, where practicable to minimize such adverse impacts. If acceptable mitigation is not practicable, prohibition of the use by off-road recreational vehicles will be posted and enforced. Ground water contamination presents a threat to Fire Island National Seashore water resources.

Policy 22

Development, when located adjacent to the shore, will provide for water-related recreation whenever such use is compatible with reasonably anticipated demand for such activities, and is compatible with the primary purpose of the development.

Explanation of Policy

Many developments present practical opportunities for providing recreation facilities as an additional use of the site or facility. Therefore, whenever developments are located adjacent to the shore they should to the fullest extent permitted by existing law provide for some form of water-related recreation use unless there are compelling reasons why any form of such recreation would not be compatible with the development, or a reasonable demand for public use cannot be foreseen.

The types of development which can generally provide water-related recreation as a multiple use include, but are not limited to:

- parks
- highways
- power plants
- utility transmission rights of way
- sewage treatment facilities
- mental health facilities*
- hospitals*
- prisons*
- schools, universities*
- military facilities*

- nature preserves*
- large residential subdivisions (50 units)
- shopping centers
- office buildings

** The types of recreation uses likely to be compatible with these facilities are limited to the more passive forms, such as trails or fishing access. In some cases, land areas not directly or immediately needed by the facility could be used for recreation.*

Prior to taking action relative to any development, State agencies should consult with the State Office of Parks, Recreation, and Historic Preservation, and if there is an approved local waterfront program, with the municipality in which the development is to locate, to determine appropriate recreation uses. The agency should provide OPRHP and the municipality with the opportunity to participate in project planning.

Appropriate recreational uses which do not require any substantial additional construction shall be provided at the expense of the project sponsor provided the cost does not exceed 2% of total project cost.

In determining whether compelling reasons exist which would make inadvisable recreation as a multiple use, safety considerations should recognize that some risk is acceptable in the use of recreation facilities.

Whenever a proposed development would be consistent with CMP policies and the development could, through the provision of recreation and other multiple uses, significantly increase public use of the shore, then such development should be encouraged to locate adjacent to the shore (this situation would generally only apply within the more developed portions of urban areas).

Historic and Scenic Resource Policies

Policy 23

Protect, enhance, and restore structures, districts, areas, or sites that are of significance in the history, architecture, archaeology, or culture of the State, its communities, or the Nation.

Explanation of Policy

Among the most valuable of the State's man-made resources are those structures or areas which are of historic, archaeological, or cultural significance. The protection of these structures must involve a recognition of their importance by all agencies and the ability to identify and describe them. Protection must include concern not just with specific sites but with areas of significance, and with the area around specific sites. The policy is not to be construed as a passive mandate but must include active efforts, when appropriate, to restore or revitalize through adaptive reuse. While the program is concerned with the preservation of all such resources within the waterfront revitalization area it will actively promote the preservation of historic and cultural resources which have a waterfront relationship.

The structures, districts, areas or sites that are of significance in the history, architecture, archaeology or culture of the State, its communities, or the Nation comprise the following resources:

- (a) A resource, which is in a federal or State park established, among other reasons, to protect and preserve the resource.
- (b) A resource on, nominated to be on, or determined eligible to be on the National or State Registers of Historic Places.

- (c) A resource on or nominated to be on the State Nature and Historic Preserve Trust.
- (d) An archaeological resource which is on the State Department of Education's inventory of archaeological sites.
- (e) A local landmark, park, or locally designated historic district which is located within the boundary of an approved local waterfront revitalization program.
- (f) A resource that is a significant component of an Urban Cultural Park.

All practicable means to protect structures, districts, areas or sites that are of significance in the history, architecture, archaeology or culture of the State, its communities or the Nation shall be deemed to include the consideration and adoption of any techniques, measures, or controls to prevent a significant adverse change to such significant structures, districts, areas or sites. A significant adverse change includes but is not limited to:

- (a) Alteration of or addition to one or more of the architectural, structural, ornamental or functional features of a building, structure, or site that is a recognized historic, cultural, or archaeological resource, or component thereof. Such features are defined as encompassing the style and general arrangement of the exterior of a structure and any original or historically significant interior features including type, color and texture of building materials, entry ways and doors, fenestration, lighting fixtures, roofing, sculpture and carving, steps, rails, fencing, windows, vents and other openings, grillwork, signs, canopies, and other appurtenant fixtures and, in addition, all buildings, structures, outbuildings, walks, fences, steps, topographical features, earthworks, paving and signs located on the designated resource property. (To the extent they are relevant, the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" shall be adhered to.)
- (b) Demolition or removal in full or part of a building, structure, or earthworks that is a recognized historic, cultural, or archaeological resource or component thereof, to include all those features described in (a) above plus any other appurtenant fixtures associated with a building, structure or earthwork.
- (c) All proposed actions within 500 feet of the perimeter of the property boundary of the historic, architectural, cultural, or archaeological resource and all actions within an historic district that would be incompatible with the objective of preserving the quality and integrity of the resource. Primary considerations to be used in making judgment about compatibility should focus on the visual and location relationship between the proposed action and the special character of the historic, cultural, or archaeological resource. Compatibility between the proposed action and the resource means that the general appearance of the resource should be reflected in the architectural style, design material, scale, proportion, composition, mass, line, color, texture, detail, setback, landscaping and related items of the proposed actions. With historic districts, this would include infrastructure improvements or changes, such as street and sidewalk paving, street furniture and lighting.

This policy shall not be construed to prevent the construction, reconstruction, alteration, or demolition of any building, structure, earthworks, or component thereof of a recognized historic, cultural or archaeological resource which has been officially certified as being imminently dangerous to life or public health. Nor shall the policy be construed to prevent the ordinary maintenance, repair, or proper restoration according to the U.S. Department of Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" of any building, structure, site or earthwork, or component thereof of a recognized historic, cultural or archaeological resource which does not involve a significant adverse change to the resource, as defined above.

Policy 24

Prevent impairment of scenic resources of statewide significance.

Explanation of Policy:

The Waterfront Revitalization of Coastal Areas and Inland Waterways Program will identify on the coastal area map scenic resources of statewide significance. If applicable, a list of preliminarily identified resources appears in the Appendix. The following general criteria will be combined to determine significance:

Quality	<p>The basic elements of design (i.e., two-dimensional line, three-dimensional form, texture and color) combine to create all high quality landscapes. The water, landforms, and human-made components of scenic coastal landscapes exhibit variety of line, form, texture and color. This variety is not, however, so great as to be chaotic. Scenic coastal landscapes also exhibit unity of components. This unity is not, however, so complete as to be monotonous—Example: the Thousand Islands where the mix of water, land, vegetative and human-made components creates interesting variety, while the organization of these same components creates satisfying unity.</p> <p>Often, high quality landscapes contain striking contrasts between lines, forms, textures and colors. Example: A waterfall where horizontal and vertical lines and smooth and turbulent textures meet in dramatic juxtaposition.</p> <p>Finally, high quality landscapes are generally free of discordant features, such as structures or other elements which are inappropriate in terms of siting, form, scale, and/or materials.</p>
Uniqueness	The uniqueness of high quality landscapes is determined by the frequency of occurrence of similar resources in a region of the State or beyond.
Public Accessibility	A scenic resource of significance must be visually and, where appropriate, physically accessible to the public.
Public Recognition	Widespread recognition of a scenic resource is not a characteristic intrinsic to the resource. It does, however, demonstrate people's appreciation of the resource for its visual, as well as evocative, qualities. Public recognition serves to reinforce analytic conclusions about the significance of a resource.

When considering a proposed action, agencies shall first determine whether the action could affect a scenic resource of statewide significance. This determination would involve: 1) a review of the coastal area map to ascertain if it shows an identified scenic resource which could be affected by the proposed action, and 2) a review of the types of activities proposed to determine if they would be likely to impair the scenic beauty of an identified resource. Impairment will include: (i) the irreversible modification of geologic forms; the destruction or removal of vegetation; the modification, destruction, or removal of structures, whenever the geologic forms, vegetation or structures are significant to the scenic quality of an identified resource; and (ii) the addition of structures which because of siting or scale will reduce identified views or which because of scale, form, or materials will diminish the scenic quality of an identified resource.

The following siting and facility-related guidelines are to be used to achieve this policy, recognizing that each development situation is unique and that the guidelines will have to be applied accordingly. Guidelines include:

- siting structures and other development such as highways, power lines, and signs, back from shorelines or in other inconspicuous locations to maintain the attractive quality of the shoreline and to retain views to and from the shore;
- clustering or orienting structures to retain views, save open space and provide visual organization to a development;
- incorporating sound, existing structures (especially historic buildings) into the overall development scheme;
- removing deteriorated and/or degrading elements;
- maintaining or restoring the original land form, except when changes screen unattractive elements and/or add appropriate interest;
- maintaining or adding vegetation to provide interest, encourage the presence of wildlife, blend structures into the site, and obscure unattractive elements, except when selective clearing removes unsightly, diseased or hazardous vegetation and when selective clearing creates views of inland waterways;
- using appropriate materials, in addition to vegetation, to screen unattractive elements;
- using appropriate scales, forms and materials to ensure that buildings and other structures are compatible with and add interest to the landscape.

This policy is not applicable to the City of Plattsburgh WRA, as it does not include Scenic Areas of Statewide Significance.

Policy 25

Protect, restore or enhance natural and man-made resources which are not identified as being of statewide significance, but which contribute to the overall scenic quality of the waterfront revitalization area.

Explanation of Policy

When considering a proposed action which would not affect a scenic resource of statewide significance, agencies shall ensure that the action would be undertaken so as to protect, restore or enhance the overall scenic quality of the waterfront revitalization area. Activities which could impair or further degrade scenic quality are the same as those cited under the previous policy, i.e., modification of natural landforms, removal of vegetation, etc. However, the effects of these activities would not be considered as serious for the general waterfront revitalization area as for significant scenic areas.

The siting and design guidelines listed under the previous policy should be considered for proposed actions within the waterfront revitalization area. More emphasis may need to be placed on removal of existing elements, especially those which degrade, and on addition of new elements or other changes which enhance. Removal of vegetation at key points to improve visual access to inland waterways is one such change which might be expected to enhance scenic quality.

Agricultural Lands Policy

Policy 26

Conserve and protect agricultural lands in the waterfront revitalization area.

Explanation of Policy

The first step in conserving agricultural lands is the identification of such lands. The Department of State is mapping all important agricultural lands within the State. The following criteria have been used to prepare the maps, and the mapped information will be incorporated in the New York State Coastal Resources Inventory and on the Coastal Area Map.

Land meeting any of the following criteria is being mapped.

1. Land which meets the definition of the U.S. Department of Agriculture as being prime farmland, unique farmland, or farmland of statewide importance.
 - a. Prime farmland is defined by USDA Soil Conservation Service in CRF #7 Agriculture Part 657.5(a), January 1979. A list of the soil associations that meet this definition has been prepared for each county.
 - b. Unique farmland is defined by USDASCS in CRF #7 Agriculture Part 657.5(b). In the coastal area of New York State all fruit and vegetable farming meets the terms of the definition.
 - c. Farmland of Statewide importance is defined by USDASCS in CRF #7 Agriculture Part 656.5(c). Lists of soil associations which constitute farmland of statewide importance have been prepared for each county.
2. Active farmland within Agricultural Districts. The maps of each Agricultural District show land committed by farmers. This is the land that will be mapped as active farmland. The district boundary will also be shown.
3. Areas identified as having high economic viability for farming. Any farm not identified above in 1 and/or 2, and which is located in an area identified as having "high viability" on the map entitled "Economic Viability of Farm Areas" prepared by the Office of Planning Coordination in May, 1969. This would be the basis for initial identification of areas having high economic viability for farming. Areas will be added and/or deleted based on comments from the agricultural community.
4. Areas adjacent to land identified above in 1, when are being farmed and are part of a farm with identified important agricultural lands.
5. Prime farmland, unique farmland, and farmland of statewide significance will not be identified as important agricultural land whenever it occurs as parcels of land less than 25 acres in size and these small parcels are not within a mile of areas of active farming.

Given the Program's application to a narrow strip of land, implementing a policy of promoting agricultural use of land must, to be practical, concentrate on controlling the replacement of agricultural land uses with non-agricultural land use as the result of some public action. The many other factors such as markets, taxes, and regulations, which influence the viability of agriculture in a given area, can only be addressed on a Statewide or national basis.

The Program policy requires a concern for the loss of any important agricultural land. However, the primary concern must be with the loss of agricultural land when that loss would have a significant effect on an agricultural area's ability to continue to exist, to prosper, and even to expand. A series of determinations are necessary to establish whether a public action is consistent with the conservation and protection of agricultural lands, or whether it is likely to be harmful to the health of an agricultural area. In brief, these determinations are as follows: First, it must be determined whether a proposed public action would result in the loss of important agricultural lands as mapped. If it would not result, either directly or indirectly, in the loss of identified important agricultural lands, then the action is consistent with the policy on agriculture. If it is determined that the action would result in a loss of identified important agricultural lands, but that loss would not have an adverse effect of the viability of agriculture in the surrounding area, then the action may also be consistent with this policy. However, in that case, the action must be undertaken in a manner that would minimize the loss of important farmland. If the action is determined to result in a significant loss of important agricultural land, that is if the loss is to a degree sufficient to adversely affect surrounding agriculture's viability -- its ability to continue to exist, to prosper, and even to expand -- then the action is not consistent with this agriculture policy.

The following guidelines define more fully what must be considered in making the above determinations:

- A. A public action would be likely to significantly impair the viability of an agricultural area in which identified important agricultural lands are located if:
 - 1. The action would occur on identified important agricultural land and would:
 - (a) Consume more than 10% of the land of an active farmⁱ containing such identified important agricultural lands
 - (b) Consume a total of 100 acres or more of identified important agricultural land, or
 - (c) Divide an active farm with identified important agricultural land into two or more parts, thus impeding efficient farm operation
 - 2. The action would result in environmental changes which may reduce the productivity or adversely affect the quality of the product of any identified important agricultural lands.
 - 3. The action would create real estate market conditions favorable to the conversion of large areas of identified important agricultural land to non-agricultural uses. Such conditions may be created by:
 - (a) Public water or sewer facilities to serve non-farm structures.
 - (b) Transportation, improvements, except for maintenance of, and safety improvements to, existing facilities that serve non-farm or non-farm related development
 - (c) Major non-agribusiness commercial development adjacent to identified agricultural lands
 - (d) Major public institutions
 - (e) Residential uses other than farm dwellings
 - (f) Any change in land use regulations applying to agricultural land which would encourage or allow uses incompatible with the agricultural use of the land

- B. The following types of facilities and activities should not be construed as having adverse effects on the preservation of agricultural land:
1. Farm dwellings, barns, silos, and other accessory uses and structures incidental to agricultural production or necessary for farm family supplemental income.
 2. Agribusiness development, which includes the entire structure of local support services and commercial enterprises necessary to maintain an agricultural operation, e.g., milk hauler, grain dealer, farm machinery dealer, veterinarian, food processing plants.
- C. In determining whether an action that would result in the loss of farmland is of overriding regional or statewide benefit, the following factors should be considered:
1. For an action to be considered overriding, it must be shown to provide significantly greater benefits to the region or State than are provided by the affected agricultural area (not merely the land directly affected by the action). In determining the benefits of the affected agriculture to the region or State, consideration must be given to its social and cultural value, its economic viability, its environmental benefits, its existing and potential contribution to food or fiber production in the State and any State food policy, as well as its direct economic benefits.
 - a. An agricultural area is an area predominantly in farming and in which the farms produce similar products and/or rely on the same agribusiness support services and are to be a significant degree economically interdependent. At a minimum, this area should consist of at least 500 acres of identified important agriculture land. For the purpose of analyzing impacts of any action on agriculture, the boundary of such area need not be restricted to land within the waterfront revitalization area. If the affected agricultural lands lie within an agricultural district then, at a minimum, the agricultural area should include the entire agricultural district.
 - b. In determining the benefits of an agricultural area, its relationship to agricultural lands outside the area should also be considered.
 - c. The estimate of the economic viability of the affected agricultural area should be based on an assessment of:
 - i. soil resources, topography, conditions of climate and water resources
 - ii. availability of agribusiness and other support services, and the level and condition of investments in farm real estate, livestock and equipment
 - iii. the level of farming skills as evidenced by income obtained, yield estimates for crops, and costs being experienced with the present types and conditions of buildings, equipment, and cropland
 - iv. use of new technology and the rates at which new technology is adopted
 - v. competition from substitute products and other farming regions and trends in total demand for given products
 - vi. patterns of farm ownership for their effect on farm efficiency and the likelihood that farms will remain in use

- d. The estimate of the social and cultural value of farming in the area should be based on an analysis of:
 - i. the history of farming in the area
 - ii. the length of time farms have remained in one family
 - iii. the degree to which farmers in the area share a cultural or ethnic heritage
 - iv. the extent to which products are sold and consumed locally
 - v. the degree to which a specific crop(s) has become identified with a community
 - e. An estimate of the environmental benefits of the affected agriculture should be based on analysis of:
 - i. the extent to which the affected agriculture as currently practiced provides a habitat or food for wildlife
 - ii. the extent to which a farm landscape adds to the visual quality of an area
 - iii. any regional or local open space plans, and degree to which the open space contributes to air quality
 - iv. the degree to which the affected agriculture does, or could, contribute to the establishment of a clear edge between rural and urban development
- D. Whenever a proposed action is determined to have an insignificant adverse effect on identified important agricultural land or whenever it is permitted to substantially hinder the achievement of the policy according to DOS regulations, Part 600, or as a result of the findings of an EIS, then the required minimization should be undertaken in the following manner:
- 1. The proposed action shall, to the extent practicable, be sited on any land not identified as important agricultural, or, if it must be sited on identified important agricultural land, sited to avoid classes of agricultural land according to the following priority:
 - a. prime farmland in orchards or vineyards
 - b. unique farmland in orchard or vineyards
 - c. other prime farm land in active farming
 - d. other unique farmland
 - e. farmland of Statewide importance in active farming.
 - f. active farmland identified as having high economic viability
 - g. prime farmland not being farmed
 - h. farmland of Statewide importance not being farmed

2. To the extent practicable, agricultural use of identified important agricultural land not directly necessary for the operation of the proposed non-agricultural action should be provided for through such means as lease arrangements with farmers, direct undertaking of agriculture, or sale of surplus land to farmers. Agricultural use of such land shall have priority over any other proposed multiple use of the land.

This policy is not applicable in the City of Plattsburgh because there are no NYS Agricultural Districts within the Waterfront Revitalization Area. However, the City supports development of local food systems, vertical farming, community gardens, and urban farms.

Energy and Ice Management Policies

Policy 27

Decisions on the siting and construction of major energy facilities in the shorefront area will be based on public energy needs, compatibility of such facilities with the environment, and the facility's need for a shorefront location.

Explanation of Policy

New York's overall annual energy demand has begun to flatten over time, in part due to the success of State and utility energy efficiency programs. However, peak load (the highest amount of energy consumption in a given year) has continued to increase at a more rapid pace. Renewable power sources—hydro, solar, wind, and other carbon-free solutions—also continue to grow as a share of the total energy produced in the State. Significant investments in the billions of dollars are needed to replace New York's aging electric transmission and distribution infrastructure just to meet currently projected energy demand. To respond to these significant shifts in the State's energy infrastructure, State energy policies are being designed to maintain energy system reliability during peak load in ways that improve the grid's overall system efficiency, from both energy transmission and capital investment perspectives.

The New York State energy planning process provides a comprehensive framework for improving the State's energy system, addressing issues such as environmental impacts, resiliency, and affordability. Key areas of focus for New York's energy planning and implementation policies include integration of renewable energy generation; local energy generation that can foster both economic prosperity and environmental stewardship; seeking innovative energy solutions across the State's public facilities and operations; increasing energy efficiency; and decreasing greenhouse gas emissions. New York's energy policy is also central to how the State responds to the challenges presented by a changing climate. New York State's energy planning recognizes that extreme weather events demand more resilient energy infrastructure, and that climate change presents both challenges and opportunities to lead and innovate.

A determination of public need for energy is the first step in the process for siting new facilities. The directives for determining this need are contained primarily in Article 6 of the New York State Energy Law. That Article requires the preparation of a State Energy Plan. With respect to transmission lines and the siting of major electric generating facilities, Articles 7 and 10 of the State's Public Service Law require additional forecasts and establish the basis for determining the compatibility of these facilities with the environment and the necessity for providing additional electric capacity. The policies derived from the siting regulations under these Articles are entirely consistent with the general coastal zone policies derived from other laws, particularly the regulations promulgated pursuant to the Waterfront Revitalization of Coastal Areas and Inland Waterways Law. That law is used for the purposes of ensuring consistency with the Coastal Management Program.

The Department of State will present testimony for the record during relevant certification proceedings under Articles 7 and 10 of the Public Service Law when appropriate; and use the State SEQR and DOS regulations to ensure that decisions regarding other proposed energy facilities (not subject to Articles 7 and 10 of the Public Service Law) that would affect the shorefront area are consistent with LWRP policies.

Policy 28

Ice management practices shall not interfere with the production of hydroelectric power, damage significant fish and wildlife and their habitats, or increase shoreline erosion or flooding.

Explanation of Policy

Prior to undertaking actions required for ice management, an assessment must be made of the potential effects of such actions upon the production of hydro-electric power, fish and wildlife and their habitats as will be identified in the Coastal Area Maps, flood levels and damage, rates of shoreline erosion damage, and upon natural protective features.

Following such an examination, adequate methods of avoidance or mitigation of such potential effects must be utilized if the proposed action is to be implemented.

Most of the City of Plattsburgh's energy is hydroelectricity that comes from Niagara Falls as part of the Niagara Power Project. There are no current or proposed hydroelectric power facilities in the WRA.

Policy 29

The development of offshore uses and resources, including renewable energy resources, shall accommodate New York's long-standing ocean and Great Lakes industries, such as commercial and recreational fishing and maritime commerce, and the ecological functions of habitats important to New York.

Explanation of Policy

The City of Plattsburgh is not located along the Atlantic Ocean, Long Island Sound or Great Lakes. However, actions proposed in the WRA will seek to accommodate commercial and recreational fishing and maritime commerce, and the ecological functions of local habitats important to New York.

The State encourages the responsible development of renewable energy resources. Wind, wave, tidal, and water current resources located offshore are an increasing focus of development interest, which may continue to grow as projects become more technologically feasible.

Water and Air Resources Policies

Policy 30

Municipal, industrial, and commercial discharge of pollutants, including but not limited to, toxic and hazardous substances, into inland waterways will conform to State and National water quality standards.

Explanation of Policy

Municipal, industrial and commercial discharges include not only "end-of-the pipe" discharges into surface and groundwater but also plant site runoff, leaching, spillages, sludge and other waste disposal, and drainage from raw material storage sites. Also, the regulated industrial discharges are both those which directly empty into receiving inland waterways and those which pass through the municipal treatment systems before reaching the State's waterways.

Policy 31

State policies and management objectives of approved Local Waterfront Revitalization Programs will be considered while reviewing inland waterway classifications and while modifying water quality standards; however, those waters already overburdened with contaminants will be recognized as being a development constraint.

Explanation of Policy

Pursuant to the Federal Clean Water Act of 1977 (PL 95-217) the State has classified its coastal and other waters in accordance with considerations of best usage in the interest of the public and has adopted water quality standards for each class of waters. These classifications and standards are reviewable at least every three years for possible revision or amendment. Local Waterfront Revitalization Programs and State LWRP policies shall be factored into the review process for inland waterways. However, such consideration shall not affect any water pollution control requirement established by the State pursuant to the federal Clean Water Act.

The State has identified certain stream segments as being either "water quality limiting" or "effluent limiting." Waters not meeting State standards and which would not be expected to meet these standards even after applying "best practicable treatment" to effluent discharges are classified as "water quality limiting". Those segments meeting standards or those expected to meet them after application of "best practicable treatment" are classified as "effluent limiting," and all new waste discharges must receive "best practicable treatment." However, along stream segments classified as "water quality limiting", waste treatment beyond "best practicable treatment" would be required, and costs of applying such additional treatment may be prohibitive for new development.

Policy 32

Encourage the use of alternative or innovative sanitary waste systems in small communities where the costs of conventional facilities are unreasonably high, given the size of the existing tax base of these communities.

Explanation of Policy

Alternative systems include individual septic tanks and other subsurface disposal systems, dual systems, small systems serving clusters of households or commercial users, and pressure or vacuum sewers. These types of systems are often more cost effective in smaller, less densely populated communities and for which conventional facilities are too expensive.

Policy 33

Best management practices will be used to ensure the control of stormwater runoff and combined sewer overflows draining into inland waterways.

Explanation of Policy

Best management practices include both structural and non-structural methods of preventing or mitigating pollution caused by the discharge of stormwater runoff and combined sewer overflows. At present, structural approaches to controlling stormwater runoff (e.g., construction of retention basins) and combined sewer overflows (e.g., replacement of combined system with separate sanitary and stormwater collection systems) are not economically feasible. Proposed amendments to the Clean Water Act, however, will authorize funding to address combined sewer overflows in areas where they create severe water quality impacts. Until funding for such projects becomes available, non-structural approaches (e.g., improved street cleaning, reduced use of road salt) will be encouraged.

Policy 34

Discharge of waste materials into inland waterways from vessels subject to State jurisdiction will be limited so as to protect significant fish and wildlife habitats, recreational areas and water supply areas.

Explanation of Policy

All untreated sanitary waste from vessels is prohibited from being discharged into the State's inland waterways. Where inland waterway resources or activities require greater protection than afforded by this requirement the State may designate vessel waste no discharge zones. Within these no discharge zones the discharge of all vessel waste whether treated or not is prohibited. A determination from EPA that an adequate number of vessel waste pump-out stations exists is necessary before the State can designate a no discharge zone. The State prepared a Clean Vessel Act Plan which identifies the State's waters for which no discharge zones are needed and the number of vessel waste pump outs required to obtain the determination from EPA. The discharge of other wastes from vessels is limited by State law.

Policy 35

Dredging and filling in inland waterways and disposal of dredged material will be undertaken in a manner that meets existing State dredging permit requirements, and protects significant fish and wildlife habitats, scenic resources, natural protective features, important agricultural lands, and wetlands.

Explanation of Policy

Dredging, filling, and dredge material disposal are activities that are needed for waterfront revitalization and development, such as maintaining navigation channels at sufficient depths, pollutant removal, and other management needs. Such projects, however, may adversely affect water quality, fish and wildlife habitats, wetlands, and other important inland waterway resources. Often these adverse effects can be minimized through careful design and timing of the dredging or filling activities, proper siting of dredged material disposal sites, and the beneficial use of dredged material. Such projects shall only be permitted if they satisfactorily demonstrate that these anticipated adverse effects have been reduced to levels which satisfy State permit standards set forth in regulations developed pursuant to Environmental Conservation Law, (Articles 15, 24, 25, and 34), and are consistent with policies pertaining to the protection and use of inland waterway resources (LWRP policies 7, 15, 19, 20, 24, 26, and 44).

Policy 36

Activities related to the shipment and storage of petroleum and other hazardous materials will be conducted in a manner that will prevent or at least minimize spills into inland waterways; all practicable efforts will be undertaken to expedite the cleanup of such discharges; and restitution for damages will be required when these spills occur.

Explanation of Policy

See Policy 39 for definition of hazardous materials.

Policy 37

Best management practices will be utilized to minimize the non-point discharge of excess nutrients, organics and eroded soils into inland waterways.

Explanation of Policy

Best management practices used to reduce these sources of pollution could include, but are not limited to, encouraging organic farming and pest management principles, soil erosion control practices, and surface drainage control techniques.

Policy 38

The quality and quantity of surface water and groundwater supplies, will be conserved and protected, particularly where such waters constitute the primary or sole source of water supply.

Explanation of Policy

Surface and groundwater are the principal sources of drinking water in the State, and therefore must be protected. Since Long Island's groundwater supply has been designated a "primary source aquifer," all actions must be reviewed relative to their impacts on Long Island's groundwater aquifers.

Policy 39

The transport, storage, treatment and disposal of solid wastes, particularly hazardous wastes, within the waterfront revitalization area will be conducted in such a manner so as to protect groundwater and surface water supplies, significant fish and wildlife habitats, recreation areas, important agricultural land, and scenic resources.

Explanation of Policy

The definitions of terms "solid wastes" and "solid waste management facilities" are taken from New York's Solid Waste Management Act (Environmental Conservation Law, Article 27). Solid wastes include sludge from air or water pollution control facilities, demolition and construction debris and industrial and commercial wastes.

Hazardous wastes are unwanted byproducts of manufacturing processes and are generally characterized as being flammable, corrosive, reactive, or toxic. More specifically, hazardous waste is defined in Environmental Conservation Law (Section 27-0901[3]), as "waste or combination of wastes which because of its quantity, concentration, or physical, chemical or infectious characteristics may: 1) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or 2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed, transported or otherwise managed." A list of hazardous wastes (NYCRR Part 366) will be adopted by DEC within 6 months after EPA formally adopts this list. (currently contained in 6 NYCRR Part 371). Examples of solid waste management facilities include resource recovery facilities, sanitary landfills and solid waste reduction facilities. Although a fundamental problem associated with the disposal and treatment of solid wastes is the contamination of water resources, other related problems may include: filling of wetlands and littoral areas, atmospheric loading, and degradation of scenic resources.

Policy 40

Effluent discharged from major steam electric generating and industrial facilities into inland waterways will not be unduly injurious to fish and wildlife and shall conform to state water quality standards.

Explanation of Policy

The State Board on Electric Generation Siting and the Environment must consider a number of factors when reviewing a proposed site for facility construction. One of these factors is that the facility shall “not discharge any effluent that will be unduly injurious to the propagation and protection of fish and wildlife, the industrial development of the State, the public health, and public enjoyment of the receiving waters.” The effect of thermal discharges on water quality and aquatic organisms is considered by the siting board when evaluating any applicant's request to construct a new steam electric generating facility.

Policy 41

Land use or development in the waterfront revitalization area will not cause national or State air quality standards to be violated.

Explanation of Policy

New York's Waterfront Revitalization of Coastal Areas and Inland Waterways Program incorporates the air quality policies and programs developed for the State by the Department of Environmental Conservation pursuant to the Clean Air Act and State laws on air quality. The requirements of the Clean Air Act are the minimum air quality control requirements applicable within the waterfront revitalization area.

To the extent possible, the State Implementation Plan will be consistent with waterfront revitalization area lands and water use policies. Conversely, waterfront management guidelines and program decisions with regard to land and water use and any recommendations with regard to specific sites for major new or expanded industrial, energy, transportation, or commercial facilities will reflect an assessment of their compliance with the air quality requirements of the State Implementation Plan.

The Department of Environmental Conservation will allocate substantial resources to develop a regulatory and management program to identify and eliminate toxic discharges into the atmosphere. The State's Waterfront Revitalization of Coastal Areas and Inland Waterways Program will assist in coordinating major toxic control programming efforts in the inland waterway regions and in supporting research on the multi-media nature of toxics and their economic and environmental effects on inland waterway resources.

Policy 42

Waterfront revitalization program policies will be considered if the State reclassifies land areas pursuant to the prevention of significant deterioration regulations of the Federal Clean Air Act.

Explanation of Policy

The policies of the State and local coastal and inland waterway management programs concerning proposed land and water uses and the protection and preservation of special management areas will be taken into account prior to any action to change prevention of significant deterioration land classifications along inland waterways or adjacent areas. In addition, the Department of State will provide the Department of Environmental Conservation with recommendations for proposed prevention of significant deterioration land classification designations based upon the Waterfront Revitalization of Coastal Areas and Inland Waterways Program and LWRP policies.

Policy 43

Land use or development in the waterfront revitalization area must not cause the generation of significant amounts of acid rain precursors: nitrates and sulfates.

Explanation of Policy

The Waterfront Revitalization of Coastal Areas and Inland Waterways Program incorporates the State's policies on acid rain. As such, the Waterfront Revitalization of Coastal Areas and Inland Waterways Program will assist in the State's efforts to control acid rain. These efforts to control acid rain will enhance the continued viability of inland waterway fisheries, wildlife, agricultural, scenic and water resources.

Wetlands Policy

Policy 44

Preserve and protect tidal and freshwater wetlands and preserve the benefits derived from these areas.

Explanation of Policy

Freshwater wetlands include marshes, swamps, bogs, and flats supporting aquatic and semiaquatic vegetation and other wetlands so defined in the NYS Freshwater Wetlands Act and the NYS Protection of Waters Act (Water Resources Law, Environmental Conservation Law Article 15).

The benefits derived from the preservation of freshwater wetlands include but are not limited to:

- habitat for wildlife and fish, and contribution to associated aquatic food chains
- erosion, flood and storm control
- natural pollution treatment
- groundwater protection
- recreational opportunities
- educational and scientific opportunities;
- aesthetic open space in many otherwise densely developed areas

IV. Proposed Land and Water Uses & Proposed Projects

A key component of Plattsburgh's Waterfront Revitalization Program consists of the specific land and water uses, development projects and revitalization programs - both public and private - proposed for the waterfront revitalization area. The Inventory and Analysis of waterfront conditions and the applicable state and local policies provide the basis for this component. Corresponding changes in the City's zoning ordinance will be described in Section 5. The proposed uses and projects were selected after input and approval from the city planning and engineering staff, the local Waterfront Commission, and the City Council. Additional public meetings were held with various subarea groups and residents. Feedback received during the planning process is contained in Appendices D, E and F.

The City has identified land and water uses and proposed projects in recognition of the fact that the cornerstone of successful waterfront revitalization is attractive, safe, and inviting public access, and that without public access, the water's edge will remain cut off, private, and lacking in the single ingredient absolutely necessary for revitalization: people. Additionally, without a comprehensive plan for the whole waterfront, access that is gained is likely to be haphazard, unconnected and underutilized.

The best access has these characteristics:

1. It invites public use by virtue of its unambiguously public character.
2. It permits the public to walk, jog and bike along the water's edge, while minimizing conflicts among types of users.
3. It allows boaters access to and from the water and a secure place to temporarily leave their boats.
4. It connects the downtown to the waterfront at points where the Central Business District and other City neighborhoods front the Lake and River.
5. It establishes or preserves visual connections to the waterfront from upland sites and streets.
6. It provides a variety of pedestrian experiences by using changes in width, elevation, orientation, plantings, and surface treatment.
7. It respects people's basic needs by providing comfortable street furniture; clean, safe restrooms; and shelter from rain.
8. It sparks visitors' curiosity through interpretive markers and signs explaining the waterfront's role in history, its contemporary industries, natural environment and wildlife, and other intrinsically interesting stories.
9. By its design, it guards the privacy and security of adjacent residences and protects people from hazardous waterfront industrial sites.
10. It respects the needs of children, the elderly, and the disabled.⁴³

Revitalizing the waterfront depends on identifying and conserving existing assets and amenities and recognizing, contemplating and developing opportunities for the creation of additional amenities; the intent of recommending future land and water uses and zoning revisions is to encourage and support a wide range of additional activities and to conserve existing resources. The revitalized Plattsburgh waterfront should be pleasant and welcoming to all ages and ability levels of people, offer a wide variety of activities, and be varied in use and activity concentration. There should be welcoming and secure areas for senior citizens, young parents and children to sit in the sun, feed the birds and rest; playground equipment to play on; nearby playing fields and scenic overlooks; nature walks; fountains;

⁴³ Good, J.W., and R.F. Goodwin, Waterfront Revitalization for Small Cities, Corvallis, OR: Oregon State University Extension Service, May 1992.

pathways surfaced for walking, bicycling, rollerblading, and skateboarding. However, land and water uses are not expected to depart drastically from existing patterns; proposed uses and projects are predominantly refinements of existing patterns.

Land and water uses, as well as projects should be considered carefully. The Plattsburgh waterfront presents some constraints but also opportunities, as it contains industrial and other properties which could be redeveloped. An opportunity therefore exists for the City and private property owners to work together to create a waterfront area that will be attractive and appealing to residents and visitors alike. With this in mind, the City should be respectful of and sensitive to the rights and concerns of private property owners. All groups should be mindful of the need to work together to realize the economic and community development potential of waterfront revitalization.

A. Proposed WRA-wide Project: Recreation Master Plan

Project Description

The City of Plattsburgh developed a recreation master plan in 1971. It is recommended that an updated Recreation Master Plan be developed, taking into account the goals and proposed projects outlined herein. Recreational considerations should take into account winter activities, such as sledding, skating, and cross-country skiing, as well as opportunities during other seasons. The Plan should include a comprehensive inventory and analysis of facilities, trails, and programming, should analyze universal accessibility and potential connectivity, and should also consider projected maintenance and operations costs and staffing needs to ensure success.

Location

Throughout the Waterfront Revitalization Area.

LWRP Policies

The recreation master plan supports Development policies 1, 2, and 4; Public Access policies 19 and 20; and Recreation policies 21 and 22.

Cost Estimate for Implementation

\$80,000 - \$100,000

Potential Funding Sources

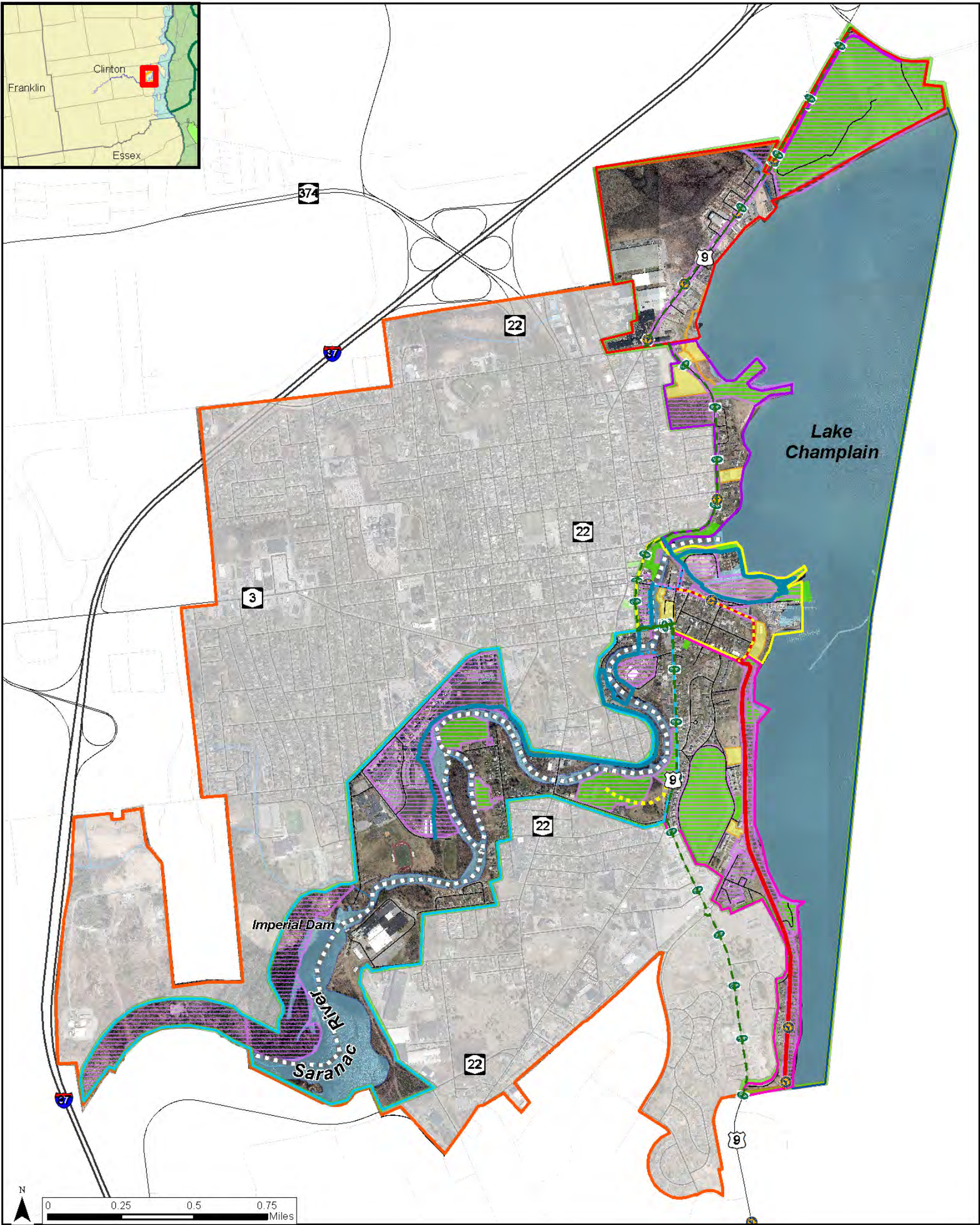
- Parks, Preservation and Heritage (EPF) Program (via OPRHP)
- Parks & Trails NY
- NYS DOS (LWRP Implementation)

Anticipated Timeframe - A request for proposals could be issued upon funding acquisition (short-term), with initiation of the work thereafter. It is anticipated that the master plan would take about a year to complete.

B. Proposed Land and Water Uses and Proposed Projects by Subarea

Based on the description of existing land and water uses and analysis of opportunities and constraints presented above in Section II C, recommendations are made for proposed land and water uses for each subarea below. The proposed projects primarily represent refinements or expansions of existing uses and are not expected to bring about drastic changes in use (see Map Series 16). It will be of utmost importance for the City and private property owners to collaborate in order to protect existing resources and provide guidance for future development.

Existing boating and waterfront recreational facilities in the City of Plattsburgh WRA will be maintained and expanded, and new boating and fishing access will be created in appropriate locations.



City of Plattsburgh

Proposed Project Areas City of Plattsburgh

Map 16A

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

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

- KEY**
- City of Plattsburgh Boundary (2021)
 - Harbor Management Plan Boundary
 - Waterfront Revitalization Area Subareas
 - North End
 - Cumberland Ave/Milcox 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
 - Proposed Trails
 - Trail
 - Blueway
 - Proposed Projects
 - Proposed Project
 - Studies or Future Potential

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NEW YORK STATE OF OPPORTUNITY
Department of State

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City of Plattsburgh

Proposed Project Areas North End

Map 16B

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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 - Harbor Management Plan Boundary
 - Waterfront Revitalization Area
 - Subareas
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 - Marina-Downtown
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 - Empire State Trail
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 - Proposed Trails
 - Trail
 - Blueway
 - City Parks and Natural Areas
 - Proposed Projects
 - Proposed Project
 - Studies or Future Potential
 - Projects by Subarea
 - North
 - Wilcox
 - Marina
 - Saranac
 - Base

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i. North End Subarea Proposed Land and Water Uses and Proposed Projects

1. Proposed Land and Water Uses

This subarea includes the City Beach as well as a motel, townhouse developments, a McDonald's restaurant, offices, and industrial use (mainly Georgia Pacific). The City Beach property contains nearly half of the waterfront area in this subarea and provides public access to Lake Champlain. Existing water uses are predominantly recreational and include fishing, swimming, and boating.

The City has successfully completed several projects in this subarea, including an Environmental Quality Bond Act (EQBA)-funded extension of the Heritage Trail. In addition, the City has encouraged and assisted in the rehabilitation of deteriorated buildings in this area. The Karen Fleury Bike Path, which runs along Route 9 from City Beach to Scotion Creek, was dedicated in 2002. In 2014, the North Margaret Street Road Diet project added bike lanes from Boynton Avenue to the Karen Fleury Path and Heritage Trail. Additional bicycle lanes have been developed along Cumberland Avenue.

Proposed uses reflect maintenance of existing development patterns. Proposed uses under the LWRP would maintain and strengthen these uses, through the acquisition of public access easements from private property owners (in long-term and realistically, with some form of incentive) and implementation of related enhancements, such as the construction of a waterfront loop of the existing Heritage Trail.

2. Proposed Projects: Studies and Design and Construction Projects

A. City Beach Water Quality Study

Project Description

Given recent impacts on water quality at City Beach resulting from runoff and flooding, a water quality study should be undertaken to explore causes and contributing factors, as well as potential solutions to water quality issues. The study scope should include a Sampling Plan, Sample Analysis, an Assessment Report and the Development of Options (with estimated implementation costs and timeframes) to mitigate impacts on water quality.

Project Location and Map

This project is located as Item A on Map 16B.

LWRP Policies

This study would support LWRP Water and Air Resource Policies 31, 32, 33, and 38.

Cost Estimate for Implementation

It is estimated that a Water Quality Study could be completed for \$100,000.

Potential Funding Sources

Potential funding for the Water Quality Study could be obtained from the Lake George-Lake Champlain Basin Program, NYS Department of Environmental Conservation, or a Water Quality Improvement Program grant for Non-Agricultural Nonpoint Source Abatement and Control.

B. Cumberland Bay Trail

Project Description

One of the Plattsburgh community's hopes is to improve connectivity from the North End south towards Wilcox Dock and Downtown. The Karen Fleury Bike Trail extends from Scotion Creek to the entrance

to City Beach, along Route 9. Route 9 is designated both a State Bicycle Route and a segment of the Empire State Trail.

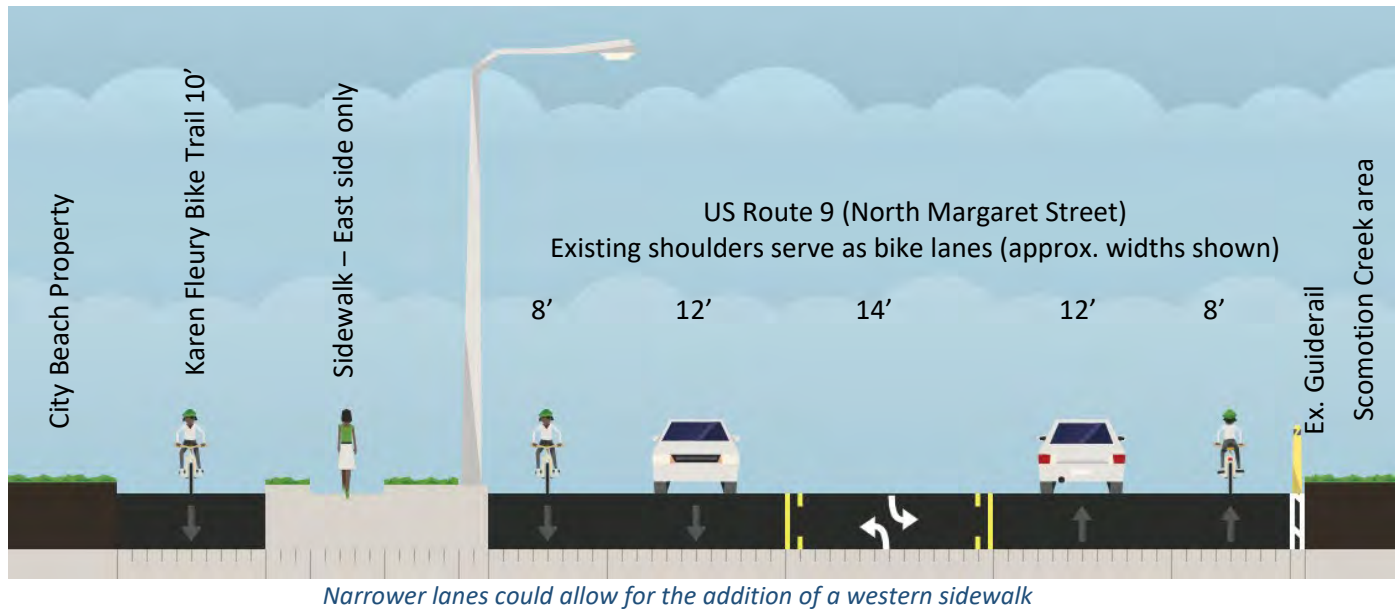
The goal is to construct a Cumberland Bay Trail that would improve the streetscape and provide a safe multiuse route. The streetscape could be improved near the “northern-gateway” Route 9 – Route 314 intersection, extending along North Margaret Street to the subarea boundary at Cumberland Avenue. The route could build upon the complete streets efforts of the recent bicycle lane construction. This 1.3-mile streetscape could also connect the interpretive trail proposed for Scotion Creek and the Wilcox Dock site.

Project Location and Map

This project is noted as Item B on Map 16B.

Conceptual Design

Below is an approximate section displaying existing conditions across Route 9/North Margaret Street, near the Scotion Creek Area. Currently, the paved shoulder serves as a bike lane for US Bicycle Route 9, with the Karen Fleury Bike Trail on the east side of the roadway. A narrower center turn lane, and reduction of the shoulder width from the current approximate 8' width to approximately 7' could allow for the installation of a sidewalk on the west side, where one currently does not exist. This could provide access to the Scotion Creek area.



LWRP Policies

Streetscape and trail enhancements support the following LWRP Policies:

- Development Policies 1 and 5
- Public Access Policy 19

Cost Estimate for Implementation

Survey costs for the 1.3-mile project area are undetermined.

Design, Engineering, Permitting is estimated at \$200,000.

Construction Costs are undetermined.

Potential Funding Sources

Potential funding for streetscape and sidewalk enhancements could come from:

- NYS DOS (LWRP Implementation)
- HUD Community Development Block Grant (CDBG)
- NYS Main Street Target Area Grant
- NYS Department of Transportation – Transportation Alternatives Program (TAP)
- Federal Highway Administration – TEA-21
- Recreational Trails Program (Route 9 is part of the Empire State Trail)

Project Benefits

The Route 9 corridor is viewed as a vehicle-dominated corridor and is, therefore, unwelcoming to pedestrians and cyclists. The roadway has a shoulder but lacks adequate sidewalks in many areas. Additionally, residents have voiced concerns about the impact of vehicular traffic on pedestrian and cyclist safety. Modifying the perceived width of the street would encourage drivers to slow down and thereby improve the experience for pedestrians. A reduction in pavement width would help to lessen the impacts of vehicular traffic.

While improving walkability and aesthetics, the incorporation of green infrastructure elements into the streetscape, such as tree plantings and vegetated swales, can help to minimize stormwater runoff and thereby protect and improve water quality. Trees can provide shade in the summer and enrich the appearance of the corridor, enhancing the storefronts. Tree species should be carefully chosen to have high branching structures, to avoid blocking views of businesses, while also minimizing conflicts with parked cars, lighting, and pedestrian circulation. These enhancements will improve safety and aesthetics and make users feel more comfortable.

The inclusion of pedestrian-scale lighting and clearly delineated crosswalks would enhance walkability, while also improving safety for visitors and families.

Marking and signing a dedicated bike lane would further enhance connectivity and safety for bicycles traveling along the waterfront.

Anticipated Timeframe

The streetscape enhancements project is a high priority for the community, and would be intended to begin in the mid-term, within three to five years.

Regulatory Requirements

It is anticipated that the streetscape enhancements may require permits from agencies including NYS Department of Transportation.

Education, Incentives, and Easements

In the long-term, to facilitate development of the Cumberland Bay Trail and other waterfront trails, the City should develop a public outreach and education program to facilitate the granting of voluntary easements by willing private property owners at all parcels located south of the city beach. While some of these sites currently allow informal access, no formal right-of-way has been established. The City and the Lake Champlain Basin Program have articulated a desire to have a walking/bicycling trail along the entire Lake Champlain waterfront. Over time, when public access is obtained through easements across

private property, the easements should be recorded in the property deeds of each parcel crossed by the access way. Doing this will ensure easements are not “lost” when parcels change hands. This point is particularly important in cases where the access is not continuous and leads to a dead-end shoreline viewpoint. The City could work with property owners to establish a volunteer incentive package for obtaining waterfront easements from private property owners. Work with private property owners to obtain easements to all waterfront parcels as a means of ensuring protection and providing improved public access to the waterfront. As access is obtained, work to develop a lakefront trail that extends throughout the subarea.

C. City Beach Area Enhancements

Project Description

The *City Beach and Crete Center Redevelopment Feasibility Study*, conducted at the same time as this LWRP, examined the existing facilities, their current usage, community needs, site constraints, potential for redevelopment, regulatory and permitting implications, and costs of alternatives.

Project Location and Map

This project is noted as Item C on Map 16B.

Conceptual Design

- City Beach/Crete Center parcel improvements
 - a. Remediation of former landfill site for development of trail network;
 - b. Natural environmental improvements including dune and habitat protection and restoration, trail improvements (wetland boardwalk, interpretive signage), and flood protection;
 - c. In addition to the improvements in a. and b. above, the *Feasibility Study* preferred plan for the property included removal of the existing Crete Center building, allowing for the development of open lawns; performance and event spaces, multipurpose buildings that could host recreation-related services and rentals for activities such as fishing, paddleboarding, and kayaking; a waterfront plaza; pavilions; piers; play areas; a nature center; and various walkway and interpretive trails, in a manner sensitive to site conditions. The preferred concept plan for the project follows at the end of this project section.
- At Scotion Creek, access should be provided with the creation of a parking lot and the incorporation of a sidewalk to North Margaret Street (Empire State Trail). A walk could extend to the creek, where an accessible hand launch would be provided. Interpretive signage would enhance natural resource interpretation of the area. A concept plan follows on the next page.



[LWRP Policies](#)

The Overall City Beach/Crete Center improvements project supports the following LWRP Policies:

- Development: 1, 2, 4
- Fish and Wildlife: 9
- Flooding and Erosion Hazards: 11, 12, 13, 14, 16, 17
- Public Access: 19 and 20
- Recreation: 21 and 22
- Historic and Scenic Resources: 25
- Water and Air Resources: 37
- Wetlands: 44

The Scotion Creek access project supports the following LWRP Policies:

- Development Policies: 1, 2, 4
- Fish and Wildlife Policy 9
- Public Access: 19 and 20
- Recreation: 21 and 22
- Wetlands: 44

Cost Estimate for Implementation

The costs for the overall City Beach property improvements are outlined in the *Feasibility Study*, however Phase 1 was estimated at approximately \$8.6 million. This phase includes studies, initial demolition and infrastructure installation, trails, associated site improvements, dune stabilization, and potential pier development.

The Scotion Creek project would entail a site survey, design, permitting and construction. It is estimated that survey of approximately 2 acres, project design and engineering, and permitting would cost \$50,000, while construction and construction administration would cost approximately \$120,000.

Potential Funding Sources

For the overall City Beach Area improvements, it is anticipated that numerous funding sources would be utilized, including:

- NYS OPRHP Recreational Trails Program
- Parks, Preservation and Heritage (EPF) Program (via OPRHP)
- National Trails Fund
- Parks & Trails NY
- NYS Department of Transportation – Transportation Alternatives Program (TAP)
- Empire State Development
- NYS DOS (LWRP Implementation)
- NYS Council on the Arts (performance space)
- Potential private funders for individual recreation elements (playground, piers) or partnerships with potential operators/lessees.

Potential funding for the Scotion Creek waterfront access project could come from:

- NYS Department of Transportation
- NYS DOS (LWRP Implementation)
- NYS Department of Environmental Conservation

Project Benefits

The ability to launch kayaks and canoes has been identified as a needed recreational option within the WRA. With limited public access, opportunities for such a use should be proposed to complement existing 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).

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. The project will 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.

The proposed concept provides a wide variety of attractions and open space locations for the community. Improvements to sidewalk and trail networks and parking and vehicle circulation are key to connectivity for community and tourism to the region as well as the addition of two piers for improved connection to Lake Champlain. The City Beach site will have improvements to public amenities such as updated

bathrooms and public waterfront buildings. These upgrades will also include public pavilions for recreation and picnics, the inclusion of open lawns with a performance venue for concerts and a new nature center for public outreach and education to learn about the ecology on the site as well as the environment around Lake Champlain.

Anticipated Timeframe

The Scotion Creek improvements could be implemented in the short term (1-3 years), while the City Beach improvements would be phased over time as funding allows, with studies and trails planning occurring in the short term.

Regulatory Requirements

The Scotion Creek project may require permits from agencies including NYS DOT (the US-9 corridor forms the eastern edge of the proposed project location), NYS Department of Environmental Conservation and the US Army Corps of Engineers.

The broader City Beach work would include coordination with NYS DEC, NYS ACOE, any funding agencies, local utility companies, and local building and health code regulators.



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City of Plattsburgh

Proposed Land Uses:
North End Subarea
City Beach and Crete Center

June 2021

REVISIONS				
NO	DATE	DESCRIPTION	DRAWN	CHK

SARATOGA ASSOCIATES PROJECT # 2014029

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DATE: 06.17.2021
DRAWN BY: JMM
CHECKED BY: JMM
PHASE: CONCEPT

**FINAL
CONCEPT**



City of Plattsburgh

Proposed Project Areas Cumberland Ave/Wilcox Dock

Map 16C

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)
- Harbor Management Plan Boundary
- Waterfront Revitalization Area
- Subareas
 - North End
 - Cumberland Ave/Wilcox Dock
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 - Upper Saranac
- 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

Proposed Trails

- Trail
- Blueway
- City Parks and Natural Areas

Proposed Projects

- Proposed Project
- Studies or Future Potential

Projects by Subarea

- North
- Wilcox
- Marina
- Saranac

Base

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

ii. *Cumberland Avenue/Wilcox Dock Subarea Proposed Land and Water Uses and Proposed Projects*

1. Proposed Land and Water Uses

This subarea includes industrial development (Georgia-Pacific plant) in the northern portion, and predominantly prime residential housing. These uses are unlikely to change in the near-term; land and water uses generally reflect a continuation and enhancement of existing uses. Portions of this area are zoned RC, therefore any future redevelopment plans must be carefully considered and implemented; with some of the City's best views of Lake Champlain and the Green Mountains, this subarea is a key element of Plattsburgh's waterfront. Georgia Pacific worked with the NYS Department of Environmental Conservation to facilitate dredging of contaminated sludge and wood chips near the state-owned Wilcox Dock area. The site was determined to no longer pose a threat to public health or the environment and was delisted from the State Superfund program in January 2013.⁴⁴ By keeping existing development with minor and incremental improvements over time as funding is available, the City will be able to accomplish this goal, which is consistent with the goals of the LWRP.

The shore east of the Georgia Pacific plant is currently underutilized due to former PCB contamination, however, as mentioned above, this site was cleaned up through a cooperative agreement between Georgia Pacific and DEC. Proposed supporting LWRP use of this land suggests additional screen planting of evergreen trees, with potential trail access (long-term goal) at the shore level to continue a Cumberland Bay perimeter trail across the property.

The residential area in the south portion of this subarea is a stable single-family residential neighborhood, with most homes constructed in the early to mid-1900s. The homes with shorefront lots are considered to be among the most desirable living places in the City. Proposed uses under the LWRP would maintain and protect the existing character.

The Wilcox Dock property itself is owned by the State. A portion of the parcel, along the southern edge, is currently leased to a private property owner. The overall property could be enhanced to incorporate additional recreational amenities, as it is very busy on a favorable summer day. Proposed water uses are predominantly recreational and could include fishing, swimming, bird watching, and small boating and/or boat rentals. No new freight activity is envisioned for the former barge canal pier.

2. Proposed Projects: Acquisitions, Studies, and Design and Construction Projects

A. Property Acquisitions

Description

As the City works to enhance waterfront areas, due consideration should be given to private property owners. The vacant waterfront lot at the north end of Cumberland Avenue is privately owned. Should the opportunity arise, this parcel should be acquired and redeveloped for recreational or supporting commercial uses (rentals, food) related to proposed recreational reuse of Wilcox Dock. It could also incorporate the proposed Cumberland Bay Trail (Project B).

The property at the current end of Cedarwood Lane is also vacant, privately owned, and currently zoned R2. A park in this space, adjacent to the potential neighborhood development, could provide for more active recreation, such as a ballfield, basketball court, tennis courts, restrooms, and playground. A

⁴⁴ http://www.mychamplain.net/sites/default/files/cumberland_bay_de-list_notice.pdf

concept for a neighborhood park is shown in conjunction with the Neighborhood Study project (Project C).

The property which currently hosts the Elks Club building is a lakefront parcel with an attractive building that may be available for sale. Acquisition of this property could provide an opportunity to expand public access to the lakefront. If obtained, the building could also provide services supportive to recreation in the area.

Location and Map

These properties are identified as Item A on Map 16C.

LWRP Policies

Acquisition of these properties for recreational or supporting commercial uses supports the following LWRP Policies:

- Development Policies 1 and 2
- Public Access Policies 19 and 20
- Recreation Policies 21 and 22

Cost Estimate for Implementation

The cost of property acquisition is undetermined and would be based on fair market assessments of these parcels at the time of potential sale or transfer.

Anticipated Timeframe

The acquisition would likely occur in the long-term, depending on owner interest and identified cost.

B. Cumberland Bay Trail Extension Feasibility Study

Project Description

This project builds upon those mentioned for the North End subarea, to provide safe off-road trails within the City. A study should explore the possibility of waterfront/recreation/conservation use for the abandoned property next to Georgia Pacific (the northernmost parcel in this subarea), including additional screen planting of evergreen trees, with potential trail access at the shore level to continue a Cumberland Bay perimeter trail (connecting to project B for the North End) across the property.

Project Location and Map

This project is noted as Item B on Map 16C.

LWRP Policies

Trail extension and enhancements support the following LWRP Policies:

- Development Policies 1 and 5
- Public Access Policy 19
- Recreation Policies 21 and 22

Cost Estimate for Implementation

The study of the two parcels north of Wilcox Dock, including site survey, concept development, identification of easement or permit needs, and a report, could be accomplished for an estimated \$75,000.

Anticipated Timeframe

This study would likely occur in the Mid-Term (3-5 years) and could be in conjunction with the Cumberland Bay Trail efforts for the North End.

C. Neighborhood Expansion Study

Project Description

The first vacant parcel along the west side of Cumberland Avenue is currently privately owned and zoned R2. The City supports extension of the adjacent residential neighborhood development northward, connecting the established street grid from Cedarwood Lane and Nichols Avenue.

A feasibility study for this should be performed that includes property history research, an existing conditions summary, market analysis (e.g. potential parcel sizes, housing types, and demand for such), infrastructure needs, and conceptual costs.

Project Location and Map

This project is noted as Item C on Map 16C.

LWRP Policies

The Neighborhood Study supports LWRP Development Policies 1 and 5.

Cost Estimate for Implementation

It is estimated that the Study could be completed for \$100,000.

Potential Funding Sources

Potential funding may be available from Empire State Development or the Department of Housing and Urban Development.



Cedarwood Lane Park concept and Neighborhood Study Area

Regulatory Requirements

The wooded area of approximately 18 acres was, at one time, contaminated. This property is not listed as a remediation site, but careful research should be done into the property deed and any environmental restrictions which may be in place prior to development approval.

Anticipated Timeframe

This study would likely occur in the Long-Term (5+ years).

D. Wilcox Dock Recreation Design

Project Description

The Wilcox Dock area is used by a lot of families and children in the area on a busy day. The City recently installed docks, increasing the use of the property. The City uses the facilities through an agreement with the State of New York, the owner of the property.

This project addresses the community request for a play space. Further enhancements to the waterfront park include fishing access, pavilions, restrooms, play space, and general passive park improvements. The overall project should also provide repairs and improvements should also be provided to the existing Healthy Lung Trail, a walking and exercise trail through the Wilcox Dock area..

Project Location and Map

This project is noted as Item D on Map 16C.

Conceptual Design



Wilcox Dock Recreation Enhancements Conceptual Design

LWRP Policies

The Wilcox Dock project supports the following LWRP Policies:

- Development: 1, 2, 4
- Fish and Wildlife: 9
- Flooding and Erosion Hazards: 11
- Public Access: 19 and 20
- Recreation: 21 and 22
- Historic and Scenic Resources: 25

Cost Estimate for Implementation

The project would entail a site survey, design, permitting and construction. Survey and schematic design efforts are estimated to cost \$75,000.

This level of design would enable the identification of potential permit needs, along with the costs final design efforts and anticipated construction costs.

Potential Funding Sources

It is anticipated that numerous funding sources would be utilized, including:

- NYS OPRHP Recreational Trails Program
- Parks, Preservation and Heritage (EPF) Program (via OPRHP)
- National Trails Fund
- Parks & Trails NY
- NYS DOS (LWRP Implementation)
- Potential private funders for individual recreation elements (playground, fishing piers).

Project Benefits

Increased need for boater facilities was identified during the analysis of the WRA. Providing additional transient docking would help to address this need. Fishing and trail access would further improve public access to the waterfront and enhance a destination point for users of the Empire State Trail.

Anticipated Timeframe

This project is anticipated to occur in the Medium Term (3–5 years), allowing time for site surveying, community input, and design.

Regulatory Requirements

The State of New York owns the Wilcox Dock parcel. The Wilcox Dock project would include coordination with NYS DEC, NYS ACOE, any funding agencies, local utility companies, and local building and health code regulators (restrooms).

E. Cumberland Avenue Streetscape

Project Description

The Plattsburgh community expressed strong concerns related to cyclist and pedestrian safety and conflicts with vehicular traffic. Cumberland Avenue (part of the Empire State Trail and NYS Bicycle Route 9 – both on-road in this area) is the closest roadway to the lakefront in this subarea. It has a shoulder but lacks adequate sidewalks along much of its length and does not have a dedicated bike lane. Improvements to streetscapes would provide safe access between recreation assets, as well as encouraging multimodal transportation between neighborhoods and the waterfront. Enhancing the streetscape along Cumberland Avenue will improve aesthetics as well as safety for both pedestrians and bicycles.

Project Location and Map

This project is noted as Item E on Map 16C. It extends approximately one mile from Margaret Street to City Hall Place.

Conceptual Design



Streetscape with dedicated bike lanes, landscape buffers, pedestrian scale lighting, and sidewalks. (60' ROW)

LWRP Policies

Streetscape enhancements support the following LWRP Policies:

- Development Policies 1 and 5
- Public Access Policy 19

Cost Estimate for Implementation

Survey costs for the one-mile project area are undetermined.

Design, Engineering, Permitting is estimated at \$200,000.

Construction Costs are undetermined.

Potential Funding Sources

Potential funding for streetscape and sidewalk enhancements could come from:

- NYS DOS (LWRP Implementation)
- HUD Community Development Block Grant (CDBG)
- NYS Main Street Target Area Grant

- NYS Department of Transportation – Transportation Alternatives Program (TAP)
- Federal Highway Administration – TEA-21
- Recreational Trails Program (Route 9 is part of the Empire State Trail)

Project Benefits

A reduction in pavement width would help to lessen the impacts of vehicular traffic. While improving walkability and aesthetics, the incorporation of green infrastructure elements into the streetscape, such as tree plantings and vegetated swales, can help to minimize stormwater runoff and thereby protect and improve water quality. The inclusion of pedestrian-scale lighting and clearly delineated crosswalks would enhance walkability, while also improving safety for visitors and families.

Marking and signing a dedicated bike lane would further enhance connectivity and safety for bicycles traveling along the waterfront, enhancing connectivity from the North End to Downtown, and 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.

Anticipated Timeframe

The streetscape enhancements project would be anticipated to begin in the mid-term, within three to five years, with survey and design efforts.

Regulatory Requirements

It is anticipated that the streetscape enhancements may require permits from agencies including NYS Department of Transportation.



City of Plattsburgh

Proposed Project Areas
Marina - Downtown

Map 16D

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

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- Trail
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- City Parks and Natural Areas

Proposed Projects

- Proposed Project
- Studies or Future Potential

Projects by Subarea

- North
- Wilcox
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- Saranac

Base

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iii. *Marina – Downtown Subarea Proposed Land and Water Uses and Proposed Projects*

1. **Proposed Land and Water Uses**

Land uses in this area include mixed use residential, commercial, and recreational, with some industrial development. The northernmost area is occupied by the water pollution control plant and the former storage yard for the Municipal Lighting Department (at the mouth of the Saranac River). The opportunity exists to install vegetative screening to buffer views of the water treatment facility. The waterfront area is also occupied by several existing warehouses. A portion of the area has been listed as the Point Historic District in the National Register of Historic Places (see Maps 6A-D) and is the site of some of the earliest settlement in Plattsburgh.

The area was also the site of the former CP rail yards, now known as Dock Street Landing. The rail yards have been relocated to the “new base” area of the former PAFB. The storage and operations building has been demolished, allowing the land to be redeveloped for uses that will support both water- and landside tourism. Dock Street Landing is considered the major gateway to the city from the waterside and is intended for both landside and waterside visitors to enjoy. The waterfront in this area, as well as in the adjacent Plattsburgh Boat Basin and former CP Rail land areas, is envisioned as a primarily pedestrian environment. The City completed development of the City Marina, adjacent to the Plattsburgh Boat Basin, in the spring of 2015. Additionally, there is a City/State boat launch at Peace Point, as well as recently installed eco-docks. In the future, amenities at Dock Street Landing could include a pavilion, fishing pier, fountain, monument, sculpture, and specimen plantings.

Residential character should be maintained and protected, with incentives established to encourage improvements to historic structures as well as general enhancements. Any new development should be compatible with the best use. In the long-term, the City should work with private property owners and seek to redevelop buildings in the waterfront area into more water-related uses. This area has the single greatest potential for linking waterfront and downtown revitalization and, as a result, for stimulating economic and community development. Uses would be developed to support and enhance a pedestrian friendly environment; the basic approach will be general clean-up and design detailing that retains all existing buildings. The existing streetscape could be enhanced to create more of a complete streets approach, accommodating both bicycles and pedestrians and enhancing connectivity.

Recent improvements in this subarea have included the City Marina boat slips, docks, moorings, Welcome Center, and pedestrian boardwalk/promenade area. In addition, this area is an ideal “reception” area for future tour or excursion boats (for example, day trips to Valcour Island and environs). Also located at Dock Street Landing are a formal walkway with lighting and benches for viewing the lake along the waterfront, as well as lighting along Dock Street, a trailered boat launching area, and a hand launch/eco-dock.

2. **Proposed Projects: Acquisitions and Studies**

A. *Property Acquisitions*

Description

As the City works to enhance the downtown waterfront, it should explore acquisition of or development opportunities for the properties between Bridge and Broad Streets. Ownership of these parcels is generally by two owners, who may be interested in selling them for future development. They are currently zoned B1 – General Business and contain a mix of uses – Residential, Commercial, Commercial Mixed Use, Apartments, and vacant properties. If acquired by the City, they could be developed for additional recreational or public use, complementing the Riverwalk along the western bank of the Saranac River.

Location and Map

These properties between Bridge and Broad Streets are identified as Item A on Map 16D.

LWRP Policies

Acquisition of these properties for recreation, mixed use, and increased waterfront access supports the following LWRP Policies:

- Development Policies 1 and 2
- Public Access Policies 19 and 20
- Recreation Policies 21 and 22

Cost Estimate for Implementation

The cost of property acquisition is undetermined and would be based on fair market assessments of these parcels at the time of potential sale or transfer.

Anticipated Timeframe

The acquisition would likely occur in the long-term, depending on owner interest and identified cost.

B. Dock Street Landing/Harborside Design Guidelines

Description

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. These properties are slated for mixed-use development in the future. The guidelines could be structured to prioritize the preservation of waterfront views from publicly accessible locations and could also encourage new structures or renovations to complement the character of the adjacent neighborhood and historical buildings.

The guidelines could also encourage the provision of public access and include details, such as a boardwalk around the perimeter of the boat basin with widened stair and ramp access at the west and south ends, to unify the area visually and functionally. A pedestrian walkway with ADA-compliant paving and seating could rim the shoreline perimeter throughout the subarea waterfront. Waterfront character would be enhanced with the use of nautical-style details and furnishings.

Location and Map

This project is identified as Item B on Map 16D.

LWRP Policies

The development of Design Guidelines would support LWRP Historic and Scenic Resources Policies 23 and 25.

Cost Estimate for Implementation

Design Guidelines for the area could be developed for an estimated \$35,000.

Potential Funding Sources

The development of design guidelines could be funded by Empire State Development or New York State Department of State.

Project Benefits

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.

This area is highly visible from the lake, particularly given the volume of boaters accessing the marinas. Design guidelines would enhance the aesthetic character of the waterfront and help to preserve views from the land to the water as well as from the lake and mouth of the Saranac to the shore.

Anticipated Timeframe

The development of design guidelines would be a short-term project that could proceed upon funding acquisition.

C. Pedestrian Crossing Study

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 (See Section II.F. – Transportation). Safety for pedestrians and bicycles, given the crossing of the railroad tracks, should be improved.

A Feasibility Study would explore alternatives and identify a preferred option for the creation of a pedestrian bridge near the train station to provide safe passage across the railroad tracks to Dock Street.

Location and Map

This project is identified as Item C on Map 16D.

LWRP Policies

A pedestrian access study would support LWRP Development Policies 1 and 5 and Public Access Policy 19.

Cost Estimate for Implementation

The cost of an access study is estimated at \$40,000.

Potential Funding Sources

The access study could be funded by the Surface Transportation Program, specifically the Hazard Elimination and Railway-Highway Crossing Programs.

Project Benefits

This study would identify ways to improve safety for pedestrians and cyclists. The train tracks separate the downtown from the waterfront. A protected means of crossing the tracks would improve connectivity between the Harborside area and downtown, as well as to the train station. Increased safety would support the City's complete streets initiatives and promote alternative transportation options.

Anticipated Timeframe

A request for proposals could be issued upon funding acquisition (short-term), with initiation of the work thereafter. It is anticipated that the study would take less than a year to complete.

Regulatory Considerations

The study of a means to safely cross the railroad tracks would require coordination with train operators and D&H Corporation, which owns the tracks.

D. Jay Street Redevelopment Study

The City should encourage the redevelopment of the privately-owned Lakeside Container buildings between Jay Street and the railroad tracks, adjacent to the lakefront. A market analysis and redevelopment study should be conducted to determine the best future uses for the properties. It should outline the scope of acquisition and potential costs, evaluate the existing structures for reuse potential, as well as analyze current zoning and potential best uses.

Location and Map

This project is identified as Item D on Map 16D.

LWRP Policies

This study support LWRP Development Policies 1, 4, and 5.

Cost Estimate for Implementation

A study of this type is estimated to cost approximately \$40,000.

Potential Funding Sources

A market analysis and redevelopment study could be funded by the NYS Empire State Development in conjunction with the local economic development agency.

Anticipated Timeframe

It is anticipated that this study might occur in the Mid-Term (3-5 years).

3. Proposed Projects: Design and Construction

The proposed projects for this subarea are designed to further the establishment of the area as a new pedestrian-oriented waterside/landside gateway and mixed-use development. These projects focus on streetscape improvements and connections to Durkee Street and downtown, development of a waterfront pavilion and fishing pier, and pedestrian/bicycle trail to connect to trails to the north and south. In terms of waterfront revitalization, projects implemented in this area are expected to have the greatest immediate impact on the city as well as on future waterfront revitalization efforts. The City has received approximately \$2 million in grants from the Department of State (EPF) and via the Downtown Revitalization Initiative for projects in this subarea (see Section II.A.).

A. Dock-Bridge Street Corridor

Project Description

This project aims to improve visual as well as physical linkages between the downtown and waterfront on the Dock-Bridge Street corridor. In 1999, the City completed a \$15,000 Environmental Protection Fund grant from the NYS Department of State Division of Coastal Resources and Waterfront Revitalization to conduct a design and linkage study for this corridor, which provides a significant link between the Lake Champlain waterfront and downtown. The study identified the need to improve the aesthetics and pedestrian infrastructure in this corridor. Dock Street should be decoratively paved to provide an attractive surface. Overhead utility wires should be buried, perhaps in a green strip on the south side of Dock Street, and street trees should be added where feasible.



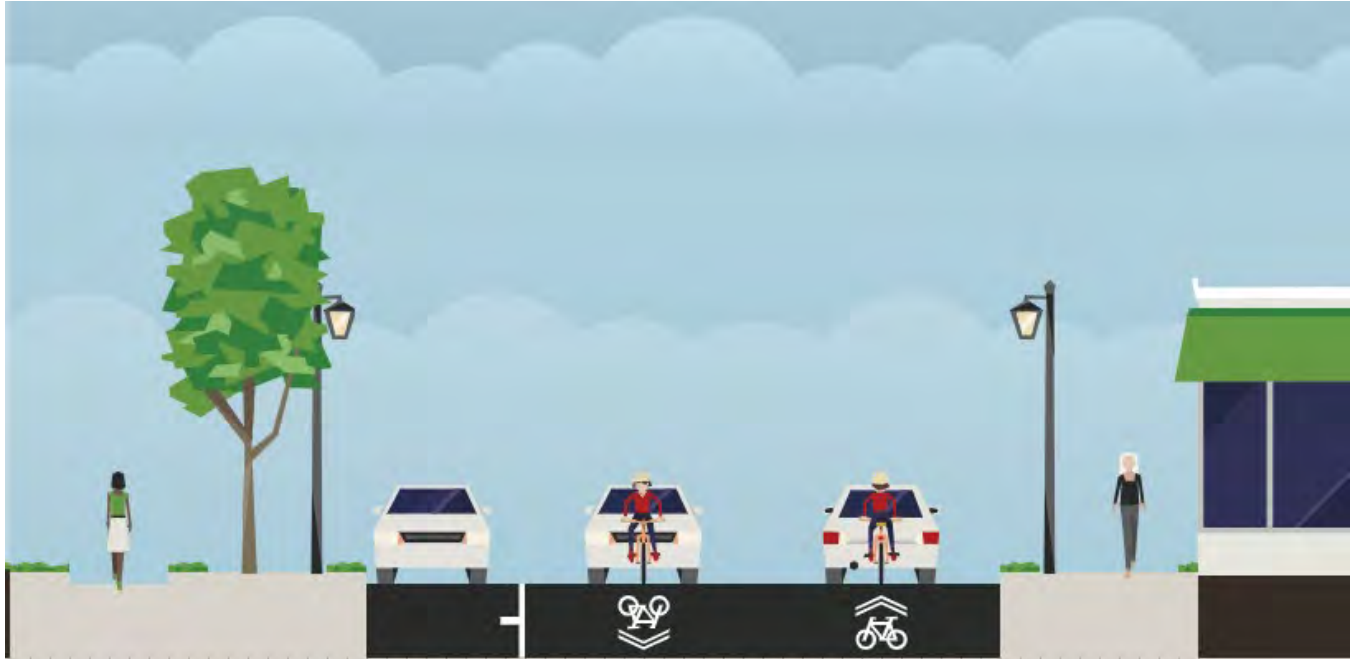
Bridge Street at Peru Street, looking east

Project Location and Map

This project is noted as Item E on Map 16D.

Conceptual Design





Existing Conditions and Conceptual Enhancements to Dock Street – Addition of Street Trees, Sidewalk, Sharrows

LWRP Policies

The streetscape enhancements project supports the following LWRP Policies:

- Development Policies 1 and 5
- Public Access Policy 19

Cost Estimate for Implementation

Undetermined. Site Survey and Preliminary Design work would inform the probable costs for Detailed Design, Engineering, and Permitting and Construction of the Dock—Bridge Street corridor.

Potential Funding Sources

Potential funding for streetscape and sidewalk enhancements could come from:

- NYS DOS (LWRP Implementation)
- HUD Community Development Block Grant (CDBG)
- NYS Main Street Target Area Grant
- NYS Department of Transportation – Transportation Alternatives Program (TAP)
- Federal Highway Administration – TEA-21
- Recreational Trails Program (for Bridge Street segments that are part of the Empire State Trail)

Project Benefits

Streetscape improvements along the Dock-Bridge corridor would link downtown to the historic railroad depot at intersection of Dock Street and Bridge Street, and the waterfront area. The inclusion of pedestrian-scale lighting and clearly delineated crosswalks would enhance walkability, while also improving safety for visitors and families. The physical connectivity between the waterfront and downtown would be enhanced by the safe pedestrian and cyclist routes, while consistent materials and elimination of overhead lines would provide visual continuity.

Anticipated Timeframe

As this is a high-priority area and connected to the downtown, it is anticipated that work would begin in the Short Term (1-3 years).

Regulatory Requirements

To implement corridor improvements, involved agencies would include NYS Department of Transportation, Amtrak and operators (as Dock Street crosses the active rail corridor), and local utility companies (if wires were placed underground).

B. Bridge Street Façade Enhancements

Project Description

This project would build off of improvements to the Co-Op to continue the momentum along Bridge Street for additional aesthetic enhancements to building facades. Improvements have been made to the North Country Co-Op at 25 Bridge Street and the building to the left at 21 Bridge Street, among others, but there are additional buildings that would benefit from façade upgrades.

Project Location and Map

This project is noted as Item F on Map 16D.

Conceptual Design



21 & 25 Bridge Street, November 2019

October 2021 with enhanced facades



5-9 Bridge Street, October 2018



September 2021 under renovation

LWRP Policies

The facade enhancements project supports LWRP Historic and Scenic Resources Policies 23 and 25.

Cost Estimate for Implementation

Cost is undetermined, as it would vary per structure. The City previously established a downtown grant program for the implemented façade enhancements.

Potential Funding Sources

Initial funding for facade enhancements could come from:

- HUD Community Development Block Grant (CDBG)
- NYS Main Street Target Area Grant

Project Benefits

Façade enhancements not only improve the aesthetics of the buildings but can address structural and architectural deficiencies (window leaks, masonry) that may have occurred due to the age of the structures. Making improvements presents an opportunity to uncover or restore the historic character of the streetscape as well, providing an inviting environment for business patrons.

Anticipated Timeframe

The City could continue its downtown grant program upon the receipt of funds, so design and improvement could occur in the short-term (1-3 years).

Regulatory Requirements

Local building permits may be required, depending upon needed improvements to the structures.

C. [Dock Street Landing \(Harborside\) Park](#)

[Project Description](#)

The City is currently facilitating the development of a Master Plan for this area, referred to as “Harborside.” Within the park space, the community has expressed interest in incorporating a fishing pier, paths, a pavilion and public restrooms. These additions will complement the recent installation of a trailered boat launch and an eco-dock hand launch, as well as the relocation of the farmer’s market and the development of the City Marina and Welcome Center.

It is recommended that the recreational uses at the mouth of the Saranac River be maintained and enhanced as funding allows, including the removal of debris from the water. Link the mouth of the Saranac River and its fishing, walking and other recreational opportunities, to the increased access at the Waterfront Park at Dock Street Landing/Harborside.

[Project Location and Map](#)

This project is noted as Item G on Map 16D.

Conceptual Design



The concept for this park space has continued to evolve under a 2019 EPF LWRP grant award to develop a Harborside Master Plan.

LWRP Policies

The park project supports the following LWRP Policies:

- Development: 1, 2, 4
- Fish and Wildlife: 9
- Public Access: 19 and 20
- Recreation: 21 and 22
- Historic and Scenic Resources: 25

Cost Estimate for Implementation

As this area is under study and design through the Harborside Master Plan project, the cost for implementation is undetermined at this time.

Potential Funding Sources

Potential funding for this waterfront access project could come from:

- NYS OPRHP
- NYS DOS (LWRP Implementation)
- Private recreational and fishing supporters (e.g. Orvis, LL Bean, etc.)

Project Benefits

This area is within easy walking distance of Plattsburgh's downtown. Improving the waterfront would create a destination to attract visitors, inviting them to dwell longer near local businesses and enjoy the scenic views the city has to offer. Providing additional fishing and trail amenities would further improve public access to the waterfront and enhance a destination point for users of the Saranac River Trail.

Anticipated Timeframe

As this project is currently under design as part of a larger master plan, estimated implementation timeframe is in the short-term (1-3 years).

Regulatory Requirements

The Dock Street Landing Park project would include coordination with NYS DEC, NYS ACOE, any funding agencies, local utility companies, and local building and health code regulators (restrooms).

D. Water Resource Recovery Facilities Enhancements

Project Description

East of the former MLD storage yard, where the Saranac River meets Lake Champlain, is the Water Resource Recovery Facility. While it is not feasible for this to be relocated, odor control systems and strategies are undergoing upgrades.

- a. Aesthetic enhancements should be incorporated, and interpretive elements have been proposed (as outlined in Section II.A. Recent Community Development Efforts) and should be added, recognizing the importance of the treatment plant to Lake Champlain.
- b. The lakefront pathway along this property should be enhanced and maintained as well. It is proposed to be incorporated into the Saranac River Trail.

Project Location and Map

This project is noted as Item H on Map 16D.

Conceptual Design

Conceptual plans have been developed by Engineering firm Barton & Loguidice, during the development of the Harborside Master Plan. The following image is excerpted from a concept plan presented, showing the Water Resource Recovery Facility area.



LWRP Policies

An improved walkway and the addition of interpretive, educational signage would support the following policies:

- Development Policies 1 and 5
- Public Access Policy 19, 20
- Recreation Policies 21, 22
- Historic and Scenic Resources: 24, 25

Cost Estimate for Implementation

As this area is under study and design through development of the Harborside Master Plan, the cost for implementation is undetermined at this time.

Potential Funding Sources

- Empire State Development
- NYS DEC
- NYS DOS LWRP Implementation
- NYS Water Infrastructure Improvement Act

Project Benefits

Interpretive features would enhance public education regarding water quality, water treatment, local ecology, and natural resources. Providing additional trail amenities would further improve public access to the waterfront and enhance a destination point for users of the Saranac River Trail.

Anticipated Timeframe

As this project is currently under design as part of the Harborside Master Plan, estimated implementation timeframe is in the short-term (1-3 years).

Regulatory Requirements

Waterfront trail work may require consultation with NYS DEC and the US Army Corps of Engineers. Interpretive signage would not likely necessitate any additional permitting.

B&L identified the following permits and coordination that may be required, particularly in relation to a waterfront boardwalk:

- Section 10 Permit from U.S. Army Corps of Engineers (Nationwide or Individual depends on total resource impacts)
- State-Owned Lands Under Water Permit – NYS Office of General Services
- Coastal Consistency Review from NYS Department of State
- NYSDEC Permits:
 - Article 15 Stream Disturbance Permit
 - Article 15 Excavation and Fill in Navigable Waters Permit
 - Section 401 Water Quality Certification
- City of Plattsburgh:
 - LWRP Concurrence
 - SEQRA Compliance
 - Floodplain Development Permit

Observations that will need to be addressed with regulatory agencies:

- Explore any potential impediment on navigation, how the trail will hold up to high water/ice/debris, and location of trail alignment in relationship to the mainland.
- Potential habitat impacts, especially if submerged aquatic vegetation is present in the project area.
- Potential deepwater wetlands in the shallows of the Lake (there are no mapped wetlands along the shoreline).
- The entire boardwalk trail area is located in a mapped 100-year floodplain, which could require additional analysis.

It is anticipated that during the final design phase, treatments of the boardwalk will evolve based on regulatory concerns and needs. Water level change, shoreline stability, the presence of aquatic species of concern, and the amount of funding available for construction will impact where the boardwalk route is located during that later stage of the project.

E. MacDonough Park Improvements

Project Description

This project was originally identified during the DRI process. The goals are to make improvements to lighting, seating, and walkways at MacDonough Park, and also to provide riverside kayak access. This location is also popular for fishing but lacks easy access into the water.

Project Location and Map

This project is noted as Item I on Map 16D.

Conceptual Design

The concept plan depicts a ramp down to a paved launch area, set into the existing stone wall. This would provide universal access to water level, allowing for nonmotorized access, as well as broader fishing access. Benches and a kayak storage rack could be provided, along with enhanced pedestrian lighting.

City of Plattsburgh: MacDonough Park River Access
August 2019

0 5 10 20

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LWRP Policies

This project supports the following LWRP Policies:

- Development Policies: 1, 2, 4
- Fish and Wildlife Policy 9
- Public Access: 19 and 20
- Recreation: 21 and 22

Cost Estimate for Implementation

Design, Engineering and Permitting: \$35,000

Construction: \$300,000 Total: \$350,000

Potential Funding Sources

Potential funding for this waterfront access project could come from:

- NYS OPRHP
- NYS DOS (LWRP Implementation)
- Private recreational and fishing supporters (e.g. Orvis, LL Bean, etc.)

Project Benefits

The ability to launch kayaks and canoes has been identified as a needed recreational option within the WRA. With limited public access, opportunities for such a use should be proposed to complement existing access. In addition to providing a requested hand launch, the proposed concept provides seating and pedestrian scaled lighting which are currently lacking within the park.

Anticipated Timeframe

This project could be completed in the short term (1-3 years from funding).

Regulatory Requirements

It is anticipated that the MacDonough Park project may require permits from agencies including NYS Department of Environmental Conservation and the US Army Corps of Engineers.

F. Streetscape Enhancements

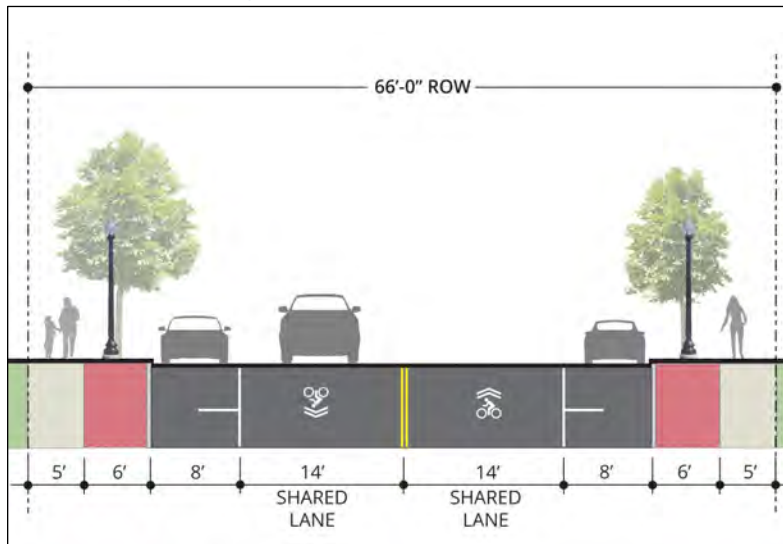
Project Description

A number of streetscapes were identified for improvements in the City's DRI, but funding was available only for a select number of projects. The remaining streetscapes within the WRA should be enhanced with complete streets elements – pedestrian safety, cyclist accommodations, lighting (where needed), and aesthetic improvements. The streets are noted as Item J on Map 16D.

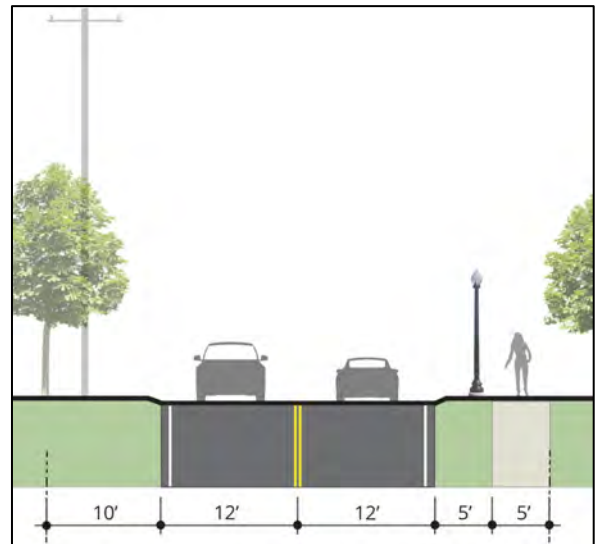
- i. City Hall Place (now part of the Empire State Trail)
- ii. Broad Street
- iii. Durkee Street
- iv. Bridge Street (including Veteran's Memorial Bridge). Bridge Street, from Jay Street to City Hall Place, has become part of the Empire State Trail. (see Item H above)
- v. Dock Street (see Item H above)
- vi. Green Street

The Green Street connector component of the Saranac River Trail Master Plan intends to provide pedestrian access along Green Street from the mouth of the river to Bridge Street. In the short-term, it is anticipated that the property on the west side of Green St may be used for access to the Saranac River during the NYSEG remediation. Following the remediation work, this Street should be enhanced for walkability and safety. There may be a need for to evaluate the broader intersection – including Bridge Street and Peru Street – for traffic light or crosswalk updates. Improvements for bicycles and pedestrians will also need to address the existing abandoned rail spur along the west side of Green Street, which will likely need to be removed.

Conceptual Design



Streetscape with Shared Bike Lane and On-Street Parking



Typical Residential Scale Streetscape

LWRP Policies

The streetscape enhancements project supports the following LWRP Policies:

- Development Policies 1 and 5
- Public Access Policy 19

Cost Estimate for Implementation

The cost for the streetscape improvements has not been determined, as the streets have not yet been surveyed or designed. Initial concepts for Durkee Street, from Bridge Street to Broad Street, were estimated at \$1.1 million.

Potential Funding Sources

Potential funding for streetscape and sidewalk enhancements could come from:

- NYS DOS (LWRP Implementation)
- HUD Community Development Block Grant (CDBG)
- NYS Main Street Target Area Grant
- NYS Department of Transportation – Transportation Alternatives Program (TAP)
- Federal Highway Administration – TEA-21
- Recreational Trails Program (for routes part of the Empire State Trail)

Project Benefits

The inclusion of pedestrian-scale lighting and clearly delineated crosswalks would enhance walkability, while also improving safety for visitors and families. Redesign of these streetscapes would support the City's complete streets initiatives, promote connectivity within the downtown area, and create a more welcoming environment to encourage residents and visitors to dwell in the downtown, enjoying outdoor spaces and supporting local businesses.

Anticipated Timeframe

As the downtown is a high-priority area, survey and design work would begin in the Short Term (1-3 years), followed by phased construction (Mid-Term).

Regulatory Requirements

To implement the various streetscape improvements, involved agencies would include NYS Department of Transportation, Amtrak and operators (for Dock Street), and local utility companies (if wires were placed underground).

G. Downtown Signage and Art – Phase 2

Project Description

The goal of this effort is to create a cohesive strategy to tie together Downtown's assets and build upon existing marketing initiatives to achieve a greater impact for Downtown. With DRI funding, in Phase 1 the City developed new street signs with a historical design as well as vertical flag banners for light poles to be located throughout the Downtown – highlighting various aspects of the City's history. Pedestrian interpretive and wayfinding signage has also been designed.

Goals for Phase 2 include the development of cohesive wayfinding maps and directional signage to enhance navigability for pedestrians, cyclists, and vehicles. The project would expand upon the downtown branding and marketing ideas by continuing to incorporate public art throughout the Downtown area (such as murals, sculpture, and history- or waterfront-related artwork).

Project Location and Map

Signage and artwork would be located throughout the Downtown subarea, at locations to be determined.

Conceptual Design



Recently installed signage and mural in Downtown Plattsburgh

LWRP Policies

This project supports the following LWRP Policies:

- Historic and Scenic Resources: 24, 25

Cost Estimate for Implementation

The cost for implementation of the project will vary based on the projects themselves. Murals, sculpture, banners and other art installations may range from a few hundred dollars each, to \$10-15,000 depending on size and complexity. Wayfinding signage may vary from \$1000-10,000 depending on size, style, materials, and content.

Potential Funding Sources

Potential funding for additional downtown signage and art could come from:

- NYS Council on the Arts
- NYS Main Street Target Area Grant
- NYS DOS (LWRP Implementation)
- HUD Community Development Block Grant (CDBG)
- Private arts and history organizations

Project Benefits

Wayfinding and interpretive signage can foster an appreciation for the City's waterfront heritage and create a cohesive identity while sharing information about businesses, culture, and points of interest. Signage can link local and regional resources to recreational opportunities, directing visitors from their car or boat to the downtown walking environment. A clear identity can support marketing efforts for visitors and can help to strengthen the economic core of the City while also enhancing walkability.

Anticipated Timeframe

As this project could build off of existing momentum, designs, and work with local organizations, it could be implemented in the Short Term (1-2 years).

Regulatory Requirements

In addition to working with any private property owners, the signage and art initiative may require coordination with NYS DOT for signage along state roads.



City of Plattsburgh

Proposed Project Areas
Old Base to Upper Saranac

Map 16E

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

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This map is computer generated using data acquired by Saratoga Associates from various sources and is intended only for reference, conceptual planning and presentation purposes. This map is not intended for and should not be used to establish boundaries, property lines, location of objects or to provide any other information typically needed for construction or any other purpose when engineered plans or land surveys are required.

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
 - 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
 - Proposed Trails
 - Trail
 - Blueway
 - City Parks and Natural Areas
 - Proposed Projects
 - Proposed Project
 - Studies or Future Potential
 - Projects by Subarea
 - North
 - Wilcox
 - Marina
 - Saranac
 - Base

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



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

iv. Old Base Subarea Proposed Land and Water Uses and Proposed Projects

There is over a mile of Lake Champlain waterfront in the Old Base subarea with a beach and a pier. The US Oval is both a historic green and a recreational amenity for the City, and can draw people to this part of the City and its other resources such as the lake side multi use trail. There is visual access to Lake Champlain on the eastern side of the Oval.

1. Proposed Projects: Acquisitions and Studies

A. Property Acquisition

Description

As the City works to enhance the downtown waterfront, it should explore acquisition of or development opportunities for the following vacant and underutilized properties. If acquired by the City, they could be developed for additional recreational or public use, complementing the City Rec Center and uses at the Old Base, as well as tying into the Terry Gordon Bike Path along the lakefront.

- The private property with tennis courts (classified as vacant), at the northeast corner of the US Oval
- The abandoned building (former gym/chaplain house) north of City Court, immediately south of the City Rec Center at 34 US Oval

Location and Map

These properties are identified as Item A on Map 16E.

LWRP Policies

Acquisition of these properties for recreation, mixed use, and increased waterfront access supports the following LWRP Policies:

- Development Policies 1 and 2
- Public Access Policies 19 and 20
- Recreation Policies 21 and 22

Cost Estimate for Implementation

The cost of property acquisition is undetermined and would be based on fair market assessments of these parcels at the time of potential sale or transfer.

Anticipated Timeframe

The acquisition would likely occur in the long-term, depending on owner interest and identified cost.

B. Museum Campus Studies

Description

The museum campus is at the south end of the City, southeast of the US Oval. There are a number of museums that could benefit from coordinated capital improvements, marketing, and planning efforts, as well as from improved connectivity to regional and waterfront trails and transit. The following studies could support these goals:

- Old Base and Museum Campus Master Plan: A coordinated museum campus concept with joint marketing, programming efforts, and long-range planning has the potential to enhance the tourism market.
- Trail and Transit Study: Conduct a feasibility study and design for connecting the various trails that approach the museum area - Bike Route 9, Empire State Trail, Terry Gordon Bike Path, Saranac River Trail – and incorporate public transit access. These connections would provide direct access to the museum campus from downtown and the waterfront.
- Capital Improvements Study: Conduct an inventory to identify and prioritize physical enhancements needed for the museum campus– ADA access, signage, structural repairs to maintain facilities. It was noted that the Transportation Museum did not open in 2019; it was in need of a new roof. The museum has since permanently closed.
- History Corridor Plan: Conduct a planning and implementation study for the development of a history-focused corridor to connect the Dock Street area to City Hall, the Champlain Monument, through downtown and the historic districts, to Fort Brown, the US Oval, and the Museum Campus. This should incorporate both physical access improvements and interpretive signage and wayfinding.

There are numerous historical markers and interpretive panels around the campus, which should be expanded upon. Friends of Old Stone Barracks are planning to add panels near Valcour Brewing. Additional panels could be added at locations such as the Old Stone Barracks (National Register) and Plattsburgh Air Force Museum.

Location and Map

The museum campus is identified as Item B on Map 16E.

LWRP Policies

Acquisition of these properties for recreation, mixed use, and increased waterfront access supports the following LWRP Policies:

- Development Policies 4 and 5
- Public Access Policies 19 and 20
- Recreation Policy 22
- Historic and Scenic Resource Policies 23 and 25

Cost Estimate for Implementation

The cost of these studies is undetermined, as the museum stakeholders would need to be involved in conversations about current needs and goals, particularly for the master plan and capital improvements study.

Anticipated Timeframe

The studies would likely occur in the mid- to long-term, to allow for stakeholder discussions.

C. Sailor's Point Park Access Study

Description

Sailor's Point Park has a pavilion, grills, and a bulkheaded shoreline; swimming is not allowed (see project D. below for a discussion of the swimming area). Current access to the waterfront is via a pedestrian bridge that crosses active railroad tracks, then a gravel path down a sloped path that leads to the pavilion.

An access study would explore alternatives and identify preferred options. Community goals include improving access and safety through lighting, visibility improvements (thinning of vegetation), installation of signage, and physical access improvements, including ADA access where possible.

Location and Map

Sailor's Point Park is noted as Item C on Map 16E).



Pedestrian bridge over railroad tracks



Steep slope down through vegetation



Gravel path to pavilion and bulkheaded shoreline



Aerial view of Sailor's Point Park

(Above photos via Google Maps)

LWRP Policies

The Sailor's Point project supports the following LWRP Policies:

- Development: 1, 2, 4
- Fish and Wildlife: 9
- Public Access: 19 and 20
- Recreation: 21 and 22
- Historic and Scenic Resources: 25

Cost Estimate for Implementation

The project would entail a site survey and design options as part of the study, estimated to cost \$40,000.

The subsequent work would involve detailed design, permitting, and construction.

Potential Funding Sources

It is anticipated that numerous funding sources would be utilized, including:

- NYS OPRHP Recreational Trails Program
- Parks, Preservation and Heritage (EPF) Program (via OPRHP)
- National Trails Fund
- Parks & Trails NY
- NYS DOS (LWRP Implementation)
- Potential private funders for individual recreation elements (playground, fishing piers).

Project Benefits

Improving park access and enhancing safety would increase its use for fishing and as a destination for trail users. Vegetation management would expand visual access to the waterfront, as well, opening sight lines from the Terry Gordon Bike Path (Empire State Trail).

Anticipated Timeframe

The study could occur in the short-term, with any construction in the Medium Term (3–5 years), allowing time for site surveying, community input, and design.

Regulatory Requirements

This study, depending on physical waterfront access alternatives, may identify the need for coordination with NYS DEC, NYS ACOE, funding agencies, and local utility providers. Any potential changes to safely cross the railroad tracks would require coordination with train operators and D&H Corporation, which owns the tracks.

D. Old Base Marina (Sailor's Beach) Rehabilitation Study

Project Description

Sailor's Beach, also known as the Old Base marina (noted as Item D on Map 16E), contains a currently underutilized pier on a sand beach. The community has expressed interest in rehabilitating the pier, improving safety, and exploring the feasibility of a swimming beach. Typically, a swimming beach would require restrooms/changing facilities, a lifeguard, and other items per NYS Department of Health code. A site survey, along with an engineering study for pier rehabilitation, and both a water quality and feasibility study for the swimming beach would address these topics. The feasibility study would include options for the required facilities and identify infrastructure needs (e.g. utilities) and required permits.



Approach to and existing conditions at Sailor's Beach (source: Google Maps)

Project Location and Map

This project is noted as Item D on Map 16E.

LWRP Policies

Engineering, water quality, and beach feasibility studies would support the following LWRP Policies:

- Development: 1, 2, 4, 5
- Fish and Wildlife: 9
- Flooding and Erosion Hazards: 11
- Public Access: 19 and 20
- Recreation: 21 and 22
- Historic and Scenic Resources: 25

Cost Estimate for Implementation

The project would entail a site survey, a rehabilitation study for the pier, and water quality and feasibility studies for the potential swimming beach.

These studies are estimated to cost \$150,000.

Potential Funding Sources

It is anticipated that numerous funding sources would be utilized, including:

- NYS OPRHP Recreational Trails Program
- Parks, Preservation and Heritage (EPF) Program (via OPRHP)
- National Trails Fund
- Parks & Trails NY
- NYS DOS (LWRP Implementation)

Potential funding for the Water Quality Study could be obtained from the Lake George-Lake Champlain Basin Program, NYS Department of Environmental Conservation, or a Water Quality Improvement Program.

Anticipated Timeframe

The site survey could occur in the short-term, upon receipt of funding. Studies would likely occur in the short- to mid-term.

Regulatory Requirements

The studies would identify any permitting needs, which are anticipated to include coordination with NYS DEC, NYS ACOE, any funding agencies, local utility companies, and the NYS Department of Health.

2. Proposed Projects: Design and Construction

A. Terry Gordon Bike Path Enhancements

Project Description

The Terry Gordon Bike Path is a paved asphalt trail that extends from the southern end of the Old Base subarea, at Route 9, northward along the western side of the railroad tracks, passing the museum campus and US Oval, ending at Jay Park, at the intersection of Jay and Hamilton Streets. This project would design and install enhancements along the Terry Gordon Bike Path, to include lighting where appropriate, and selective clearing and thinning of trees and brush to improve lake views while promoting low-growing vegetation to prevent erosion.

Project Location and Map

The enhancements would occur along the existing bike path (part of the Empire State Trail), noted as Item E on Map 16E.

Conceptual Design

While the lighting and vegetation thinning does not correspond to a design, per se, it is anticipated, based on a trail length of 1.5 miles and spacing of pedestrian-scaled LED light poles at 50' on center, that lighting the trail would require about 160 light poles.

LWRP Policies

This project supports the following LWRP Policies:

- Flooding and Erosion Hazards: 12, 17
- Public Access: 19, 20
- Recreation: 21
- Historic and Scenic Resources: 25

Cost Estimate for Implementation

Lighting Design and Engineering: \$20,000
Vegetation work: Undetermined

Lighting Installation: \$850,000-900,000*
*Assumes nearby power supplies are sufficient

Potential Funding Sources

Funding for the work along the trail could come from:

- NYS Department of Transportation – Transportation Alternatives Program
- Recreational Trails Program
- Parks and Trails NY
- NYS DOS LWRP Implementation

Local utility companies may also offer grants for energy-efficient lighting.

Project Benefits

Enhancements which improve the use of the Terry Gordon Bike Path will promote connectivity to two Historic Districts. Vegetation thinning will increase enjoyment of the waterfront due to enhanced views and lighting will improve safety for trail users.

Anticipated Timeframe

As this project only requires lighting installation and vegetation thinning, it could be completed in the Short Term (1-3 years).

Regulatory Requirements

Thinning of vegetation should occur in coordination with the NYS Department of Environmental Conservation, to minimize impacts to bat and bird species.

B. US Oval Recreation

Project Description

The US Oval is a National Register Historic District (noted as Item F on Map 16E) 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.



"Ice Rink" area at the north end of the US Oval with playground structure visible through the trees

The goal for improvements is to minimize and concentrate any permanent construction, focusing on flexible athletic uses and providing water supply to the ice rink – which could be enhanced to serve as a seasonal reflecting pool. The north end of the Oval could be further utilized if the space opposite the chapel were improved with public restrooms for recreation users and a pavilion. A landscaped space would further support its use. Finally, available parking should be examined, with consideration for parking accommodations near the rink and play area, as well as to accommodate sports participants and ADA access.

Project Location and Map

The enhancements would occur within the US Oval, noted as Item F on Map 16E.

Conceptual Design



LWRP Policies

This project supports the following LWRP Policies:

- Historic and Scenic Resources: 23, 25

Cost Estimate for Implementation

The overall US Oval space (within the roadway) is approximately 35 acres. Site survey could be performed for the north end (approximately 7 acres – the focus area for improvements), or for the full space.

Survey cost: Undetermined (based on extent) Design and Engineering estimate: \$100,000
Construction and Construction Administration: Undetermined

Potential Funding Sources

Funding for the work at the US Oval could come from:

- Parks, Preservation and Heritage (EPF) Program (via NYS OPRHP)
- Parks and Trails NY
- NYS DOS LWRP Implementation

Project Benefits

Enhancements at the US Oval would improve access to an existing recreation space, while respecting the character and integrity of a National Register Historic District. The open lawn area would remain a flexible recreation space, while the north end of the Oval would be improved to complement the existing play structure and ice rink.

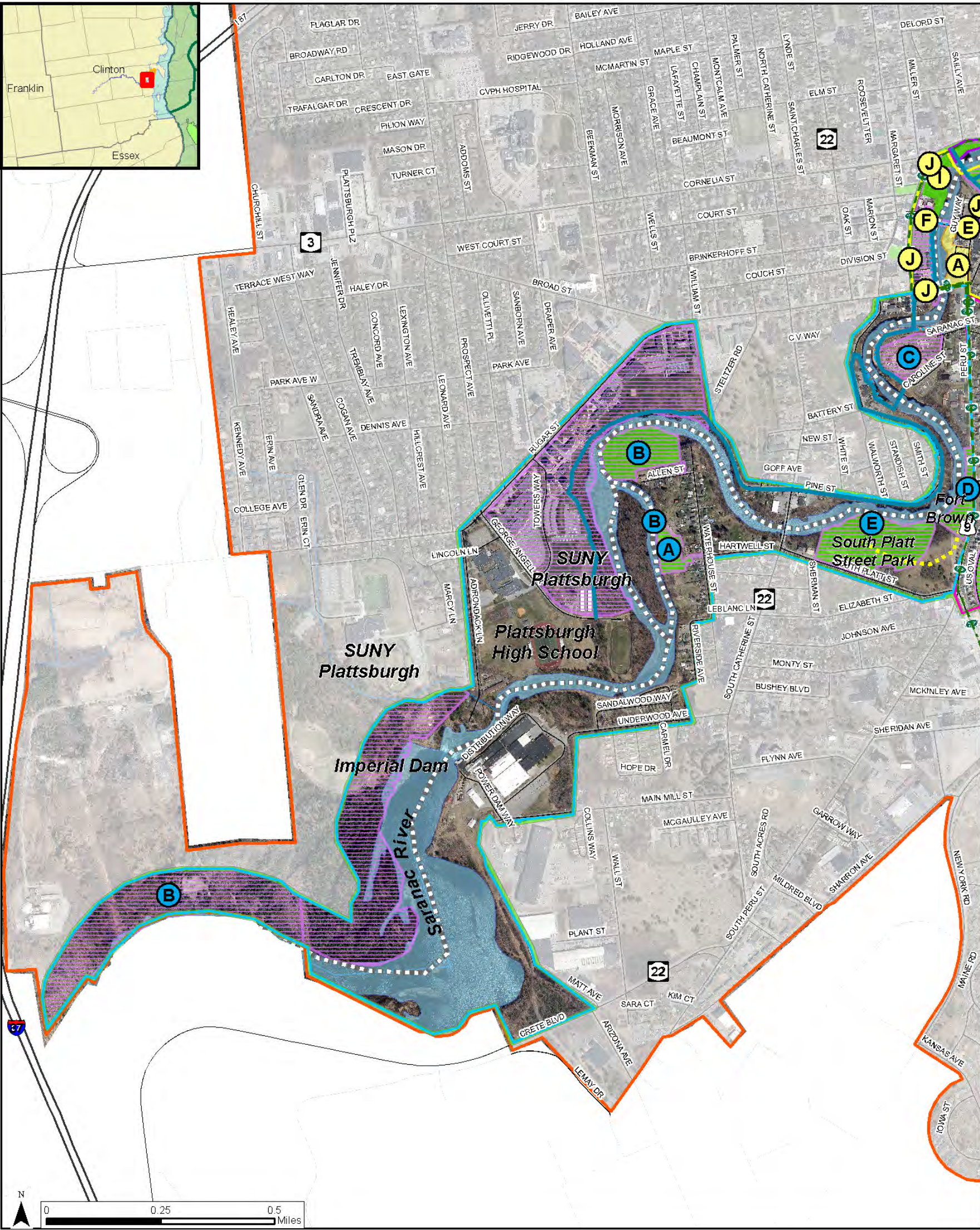
Anticipated Timeframe

Survey, design, and engineering work could occur in the short term (1-2 years) with implementation to follow soon after.

Regulatory Requirements

Since the US Oval is an historic district, the proposed concept would involve coordination with:

- NYS Office of Parks, Recreation, and Historic Preservation (SHPO)
- Local Historic Review
- Department of Health (restroom facilities)



City of Plattsburgh

Proposed Project Areas
Upper Saranac

Map 16F

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)
- Harbor Management Plan Boundary
- Waterfront Revitalization Area
- Subareas
 - North End
 - Cumberland Ave/Wilcox Dock
 - Marina-Downtown
 - Old Base
 - Upper Saranac
- 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

- Proposed Trails
 - Trail
 - Blueway
- City Parks and Natural Areas
- Proposed Projects
 - Proposed Project
 - Studies or Future Potential
- Projects by Subarea
 - North
 - Wilcox
 - Marina
 - Saranac



SARATOGA ASSOCIATES

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



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.

v. Upper Saranac Subarea

The Upper Saranac Subarea includes both the SUNY Plattsburgh Campus and Plattsburgh High School. The Upper Saranac Subarea also includes a portion of the recently implemented Saranac River Trail (SRT). Phase II of the SRT is currently in design, but it is planned 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.

Challenges to public access and recreation in this area include the Imperial Dam, as well as railroad tracks and industrial development along the southern bank of the Saranac. However, existing parks and publicly owned lands provide opportunities to expand upon existing assets.

1. Proposed Projects: Studies and Plans

A. Riverview Park Masterplan

Project Description

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 access enhancements should be identified.



Existing riverside conditions and open space at Riverview Park

Location and Map

This project is identified as Item A on Map 16F.

LWRP Policies

The park masterplan supports the following LWRP Policies:

- Development: 1, 2, 4
- Fish and Wildlife: 9
- Public Access: 19 and 20

- Recreation: 21 and 22

Cost Estimate for Implementation

A masterplan for the park, including a site survey, alternatives, and a preferred option, could be developed for an estimated \$45,000.

Potential Funding Sources

The park masterplan could potentially be funded by:

- Parks, Preservation and Heritage (EPF) Program (via OPRHP)
- Parks & Trails NY
- NYS DOS (LWRP Implementation)

Anticipated Timeframe

A request for proposals could be issued upon funding acquisition (short-term), with initiation of the work thereafter. It is anticipated that the masterplan would take less than a year to complete.

Regulatory Considerations

Since this is a remediation property located along the waterfront, the study should take into account regulatory requirements from NYS DEC and the Army Corps of Engineers.

B. Blueway and Whitewater Access Plan

Project Description

This project would identify locations and concepts for “blueway” and whitewater park developments along the Saranac River. A blueway, or water trail, is a route that is developed with various launch points, potentially including camping locations and stops at points of interest for paddlers. Portions of the Saranac River Trail could also serve as a water trail, with improved canoe, kayak, tubing, and fishing access along the river.

Access points could include the City-owned riverfront parcel at Allen and Waterhouse Streets, Riverview Park, and the recently-annexed Reeves Lane property. Additional access points would need to consider land ownership. Feasibility for access would need to take into consideration topography, riverbank stability, vegetation, water conditions, and vehicular and pedestrian access, including emergency access. The plan should identify all potential locations within the WRA and include concept designs for each location.



River conditions at Riverview Park, August 2021

In 2014, the City requested a high-level feasibility analysis of the potential development of a whitewater facility to support recreational use of the Saranac River (*Saranac River Whitewater Park Pre-Feasibility Visit and Analysis*). The study found that a whitewater park would be feasible in the Saranac River, providing needed activation of the Downtown Saranac Riverfront. The identification of whitewater park

areas and access points should review the previously identified potential locations and also look for opportunities in the recently-annexed western portion of the WRA. It should consider river depths and hydraulics, potential obstacles, user groups and challenge levels, and potential impacts on aquatic species, public safety, and aesthetics. The resulting feasibility study should include conceptual designs, associated cost estimates, and permitting considerations.

Location and Map

This project is identified as Item B on Map 16F.

LWRP Policies

The Blueway and Whitewater Access Plan supports the following LWRP Policies:

- Development: 1, 2, 4
- Fish and Wildlife: 9
- Public Access: 19 and 20
- Recreation: 21 and 22

Cost Estimate for Implementation

It is estimated that these studies and concepts could be completed for a combined \$120,000.

Potential Funding Sources

These studies could seek funding from:

- The Lake George-Lake Champlain Basin Program
- Local Economic Development Agencies
- ROOST
- NYS OPRHP Recreational Trails Program
- Parks, Preservation and Heritage (EPF) Program (via OPRHP)
- National Trails Fund
- Parks & Trails NY
- NYS DOS (LWRP Implementation)

Anticipated Timeframe

A request for proposals could be issued upon funding acquisition (short-term), with initiation of the work thereafter. It is anticipated that the plan would be completed in the mid-term.

Regulatory Considerations

Since these properties are located along the riverfront, the study should identify regulatory requirements from NYS DEC and the Army Corps of Engineers. There may also be habitat and other regulatory considerations related to the whitewater park component.

C. NYSEG Redevelopment Study

Project Description

Urban redevelopment and open space strategies should be explored for the eleven-acre NYSEG former manufactured gas plant site, currently undergoing remediation. Future uses should capitalize on and complement the site's riverfront location and proximity to the Durkee Street redevelopment, as well as the presence of the Saranac River Trail that provides direct access to two pedestrian bridges. The non-trail portion of the property is vacant and the parcel is zoned R2 (General Residential).

Location and Map

This project is identified as Item B on Map 16F.

LWRP Policies

The redevelopment study for this property would support Development Policies 1, 4, and 5. Reuse of the site that incorporated public space would improve access to the Saranac River Trail and river views, supporting Public Access policies 19 and 20 and Recreation policies 21 and 22.

Cost Estimate for Implementation

A study of this type is estimated to cost approximately \$40,000.

Potential Funding Sources

A market analysis and redevelopment study could be funded by the NYS Empire State Development in conjunction with the local economic development agency.

Project Benefits

The Saranac River Trail follows the top of the bank along the riverside of the property, connecting two shared-use bridges. Under the current zoning, this property has the potential to provide single or multifamily housing as well as a park or recreational facility. Other uses, such as clinics, childcare, offices or small-scale commercial, are possible with special use permits. Redevelopment of the site would complement the revitalization efforts in the Downtown area while also potentially expanding recreational opportunities.

Anticipated Timeframe

A request for proposals could be issued upon funding acquisition (short-term), with initiation of the work thereafter. It is anticipated that the study would take less than a year to complete.

Regulatory Considerations

Since this is a remediation property located along the waterfront, the study should take into account regulatory requirements from NYS DEC and the Army Corps of Engineers.

Anticipated Timeframe

A request for proposals could be issued upon funding acquisition (short-term), with initiation of the work thereafter. It is anticipated that the plan would be completed in the short-term.

2. Proposed Projects: Design and Construction

A. Fort Brown Enhancements

Project Description

While this property is adjacent to the Saranac, the shoreline is too steep for direct water access or a hand launch. It could be enhanced, however, with a small parking area, benches, selective clearing of vegetation to open views, and interpretive signage, as well as connections to adjacent trails (Bicycle Route 9, across the US Oval to the Terry Gordon Bike Path).

Conceptual Design

Enhancements to Fort Brown, noted as Item E on Map 16F, may include improved pedestrian and bicycle trail connectivity from Fort Brown to the US Oval and to the Saranac River Trail and Greenway, with selective tree clearing, enhanced interpretation, and parking on Fort property.

LWRP Policies

This project supports the following LWRP Policies:

- Public Access: 19, 20
- Historic and Scenic Resources: 23, 25

Cost Estimate for Implementation

Estimated cost for site survey and design for trails with seating, parking, and signage: \$75,000.

Permitting and Construction costs to be determined based upon detailed design.



Potential Funding Sources

Funding for the work at Fort Brown could come from:

- Parks, Preservation and Heritage (EPF) Program (via NYS OPRHP)
- Parks and Trails NY
- NYS DOS LWRP Implementation

Project Benefits

This project would provide pedestrian and vehicular access to an historic site, creating an accessible destination along Route 9. The walkways would provide access from the US Oval neighborhoods and connect to South Platt Street Park. Added historical interpretive signs would increase education about the city's military history. The thinning of vegetation (limbing up of trees, removal of invasive species) along the riverbank would open views to the river and could provide views to Fort Brown from the Saranac River Trail on the western riverbank.



Historic markers at the southern end of the Fort Brown property (no pedestrian or vehicle access)

Anticipated Timeframe

This project would entail site survey, design and engineering, and construction. Survey work and thinning of vegetation could occur in the first year, followed by the design and engineering (approximately 6-12 months) and construction. It is assumed this would begin in the Mid-Term (3-5 years).

Regulatory Requirements

Fort Brown is part of the Plattsburgh Bay National historical Landmark and may contain sealed archaeological deposits along with various artifacts from the early American military installations in this area. Since Fort Brown is an historic site along US Route 9, the proposed concept would involve coordination with:

- NYS Office of Parks, Recreation, and Historic Preservation (SHPO)
- Local Historic Review
- NYS Department of Transportation

Tree work should occur in compliance with NYS Department of Environmental Conservation guidelines.

B. South Platt Street Park Improvements

Project Description

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. The riverbank is not as steep as at Fort Brown and parking already exists, providing convenient access for paddlers.

Project Location and Map

The enhancements would occur at South Platt Street Park, noted as Item F on Map 16F.

Conceptual Design



LWRP Policies

The South Platt Street Park project supports the following LWRP Policies:

- Development: 1, 2, 4
- Fish and Wildlife: 9
- Public Access: 19 and 20
- Recreation: 21 and 22

Cost Estimate for Implementation

Estimated cost for Site Survey, Design, and Engineering for trail, river access point, and hand launch: \$85,000

Permitting and Construction costs to be determined based upon detailed design.

Potential Funding Sources

It is anticipated that numerous funding sources would be utilized, including:

- NYS OPRHP Recreational Trails Program
- Parks, Preservation and Heritage (EPF) Program (via OPRHP)
- National Trails Fund
- Parks & Trails NY
- NYS DOS (LWRP Implementation)

Project Benefits

The ability to launch kayaks and canoes has been identified as a needed recreational option within the WRA, and there is interest in a whitewater blueway trail on the Saranac River. With limited public access, opportunities for such a use should be proposed to complement existing access. In addition to providing a requested hand launch, the proposed concept provides pedestrian access that is currently lacking within the park.

Anticipated Timeframe

This project would entail site survey, design and engineering, and construction. Survey work would occur in the first year, followed by the design and engineering (approximately 6-12 months) and later by construction.

Regulatory Requirements

It is anticipated that the river access at South Platt Street Park project may require permits from agencies including NYS Department of Environmental Conservation and the US Army Corps of Engineers.

C. Project Summary Table

Subarea	Project Name	Description	Cost & Implementation
All Subareas	Recreation Master Plan	Inventory and analysis of all City facilities, trails, and programming; accessibility and connectivity; and cost of maintenance, operations, and staffing	Estimated cost: \$80,000-\$100,000 Short-term implementation
North End	City Beach Water Quality Study	Sampling Plan, Analysis, Report and the Options with to mitigate impacts on water quality	Estimated cost: \$100,000 Short-term implementation
North End	Cumberland Bay Trail	Complete Streets improvements along Route 9/Margaret Street from Route 314 to Cumberland Avenue.	Timeframe: Mid-Term Survey & construction - undetermined; Design \$200,000
North End	City Beach Area Enhancements	Implement improvements as identified in the Redevelopment Feasibility Study	Project elements to be phased Trails & Scotion Creek: Short-Term; Creek project: \$170,000
Cumberland-Wilcox	Property Acquisitions	North end of Cumberland Ave end of Cedar Lane	Cost undetermined Timeframe: Long-Term
Cumberland-Wilcox	Cumberland Bay Trail Extension Feasibility Study	Off-road trail access at the shore level to continue a Cumberland Bay perimeter trail toward Wilcox Dock	Cost estimate: \$75,000 Timeframe: Mid-Term
Cumberland-Wilcox	Neighborhood Expansion Study	Feasibility study to extend the street grid and neighborhood development at Cedarwood Lane.	Estimated cost: \$100,000 Timeframe: Long-Term
Cumberland-Wilcox	Wilcox Dock Recreation Design	Create fishing access, pavilions, restrooms, play space, and general passive park improvements. Repair the Healthy Lung Trail.	Healthy Lung Trail, Recreation design: short-term; Construction: Mid-Term, Cost Undetermined
Cumberland-Wilcox	Cumberland Ave Streetscape	Aesthetic enhancements; pedestrian and cyclist safety improvements	Timeframe: Mid-Term Survey & construction - undetermined; Design \$200,000
Marina-Downtown	Property Acquisitions	Properties between Bridge and Broad Streets	Cost undetermined Timeframe: Long-Term
Marina-Downtown	Dock St Landing/Harborside Design Guidelines	Design guidelines, building upon the 2009 Streetscape and Design Guidelines for the Downtown Area and prioritize views, scale, historic character, and public access	Estimated cost: \$35,000 Timeframe: Short-Term
Marina-Downtown	Pedestrian Crossing Study	Feasibility study to explore alternatives and identify a preferred option to cross the railroad tracks to Dock Street.	Estimated cost: \$40,000 Timeframe: Short-Term
Marina-Downtown	Jay Street Redevelopment Study	Analysis of markets, zoning, and redevelopment costs to determine the best future uses for the properties	Estimated cost: \$40,000 Timeframe: Mid-Term
Marina-Downtown	Dock-Bridge Street Corridor	Improve visual and physical linkages; include decorative paving; place utility wires underground	Long-Term (utility consideration); Cost undetermined

City of Plattsburgh Local Waterfront Revitalization Program

Marina-Downtown	Bridge Street Façade Enhancements	Building façade enhancements	Short-term (continue previous program); cost varies per building
Marina-Downtown	Dock St Landing (Harborside) Park	Park space to include a fishing pier, paths, a pavilion, and public restrooms.	Short-Term (Design plan underway in conjunction with Harborside Masterplan); Cost undetermined
Marina-Downtown	WRRF Enhancements	Aesthetic enhancements; interpretive signage; trail improvements	Short-Term (Design plan underway in conjunction with Harborside Masterplan); Cost undetermined
Marina-Downtown	MacDonough Park Improvements	Improvements to lighting, seating, and walkways	Short-Term Estimated Cost: \$350,000
Marina-Downtown	Streetscape Enhancements	Pedestrian, cyclist, lighting, and aesthetic improvements to Durkee St, Green St, Bridge St, Dock St, City Hall Place, and Broad Street	Mid-Term; Phased based on adjacent projects; Costs TBD
Marina-Downtown	Downtown Signage and Art - Ph. 2	Downtown signage and art installations	Short-Term; Cost TBD per sign/art
Old Base Subarea	Property Acquisition	Tennis Court property N of US Oval Former gym at 34 US Oval	Cost undetermined Timeframe: Long-Term
Old Base Subarea	Museum Campus Studies	Master Plan, Trail and Transit Study, Capital Improvements Study, and History Corridor Plan	Cost undetermined Timeframe: Mid- to Long-Term
Old Base Subarea	Sailor's Point Park Access Study	Study to improve access, lighting, and visibility and add signage	Study cost estimate: \$40,000 Timeframe: Short-Term
Old Base Subarea	Sailor's Beach Rehabilitation Study	Site survey, a rehabilitation study for the pier, and water quality and feasibility studies for a potential swimming beach.	Combined estimate studies: \$150,000 Timeframe: short to mid-term
Old Base Subarea	Terry Gordon Bike Path Enhancements	Lighting; selective clearing/thinning of vegetation; erosion prevention	Short-Term; Cost approx. \$950,000
Old Base Subarea	US Oval Recreation	Seasonal ice rink/reflecting pool; pavilion; landscape enhancements; public restrooms	Mid-Term; survey & construction undetermined; design \$100,000
Upper Saranac	Riverview Park Masterplan	A masterplan for the park to improve access and use and provide parking, including a site survey, alternatives, and a preferred option.	Estimated cost: \$45,000 Timeframe: Short-Term
Upper Saranac	Blueway and Whitewater Access Plan	Identify locations and concepts for "blueway" and whitewater park developments along the Saranac	Estimated cost of both studies and concepts: \$120,000 Timeframe: Mid-Term
Upper Saranac	NYSEG Redevelopment Study	Redevelopment and open space strategies should be explored for the eleven-acre NYSEG former manufactured gas plant site	Estimated study cost: \$40,000 Timeframe: Short-Term
Upper Saranac	Fort Brown Enhancements	Site Survey, Design and Construction of trails, seating, parking and signage	Mid-Term: survey & design: \$75,000; construction TBD
Upper Saranac	South Platt St Park Improvements	Site Survey, Design and Engineering, and Construction of trail, river access point, and hand launch	Short-Term; survey & design: \$85,000; construction TBD

D. Proposed Water Uses/ Harbor Management Plan

The City of Plattsburgh recognizes the need to manage the shoreline area of Lake Champlain including its surface waters and has integrated the City of Plattsburgh Harbor Management Plan within this LWRP. A Harbor Management Plan addresses conflict, congestion, and competition for space in the community's surface waters and underwater lands. It provides the opportunity to identify various alternatives for the optimum use of the waterfront and adjacent water surfaces. There are currently the following water use facilities: City Marina and Plattsburgh Boat Basin, both at the foot of Dock Street; Wilcox Dock; and the municipal beach on Cumberland Bay. These facilities provide the attendant formal water uses in the City, however there are minimal existing harbor management issues. Section II identifies related harbor management issues (see Section II. for a table of the required components of the HMP under 19NYCRR 603.3 and where they can be found in the LWRP) concerning water use in the City of Plattsburgh. Section III identifies the LWRP policies related to harbor management.

Harbor management can apply to both formal harbors and nearshore areas, and can address issues such as vessel use, speed, anchoring, and mooring, as well as regulation of structures such as boathouses and docks. The proposed City of Plattsburgh Harbor Management Law will provide local regulation for the harbor management area (see Section V and Appendix I). Harbor management plans must cover all surface waters within or adjacent to a municipality. These include in-water areas adjacent to open shorelines as well as actively used enclosed bays or harbors. The harbor management area in the City of Plattsburgh includes the “wet side” of the LWRP boundary, extending to the municipal boundary within Lake Champlain, and including the portion of the Saranac River that lies within the WRA.

Waterways throughout the State have experienced significant growth in recreational boating in recent years. This has resulted in a corresponding demand for marinas, docks, storage areas, service shops, and launch facilities. Although communities prepare comprehensive land use plans, equivalent attention has not been given to the water surface and harbor areas. As a result, problems often arise related to boating congestion, public safety, dredging and dredge spoil disposal, public access to the waterfront, water quality, and competition of land uses along the waterfront. The City of Plattsburgh has advantageous proximity to Rouse's Point - the point of entry for Canadians entering the waters of the United States. This proximity may lead to expanded recreational boating facilities sited along Lake Champlain. Such facilities should be constructed and sited in a manner which does not degrade natural resources, create conflicts between water uses, or adversely impact boat traffic.

In an effort to make optimum use of the waterfront location, to make the waterfront more accessible, and to stimulate economic development in the waterfront and downtown, the City should encourage development of water-dependent and water-enhanced uses for the waterfront with those associated water uses. There are currently water uses at the municipal beach, the fishing dock at the Macdonough Monument, the boat launch at Peace Point, the new City Marina, the Plattsburgh Boat Basin, and the eco-docks at Wilcox Dock and Dock Street Landing. Within the Plattsburgh WRA, the water-dependent uses to be encouraged may include recreational boating facilities such as docks and marinas (like those at Wilcox Dock and Harborside), and pedestrian recreational/interpretive trails, including the bike paths, Saranac River Trail, Empire State Trail, Scammon Creek trails, Healthy Lung Trail, Cumberland Bay Trail, and City Beach trails. There is the potential for use of the beaches at the Old Base Marina and Sailor's Beach, possible river access at Durkee Street, and additional fishing docks along the Saranac River. Friends of the Saranac River Trail has proposed river access at the proposed Durkee Street bridge as well as an outdoor learning lab with access at the proposed Saranac Street bridge.

Complimentary uses, such as boat repair, supply, and lodging activities shall also be encouraged in areas where they would not conflict with existing residential development. Presently, little, if any, demand exists for water-dependent industry.

The City recognizes the need to provide improved facilities and access for water recreational uses such as fishing and non-motorized boating. The Waterfront Overlay District (described in Section V) identifies various alternatives for the optimum use of waterfront and adjacent waters, while preserving its scenic and historic character. The locations proposed for future water uses include the following:

1. Dock Street Landing with transient/day-use docks
2. Possible expansion at the City Marina
3. On the Old Base: Water uses are expected to remain essentially the same; the beach/recreation/picnic grounds should continue to be located at Sailor's Beach and the Old Base Marina, once rehabilitated.
4. The proposed waterfront park at Dock Street Landing
5. Additional fishing docks along the Saranac River
6. Enhancements to City Beach
7. Whitewater opportunities along the Saranac River

V. Local Techniques for Implementation

The Waterfront Revitalization of Coastal Areas and Inland Waterways Act, or WRCAIWA, places a great emphasis on the implementation provisions of a LWRP. Specifically, the WRCAIWA requires local waterfront programs to provide a "description of proposed means for long-term management and maintenance of waterfront development and activities including organizational structures and responsibilities and appropriate land use controls." It further requires "specification of the adequate authority and capability of the local government to implement the program."

This section is designed to accomplish two major goals: to provide sufficient information to the NYS Department of State to determine whether Plattsburgh has met the WRCAIWA requirements, and to provide the local government with a clear and complete description of the strategy it will follow to implement those elements of the LWRP for which it is responsible. Specific implementation measures are organized under four general headings: local laws necessary to implement the LWRP, other public and private measures necessary to implement the LWRP, management structure necessary to implement the LWRP and financial resources necessary to implement the LWRP.

In implementing the LWRP and Harbor Management Plan (HMP), the City will use a variety of tools and techniques to develop the lakefront as a sustainable community resource. Strategic tools include land use controls (such as zoning and design standards) and development incentives which can assist in implementing community goals and acquiring property through arrangements which provide community control over development approaches and projects. Through Article 42, Section 922 of the New York State Executive Law, once this LWRP and HMP are adopted by the City and approved by the Secretary of State, the City can use this LWRP as the framework for managing development within the WRA, utilizing existing laws and regulations, as well as the Consistency Review process.

A. Local Laws Necessary to Implement the LWRP

i. Existing Local Laws and Regulations

The City revised its Master Plan in 1999 and Zoning Ordinance in 2001. Prior to 1999, local laws and regulations enacted by the City showed little concern for land use and development activities within the waterfront area. Local regulations include zoning, enforcement of the NYS Uniform Fire Prevention and Building Code, floodplain regulations, regulation of city parks, and regulation of public and private sewers.

City Code Chapter 144, Building Code Administration and Enforcement, outlines regulations for the administration of the New York State Uniform Fire Prevention and Building Code (the Uniform Code) and the State Energy Conservation Construction Code. These codes are administered by the Code Enforcement Officer (appointed by the Mayor) and Inspectors, who also issue building permits and perform construction inspections.

Chapter 167, Environmental Quality Review, implements NYS Environmental Conservation Law (SEQR) review, to determine whether an action may or will not have a significant effect on the environment.

Chapter 176 outlines the City's Flood Damage Prevention law, 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. Permits are required for new construction and improvements to existing structures, as well as other projects involving excavation, filling, grading, etc. within flood hazard areas identified by the Federal Emergency Management Agency. With such a law in place, property owners are eligible for

purchase of subsidized flood damage insurance that would not otherwise be available. Projects within the flood hazard area are reviewed to ensure that hazards from flooding are minimized through appropriate standards concerning construction techniques and materials, siting, and protection and maintenance of drainage areas. The law also requires subdivision proposals to be consistent with the need to minimize flood damage. The City Code Enforcement Officer administers this law. Appeals may be made to the Zoning Board of Appeals.

Chapter 239, Parks and Recreation Areas, outlines regulations for dressing and undressing at Municipal Beach, permits for use of Municipal Beach, and closing hours for all city parks.

Chapter 289, Solid Waste, outlines regulations related to the weekly collection of garbage within the City.

Chapter 278, Sewers and Sewage Disposal, sets forth requirements for direct and indirect contributors into the wastewater collection and treatment system, with the following objectives:

- To prevent the introduction of pollutants into the City wastewater system which will interfere with the operation of the system, contaminate the resulting sludge, pass through the system inadequately treated into receiving waters or the atmosphere, or otherwise be incompatible with the system.
- To improve the opportunity to recycle and reclaim sludges from the system.
- To provide for equitable distribution of the cost of the City wastewater system.

City Code Chapter 300, Subdivision of Land, outlines the procedures for creating minor and major subdivisions through the Planning Board. It outlines the general requirements and design standards (streets, lots, drainage, parks, open space, natural features) for subdivisions.

Chapter 348, Water, regulates provision of service from the public water supply and the installation and use of fire hydrants.

Chapter 360, Zoning - The current City of Plattsburgh Zoning Ordinance (Chapter 360 of the Municipal Code) has been in effect since 1981, with revisions in 1983, 1988 and 2001 (see Map Series 15). The general purpose of the zoning ordinance is "promoting the health, safety, morals, convenience, order, prosperity and general welfare of the community..." The ordinance (Chapter 360, Article 3, §360-6, dated November 2001) contains the following zoning districts:

RH	Residential Historic	I	Industrial
R-1	Low-Density Residential	OL-P	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

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

For each district, the ordinance specifies permitted uses, accessory uses, and uses requiring special permits. Supplementary regulations address lot requirements; height requirements; yard requirements; building coverage and open space requirements; number of buildings and dwelling units restricted; accessory structures; landscaping and

fencing requirements; planned unit developments; additional lot regulations; amusement uses; community facilities; retail and manufacturing regulations; off-street parking and loading regulations; signs; mobile homes and mobile home parks; miscellaneous uses; general use standards; special use permits; and historic sites. Administrative procedures including issuance of special permits, variances and appeals, plus stipulations on violations, penalties and amendments are also included. Subdivision regulations are listed in Chapter 236 of the Plattsburgh Municipal Code.

- *R-1- Low Density Residential:* Principal permitted uses include single family residences, churches or other houses of worship, elementary and high schools, public parks and recreation facilities. Accessory uses include home uses as permitted and other uses customarily accessory to residential uses, as well as agricultural uses. Uses requiring special permits include cemeteries, essential public utility facilities, country clubs, private clubs, and nursing and rest homes.
- *R-2 - General Residential:* Permitted uses in R-2 districts include: single family residences, two family residences, three family residences, multi-family residences, townhouse residences, churches or other houses of worship, elementary and high schools, and public parks and recreation facilities. Accessory uses include home uses as permitted and other uses customarily accessory to residential uses, as well as agricultural uses. Uses requiring special permits include: universities or colleges, neighborhood and convenience-type commercial facilities, cemeteries, hospitals and medical and dental clinics, essential public utility facilities, private clubs, nursing and rest homes, funeral homes, residential planned unit developments, nursery schools and day-care facilities, and professional offices.
- *B-1 - General Business:* Permitted uses include retail businesses and commercial uses commonly associated with neighborhood and community shopping areas, such as: grocery stores, food specialty shops, and supermarkets; drug stores; hardware stores; apparel stores; general department stores; appliance, home decorating and furniture stores; book and stationery stores; photographic studios and art galleries; similar uses; personal and business service establishments such as: banks, professional and administrative offices; medical and dental clinics; barber and beauty shops, laundry establishments, repair shops for shoes, watches, clocks, appliances and similar uses; eating establishments not serving alcoholic beverages; hotels and motels; churches and other houses of worship; schools, excluding daycare and nursery facilities; government, semi-public and/or public institutional uses; private clubs; funeral homes; nurseries and suppliers of flowers and/or plants; and newspaper publishing facilities. Accessory uses include parking and loading areas and other uses customarily accessory to permitted uses. Uses requiring special permits include: automobile service stations and repair shops, eating and/or drinking establishments where alcoholic beverages are served; liquor stores; essential public utility facilities; automobile agencies; tractor, trailer, and boat sales establishments; building supply stores; television and radio broadcast facilities; hospitals; shopping centers; warehouses and storage facilities; drive-in businesses; dry-cleaning businesses; amusements and recreational facilities; residential uses in B-1 districts only.
- *B-2 - Highway Business:* same as B-1 except residential uses are not allowed.
- *C - Central Business:* Permitted uses include retail businesses and commercial uses commonly associated with neighborhood and community shopping areas such as: grocery stores, food specialty shops and supermarkets; drug stores; hardware stores; apparel stores; general department stores; appliance, home decorating and furniture stores; book and stationery stores; photographic studios and art galleries; similar uses; personal and business service establishments such as: banks, professional and administrative offices; medical and dental clinics; barber and beauty shops, laundry establishments, repair shops for shoes, watches, clocks, appliances and similar uses; eating establishments not serving alcoholic beverages; hotels and motels; churches and other houses of worship; schools, excluding daycare and nursery facilities; government, semi-

public and/or public institutional uses; private clubs; funeral homes and efficiency and one-bedroom residential uses above the first floor level. Accessory uses include parking and loading areas and other uses customarily accessory to permitted uses. Uses requiring special permits include: automobile service stations and repair shops, eating and/or drinking establishments where alcoholic beverages are served; liquor stores; essential public utility facilities; automobile agencies; tractor, trailer, and boat sales establishments; building supply stores; television and radio broadcast facilities; hospitals; shopping centers; warehouses and storage facilities; drive-in businesses; dry-cleaning businesses; amusements and recreational facilities; and central business district planned unit developments.

- *I – Industrial:* Permitted uses include manufacturing, assemblage, processing and storage operations that are not offensive by reason of the emission of odor, fumes, dust, smoke, noise and/or vibration or that would have a negative impact on the environment or living conditions within the city; research laboratories; warehouses and wholesale and retail distribution centers, including offices and showrooms; trucking terminals; food processing, packing, and storage operations; bottling plants; and public facilities. Accessory uses include: parking and loading areas; sale and service of products manufactured or assembled as a principal use; other customarily accessory uses; administrative offices and office buildings; and outdoor storage areas. Uses requiring special permits include other industrial uses but not including: junkyards and automobile salvage yards, cement manufacturing operations, petroleum storage facilities; eating establishments serving the area and not serving alcoholic beverages; energy production, solid waste and resource recovery facilities.
- *RC (RC-1, RC-2, RC-3) - Recreation and Related Uses:* The RC classification includes a variety of permitted uses including multi-family residences, townhouse residences, hotels and motels, eating and drinking establishments, indoor and outdoor commercial recreation, public recreation and related facilities, retail businesses and commercial uses commonly associated with recreation-related and tourist areas, and personal and business services establishments. Accessory uses include parking and loading areas, pedestrian walkways, beach and related facilities, retail sales and services incidental to a permitted use, and customarily accessory uses to the principal uses permitted. Uses requiring special permits in this area include amusement parks, facilities and concessions, essential public utilities, eating and drinking establishments serving alcoholic beverages, drive-in businesses, and recreation vehicle campgrounds.
- *RH – Residential Historic:* The Residential Historic classification includes single family residences and home occupations as permitted uses. Accessory uses include a public park or recreation facility, as well as other uses customarily accessory to permit principal uses. Uses requiring special permits within RH zoning include nursing or rest homes; the conversion of an existing structure creating one accessory apartment (requires a three-year renewable special permit); professional offices; photographic studios or art galleries; bed and breakfast establishments; medical or dental clinics; churches or other houses of worship; elementary or high schools; colleges or universities; and fire stations.
- *Buffer Zones:* Two Buffer Zones currently exist within the city. They were originally created to separate zoning districts. A parcel within a Buffer Zone may still utilize the property as open space, but it cannot be developed. The two existing zones are within and adjacent to the Old Base Subarea, as follows: (1) from the intersection of Club Road and Hamilton Street, extending southwest to Peru Street and (2) north of the parcels along Maryland Road, from U.S. Avenue (Route 9) to New York Road.
- *Parking Overlay Districts:* Two parking overlay districts are described in the Zoning Law. These were established to provide parking for lots within the districts that are of insufficient size to provide on-site

parking. The first applies to areas within Downtown, while the other applies to areas in the Old Base subarea (Local Law No. 9 – 2003) which were deemed to benefit from the public parking facilities provided by the City.

- **Waterfront District Overlay:** The existing Waterfront District overlays the underlying zoning districts. The zoning regulation of the underlying zoning district applies to all land within the Waterfront District, except as modified, or permitted to be modified, by the Waterfront District zoning regulations. There are specific Area and Bulk Regulations in place for the Waterfront District and, as with other districts, all new construction and additions require Planning Board approval of a site plan.

The Zoning Law includes Article VI, Site Plans which identifies the process of site plan review for certain development projects as specified in the law . The Plattsburgh Planning Board should continue to administer the site plan review process as specified in the zoning law.

Historic Sites Regulations - Two historic districts, the Point and U.S. Oval Historic Districts, are included within the Waterfront Revitalization Area and abut the waterfront. Section 270-31 of the City Code currently applies to Historic Sites. It establishes procedures regarding zoning and building permits for proposed actions located on historic sites or within historic districts. Currently, neither district falls within the Waterfront District Overlay, as adopted in 2001. These historic districts will, following the adoption and approval of the LWRP and the updated Waterfront District, be subject to both the Historic Sites regulations and the Waterfront District regulations.

Solid Waste - The City of Plattsburgh promotes measures to minimize the generation and impacts of solid waste, including strategies to promote recycling and composting or anaerobic digestion of organic materials. Its current goals, which it is addressing in its Comprehensive Plan update, include:

- Reduce the carbon footprint and greenhouse gas emission of biosolids.
- Expand the ability to manage other organic wastes, such as food and paper.
- Implement a citywide composting and organics program.
- Provide sustainable long-term (20+ years) biosolids management that accounts for existing and reasonably anticipated future regulations, policies, and economic drivers.

Stormwater Management - 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. In addition to these practices, the City will evaluate the effectiveness of its storm sewer system and make improvements, where possible, aimed at collecting and detaining sediments in filtering catch basins, retention areas, etc.

Best management practices to be utilized to minimize non-point source pollution should reflect State erosion and sediment control regulations and best management practices, and include the following:

1. Retain as much of the natural vegetation as possible and avoid mass clearing of sites to be developed.
2. Utilize grading methods which impede vertical runoff and provide maximum runoff infiltration capacity.
3. Locate large graded areas on the most level portion of the site and avoid the development of steep vegetated slopes.
4. Conduct grading and clearance activities outside floodplains.
5. Utilize porous pavements in the construction of parking areas.

6. Protect inlets to storm sewers by installing suitable filtering devices during construction.
7. Runoff from parking lots, fueling areas, and large building sites should be collected and detained in sediment basins, oil and grease filtering catch basins, or retention areas to trap pollutants which would otherwise be transported from the site.
8. Fuel spill prevention emergency response plans shall be prepared and the provision of automatic fuel cut-offs for hoses is mandatory.
9. Stormwater runoff from parking lots, maintenance, fueling, and wash-down areas must be treated in a manner that prevents oils, grease and detergents from reaching adjacent waters and wetlands. Accepted treatment methods include oil and grease filtering catch basins, retention areas and exfiltration systems.
10. Trash receptacles shall be plentiful and convenient to encourage the proper disposal of trash and waste.

The zoning ordinance and related land use controls constitute the city's foremost means of implementing and enforcing the Local Waterfront Revitalization Program. Existing development controls, administrative procedures and enforcement authority established in the ordinance are generally adequate to direct future land use patterns and development activities for the city, although some refinements are needed (see zoning section in inventory and analysis section above and New Local Laws, Amendments to Existing Local Laws, and Regulations Necessary to Implement the LWRP in this section). While the site plan review procedures and historic site procedures provide simple and fairly effective regulatory protection for historic structures, several deficiencies should be corrected with new or revised ordinances.

ii. New Local Laws, Amendments to Existing Local Laws and Regulations Necessary to Implement the LWRP

Zoning Overlay District–Waterfront–Local Waterfront Revitalization Program Consistency Review and Development Design Guidelines

A Zoning Overlay District is proposed that incorporates the required Local Consistency Review law, includes Development Design Guidelines for the Waterfront Area, and expands the area of the existing Waterfront District Overlay as described in this section.

- **Local Consistency Review**

A local law establishing consistency requirements and review procedures for city actions involving the LWRP Waterfront Area must be adopted to ensure implementation of the Local Waterfront Revitalization Program. This local law requires each board, department, officer or other body of the City, to ensure that all actions to directly undertake or permit, fund or otherwise approve any project, use or activity within the waterfront be consistent to the maximum extent practicable with the applicable policies established in the City's Local Waterfront Revitalization Program. The City of Plattsburgh's Consistency Review provisions are incorporated in a new Overlay District-Waterfront (see Appendix B).

To this end, the Overlay District-Waterfront establishes procedures for:

- initial review of proposed actions in a manner compatible with SEQRA requirements.
- providing advice and assistance to applicants and/or the boards, departments, officers or other bodies of the city involved, regarding forms, procedures, and site plan review.
- LWRP compliance review through the City Planning Board and the local lead agency, respectively.

To facilitate the consistency review, a Waterfront Program Consistency Assessment Form [see Appendix B] will be adopted as part of the consistency law and completed by the Planning Board during site plan review.

The zoning and site plan review regulations together with the local consistency review law provide a comprehensive means of implementing all applicable coastal policies by requiring all proposed actions within the waterfront area to be consistent with the policies and purposes of the City's LWRP.

- Development Design Guidelines

The Overlay District-Waterfront also includes design guidelines to assist in the design and review of new development projects subject to site plan review or subdivision approval within the District. Except for a simple change of occupancy of a building resulting in no physical change, the guidelines would apply to projects involving building or site modifications to existing sites and structures. The degree to which the guidelines will apply is commensurate with the degree to which the site and or buildings are to be modified, as determined by the local review board(s). Design principles include (also see Appendix B):

- Recognize the unique scenic, cultural, ecological, and recreational values inherent in Plattsburgh's waterfront setting (place uses not requiring waterfront access away from the waterfront, create opportunities for public access, prioritize water-dependent uses, adapt the site plan to serve the unique and most important waterfront values of the site).
- Lake Champlain and Saranac River water quality protection and enhancement shall be inherent in all project plans (establish forested shoreline edges and riparian buffers, require replacement plantings where needed, avoid inappropriate shoreline treatment, use natural vegetated shoreline outside of the downtown, use shade trees and shoreline plantings in downtown as much as possible, maintain wetland buffer zones, protect stream banks and habitat for fish and wildlife).
- Well-designed infill development and adaptive reuse of existing structures is encouraged and expected to be sensitive to the setting and neighborhood context (fit design elements to either preserve and enhance existing character or to realign the site/structure to fit the community vision for the area; to support needed growth, design carefully to ensure new structures and site plans are compatible with the setting; create active and engaging spaces for people along the waterfront and along the streetscape).
- New construction or alterations should be designed to activate and enhance the streetscape and other elements of the public realm (create attractive building facades, provide generous sidewalks with street trees and other amenities in accordance with existing historical patterns, mitigate the impact of inactive streetscape elements such as large parking lots and massive blank building walls by adding architectural details and artwork).

- Waterfront Overlay District Amendment

The LWRP is intended to be consistent with the City's Comprehensive Master Plan, updated in 1999, and the Zoning Law, updated in 2001. A Waterfront Overlay District was adopted with the 2001 zoning changes, including the land between the lakeshore and the following boundary (shown in Map Series 15):

Beginning at the intersection of the City Line and NYS Route 314, then west on NYS Route 314 to its intersection with NYS Route 9 (Margaret Street), then following Margaret Street to its intersection with Cumberland Avenue, then following Cumberland Avenue to the railroad tracks just west of Saily Avenue, then following the rail line across the Saranac River and south along the lakeshore to the southern City Line.

Upon review in 2007, several recommendations were made for amendments to the Zoning Law to further implement the Waterfront Overlay District. The 2001 overlay district was developed to implement the uses identified in the LWRP, providing flexibility in waterfront development while protecting waterfront resources. Since the Waterfront Overlay District boundary is proposed to be coterminous with the Local Waterfront Revitalization Area boundary, the Waterfront Overlay District map in the 2001 zoning law has been revised to be consistent with the maps in this LWRP.

The following is a description of the updated Waterfront Overlay District, whose boundary is coterminous with the Waterfront Revitalization Area:

Beginning at the intersection of the City Line and NYS Route 314, then west on NYS Route 314 to its intersection with NYS Route 9 (N Margaret Street), then southwest along NYS Route 9 to Scotion Creek, including parcel 193.21-1-1; along Scotion Creek and westward along the City Line to its corner, and southward along the City Line until it reaches parcel 207.8-1-18.1; then following the parcel boundary to Boynton Avenue; then eastward along Boynton Avenue to its intersection with Saily Avenue; then south along Saily Avenue to its intersection with Cumberland Avenue; then west on Cumberland Avenue to its intersection with City Hall Place; then northwest on Miller Street to its intersection with Cornelia Street; then west on Cornelia Street to its intersection with Oak Street; then south on Oak Street to its intersection with Broad Street; then east along Broad Street to its intersection with Pine Street; then following Pine Street along the meanders of the Saranac River to its intersection with South Catherine Street; then following Steltzer Road to the SUNY Plattsburgh campus, following the edge of campus north to Broad Street; then west along Broad Street to Rugar Street; then southwest on Rugar Street to its intersection with Adirondack Lane, then south on Adirondack Lane to the stream crossing; then west along the stream banks to the SUNY Plattsburgh road; then north along the SUNY Plattsburgh road toward Bowman Street, continuing to the western intersection of the SUNY Plattsburgh Road and Rugar Street; then West on Rugar Street to the City Line; then south along the City Line to the southern bank of the Saranac, then following the City Line to its intersection with Route 22; then east on Route 22 to Arizona Avenue; then northwest to the eastern side of the railroad tracks; then following the railroad tracks north to Main Mill Street; then east along Main Mill Street toward the intersection with Hilltop Way; then north to Underwood Avenue; then east along Underwood Avenue to the eastern edge of the River Heights Homes community; then east to connect with Riverside Avenue; then north along Riverside Avenue to North Street and continuing east on North Street to Waterhouse Street; then north on Waterhouse Street to Hartwell Street; then east on Hartwell Street to Route 22; then crossing Route 22 to follow South Platt Street to the east to its intersection with NYS Route 9 (Peru Street/U.S. Avenue); then south along Route 9 to the southern city line, then following the city line east to the waters of Lake Champlain, then northerly following the city's eastern line to the northernmost boundaries of the Municipal Beach, to the point of beginning.

Additional Zoning Updates

The City began an update to its Comprehensive Plan in 2020. As the next step following the plan, the City will be undertaking a holistic update to its Zoning Code. The City of Plattsburgh's 2022 Draft Comprehensive Plan includes goals for streamlining the City zoning code and clarifying site plan review procedures. The policies and purposes of the LWRP will be taken into account during the Zoning Code update.

Harbor Management Law or City Navigation Law

The City had once instituted a Mooring Law, but this was later annulled by the courts. This is reflected in the Zoning Law in Section 1-3.B.(12). As a result, the City must adopt a new Harbor Management Law, to implement the Harbor Management Plan. See Appendix I for the proposed Harbor Management Law. The Harbor Management Law includes

provisions for local authority; applicability; definitions; permit applications and procedures; vessel operation; sanitation; removal of abandoned or derelict vessels; berthing, mooring, and anchoring of vessels; and penalties

B. Other Public & Private Actions Necessary to Implement the LWRP

In addition to administering the above-cited local laws, the City and other governmental entities, as well as the private sector, will need to undertake various actions to implement the provisions of this LWRP. The actions outlined below will be implemented over a lengthy period of time, due to the need to procure funding, the need to build community support, and the need to carefully study and/or plan and design each project. The following describe some key actions:

i. Administration and Enforcement

State Environmental Quality Review Act (SEQRA)

SEQRA is a law that establishes a process that requires the consideration of environmental factors early in the planning stages of actions that are directly undertaken, funded, or approved by local, regional and state agencies. The City considers all applicable requirements under SEQR during review of all qualifying projects. SEQR is incorporated into the site plan review procedures of the City Code. As part of the LWRP, the City should continue to administer SEQR, especially concerning stormwater management, historic site review, and construction of various sizes.

ii. NYS Department of Environmental Conservation

Through various programs, training, and outreach, DEC provides continuing efforts that control water pollution from all sources so that communities can protect and enhance New York's natural resources. The DEC should continue to administer and enforce the regulations and permit programs, including those pertaining to stormwater, wastewater, wetlands and other navigable waterways, and water quality, as appropriate for the projects proposed in this LWRP.

iii. US Army Corps of Engineers

The mission of the Corps of Engineers Regulatory Program is to protect the Nation's aquatic resources, while allowing reasonable development through fair, flexible and balanced permit decisions. The Corps evaluates permit applications for essentially all construction activities that occur in the Nation's waters. All construction projects proposed must obtain any necessary Army Corps of Engineers permits, as appropriate.

iv. Lake Champlain Basin Program and Lakes to Locks Passage

The City should initiate and/or strengthen a relationship with the Lake Champlain Basin Program and Lakes to Locks Passage. Through these relationships, the City can work with other municipalities along Lake Champlain to establish heritage tourism, natural resource and other interpretive programs; scenic byways; greenway and blueway trails; and other formal programs designed to attract additional visitors to the waterfront and downtown.

v. Waterfront Education and Awareness Program

The City should work with local developers, property and business owners, and homeowners to maximize public access and waterfront redevelopment opportunities, recognizing that waterfront redevelopment is generally a major catalyst for economic revitalization.

The City will develop and implement a waterfront education and awareness program to familiarize residents and visitors with new developments along the City's waterfront, promote the donation of easements in appropriate waterfront areas, and generally increase public involvement.

C. Management Structure Necessary to Implement the LWRP

Planning and Approval from the Planning and Zoning Boards

The Planning Board and Zoning Board, with assistance from the Community Development Office, will continue the efforts of the LWRP and monitor the implementation of the plan.

The boards will continue to review site plans, environmental impacts, and requests for variances, while also ensuring projects are consistent with the LWRP by utilizing procedures specified in the Local Waterfront Revitalization Consistency Review Law (see Appendix B) and the Guidelines for Notification and Review (see Appendix A).

Additionally, 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.

D. Financial Resources Necessary to Implement the LWRP

The implementation of the proposed projects identified under Section IV may require funding from a combination of public and private sources. These costs could include capital outlays, maintenance costs, and, in some cases, property acquisition. Although the costs for these projects are estimated at this time, the City will continue to examine potential costs, and opportunities for public and private investment in implementation projects. Public investment may require the expenditure of City funds in addition to State and Federal grant programs.

Local

The City should pursue funding opportunities for the waterfront revitalization projects and provide the necessary match requirements of these funding programs. Potential sources of implementation funding may include, but are not limited to, the issuance of local bonds or utilization of municipal general fund and annual departmental budgets.

State

Continued funding could be utilized for the completion of revitalization efforts already underway. Support from such programs as:

- NYSOPRHP Recreational Trail Program
- Environmental Protection Foundation funds through the State Consolidated Funding Application
- NYS Department of Transportation
- NYS Environmental Protection Fund
- NYS Clean Water / Clean Air Bond Act
- NYS Council on the Arts
- NYS Energy Research & Development Authority (NYSERDA)
- NYS Power Authority

Federal

The City will investigate and pursue federal funding sources for the implementation of waterfront revitalization projects. These sources may include:

- the Intermodal Surface Transportation Efficiency Act (ISTEA), which includes the Surface Transportation Program and the National Recreational Trails Funding Program
- Land and Water Conservation Funds
- National Park Service Urban Parks and Recreation Recovery Grants (UPARR)
- technical assistance through the National Park Service's Rivers and Trails Conservation Assistance Program
- the national Maritime Heritage Preservation Act
- the U.S. Department of Housing & Urban Development's Canal Corridor's Initiative and other appropriate programs.
- U.S. National Parks Service
- U.S. Department of Transportation
- U.S. EPA / Great Lakes Restoration Initiative
- National Fish and Wildlife Foundation / Sustain our Great Lakes

C.P. Rail

Funding may be needed for access improvements, such as pedestrian overpasses and traffic signal improvements.

Other Private

It is increasingly unlikely that government funding will be available for all of the City's waterfront revitalization efforts. As a result, additional waterfront revitalization funding should be sought from local foundations and corporations. The Georgia Pacific Corporation has been known to provide funding to support community development. Other potential sources of private funding or other assistance include the National Trust for Historic Preservation, Trust for Public Land, Partners for Livable Places, the Pew Charitable Trust, the Enterprise Foundation, Ford Foundation, The Waterfront Development Center, Land Trusts, and similar organizations.

At the local and regional level, the City should establish relationships with developers and marina owners, and work closely with all private property owners in the LWRP waterfront revitalization area to plan improvements. To stimulate additional waterfront development and encourage improvements, the City may have to establish a system of incentives (disincentives to discourage inappropriate development). The main goal is to encourage a balance of development and publicly accessible open land.

VI. State Actions and Programs Likely to Affect Implementation

State actions will affect and be affected by implementation of the LWRP. Under State Law and the U.S. Coastal Zone Management Act, certain State actions within or affecting the local waterfront revitalization area must be consistent, or consistent to the maximum extent practicable, with the enforceable policies and purposes of the LWRP. This consistency requirement makes the LWRP a unique, intergovernmental mechanism for setting policy and making decisions, and helps to prevent detrimental actions from occurring and future options from being needlessly foreclosed. At the same time, the active participation of State agencies is also likely to be necessary to implement specific provisions of the LWRP.

6.1. State Actions and Programs Which Should Be Undertaken in a Manner Consistent With the LWRP

Pursuant to the State Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42), the Secretary of State notifies affected State agencies of those agency actions and programs that are to be undertaken in a manner consistent with approved LWRPs. The following list of State actions and programs is that list. The State Waterfront Revitalization of Coastal Areas and Inland Waterways Act requires that an LWRP identifies those elements of the program that can be implemented by the local government, unaided, and those that can only be implemented with the aid of other levels of government or other agencies. Such statement shall include those permit, license, certification or approval programs; grant, loan subsidy or other funding assistance programs; facilities construction, and planning programs that may affect the achievement of the LWRP.

OFFICE FOR THE AGING

- 1.00 Funding and/or approval programs for the establishment of new or expanded facilities providing various services for the elderly.

DEPARTMENT OF AGRICULTURE AND MARKETS

- 1.00 Agricultural Districts Program
- 2.00 Rural Development Program
- 3.00 Farm Worker Services Program
- 4.00 Permit and approval programs:
 - 4.01 Custom Slaughters/Processor Permit
 - 4.02 Processing Plant License
 - 4.03 Refrigerated Warehouse and/or Locker Plant License
- 5.00 Farmland Protection Implementation Grant
- 6.00 Agricultural Nonpoint Source Abatement and Control Program

DIVISION OF ALCOHOLIC BEVERAGE CONTROL/ STATE LIQUOR AUTHORITY

- 1.00 Permit and Approval Programs:

- 1.01 Ball Park - Stadium License
- 1.02 Bottle Club License
- 1.03 Bottling Permits
- 1.04 Brewer's Licenses and Permits
- 1.05 Brewer's Retail Beer License
- 1.06 Catering Establishment Liquor License
- 1.07 Cider Producer's and Wholesaler's Licenses
- 1.08 Club Beer, Liquor, and Wine Licenses
- 1.09 Distiller's Licenses
- 1.10 Drug Store, Eating Place, and Grocery Store Beer Licenses
- 1.11 Farm Winery and Winery Licenses
- 1.12 Hotel Beer, Wine, and Liquor Licenses
- 1.13 Industrial Alcohol Manufacturer's Permits
- 1.14 Liquor Store License
- 1.15 On-Premises Liquor Licenses
- 1.16 Plenary Permit (Miscellaneous-Annual)
- 1.17 Summer Beer and Liquor Licenses
- 1.18 Tavern/Restaurant and Restaurant Wine Licenses
- 1.19 Vessel Beer and Liquor Licenses
- 1.20 Warehouse Permit
- 1.21 Wine Store License
- 1.22 Winter Beer and Liquor Licenses
- 1.23 Wholesale Beer, Wine, and Liquor Licenses

OFFICE OF ALCOHOLISM AND SUBSTANCE ABUSE SERVICES

- 1.00 Facilities, construction, rehabilitation, expansion, or demolition or the funding of such activities.

- 2.00 Permit and approval programs:
 - 2.01 Certificate of approval (Substance Abuse Services Program)
- 3.00 Permit and approval:
 - 3.01 Letter Approval for Certificate of Need
 - 3.02 Operating Certificate (Alcoholism Facility)
 - 3.03 Operating Certificate (Community Residence)
 - 3.04 Operating Certificate (Outpatient Facility)
 - 3.05 Operating Certificate (Sobering-Up Station)

COUNCIL ON THE ARTS

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Architecture and environmental arts program.

OFFICE OF CHILDREN AND FAMILY SERVICES

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Homeless Housing and Assistance Program.
- 3.00 Permit and approval programs:
 - 3.01 Certificate of Incorporation (Adult Residential Care Facilities)
 - 3.02 Operating Certificate (Children's Services)
 - 3.03 Operating Certificate (Enriched Housing Program)
 - 3.04 Operating Certificate (Home for Adults)
 - 3.05 Operating Certificate (Proprietary Home)
 - 3.06 Operating Certificate (Public Home)
 - 3.07 Operating Certificate (Special Care Home)
 - 3.08 Permit to Operate a Day Care Center

DEPARTMENT OF CORRECTIONS AND COMMUNITY SUPERVISION

- 1.0 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

DORMITORY AUTHORITY OF THE STATE OF NEW YORK

- 1.00 Financing of higher education and health care facilities.
- 2.00 Planning and design services assistance program.

EDUCATION DEPARTMENT

- 1.00 Facilities construction, rehabilitation, expansion, demolition or the funding of such activities.
- 2.00 Permit and approval programs:
 - 2.01 Certification of Incorporation (Regents Charter)
 - 2.02 Private Business School Registration
 - 2.03 Private School License
 - 2.04 Registered Manufacturer of Drugs and/or Devices
 - 2.05 Registered Pharmacy Certificate
 - 2.06 Registered Wholesale of Drugs and/or Devices
 - 2.07 Registered Wholesaler-Repacker of Drugs and/or Devices
 - 2.08 Storekeeper's Certificate
- 3.00 Administration of Article 5, Section 233 of the Educational Law regarding the removal of archaeological and paleontological objects under the waters of the State.

OFFICE OF EMERGENCY MANAGEMENT

- hazard identification,
- loss prevention, planning, training, operational response to emergencies,
- technical support, and disaster recovery assistance.

EMPIRE STATE DEVELOPMENT/ EMPIRE STATE DEVELOPMENT CORPORATION

- 1.00 Preparation or revision of statewide or specific plans to address State economic development needs.
- 2.00 Allocation of the state tax-free bonding reserve.

ENERGY RESEARCH AND DEVELOPMENT AUTHORITY

- 1.00 Issuance of revenue bonds to finance pollution abatement modifications in power-generation facilities and various energy projects.

- 2.00 New Construction Program – provide assistance to incorporate energy-efficiency measures into the design, construction and operation of new and substantially renovated buildings.
- 3.00 Existing Facilities Program – offers incentives for a variety of energy projects

DEPARTMENT OF ENVIRONMENTAL CONSERVATION

- 1.00 Acquisition, disposition, lease, grant of easement, and other activities related to the management of lands under the jurisdiction of the Department.
- 2.00 Classification of Waters Program; classification of land areas under the Clean Air Act.
- 3.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 4.00 Financial assistance/grant programs:
 - 4.01 Capital projects for limiting air pollution
 - 4.02 Cleanup of toxic waste dumps
 - 4.03 Flood control, beach erosion, and other water resource projects
 - 4.04 Operating aid to municipal wastewater treatment facilities
 - 4.05 Resource recovery and solid waste management capital projects
 - 4.06 Wastewater treatment facilities
- 6.00 Implementation of the Environmental Quality Bond Act of 1972, including:
 - (a) Water Quality Improvement Projects
 - (b) Land Preservation and Improvement Projects including Wetland Preservation and Restoration Projects, Unique Area Preservation Projects, Metropolitan Parks Projects, Open Space Preservation Projects, and Waterways Projects.
- 7.00 Marine Finfish and Shellfish Programs
- 9.00 Permit and approval programs

Air Resources

- 9.01 Certificate of Approval for Air Pollution Episode Action Plan
- 9.02 Certificate of Compliance for Tax Relief – Air Pollution Control Facility
- 9.03 Certificate to Operate: Stationary Combustion Installation; Incinerator; process, exhaust or Ventilation System
- 9.04 Permit for Burial of Radioactive Material
- 9.05 Permit for Discharge of Radioactive Material to Sanitary Sewer

9.06 Permit for Restricted Burning

9.07 Permit to Construct; a Stationary Combustion Installation; Incinerator; Indirect Source of Air Contamination; Process, Exhaust or Ventilation System

Construction Management

9.08 Approval of Plans and Specifications for Wastewater Treatment Facilities

Fish and Wildlife

9.09 Certificate to Possess and Sell Hatchery Trout in New York State

9.10 Commercial Inland Fisheries Licenses

9.11 Fishing Preserve License

9.12 Fur Breeder's License

9.13 Game Dealer's License

9.14 Licenses to breed Domestic Game Animals

9.15 License to Possess and Sell Live Game

9.16 Permit to Import, Transport and/or Export under Section 184.1 (11-0511)

9.17 Permit to Raise and Sell trout

9.18 Private Bass Hatchery Permit

9.19 Shooting Preserve Licenses

9.20 Taxidermy License

9.21 Permit – Article 15, (Protection of Water) – Dredge and Deposit Material in a Waterway

9.22 Permit – Article 15, (Protection of Water) – Stream Bed or Bank Disturbances

9.23 Permit – Article 24, (Freshwater Wetlands)

Hazardous Substances

9.24 Permit to Use Chemicals for the Control or Elimination of Aquatic Insects

9.25 Permit to Use Chemicals for the Control or Elimination of Aquatic Vegetation

9.26 Permit to Use Chemicals for the Control or Elimination of Undesirable Fish

Lands and Forest

9.27 Certificate of Environmental Safety (Liquid Natural Gas/Liquid Petroleum Gas)

9.28 Floating Object Permit

9.29 Marine Regatta Permit

9.30 Navigation Aid Permit

Marine Resources

9.31 Digger's Permit (Shellfish)

9.32 License of Menhaden Fishing Vessel

9.33 License for Non Resident Food Fishing Vessel

9.34 Non Resident Lobster Permit

9.35 Marine Hatchery and/or Off Bottom Culture Shellfish Permits

9.36 Permits to Take Blue Claw Crabs

9.37 Permit to Use Pond or Trap Net

9.38 Resident Commercial Lobster Permit

9.39 Shellfish Bed Permit

9.40 Shellfish Shipper's Permits

9.41 Special Permit to Take Surf Clams from Waters other than the Atlantic Ocean

9.42 Permit – Article 25, (Tidal Wetlands)

Mineral Resources

9.43 Mining Permit

9.44 Permit to Plug and Abandon (a non-commercial, oil, gas or solution mining well)

9.45 Underground Storage Permit (Gas)

9.46 Well Drilling Permit (Oil, Gas and Solution Salt Mining)

Solid Wastes

9.47 Permit to Construct and/or operate a Solid Waste Management Facility

9.48 Septic Tank Cleaner and Industrial Waste Collector Permit

Water Resources

9.49 Approval of Plans for Wastewater Disposal Systems

9.50 Certificate of Approval of Realty Subdivision Plans

- 9.51 Certificate of Compliance (Industrial Wastewater Treatment Facility)
- 9.52 Letters of Certification for Major Onshore Petroleum Facility Oil Spill Prevention and Control Plan
- 9.53 Permit Article 36, (Construction in Flood Hazard Areas)
- 9.54 Permit for State Agency Activities for Development in Coastal Erosion Hazards Areas
- 9.55 Permit for State Agency Activities for Development in Coastal Erosion Hazards Areas
- 9.56 State Pollutant Discharge Elimination System (SPDES) Permit
- 9.57 Approval – Drainage Improvement District
- 9.58 Approval – Water (Diversion for Power)
- 9.59 Approval of Well System and Permit to Operate
- 9.60 Permit – Article 15, (Protection of Water) – Dam
- 9.61 Permit – Article 15, Title 15 (Water Supply)
- 9.62 River Improvement District Permits
- 9.63 River Regulatory District approvals
- 9.64 Well Drilling Certificate of Registration
- 9.65 401 Water Quality Certification
- 10.00 Preparation and revision of Air Pollution State Implementation Plan.
- 11.00 Preparation and revision of Continuous Executive Program Plan.
- 12.00 Preparation and revision of Statewide Environmental Plan.
- 13.00 Protection of Natural and Man-made Beauty Program.
- 14.00 Urban Fisheries Program.
- 15.00 Urban Forestry Program.
- 16.00 Urban Wildlife Program.

ENVIRONMENTAL FACILITIES CORPORATION

- 1.0 Financing program for pollution control facilities for industrial firms and small businesses.

DEPARTMENT OF FINANCIAL SERVICES (DEPARTMENT OF BANKING)

1.00 Permit and approval programs:

- 1.01 Authorization Certificate (Bank Branch)
- 1.02 Authorization Certificate (Bank Change of Location)
- 1.03 Authorization Certificate (Bank Charter)
- 1.04 Authorization Certificate (Credit Union Change of Location)
- 1.05 Authorization Certificate (Credit Union Charter)
- 1.06 Authorization Certificate (Credit Union Station)
- 1.07 Authorization Certificate (Foreign Banking Corporation Change of Location)
- 1.08 Authorization Certificate (Foreign Banking Corp. Public Accommodations Office)
- 1.09 Authorization Certificate (Investment Company Branch)
- 1.10 Authorization Certificate (Investment Company Change of Location)
- 1.11 Authorization Certificate (Investment Company Charter)
- 1.12 Authorization Certificate (Licensed Lender Change of Location)
- 1.13 Authorization Certificate (Mutual Trust Company Charter)
- 1.14 Authorization Certificate (Private Banker Charter)
- 1.15 Authorization Certificate (Public Accommodation Office – Banks)
- 1.16 Authorization Certificate (Safe Deposit Company Branch)
- 1.17 Authorization Certificate (Safe Deposit Company Change of Location)
- 1.18 Authorization Certificate (Safe Deposit Company Charter)
- 1.19 Authorization Certificate (Savings Bank Charter)
- 1.20 Authorization Certificate (Savings Bank DeNovo Branch Office)
- 1.21 Authorization Certificate (Savings Bank Public Accommodations Office)
- 1.22 Authorization Certificate (Savings and Loan Association Branch)
- 1.23 Authorization Certificate (Savings and Loan Association Change of Location)
- 1.24 Authorization Certificate (Savings and Loan Association Charter)
- 1.25 Authorization Certificate (Subsidiary Trust Company Charter)
- 1.26 Authorization Certificate (Trust Company Branch)

- 1.27 Authorization Certificate (Trust Company – Change of Location)
- 1.28 Authorization Certificate (Trust Company Charter)
- 1.29 Authorization Certificate (Trust Company Public Accommodations Office)
- 1.30 Authorization to Establish a Life Insurance Agency
- 1.31 License as a Licensed Lender
- 1.32 License for a Foreign Banking Corporation Branch

OFFICE OF GENERAL SERVICES

- 1.00 Administration of the Public Lands Law for acquisition and disposition of lands, grants of land and grants of easement of land under water, issuance of licenses for removal of materials from lands under water, and oil and gas leases for exploration and development.
- 2.00 Administration of Article 4 B, Public Buildings Law, in regard to the protection and management of State historic and cultural properties and State uses of buildings of historic, architectural or cultural significance.
- 3.00 Facilities construction, rehabilitation, expansion, or demolition.
- 4.00 Administration of Article 5, Section 233, Subsection 5 of the Education Law on removal of archaeological and paleontological objects under the waters of the State.
- 5.00 Administration of Article 3, Section 32 of the Navigation Law regarding location of structures in or on navigable waters.
- 6.00 Section 334 of the State Real Estate Law regarding subdivision of waterfront properties on navigable waters to include the location of riparian lines.

DEPARTMENT OF HEALTH

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Permit and approval programs:
 - 2.01 Approval of Completed Works for Public Water Supply Improvements
 - 2.02 Approval of Plans for Public Water Supply Improvements.
 - 2.03 Certificate of Need (Health Related Facility except Hospitals)
 - 2.04 Certificate of Need (Hospitals)
 - 2.05 Operating Certificate (Diagnostic and Treatment Center)
 - 2.06 Operating Certificate (Health Related Facility)

- 2.07 Operating Certificate (Hospice)
- 2.08 Operating Certificate (Hospital)
- 2.09 Operating Certificate (Nursing Home)
- 2.10 Shared Health Facility Registration Certificate

DIVISION OF HOMES AND COMMUNITY RENEWAL and its subsidiaries and affiliates

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Financial assistance/grant programs:
 - 2.01 Federal Housing Assistance Payments Programs (Section 8 Programs)
 - 2.02 Housing Development Fund Programs
 - 2.03 Neighborhood Preservation Companies Program
 - 2.04 Public Housing Programs
 - 2.05 Rural Initiatives Grant Program
 - 2.06 Rural Preservation Companies Program
 - 2.07 Rural Rental Assistance Program
 - 2.08 Special Needs Demonstration Projects
 - 2.09 Urban Initiatives Grant Program
 - 2.10 Urban Renewal Programs
- 3.00 Preparation and implementation of plans to address housing and community renewal needs.

OFFICE OF MENTAL HEALTH

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Permit and approval programs:
 - 2.01 Operating Certificate (Community Residence)
 - 2.02 Operating Certificate (Family Care Homes)
 - 2.03 Operating Certificate (Inpatient Facility)
 - 2.04 Operating Certificate (Outpatient Facility)

DIVISION OF MILITARY AND NAVAL AFFAIRS

- 1.0 Preparation and implementation of the State Disaster Preparedness Plan.

NATURAL HERITAGE TRUST

- 1.0 Funding program for natural heritage institutions.

OFFICE OF PARKS, RECREATION, AND HISTORIC PRESERVATION (including Regional State Park Commission)

- 1.00 Acquisition, disposition, lease, grant of easement, or other activities related to the management of land under the jurisdiction of the Office.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 3.00 Funding program for recreational boating, safety, and enforcement.
- 4.00 Funding program for State and local historic preservation projects.
- 5.00 Land and Water Conservation Fund programs.
- 6.00 Nomination of properties to the Federal and/or State Register of Historic Places.
- 7.00 Permit and approval programs:
 - 7.01 Floating Objects Permit
 - 7.02 Marine Regatta Permit
 - 7.03 Navigation Aide Permit
 - 7.04 Posting of Signs Outside State Parks
- 8.00 Preparation and revision of the Statewide Comprehensive Outdoor Recreation Plan and the Statewide Comprehensive Historic Preservation Plan and other plans for public access, recreation, historic preservation or related purposes.
- 9.00 Recreation services program.
- 10.00 Urban Cultural Parks Program.
- 11.00 Planning, construction, rehabilitation, expansion, demolition or the funding of such activities and/or projects funded through the Environmental Protection Fund (Environmental Protection Act of 1993) or Clean Water/Clean Air Bond Act of 1996.

OFFICE FOR PEOPLE WITH DEVELOPMENTAL DISABILITIES

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Permit and approval programs:
 - 2.01 Establishment and Construction Prior Approval
 - 2.02 Operating Certificate Community Residence
 - 2.03 Outpatient Facility Operating Certificate

POWER AUTHORITY OF THE STATE OF NEW YORK

- 1.00 Acquisition, disposition, lease, grant of easement, and other activities related to the management of land under the jurisdiction of the Authority.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition.

ROCHESTER-GENESEE REGIONAL TRANSPORTATION AUTHORITY (regional agency)

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Authority.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 3.00 Increases in special fares for transportation services to public water-related recreation resources.

NEW YORK STATE SCIENCE AND TECHNOLOGY FOUNDATION

- 1.00 Corporation for Innovation Development Program.
- 2.00 Center for Advanced Technology Program.

DEPARTMENT OF STATE

- 1.00 Appalachian Regional Development Program.
- 2.00 Coastal Management Program.
 - 2.10 Planning, construction, rehabilitation, expansion, demolition or the funding of such activities and/or projects funded through the Environmental Protection Fund (Environmental Protection Act of 1993) or Clean Water/Clean Air Bond Act of 1996.
- 3.00 Community Services Block Grant Program.
- 4.00 Permit and approval programs:

- 4.01 Billiard Room License
- 4.02 Cemetery Operator
- 4.03 Uniform Fire Prevention and Building Code

STATE UNIVERSITY CONSTRUCTION FUND

- 1.0 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

STATE UNIVERSITY OF NEW YORK

- 1.00 Acquisition, disposition, lease, grant of easement, and other activities related to the management of land under the jurisdiction of the University.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

DEPARTMENT OF TRANSPORTATION

- 1.00 Acquisition, disposition, lease, grant of easement, and other activities related to the management of land under the jurisdiction of the Department.
- 2.00 Construction, rehabilitation, expansion, or demolition of facilities, including but not limited to:
 - (a) Highways and parkways
 - (b) Bridges on the State highways system
 - (c) Highway and parkway maintenance facilities
 - (d) Rail facilities
- 3.00 Financial assistance/grant programs:
 - 3.01 Funding programs for construction/reconstruction and reconditioning/preservation of municipal streets and highways (excluding routine maintenance and minor rehabilitation)
 - 3.02 Funding programs for development of the ports of Albany, Buffalo, Oswego, Ogdensburg and New York
 - 3.03 Funding programs for rehabilitation and replacement of municipal bridges
 - 3.04 Subsidies program for marginal branch lines abandoned by Conrail
 - 3.05 Subsidies program for passenger rail service
- 4.00 Permits and approval programs:

- 4.01 Approval of applications for airport improvements (construction projects)
- 4.02 Approval of municipal applications for Section 18 Rural and Small Urban Transit Assistance Grants (construction projects)
- 4.03 Approval of municipal or regional transportation authority applications for funds for design, construction and rehabilitation of omnibus maintenance and storage facilities
- 4.04 Approval of municipal or regional transportation authority applications for funds for design and construction of rapid transit facilities
- 4.05 Certificate of Convenience and Necessity to Operate a Railroad
- 4.06 Highway Work Permits
- 4.07 License to Operate Major Petroleum Facilities
- 4.08 Outdoor Advertising Permit (for off premises advertising signs adjacent to interstate and primary highway)
- 4.09 Real Property Division Permit for Use of State Owned Property
- 5.00 Preparation or revision of the Statewide Master Plan for Transportation and sub-area or special plans and studies related to the transportation needs of the State.
- 6.00 Water Operation and Maintenance Program Activities related to the containment of petroleum spills and development of an emergency oil spill control network.

DIVISION OF YOUTH

- 1.0 Facilities construction, rehabilitation, expansion, or demolition or the funding for approval of such activities.

6.2. State Actions and Programs Likely to Affect Implementation

Part 6.2 provides a more focused and descriptive list of the immediately preceding Part 6.1 listing under this LWRP Section 6, entitled “State Actions and Programs Likely to Affect Implementation”. It is recognized that a State agency’s ability to undertake these listed actions is subject to a variety of factors and considerations; that the consistency provisions of the approved LWRP may not apply; and, that the consistency requirements cannot be used to require a State agency to undertake an action it could not undertake pursuant to other provisions of law. Reference should be made to Section 2, Section 4, and Section 5, which discuss local goals, proposed projects, and local implementation techniques, including State assistance needed to implement the approved LWRP.

DEPARTMENT OF ENVIRONMENTAL CONSERVATION

- Funding assistance with planning studies and/or design and construction of projects targeted to control the erosion of steep slopes in the City’s waterfront area.
- Review and approval for septic system installation and replacement in areas without public septic systems of the waterfront, within the City’s waterfront area.
- Technical assistance, review, and approval of public access improvements within the City’s waterfront areas.

DIVISION OF HOMES AND COMMUNITY RENEWAL

- Funding and technical assistance with revitalization efforts in the City’s waterfront area.

ENVIRONMENTAL FACILITIES CORPORATION

- Funding assistance for the planning, design and construction of sewer extensions or other improvement projects within the City’s waterfront area.

DEPARTMENT OF STATE

- Funding and technical assistance for LWRP implementation of various planning, design and construction projects, as outlined in Section IV of this LWRP.
- Funding assistance through the Environmental Protection Fund for projects within the Waterfront Revitalization Area.
- Funding and technical assistance through the Brownfield Opportunity Area Program for properties within the City of Plattsburgh.
- Provision of funding under the Community Services Block Grant program.

NEW YORK STATE ENERGY RESEARCH AND DEVELOPMENT AUTHORITY

- Funding and technical assistance with energy efficiency studies and projects.

NEW YORK STATE DEPARTMENT OF TRANSPORTATION

- Assistance with improvements to roadways which will improve circulation and access for pedestrians and bicyclists.
- Assistance for street repairs through the Consolidated Highway Improvements Program.

EMPIRE STATE DEVELOPMENT CORPORATION

- Assistance with preparation of economic feasibility studies for the reuse of various deteriorated and unutilized structures, with the siting or improvement of public facilities and with revitalization efforts within the City's waterfront area.

OFFICE OF GENERAL SERVICES

- Prior to any development occurring in the water or on the immediate waterfront, OGS will be contacted for a determination of the State's interest in underwater or formerly underwater lands and for authorization to use and occupy such lands.

OFFICE OF PARKS, RECREATION, AND HISTORIC PRESERVATION

- Funding assistance for the planning, design and construction of expansion or improvement projects in the City's waterfront area.
- Funding approval under programs such as the Land and Water Conservation Fund and the Clean Water/Environmental Protection Fund for development of or improvements to waterfront parkland.
- Provide funding assistance to the City of Plattsburgh for the planning, development, construction, major renovation, or expansion of existing and planned recreational facilities located in or adjacent to the waterfront area.
- Certification of properties within the National Register Districts.
- Provision of funding for State and local historic preservation activities.
- Review of Type I actions within the National Historic Districts.

COUNCIL ON THE ARTS

- Assistance from the Architecture and Environmental Arts program for a harborfront plan.

VII. Local Commitment & Consultation

In establishing the Local Waterfront Revitalization Program, the Project Team worked closely with the City's Office of Community Development, the Project Advisory Committee, and the public. Public involvement began with the first draft of the LWRP in 1995, including community charrettes which involved informal design sessions, SUNY Plattsburgh student presentations, meetings with local property owners, and focus groups. Throughout the process, residents were able to provide input regarding projects and ideas for each of the subareas. Appendix C provides additional information on the early public involvement efforts.

The draft LWRP was next revised in February of 2010. After a series of successful planning and development projects involving Lake Champlain and the Saranac River, the City of Plattsburgh decided to conduct a comprehensive update to the 2010 Draft LWRP. Given the extensive amount of Lake Champlain and Saranac River shorelines within the City, as well as the variety of interests and priorities of the various stakeholders, a comprehensive public outreach process was necessary to facilitate meaningful participation. The Public Participation Plan, contained in Appendix D, identifies a variety of forums and methods used to engage interested individuals, organization, and agency representatives in the revision of the LWRP.

The City of Plattsburgh LWRP stakeholders were invited to share their ideas and concerns about the issues in the Waterfront Revitalization Area. Stakeholders were also asked to provide feedback to the Project Advisory Committee (PAC). The PAC was established to facilitate communication and cooperation among local governments, county and state agencies as well as interest groups and others essential to the preparation of the LWRP. The Committee includes representatives from government agencies, non-profit organizations and academic institutions.

Two community workshops were held during the LWRP update process. The PAC worked with the city and the consultants to schedule and participate in the community workshops. All members of the public were welcome to attend both workshops. The initial community workshop was held on October 28, 2015 at Stafford Middle School to obtain input from the general public, agencies, organizations, business owners, sports organizations, etc. Presentations were provided and included background information about the LWRP, identification of key groups involved in the Plan, along with relevant information, photos and graphics of key sites and issues within the WRA. Significant time was devoted to soliciting public input through small breakout groups during which meeting attendees were asked to provide their input and recommendations related to Waterfront Revitalization Area project areas and issues (see Appendices E and F). Feedback was sought on a Draft Vision Statement for the City's waterfront, to generate ideas regarding opportunities for each subarea, and to solicit feedback on project concepts.

The second community workshop was held on December 9, 2015 to seek feedback on the Draft LWRP and to review revised project concepts, which have been incorporated into Section IV.

During the development of the City's Comprehensive Plan update in 2021 and 2022, community feedback often centered upon the waterfront areas and recreation. Common themes that emerged from public engagement sessions included a love of Lake Champlain and support for increased waterfront access and utilization, the desire for well-maintained, comprehensive recreation spaces and programming, a need for a robust array of affordable housing options, and the ambition to integrate and retain local college graduates into the economy and community.