

Waterfront Feasibility Study

Village of Sackets Harbor, New York

2016



SARATOGA
ASSOCIATES

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

Preface

This study was funded with a grant from the New York Empire State Development. With that funding, the Village retained the services of Saratoga Associates Landscape Architects, Architects, Engineers, and Planners, P.C. (Saratoga Associates) to assist with the development of this study.



Credits

The effort to create the Village of Sackets Harbor Waterfront Feasibility Study was made feasible through funding provided by the Environmental Protection Fund from the Office of Parks, Recreation and Historic Preservation.

The development of the information presented within this document was made possible through the efforts of individuals comprising the Sackets Harbor Waterfront Study Committee*, including:

- Connie Barone – Manager, Sackets Battlefield State Historic Site
- Barbara Boulton – Village Trustee, Village Marketing Committee
- Eric Constance – Former Mayor, Village Marketing Committee
- Christine Eggleston – Sackets Harbor Historical Society, Hay Memorial Library, Village Marketing Committee
- Gail Gorgen – Sackets Harbor Visitor Center, Village Marketing Committee
- Jan Maas – Sackets Harbor Historical Society, Hounsfield-Sackets Harbor Joint Recreation Commission, Seaway Trail Foundation
- Karyn Mintz – Hounsfield-Sackets Harbor Joint Recreation Commission, Sackets Harbor Historical Society
- David Altieri – Sackets Harbor Heritage Area Director, Sackets Harbor Historical Society, Sackets Harbor Chamber of Commerce



Project planning was provided by Saratoga Associates Landscape Architects, Architects, Engineers, and Planners, P.C.

- John Guariglia, RLA – Principal-in-Charge
- Brit Basinger, RLA – Project Manager
- Emily Gardner – Landscape Designer & Planner

*This committee was formed from the Sackets Harbor Heritage Area/Local Waterfront Revitalization Program Advisory Committee. All of the Waterfront Committee members, except Eric Constance, are members of the HA/LWRP Committee.

Harbor of Destiny to Destination Harbor

VISION

The Vision for this project was to maximize appropriate development of waterfront in the context of Sackets Harbor's unique resources and maritime heritage to support, spur, and sustain the economic viability and quality of life of the community and area.





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I. Background

A. Sackets Harbor

The Village of Sackets Harbor is located in the Town of Hounsfield, Jefferson County, at the eastern end of Lake Ontario, on Henderson and Black River Bays. It is approximately 2.3 square miles in size with a year-round population of 1,450 residents (2010 Census). Sackets Harbor's shoreline is approximately 5.2 miles long, most of which is privately owned and lined with homes and cottages. Its key natural resource has always been, and continues to be, its harbor and waterfront. As used in this study, the term "harbor" refers to the natural harbor enclosed by Navy Point peninsula.

The harbor is one of the finest deep-water ports-of-call on the New York State side of Lake Ontario. It is approximately a day's sail from anchorage at Oswego, Kingston (Ontario), and the St. Lawrence River. The inner harbor is intensively used for public, commercial, and private mooring and dockage. With land on three sides, the inner harbor is relatively well protected from northerly and westerly winds, waves, and ice flows from the adjacent Black River Bay and Lake Ontario. Most of the inner harbor provides adequate navigability. The channel through Black River Bay to Sackets Harbor is marked for navigation.

There are three main areas of Sackets Harbor – the Village Center on Main Street, the War of 1812 Battlefield State Historic Site (Battlefield), and Madison Barracks, all of which are along the waterfront and listed on the National Register of Historic Places. The Village Center consists of a small, well-preserved 19th-century Main Street business district with a variety of businesses and attractions, including a NYS Heritage Area Visitor Center, Seaway Trail Discovery, public dock & boat launches in Market Square Park, museums, restaurants, retail shops, art galleries, and accommodations. The Battlefield is the location of the War of 1812 battle in which American forces successfully repelled a British attack to destroy the critical naval shipbuilding effort in the harbor. Madison Barracks is a former United States Army post, also dating back to the War of 1812, which has been redeveloped into a mixed-use development with a variety of businesses, including a marina, hotel, restaurants, wine shop, and grocery store.

I. Background

A. Sackets Harbor (cont'd)

The founding and early development of Sackets Harbor was driven by one resource – the harbor. Augustus Sackett chose the current site for his village because the harbor was the best of its kind on the American side of eastern Lake Ontario. Because of its strategic location, the military had a significant presence in the Village from the War of 1812 through the mid-20th century. During the War of 1812, it was the most productive naval shipbuilding site in the United States. After the War, commercial ships continued to be built there, including the first steamboat on the Great Lakes. Thus, not only was the harbor the core of Sackets Harbor's economy, it was the source of its heritage. Unfortunately, the Erie Canal and the increasing size of ships rendered the harbor virtually useless for naval and commercial port. Following the military's final withdrawal at the end of World War II, Sackets Harbor experienced a significant economic decline. In the 1970's, efforts began to rejuvenate the community based upon its significant maritime heritage and the increasing recreational use of the harbor and waterfront.

Sackets Harbor was among the first communities to use the New York State Heritage Area, Local Waterfront Revitalization, and Certified Local Government Programs to obtain planning and funding assistance to rehabilitate its historic buildings and redevelop its harbor and waterfront. The history of the use of this resource – from military to commercial to recreational – has itself become the other driver of its tourism economy.

Although those efforts have been enormously successful, there is broad consensus in the community that much still needs to be done to maximize access and recreational use of its water resources. This study demonstrates the Village's commitment to achieve that goal.

I. Background

B. Purpose

The intent of this feasibility study is to explore solutions to the critical need for a complete harbor facility along the eastern shore of Lake Ontario. It was recognized by both the Village of Sackets Harbor and New York State Empire State Development (ESD) that achievement of a “complete harbor facility” would require the “continued development of the Village’s waterfront into a boater destination and a regional center for water-based recreation and other uses” (ESD grant funding letter dated February 18, 2014). This concept of “complete harbor facility” with a dual purpose as a boater destination and regional water recreation center will be referred to in this report as the “Destination Harbor.” This basic concept was more fully developed and refined as this study progressed and, ultimately, was distilled into short-term and long-term actions.

C. Need

The need to improve and develop waterfront resources can be assessed at two levels:

1. Big Picture need – for a Destination Harbor.
2. Component need – fill gaps in existing Sackets Harbor facilities.

The general need for a Destination Harbor was recognized by both ESD and the Village of Sackets Harbor at the outset of this project. Indeed, the need was presumed, as discussed above. This was based on the fact that Sackets Harbor is the only community that offers a unique combination of water resources, historical and cultural attractions, and basic visitor services on the eastern U.S. shore of Lake Ontario. From Kingston, Ontario, approximately 45 miles to the north, to Oswego, NY, approximately 53 miles to the south, there is no other community or site that provides the total combination of boater and waterfront recreational facilities, and the potential for a broad range of further development, as well as visitor support facilities and services, and attractions.

I. Background

C. Need (cont'd)

This need is shown by recent surveys of residents and visitors. According to a 2012 general public survey discussed in New York's State Comprehensive Outdoor Recreation Plan (SCORP), the greatest number of boating participants in New York State are in its Central and Northern regions (NYSCORP, p. 25). A visitor survey conducted by the Thousand Islands Tourism Council in 2015 showed that water-based activities were the most popular activities named by visitors to the Thousand Islands Region. Among the other activities most often stated by visitors were visiting state parks, wineries, and lighthouses. The Sackets Harbor area offers, or has the immediate potential to offer, all of those activities (Thousand Islands Survey, p 2). Thus, there is a demonstrated need for boating and other water-recreation facilities for use by both residents of New York State, visitors, and tourists. Sackets Harbor is well-positioned to fulfill that need.

Ultimately, given the recognized need, this feasibility study focused on the needs to develop or improve the component waterfront elements in order to achieve a complete Destination Harbor. The combination of existing facilities and the potential for further development of those resources creates not only a need, but a responsibility to fully develop those resources. This is especially the case for publicly-owned waterfront resources. The simple existence of a publicly-owned waterfront presents the responsibility and, consequently, the need to develop those resources for the benefit of the public. This is recognized by the New York State Local Waterfront Revitalization Program (LWRP) and the Village's LWRP plan. Sackets Harbor has long recognized that responsibility, as demonstrated by its long record of developing its waterfront resources through the LWRP and Heritage Area Programs. However, much still needs to be done in order to improve accessibility and use of village waterfront and boating facilities. Further, ways must be found to encourage transient boaters to explore the village to patronize local businesses, as well as to increase awareness of potential business opportunities for water-related activities and support services. This study identifies projects and actions that will continue the Village's efforts to achieve those results.

II. Process

A. Scope of Work

1. General

Saratoga Associates (Consultant) worked in close collaboration with the Village's Harbor Waterfront Study Committee (Committee) to conduct this study. The role of the Committee members was to provide their background, knowledge, insights, and experience about Sackets Harbor and its waterfront, and to represent and engage the stakeholders and public during the planning process. This process allowed the Consultant and the Committee to identify current issues and potential solutions that will serve as part of a long-term plan that the Village can use to achieve its goals. In creating this feasibility study, the Consultant and Committee used an interactive process to engage the community and ensure a successful outcome. It was recognized that it is critical to understand how existing conditions, the historical significance of the community, and proposed uses can be addressed in an appropriate manner. It was also acknowledged that the recommended actions must be realistic and achievable. Potential opportunities were formulated during the information gathering process and the community and stakeholder outreach process to develop suitable recommendations that will result in achievement of the goals and objectives of this study.

The general process steps to conduct this study were:

1. Refinement of the Goal & Objectives, Study Area, and Project Scope
2. Research and Review of Village Plans
3. Identification of Catalytic Project Sites and Other Actions
4. Development of Conceptual Plans for Catalytic Projects
5. Public Meetings
6. Identification of Long-term Initiatives
7. Description of Implementation Aids

II. Process

A. Scope of Work

2. Study Goals and Objectives

The Consultant and Committee examined and refined the goals, objectives, scope, and study area. The Vision for this project was to maximize appropriate development of the waterfront in the context of Sackets Harbor's unique resources and maritime heritage to support, spur, and sustain the economic viability and quality of life of the community and area. The goal of this study was synthesized from the grant intent summarized above: *To create a plan for the continued development of Sackets Harbor waterfront into a Destination Harbor.*

The intent and purpose of the study were refined into the following objectives of this study:

- Identify significant new waterfront facilities.
- Identify ways to increase access to the harbor and water.
- Strategize ways in which public investment can spur private investment.
- Improve connections between the waterfront and key sites in the village such as the business district, historic sites, and Madison Barracks.

II. Process

A. Scope of Work

3. Study Area

Sackets Harbor has an extensive shoreline of approximately 5.2 miles on Henderson and Black River Bays in Lake Ontario. The shoreline is a mixture of residential, seasonal cottages, tourism businesses including two private marinas, Village properties, and a NYS Battlefield Historic Site. The waterfront is more fully described in the Existing Conditions Survey (see Appendix 1). The study area was determined to be the entire shoreline of the village. However, the study was ultimately focused on identifying potential projects related to publicly-owned sites and public-private partnerships.



II. Process

A. Scope of Work

4. Project Scope

The Consultant and Committee considered the most effective way to maximize immediate achievement of the study's objectives and significant progress towards the goal of becoming a Destination Harbor. The original scope of this feasibility study was to identify significant new waterfront facilities, which would potentially include a breakwater, dock spaces, dock-house, boater facilities and amenities, and rehabilitation of the oil dock. The study was also to explore and identify ways to increase boater access to facilities and attractions located within the village, and to link Madison Barracks to the harbor and other publicly-owned waterfront resources.

One of the potential projects under initial consideration was the construction of a large breakwater somewhere outside of the harbor. This would have resulted in a significant increase to the number of dock slips, and possibly provided other boater support facilities and amenities. However, to adequately assess its need and feasibility, it was determined that the scale and complexity of such a project rendered it beyond the capacity of the funding. Furthermore, as the concept of Destination Harbor was more fully explored, it was realized that the development of those individual projects identified in this study could achieve the same result as a new large breakwater facility. Although the facility was not substantively developed as part of this study, it is further discussed in Appendix 4.

With that exception, the initial scope of the study did not significantly change. However, as more fully described below, the study focused on publicly-owned property for potential short-term, catalytic projects and considered potential public-private initiatives as long-term actions.

II. Process

B. Research and Plan Review

1. Existing Conditions Survey

The Consultant and Committee collected a variety of information that was beneficial in understanding the history of the community, current conditions, waterfront resources and facilities, and potential projects. Although this study was ultimately focused on publicly-owned resources, basic information was also gathered regarding privately-owned facilities. This consisted of a general survey of the relevant significant public and private waterfront sites to include the Battlefield, Madison Barracks, Navy Point, other privately owned-sites, and five Village-owned sites (see Existing Conditions Survey in Appendix 1). The current conditions of the seven Catalytic Sites included in this study are discussed in Section III.

2. Village Planning Document Reviews

The Consultant and Committee reviewed the following previously completed planning documents:

- Village of Sackets Harbor Local Waterfront Revitalization Plan (1986) and Draft LWRP/Heritage Area Plan (2014)
- Village of Sackets Harbor Urban Cultural Park Plan (1983)
- Sackets Harbor Battlefield Preservation Plan (2010)
- Hounsfield – Sackets Harbor Joint Recreation Plan (2008)
- Village of Sackets Harbor Green Guide (2008)

A list of other references used in this study is found in Appendix 5.

II. Process

C. Destination Harbor - Catalytic Projects

The Consultant and Committee analyzed the existing conditions of specific waterfront sites located within the study area for potential projects. Overall, due to the unique challenges posed by privately-owned sites, such as availability, planning, and funding, the Committee focused on publicly-owned (also referred to as “Village-owned”) sites for potential short-term, catalytic projects. Several factors were used to make this determination, including the potential for fulfilling one or more of the study’s objectives, the need for the component facility, and the likelihood or feasibility of successful completion.

The Committee chose seven waterfront areas to be the sites for short-term catalytic projects:

1. Market Square Park - Public Dock
2. Hamilton Street Park
3. Chapin Alley
4. West Main Street-Harbor Alley
5. Battlefield Harborfront
6. Ambrose Street
7. Oil Dock Pier

For each of the sites identified above, current conditions, potential uses, and development options were evaluated. The main objective for each was to identify the potential for waterfront access in a significant and aesthetically pleasing way. A summary of the results for each site is provided in Section III.

II. Process

C. Destination Harbor - Catalytic Projects (cont'd)

Conceptual plans were created by the Consultant in order to illustrate the potential development at each of the seven sites. Subsequently, the Committee reviewed and provided comments on the initial draft plans. Once the comments were addressed by the Consultant, the plans were put on the Village website and presented at a well-attended public information meeting. Additional feedback was also received through interviews with stakeholders to gain further insight about the current use of the waterfront, ideas for additional access, and any opportunities for improvement. In general, the concepts were well-received and there was broad consensus in support of the selection of the seven sites. Site-specific comments are included with the relevant project discussion in Section III. The public also expressed a strong interest in a public swimming area (see Appendix 2).

Following the initial public comment period and public meeting, the Consultant and Committee discussed the comments received and identified potential revisions to the conceptual plans. Based on the provided feedback and subsequent discussions with the Committee, the Consultant prepared a preferred plan for each site. The plans were again put on the Village website and presented at a second public meeting where there was general consensus in support of the plans. Taking all comments into consideration during the two public meetings and subsequent conversations with the Committee, final concept plans were developed.

D. Destination Harbor - Long-Term Initiatives

The Committee also identified other actions that should be taken to further the development of the Destination Harbor concept. Those actions are more fully discussed in Section IV.

III. Catalytic Projects

The following is a discussion of the seven catalytic sites and the conceptual plans developed for each site.

- A. Market Square Park,
- B. Hamilton Street Park,
- C. Chapin Alley,
- D. West Main Street-Harbor Alley,
- E. Battlefield Harborfront,
- F. Ambrose Street, and
- G. Oil Dock Pier.



III. Catalytic Projects

A. Market Square Park – Public Dock

1. Existing Conditions

Market Square Park is located on West Main Street between the Sackets Harbor Heritage Area Visitor Center (Augustus Sackett house) and the Harbor. It is centrally located in the village, adjacent to the business district, the Seaway Trail Discovery Center (Union Hotel), and two blocks from the Battlefield. As envisioned in Mr. Sackett's original plan for the village, it has historically been the heart of Sackets Harbor. Market Square Park is central to the history, culture, community identity, and economy of Sackets Harbor. The park has been the site of everything from major naval and commercial shipbuilding efforts to festivals and events.

Market Square Park currently has the following water access facilities:

- A public A public dock approximately 220 feet long (10-12 slips), 5'-7' water depth, and seven electric pedestals
- Two boat launch ramps
- Parking for 15 boat trailers
- Restrooms



III. Catalytic Projects

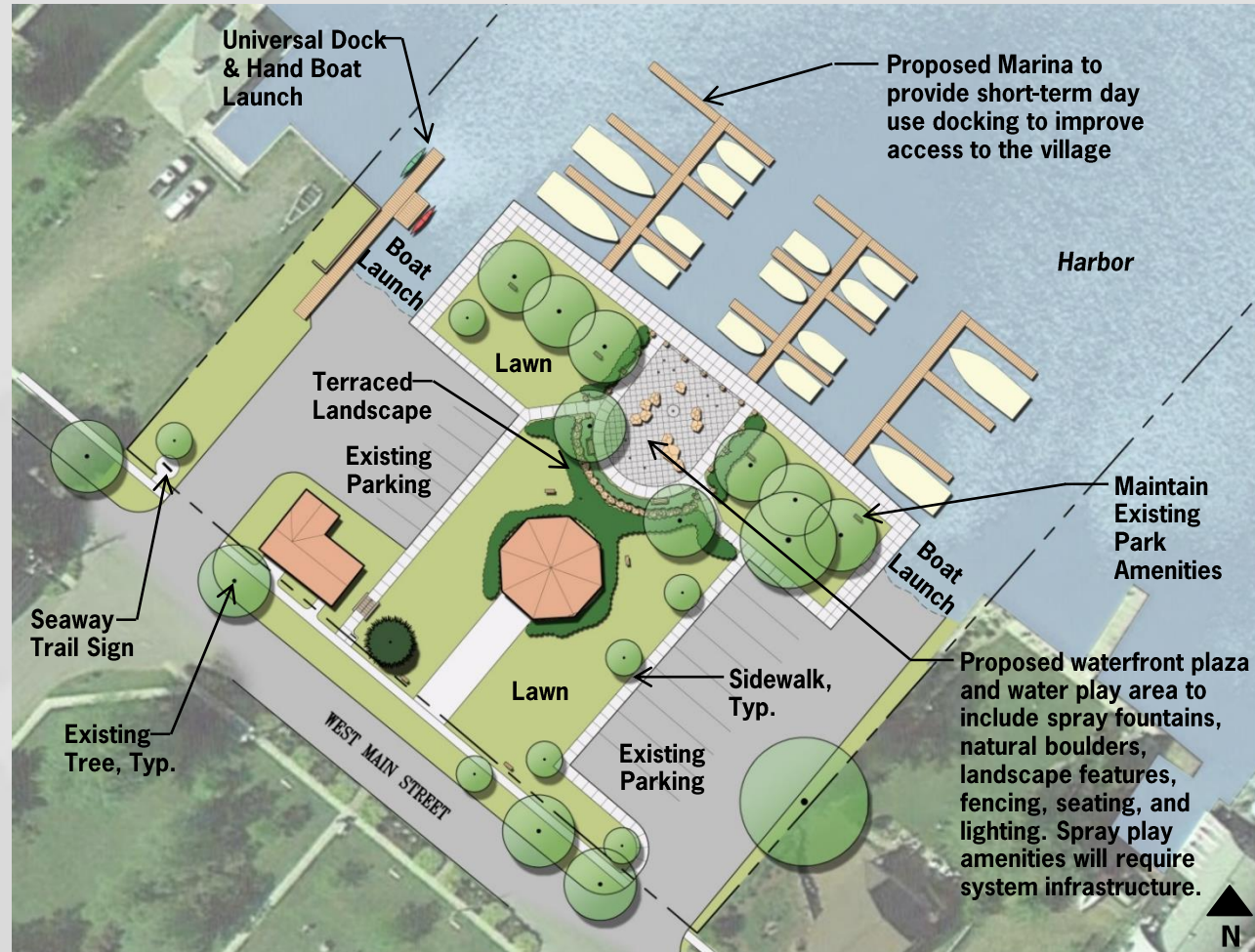
A. Market Square Park – Public Dock

1. Existing Conditions (cont'd)

The park also contains a 32' diameter bandstand, picnic tables, benches, and ATM; and offers quintessential views of the Harbor and Black River Bay. The total length of the waterfront is approximately 315 feet. It is located in the Sackets Harbor Heritage Area, Village LWRP area, and the Village Center District which is on the National Register of Historic Places.

2. Preferred Design and Use: Community Access

The Committee and community are very mindful of the importance of maintaining Market Square Park's unique significance, status and qualities, while fulfilling its potential to provide waterfront access to the public. There is special sensitivity to ensuring that any potential changes or (cont'd)



III. Catalytic Projects

A. Market Square Park – Public Dock

2. Preferred Design and Use (cont'd)

improvements do not detract from this unique status. There was general consensus for maintaining use of the Village dock as temporary (4 hour) docking and for increasing the number of dock slips. There was also consensus for not operating a Village dock so as to compete with private marinas. All improvements must be done in accordance with the policies and guidelines of the LWRP/HAMP, and be consistent with the unique special significance and aesthetics of the park. The Committee concluded that the existing dock should continue to be used for short-term, transient boater docking. This decision also had broad consensus of the public at the meetings.

Thus, the specific objectives of the preferred design were to:

- Enhance boater use and enjoyment of the public dock.
- Improve accessibility for ADA boaters and waterfront users/visitors.
- Encourage non-boater, water-related use of Market Square Park.
- Improve connections with business district and Battlefield.

A wide range of ideas and options were considered to achieve the objectives:

- Mediterranean mooring
- Removable finger docks
- Permanent finger docks
- Boater amenities and support facilities

III. Catalytic Projects

A. Market Square Park – Public Dock

2. Preferred Design and Use (cont'd)

- Other visitor amenities and support facilities
- Dock staff
- Parking – off-site
- Management or operation through public-private partnership

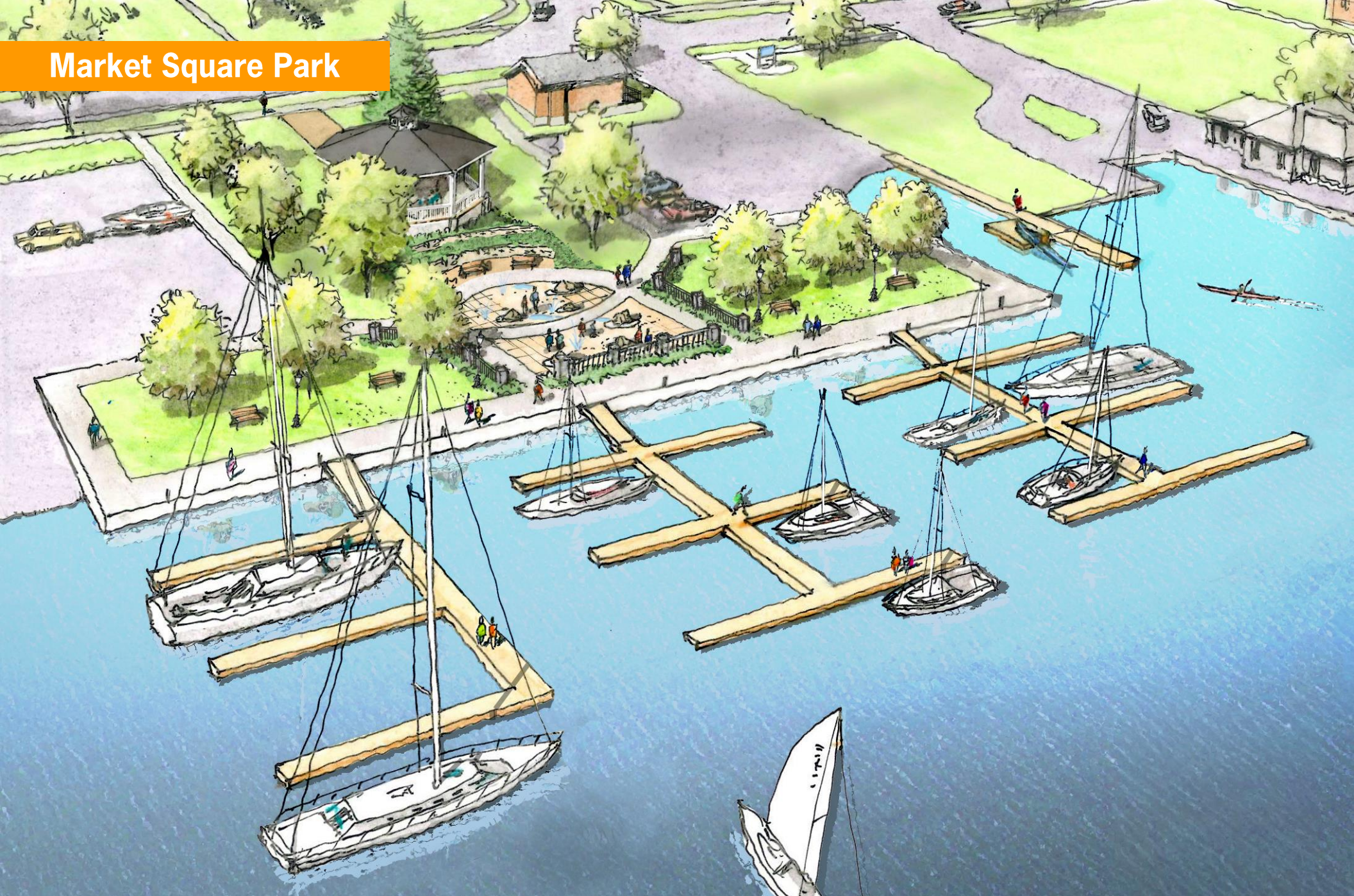
3. Village Docks and Public Access

Based on the various boat docking and marina options previously discussed, the preferred conceptual plan includes a small short-term docking option for day use only. The proposed plan includes the following improvements:

- A universal access dock and hand boat launch.
- An improved pedestrian pier deck (break wall).
- 24- and 36-foot docks for short-term transient boats.
- Connections to the Bicentennial Trail system.
- Improved parking and restrooms.
- A waterfront plaza, including spray/play features. This element was developed partially in response to numerous public comments for a public swimming area. Although it does not provide a public swimming facility, it does provide unique water recreation, especially for children.

Projected Cost: \$700,000 - see Appendix 4.

Market Square Park



III. Catalytic Projects

B. Hamilton Street Park

1. Existing Conditions

Hamilton Street Park extends from General Smith Drive to the harbor and traditionally has been referred to as “Robinson’s Hill.” Owned by the Village, it has been used sporadically by residents for sledding and shore fishing. It is in a quiet, residential neighborhood, two blocks from the Main Street Business district. Hamilton Street Park is approximately 0.30 acres in size and 50 feet wide by 160 feet deep, extending to the harbor. It is vegetated and undeveloped. The site slopes down from General Smith Drive to the waterfront.



III. Catalytic Projects

B. Hamilton Street Park

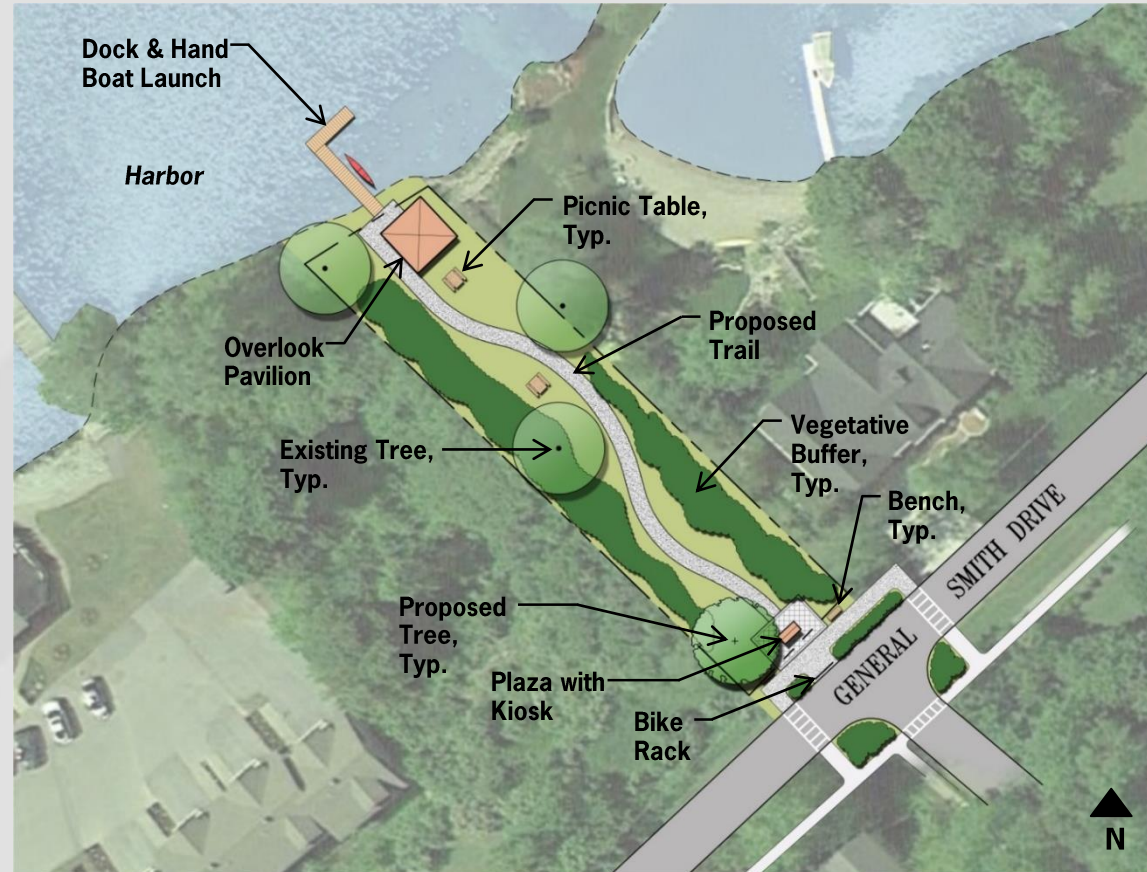
2. Preferred Design and Use: Neighborhood Public Access

There was general support for developing a small pier suitable for fishing and accommodating a canoe/kayak hand launch. Given the long-term use of the site for other activities (e.g. sledding), the lack of parking, and its location in a quiet residential neighborhood, there was consensus that the proposed observation tower be eliminated. However, it is still shown in the conceptual plan as an option for maximum build-out of the site. This project is meant to provide waterfront access along the Bicentennial Trail and to enhance waterfront connections between the harbor area and Madison Barracks.

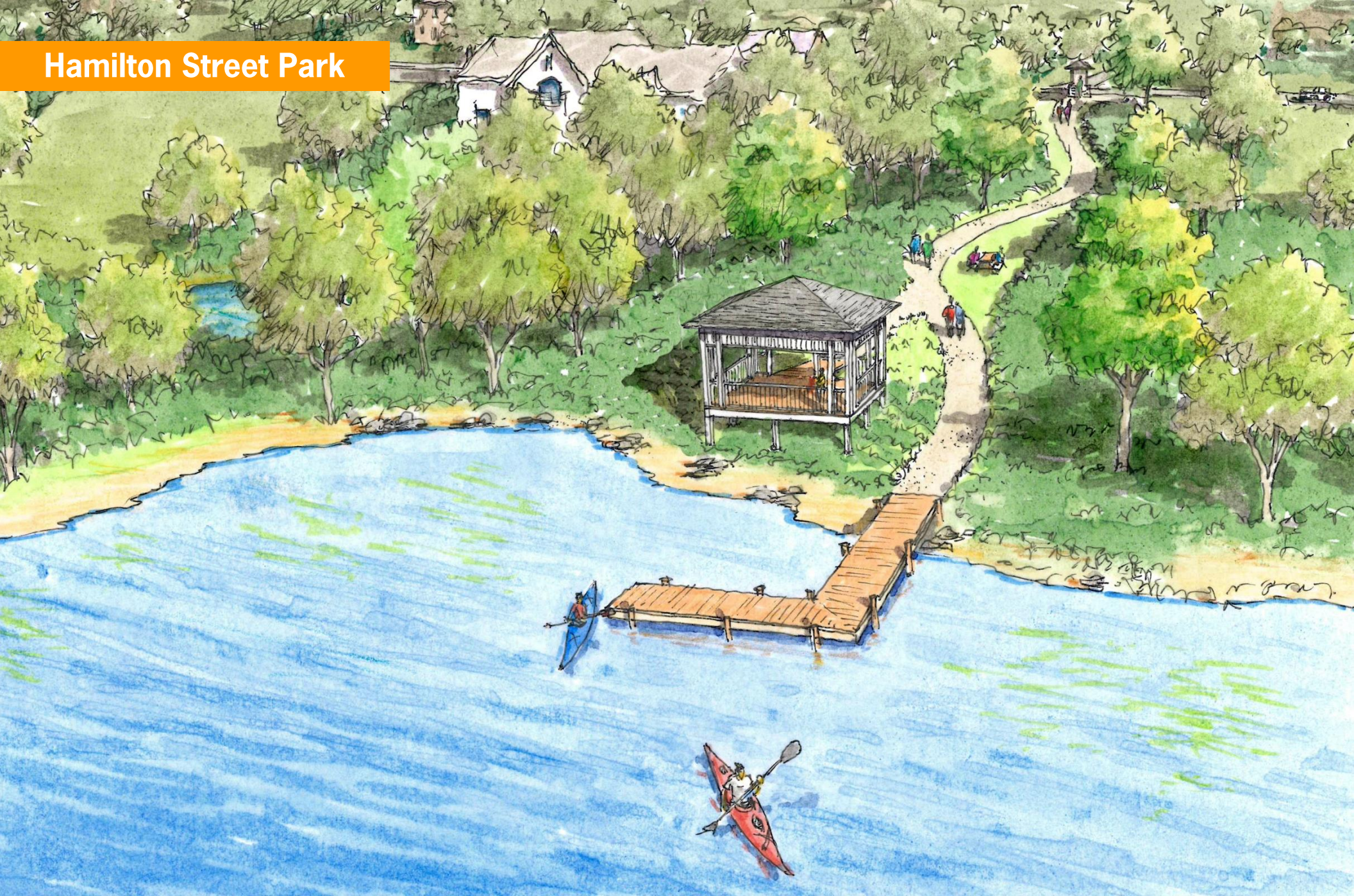
The proposed plan includes the following improvements:

- Fishing pier
- Kayak/canoe hand launch
- Pavilion and picnic area
- Connection to the Bicentennial Trail system
- Interpretive signage
- Streetscape and landscape improvements

Projected Cost: \$250,000 - see Appendix 4.



Hamilton Street Park



III. Catalytic Projects

C. Chapin Alley

1. Existing Conditions

Chapin Alley is an asphalt paved alley running from General Smith Drive to the lakefront. Although the alley serves as parking and a restaurant service area, it provides an open view to the harbor. This parcel of land is approximately 0.15 acres in size and is bordered by the harbor to the north, residential properties to the east, and parking and commercial establishments to the south and west. The approximate length of waterfront is 50 feet. The site is narrow, but can be improved to provide a unique waterfront access facility for small hand-carried watercraft and could serve as an orientation point for community destinations and recreation resources.



III. Catalytic Projects

C. Chapin Alley

2. Preferred Design and Use: Community Public Access

There was broad support for this project as presented at the public meetings. This site is in close proximity to the Bicentennial Trail system; it was chosen to provide access to the Village's downtown core area.

The proposed plan includes the following improvements:

- Fishing pier
- Kayak/canoe hand launch
- Enlarged plaza area and informational kiosk
- Improved pedestrian access to the harbor and the Harbor Boardwalk
- Interpretive signage
- Limited parking and drop off area



This site also provides a unique opportunity for coordinated development of the surrounding area (hotel, restaurants, townhouses) through public-private partnerships with the business owners. The Village should continue to work with the owners to develop maximum access to the harbor and to improve the amenities and aesthetics. For example, further development of the Harbor Boardwalk would benefit businesses and the community and enhance the visitor experience.

Projected Cost: \$50,000 - see Appendix 4.

III. Catalytic Projects

D. West Main Street / Harbor Alley

1. Existing Conditions

Harbor Alley is an unpaved alley located off of West Main Street. Although owned by the Village of Sackets Harbor, public access is limited by the narrow width of this parcel. This parcel of land is approximately 0.07 acres in size and is bordered by the harbor to the east, and residential properties to the north, south, and west. The approximate length of waterfront is 21 feet. The site can be characterized as a long narrow strip of lawn bordered by large shrubs and mature trees. Access is provided by the sidewalk on the north side of West Main Street.



III. Catalytic Projects

D. West Main Street / Harbor Alley

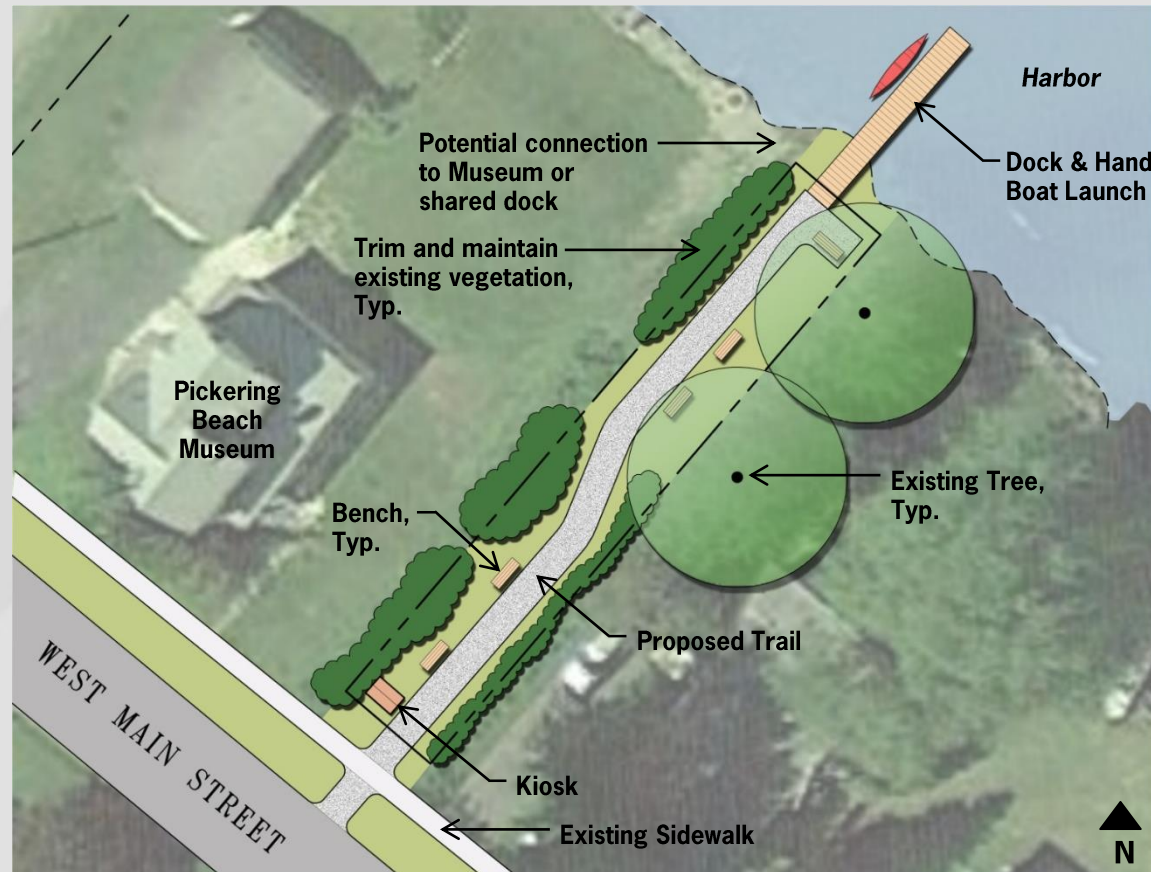
2. Preferred Design and Use: Community Public Access

There was broad support for this project as presented at the public meetings. This project is meant to provide access to the historical resources located within the West Main Street area.

The proposed plan includes the following improvements:

- Fishing/observation pier
- Kayak/canoe hand launch
- Informational kiosk
- Connection to Pickering Beach Museum
- Interpretive signage
- Connection to the Bicentennial Trail system

Projected Cost: \$50,000 – see Appendix 4.



III. Catalytic Projects

E. Battlefield Harborfront

1. Existing Conditions

The Battlefield Harborfront is located between West Main Street and Navy Point. This parcel of land is owned by New York State and is part of the Sackets Harbor Battlefield State Historic Site. Although the parcel is larger than the project area illustrated to the right, only a small area of approximately 0.06 acres in size is required for proposed access. The area is bordered by the harbor to the south, Navy Point Marina to the east, and the Sackets Harbor Battlefield to the north and west. The approximate length of the waterfront is 260 feet. The site can be characterized as a small and informal gravel parking area that is currently underutilized for waterfront access.



III. Catalytic Projects

E. Battlefield Harborfront

1. Preferred Design and Use: Community Public Access

There was broad support for this project as presented at the public meetings. This project is meant to provide access to the Battlefield and other historical resources located within the West Main Street area.

The proposed plan includes the following improvements:

- Fishing/observation pier
- Kayak/canoe hand launch
- Parking
- Connection to the Battlefield & Pickering Beach Museum
- Interpretive signage
- Connection to the Bicentennial Trail system



Projected Cost: \$60,000 – see Appendix 4.

III. Catalytic Projects

F. Ambrose Park

1. Existing Conditions

The park is located at the southern end of Ambrose Street and is owned by the Village of Sackets Harbor. It is approximately 2.80 acres in size, with approximately 845 feet of waterfront on Henderson Bay, and is otherwise surrounded by year-round and seasonal homes. The park is a flat, grassy open space with several large shade trees. There is a lengthy concrete shore-wall that is in poor shape and in need of repair or replacement. The water depth fluctuates between 2 to 4 feet, but the water is unprotected and subject to high winds, making it sometimes risky for water recreation. Due to the lack of amenities and lack of awareness of its public status, the park is seldom used. It should also be noted that a building containing the Village water intake system is located on the site.



III. Catalytic Projects

F. Ambrose Park

2. Preferred Design and Use: Community Public Greenspace.

There was broad support for this project as presented at the public meetings. This project is meant to provide a park-like setting along the waterfront for the community and visitors.

The proposed plan includes the following improvements:

- Observation/picnic area
- Kayak/canoe hand launch
- Benches and bike racks
- Parking area
- Repair of break wall
- Pavilion and informational kiosk
- Interpretive signage
- Development of a link to the Bicentennial Trail



Project Cost: \$140,000 – see Appendix 4.

III. Catalytic Projects

G. Oil Dock Pier

1. Existing Conditions

The Oil Dock is located on the Battlefield State Historic Site off Ontario Street and extends approximately 145 feet into the Black River Bay from a steep limestone bluff. It was constructed to provide dockage for tanker ships to off-load oil to a nearby oil tank farm. The existing structure consists of a steel gangway, approximately 60 feet over the water surface, and a concrete pad. Stairs lead up to the gangway and descend at the pad. It has been abandoned since the 1960's and public access is currently prohibited. There is no parking or other amenities and it is not ADA compliant. As it is owned by the New York State Office of Parks, Recreation and Historic Preservation, any improvements or development to the oil dock would need to be coordinated and approved by the State agency. An in-depth structural assessment of the facility would be required should it be considered for use to access the waterfront.



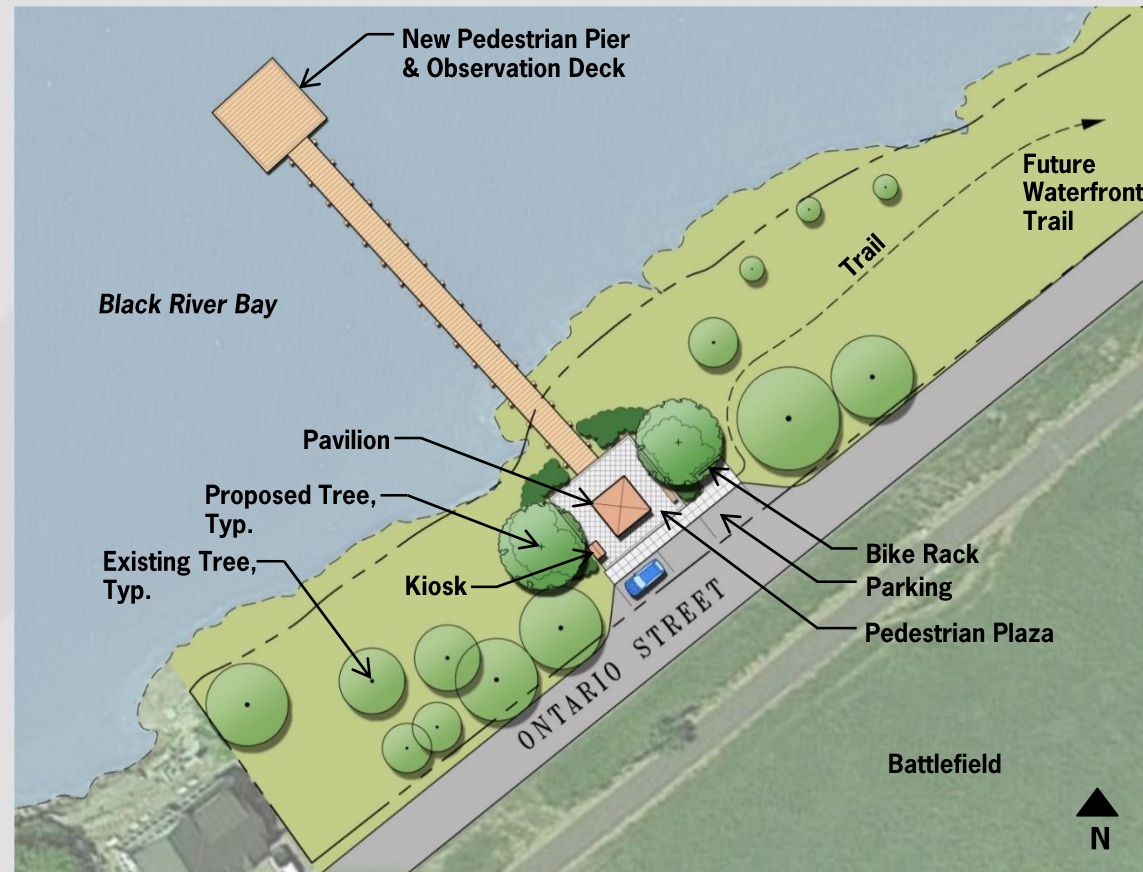
III. Catalytic Projects

G. Oil Dock Pier

2. Preferred Design and Use: Observation and Fishing Pier.

There was strong interest in rehabilitating the dock for uses ranging from an observation/fishing dock to a pier capable of handling smaller-scale commercial tour ships. Some commentators noted the probable large expense and other challenges posed by its State-ownership and location on a State Historic Site. Concerns for the current safety and unattractive appearance of the oil dock were also expressed.

Because of the extended period of time where the facility saw a lack of use and maintenance, a thorough structural evaluation is necessary to determine the viability for rehabilitation. The cost of such a structural evaluation was beyond the budget for this project. A serious, realistic discussion should be conducted amongst all relevant parties as to whether necessary resources can reasonably be expected to be allocated for the rehabilitation of the oil dock into a usable facility. If not, it should be removed from further consideration.



III. Catalytic Projects

G. Oil Dock Pier

2. Preferred Design and Use (cont'd)

Nonetheless, because of strong public interest, a plan was developed that includes the following improvements:

- A pavilion and kiosk
- Improved pedestrian pier and observation deck
- Interpretive signage
- Trail connections to Bicentennial Trail system
- A small parking area to accommodate three cars

Projected Cost: \$265,000 – see Appendix 4.

(This cost does not include a new or rehabilitated structure.)

IV. Long-Term Initiatives

As discussed in Section I. B., the achievement of becoming a Destination Harbor requires a two-pronged approach that reflects the nature of the concept:

1. Boater destination
2. Regional center for water recreation

The following actions were identified as critical to support either one or both of those aspects of the Destination Harbor concept. These actions are considered to be longer-term, on-going, more complex initiatives, rather than the easily conceptualized projects identified as Catalytic Projects in Section III. Although not identified as short-term catalytic projects, the following action initiatives are equally critical to full development of a Destination Harbor.

A. Comprehensive Needs Assessment

Efforts should continue to further identify and assess the needs and wants of boaters and other water recreation participants. An active, comprehensive effort should be undertaken to use surveys, interviews, and other means to gather detailed data and other information from visiting boaters, marina clientele, boater associations, water recreation participants, event-attendees, and other visitors to Sackets Harbor.

B. Engage Waterfront and Water-Related Stakeholders

The successful development of a Destination Harbor requires the cooperation and partnership of all waterfront stakeholders. Two of the key stakeholders are the privately-owned marinas. The Village should work with both marinas to identify gaps and deficiencies in services and facilities to meet the primary needs of boaters of all categories. Businesses and nonprofits should also be engaged to explore ways (cont'd)

IV. Long-Term Initiatives

B. Engage Waterfront and Water-Related Stakeholders (cont'd)

In which other, secondary needs and wants of boaters can be provided. Such secondary needs and wants include those things that are beyond the scope of services normally provided by marinas but are necessary or desirable to support boaters and enhance their experience in Sackets Harbor.

The Village should also work actively with businesses and property owners in the harbor to explore ways in which a coordinated development of the properties can maximize water access for the benefit of visitors, residents, and businesses. Some of the critical properties include those bordering Market Square Park, Chapin Alley, and Hamilton Street Park.

C. Marketing

The Chamber and Village Marketing Committee should work with other Destination Harbor stakeholders and the Thousand Islands Council to develop a long-term marketing effort specifically focused on boaters and water recreation participants.

D. Connections – Harbor to Madison Barracks

A key aspect of the Destination Harbor is to improve connections between the Harbor and Madison Barracks. There are several reasons for the need of these connections:

- Improve access for all harbor users to all of its facilities, amenities and attractions.
- Encourage visitors to explore and use all resources.
- Create a marked trail from the Battlefield through Market Square.

IV. Long-Term Initiatives

D. Connections – Harbor to Madison Barracks (cont'd)

For example, without a car, boating visitors to the harbor do not have easy access to groceries, which are available at Madison Barracks; while boating visitors at Madison Barracks do not have easy access to the restaurants, shops, attractions, and other amenities around the harbor. Among the potential ways to improve connections:

1. Harbor Trail

Identify and mark a pedestrian trail from Navy Point along Main Street and General Smith Drive to the marina at Madison Barracks using trail markers and signage. While not solving the access problem for boaters without cars, this trail would thematically link all of the available waterfront facilities that comprise the Destination Harbor. This will also effectively complete a significant portion of the War of 1812 Bicentennial Trail, which extends through the inland part of the village (see Appendix 1).

2. Harbor Boardwalk

The effort to develop a public walkway on the waterfront should be continued to the extent feasible, given terrain obstacles and private property issues. The Village should lead this effort and work with the Planning Board and private owners develop the walkway, to include the acquisition of easements or ownership of waterfront parcels as opportunities arise (see Appendix 1).

IV. Long-Term Initiatives

3. Boaters and Visitors without Cars

The Village and the Chamber should explore ways to provide boaters and other visitors without cars with transportation or alternate means of access to necessities, amenities, and attractions in Sackets Harbor. Such efforts may include:

- Services or stations to rent bicycles or electric carts at Market Square Park and Madison Barracks.
- Delivery services for groceries and other necessities.

E. Swimming Area

There has long been a strong interest among Sackets Harbor residents and visitors for a public swimming area in the village. This interest was also expressed at the public meetings for this study. Although not an original focus of this study, the concept of a public swimming area is discussed in Appendix 2.



V. Benefits

A. Community and Economic

1. General

The fulfillment of the Destination Harbor concept will provide a wide range of benefits to residents of, and visitors to, Sackets Harbor and the region. The Destination Harbor projects identified in this study will provide greater opportunities for the community, visitors, and tourists to experience boating and other water recreation activities. The public will have increased access to the Black River Bay and Lake Ontario in order to enjoy the full range of recreational activities that the regions water bodies have to offer. This includes significantly improved access for persons with disabilities. The public will also have improved on-shore facilities for passive enjoyment of the waterfront and water-related activities. It will add new tourism attractions, enhance the physical/aesthetic appearance of the waterfront, raise real estate values on the waterfront and in nearby neighborhoods, act as a catalyst for new commercial and residential development, and increase the tax base. These new water-access and recreational facilities will also increase opportunities for healthy living and improved quality of life. These benefits were summarized in the New York SCORP, which recognized “an intrinsic value and relationship between open space, recreation, economics and healthy living.” (NY SCORP (2014-2019), p. 36)

Additionally, the proposed Market Square Park improvements will foster opportunities to further access and interpret unique historical and cultural sites critical to the continued success of the Village and region. It will support the continued viability of historic preservation efforts.

These benefits will be realized even as the individual projects and initiatives proposed in this study are completed. Each of the catalytic projects will increase access to the waterfront and contribute to the development of Sackets Harbor as a water recreation center. The long-term initiatives will have a both a direct and symbiotic benefits as well. In addition to the direct benefits of marketing, building connections, and others, the collaborative efforts and public-private partnerships used to accomplish them will create a self-perpetuating dynamism that will spur further developments.

V. Benefits

A. Community and Economic (cont'd)

2. Economic

Development of the waterfront projects and related initiatives will be catalytic in terms of economic development, job retention, and business growth for Sackets Harbor and the surrounding region. As the concept of the Destination Harbor is fulfilled, increasing numbers of visitors will come to Sackets Harbor and the surrounding area. The increased use of the harbor and other waterfront facilities will result in increased patronage of businesses and visitation at historic and cultural attractions. This will generate increased revenues for area businesses, as well as create additional jobs. It will also create a range of business opportunities for boater-support and other water-related services. Transient boaters and visitors will be encouraged to explore the village and region, to patronize businesses, and extend their stay. As previously stated, development of the waterfront sites will raise real estate values on the waterfront and in nearby neighborhoods, act as a catalyst for new commercial and residential development, and increase the tax base.

The economic benefits of water recreation are well-documented. Recreation attractions serve as a critical piece of the economy in New York State, especially in Upstate New York (NYSCORP (2014-2019), p. 36). According to a 2010 report from NYS Comptroller, outdoor recreation contributes approximately \$11.3 billion or 25% of New York State's tourism industry (id., p. 36). Visitor spending helps support 20,000 public and private sector jobs, equaling \$440 million in employment income (id., p. 36). According to a recent visitor survey conducted by 1000 Islands Tourism Council, the average visiting party (of 4 persons) spent \$326 per day in our region (1000 Islands Tourism Council 2015 Survey – Executive Summary, p. 2). Thus, the direct monetary impact of increased and longer visitation on the local and regional economy is obvious.

V. Benefits

B. Consistency with Plans

Consistency of the proposed projects and initiatives with local and other plans is outlined in Appendix 3.



VI. Implementation

Turning a feasibility study into reality involves a number of sequential steps, including: developing final plans, obtaining and maintaining stakeholder and public support, identifying and securing adequate funding, project phasing, development of construction documents, and completion of required permitting. As part of the feasibility study process, together with the Committee, the Consultant identified potential construction phasing and source of potential funds for implementing (Appendix 4).

A. Priority Projects

1. Short-term Projects

All of the short-term catalytic projects were well-received by the public; four garnered the most interest. Based on input from the community and confirmed by the Committee, the following projects were identified as priority projects, or those projects that should be initiated first.

- a. Market Square Park
- b. Hamilton Street Park
- c. Chapin Alley
- d. Ambrose Street Park

2. Long-term Projects

The long-term initiatives proposed in this study essentially are all of equally high priority. They should be initiated and/or continued aggressively.

VI. Implementation

B. Budget and Funding

Approximate project budgets for implementation of the preferred designs of the seven catalytic projects are outlined in Appendix 4. Estimated implementation costs are provided for planning purposes only. No detailed engineering, existing conditions surveys, or professional technical investigations has been conducted for this feasibility study. These budgets will require further evaluation which can be refined by conducting detailed design and engineering evaluations. Project designs may vary and be phased based on available funding. Design and engineering fees, and permitting requirements are not included in the budgets below and normally reflect ten percent of the construction value.

Funding for the proposed projects is available to the Village through the Regional Economic Development Council Consolidated Funding Application process. Funding may also be available from federal sources such as the U.S. Department of the Interior's Boating Infrastructure Grant Program and the Land and Water Conservation Fund.

C. Permitting

The proposed projects will require permits from one or more of the state and federal agencies listed below. Close coordination with these agencies, as well as local (Village, Town, and County) officials will help streamline approvals. Each of the following agencies should be contacted in order to further discuss any permitting requirements:

- NYS Parks, Recreation and Historic Preservation – SHPO
- NYS Office of General Services – construction on the water
- NYS Department of State
- New York State Department of Health
- NYS Department of Environmental Conservation
- NYS Department of Transportation
- U. S. Army Corps of Engineers

VII. Summary

This concept of a unique and complete Destination Harbor encompasses more than a full-service marina. The Sackets Harbor Waterfront Study Committee, augmented by key stakeholders, should serve as a task force to marshal and coordinate the above projects and initiatives.

It is likely that a phased approach will be required to realize these dramatic opportunities. The Village leadership is poised to make these projects a reality.



Waterfront Feasibility Study

Appendices

Appendix 1

Waterfront Resources Existing Conditions Survey



Appendix 1. Existing Conditions Survey

A. Current Recreation Use

1. Recreational Boating

Recreational boating is the principal activity within the harbor. The boats range broadly in size and type. During the months of July and August, recreational boating is continuous. Warm season recreational boating activities include: boating (motor craft, personal watercraft, and sailboats), mooring and anchorage, fishing, touring, paddling, and scuba diving.

In general, four types of boaters use the harbor:

- Resident Boaters: Boaters who typically keep their boat in a marina the majority of the time and approach the waterfront area from the landside.
- Short-term Boaters: Day-trip boaters (including islanders) who approach the harbor from the waterside, patronize retail establishments, and tend to stay for a few hours.
- Transient Boaters (water): Boaters who arrive in the harbor from the waterside, patronize shops and restaurants in the village, and tend to stay overnight.
- Transient Boater (land): Boaters who wish to launch boats from land.

Appendix 1. Existing Conditions Survey

2. Kayaks/Canoes/Paddle Boards

There are a growing number of canoers and kayakers who launch at Market Square Park and use the harbor. Also, in recent years, stand-up paddle-boarding has gained popularity, largely due to a new rental business offering paddle-boards and lessons. It is anticipated that these uses will continue to grow and provide business opportunities for rental and related services. An increase in the volume and diversity in boating activities may pose a concern for safety and overall health of the inner harbor and adjacent waters; however, the current New York State Navigation Law and United States Coast Guard regulations regarding vessel speed limits and noise levels effectively address these concerns.

3. Fishing

The harbor and adjacent Henderson and Black River Bays are used throughout the year for recreational fishing. The harbor is more widely used in the winter for ice fishing; an ice fishing tournament is held every winter. There are charter fishing guides and boat rental services based in Henderson, but none in Sackets Harbor.

4. Swimming

There is virtually no swimming in the harbor due to the lack of appropriate facilities and conditions. There is a suitable swimming area with a partially sandy beach at Boulton's Beach, but it is privately owned. For a more detailed discussion of swimming see Appendix 2.

5. Passive Recreation

Picnicking, walking, and water-viewing are popular activities at the several publically-owned areas, which are discussed in elsewhere in this study.

Appendix 1. Existing Conditions Survey

B. Resources – Sites and Facilities

1. Village-owned Waterfront Sites

a. Village Study Sites

The existing conditions for the following five Village-owned waterfront sites are described in Section III:

1. Market Square Park - Public Dock
2. Hamilton Street Park
3. Chapin Alley
4. West Main Street-Harbor Alley
5. Ambrose Street Park

b. Other Village Sites

1. Fort Pike

Fort Pike was constructed during the War of 1812 as part of a series of fortifications to protect shipbuilding and other military facilities around the harbor. Located on Madison Barracks overlooking the entrance to the harbor, the site contains the only remaining fortifications from the War of 1812 and was recently improved by the Village with a walking trail, observation deck, picnic table, and interpretive signage.

Appendix 1. Existing Conditions Survey

2. War of 1812 Bicentennial Trail

The Trail was constructed by the Village in 2013. The Trail is an eight-foot wide, stone dust trail stretching approximately four miles from the Military Cemetery through the Sackets Harbor Central School grounds and connecting with the Sackets Harbor Battlefield State Historic Site Trail. When completed, it will be a circular trail connecting all of the significant waterfront sites with the commercial and residential areas of the village.

3. Restaurant Dock Space

There is some limited public docking at two harbor front restaurants – the Boathouse and the Sackets Harbor Brewing Company. This dock space is available to the public at large, on a first-come basis, under agreement between those businesses and the Village. The dock spaces are publicly-accessible to West Main Street by walkways.

c. Other Waterfront Resources/Sites

1. Sackets Harbor Battlefield State Historic Site

The Battlefield is located at the end of Main and Washington Streets on limestone bluffs overlooking Black River Bay and Lake Ontario. It is comprised of 110 acres with waterfront on Lake Ontario and in the inner end of the harbor. During the War of 1812, it was the site of Fort Tompkins and military barracks. On May 28, 2013, the second battle of Sackets Harbor was fought there during which a British attack of the harbor was successfully repulsed. Following the War, the U.S. Navy operated a Naval Station on the site until the early 20th century.

Appendix 1. Existing Conditions Survey

The Battlefield is now owned and managed by the New York State Office of Parks, Recreation and Historic Preservation. The site has six historic structures, the 1913 Centennial Monument and grove, the History Trail connected to the War of 1812 Trail, a large parking lot, and the abandoned oil dock. It also borders on the Navy Point peninsula. The Battlefield contributes to passive and active recreation needs but public active recreation facilities are limited to a walking trail, picnic pavilion, and open fields.

Two areas of the Battlefield (Harborfront and Oil Dock) were determined by this study to be catalytic projects and are discussed in Section III.

2. Madison Barracks

Madison Barracks is a former U.S. Army post, which was active from the War of 1812 through World War II. Located in the northeastern corner of the village, it is comprised of approximately 100 acres. Most of the numerous historic buildings have been rehabilitated and Madison Barracks is now a mixed use residential/commercial area with single family homes, apartment buildings, as well as a marina, grocery store, hotel, restaurants, wine shop, health clinic, and laundromat. It is listed on the National Register of Historic Places and is critically important to the historic integrity and economic viability of the Village.

The private marina was established in the late 1980's with the construction of a 1400 foot-long breakwater. It currently has 84 slips, with a potential capacity of 134 and can accommodate boats up to 52 feet long. The marina also has restrooms, showers, electric & water service to each dock, wireless internet, waste pump out station, and dock attendants. Other recreation facilities in Madison Barracks include an outdoor pool, health club, and large open greenspaces.

Appendix 1. Existing Conditions Survey

3. Navy Point

Navy Point Marine is a private, full-service marina located on the small peninsula forming the harbor. It has 150 deep-water slips, thirty transient slips, eighteen moorings, shower and laundry facilities, fuel (gas and diesel), 20 ton travelift and haul-out capabilities, pump-out facility, picnic area with gas grills, playground wireless internet, service technicians, and marina concierge.

4. Other Privately-owned Dockage

Several private waterfront owners in the harbor lease out dock space on a limited basis, but generally provide no other services or amenities. It is estimated that the total number of dock spaces provided by these private owners is between 30 and 40.

5. Horse Island

Horse Island is a historically-significant island of approximately 24 acres close to the Sackets Harbor shoreline. During the War of 1812, the British used Horse Island as a staging area before the second Battle of Sackets Harbor. There has been a lighthouse on the island since the 1830's, while the current brick lighthouse and keeper's quarters were built in 1870. A modern steel skeletal tower replaced the lighthouse as an aid to navigation in 1957, and the lighthouse and property were sold. It is now in private hands and is not open to the public. There was also a barn and oil house on the property. This island is currently privately owned; however, if the opportunity arises, the Village should pursue public access to or ownership of this unique historic site.

6. Public Parking

A general inventory of the parking facilities available in the Village suggests that sufficient free parking exists for today's visitors. However, several of the larger parking lots, e.g. Battlefield and school, are several blocks from the business core and Market (cont'd)

Appendix 1. Existing Conditions Survey

Square Park area, and are often unknown to visitors. Furthermore, there is a true lack of boat-trailer parking, limited to the spaces at the public dock. This leads to the common perception that there is not adequate parking. This perception will undoubtedly prevail as more visitors come to the harborfront area to use the enhanced waterfront facilities.

Consequently, creative solutions, including better parking configurations and wayfinding signage, should be part of a public parking improvement strategy. The Village should establish effective signage to direct visitors to existing, but under-used, parking lots at the Battlefield and the school. It is also recommended that new off-site public parking areas be constructed to service automobiles, buses, and boat trailers. Possible locations for these new parking lots include the Town Court Building area and undeveloped lots along Barn Alley. The Village should also explore the potential for shared use of private lots such as at the Catholic Church and Arts Center.

Appendix 2

Breakwater and Public Swimming



Appendix 2. Breakwater and Public Swimming

A. New Breakwater and Boater Support Facilities

One of the original potential projects for consideration included the construction of a large breakwater to significantly increase the number of dock slips in the harbor, together with the full complement of boater services and amenities. However, due to the scale and potential issues of such a project, as well as funding limitations, it was determined that such a project was too large for proper consideration as part of this study. Also, during the public meetings held for this study, residents expressed great concern that a municipal marina would adversely affect the existing private marinas in the village. Residents also felt that local marinas were not fully utilized or filled to capacity, thereby inferring that a new large scale municipal marina would not be a beneficial investment of community funds.

For those reasons, the Committee did not further investigate the potential of a large scale marina, consisting of a new breakwater and support facilities, as part of this feasibility study. Rather, the Committee explored other options, to include increasing the transient dockage at the public dock. This could be done on a limited incremental basis, starting with a simple transition to Mediterranean mooring. For further discussion, see Section III.

Appendix 2. Breakwater and Public Swimming

B. Public Swimming

Throughout the planning process, there was strong public interest the development of a public beach in the village. Although this was not considered to be within the specific scope of this study, the Committee gave some consideration to a public beach.

Most of the waterfront in the village is either rocky or limestone bluffs, which provide no suitable conditions for a beach swimming area. The only sandy beach area in the village is at Boulton's Beach, which is privately owned. The other potential beach swimming area is the Battlefield waterfront on the harbor, next to Navy Point marina. However, the small size, stagnant water, boat traffic, and lack of parking pose challenges to developing this site into a public swimming area. However, due to the significant public interest in a public beach swimming area, it is recommended that these sites and others be explored further.

Appendix 3

Consistency with Plans



Appendix 3. Consistency with Plans

Numerous local, regional, state plans were reviewed during the development of this study (list is contained in Appendix 5). Consistency of this study with the three most relevant plans is summarized below.

A. Sackets Harbor Local Waterfront Revitalization Plan (1986 LWRP)

The proposed projects in this study are consistent with, and will advance the implementation of, the following policies in the Sackets Harbor's LWRP (1986):

- Policy 1A – Redevelop core area for commercial, recreational uses
- Policy 1C – Maintain and improve publicly-owned land to improve atmosphere for private investment
- Policy 2A – Encourage development of core harbor front area.

B. Local Waterfront Revitalization - Heritage Area Management Plan (Consolidated - 2014 Draft)

1. LWRP-HAMP Goals and Objectives

The proposed projects in this study are consistent with, support, and will implement the following goals and objectives in the Sackets Harbor's LWRP-HAMP (Consolidated - 2014 Draft):

Economic Development - Encourage economic growth and development in the Village of Sackets Harbor through restoration and adaptive reuse of vacant and underutilized buildings, development of vacant land as appropriate, and promotion of tourism-related programs and activities.

Appendix 3. Consistency with Plans

- A. Promote and guide economic development enhancing the historic, architectural, archeological, and recreational resources of the village to foster an orderly sustainable pattern of development.
- B. Improve the business climate by implementing innovative programs and policies to foster sustainable growth.
- C. Create and market a progressive village image substantiated and supported by the existence and use of Heritage Area resources.
- D. Encourage public and private sector reinvestment in adaptive reuse projects throughout the village.
- E. Encourage and actively pursue public/private sector redevelopment of Madison Barracks.
- F. Establish the village as a retail/cultural destination by encouraging and supporting new business and growth in the West Main Street business district.
- G. Provide support facilities for tourist related activities.
- H. Encourage water dependent and water-enhanced development to locate in underutilized buildings and vacant sites in the coastal areas in a manner compatible with other LWRP/HAMP/HMP goals and objectives.
- I. Utilize economic development mechanisms and land use controls to encourage and regulate economic development.
- J. Develop a primary and secondary vehicular and pedestrian circulation system.
- K. Provide adequate parking for daily and special events usage.

Preservation - Restore, rehabilitate, protect and enhance structures, districts, sites and views that are of significance in the history, architecture, archeology or culture of the village, state, and nation.

- A. Encourage public/private sector cooperation in matters pertaining to preservation, enhancement and adaptive reuse of cultural and historic resources.

Appendix 3. Consistency with Plans

- B. Sponsor public sector involvement in rehabilitation and adaptive reuse projects of historic structures.
- C. Encourage private sector participation in adaptive reuse projects.
- D. Preserve scenic views of the waterfront and open space.

Recreation - Preserve the essential qualities of Sackets Harbor's natural features while developing these areas, as appropriate, for public access and recreation.

- A. Protect, maintain, and increase access to village recreational resources and facilities so that these resources and facilities may be fully utilized by the public.
- B. Develop additional public access and active and passive recreational areas within the LWRP/HAMP/HMP area, particularly the waterfront and areas consistent with projected participant needs and demands.
- C. Implement improvements to existing recreational facilities.
- D. Increase the number of scenic access points to waterfront areas and improve scenic quality of the village.
- E. Provide municipal support for new and existing publicly and privately sponsored recreational activities.
- F. Develop a village-wide pedestrian/biking pathway in conjunction with the pathway system developed to link major thematic areas.

Appendix 3. Consistency with Plans

2. LWRP-HAMP Waterfront Management Policies

The proposed projects in this study are consistent with, support, and will implement the following Waterfront Management Policies in the Sackets Harbor's LWRP-HAMP (Consolidated - 2014 Draft):

- Policy 1: Foster a pattern of development within the Village of Sackets Harbor that enhances community character, preserves open space, makes efficient use of infrastructure, makes beneficial use of a coastal location, and minimizes adverse effects of development, in accordance with Heritage Area goals and principles.
- Policy 2: Preserve historic and archaeological resources.
- Policy 3: Enhance visual quality and protect outstanding scenic resources throughout the community.
- Policy 9: Improve public access to and recreational use of public lands and waters.
- Policy 10: Protect water-dependent uses, promote siting of new water-dependent uses in suitable locations, and support efficient harbor operation.

Appendix 3. Consistency with Plans

3. North Country Regional Economic Development Council Strategic Plan (NCREDCSP)

The proposed projects in this study are North Country Regional Economic Development Council priorities because they will continue the revitalization of the Sackets Harbor area and significantly improve the sustainability of the area by supporting the recreation and tourism components of the region's economy. One of the Visions of the NCREDCSP is to "activate tourism as a driver to diversify our economies" (p. 44). The NCREDCSP recognizes that projects, such as those proposed in this study, can be transformational to a community like Sackets Harbor (p. 27). Boating and other recreational use of Lake Ontario is a major part of the region's economy. Boaters and other recreational users of the Lake who come to the village to access the water, patronize the community's marinas, restaurants, shops, lodging, and other businesses. The cumulative effect is to maintain and support the creation of jobs in those businesses.

This project implements the primary vision of the NCREDCSP: "The North Country will lead the economic renaissance of New York State's Small Cities and Rural Communities" (p. 24). The plan recognizes that investment on the North Country offers a strong return on investment where virtually every community can be positively impacted (p. 27). The Village is a prime example as it has made enormous progress in revitalizing economy through appropriate development of its water and historical resources in partnership with NYS. However, its economy is still fragile and in need of significant more public investment to support and spur business investment to create a truly sustainable economy. These projects specifically fulfill one of the specific visions of the NCREDCSP - to "activate tourism as a driver to diversify our economies" (p. 44).

Appendix 4

Project Costs



Appendix 4. Project Costs

Sackets Harbor Waterfront Feasibility Study

Conceptual Cost Estimate

May 20, 2016

DESCRIPTION	QTY	UNIT	UNIT COST	AMOUNT
A. Market Square Park				
Clearing and Grubbing	1	LS	\$ 500	\$ 500
Grading and Drainage	1	LS	\$ 1,500	\$ 1,500
Concrete Sidewalks	40	SY	\$ 65	\$ 2,600
Floating Docks/Accessories	5580	SF	\$ 50	\$ 279,000
Waterfront Plaza and Spray Play	1	LS	\$300,000	\$ 300,000
Aluminum Gangway	60	LF	\$ 200	\$ 12,000
Topsoil and seed	1	LS	\$ 500	\$ 500
				\$596,100
B. Hamilton Street Park				
Clearing and Grubbing	1	LS	\$ 5,000	\$ 5,000
Grading and Drainage	1	LS	\$ 5,000	\$ 5,000
Concrete Sidewalks	55	SY	\$ 65	\$ 3,575
Porous Asphalt Pavement	175	SY	\$ 65	\$ 11,375
Permeable Brick Pavers	50	SY	\$ 125	\$ 6,250
Pavillion	800	SF	\$ 180	\$ 144,000
Kiosk	1	EA	\$ 3,500	\$ 3,500
Pavement Markings	1	LS	\$ 1,500	\$ 1,500
Bike Rack	1	EA	\$ 2,000	\$ 2,000
Picnic Tables	2	EA	\$ 2,500	\$ 5,000
Benches	2	EA	\$ 2,000	\$ 4,000
Concrete Stairway	2	EA	\$ 7,500	\$ 15,000
Steel Hand Rail	60	LF	\$ 75	\$ 4,500
Floating Docks/Accessories	315	SF	\$ 50	\$ 15,750
Aluminum Gangway	15	LF	\$ 200	\$ 3,000
Topsoil and seed	1	LS	\$ 1,000	\$ 1,000
Landscaping	1	LS	\$ 5,000	\$ 5,000
				\$235,450

Appendix 4. Project Costs

Sackets Harbor Waterfront Feasibility Study

DESCRIPTION	QTY	UNIT	UNIT COST	AMOUNT
C. Chapin Alley				
Clearing and Grubbing	1	LS	\$5,000	\$ 5,000
Grading and Drainage	1	LS	\$2,500	\$ 2,500
Concrete Sidewalks	25	SY	\$ 65	\$ 1,625
Porous Asphalt Pavement	60	SY	\$ 65	\$ 3,900
Permeable Brick Pavers	85	SY	\$ 125	\$ 10,625
Kiosk	1	EA	\$3,500	\$ 3,500
Pavement Markings	1	LS	\$ 200	\$ 200
Benches	2	EA	\$2,000	\$ 4,000
Floating Docks Accessories	210	SF	\$ 50	\$ 10,500
Aluminum Gangway	15	LF	\$ 200	\$ 3,000
Topsoil and seed	1	LS	\$1,000	\$ 1,000
Landscaping	1	LS	\$5,000	\$ 5,000
				\$50,850
D. West Main Street - Harbor Alley				
Clearing and Grubbing	1	LS	\$2,500	\$ 2,500
Grading and Drainage	1	LS	\$2,500	\$ 2,500
Concrete Sidewalks	110	SY	\$ 65	\$ 7,150
Floating Docks/Accessories	240	SF	\$ 50	\$ 12,000
Aluminum Gangway	20	LF	\$ 200	\$ 4,000
Kiosk	1	EA	\$3,500	\$ 3,500
Benches	5	EA	\$2,000	\$ 10,000
Topsoil and seed	1	LS	\$1,500	\$ 1,500
Trim/Maintain Ex. Landscaping	1	LS	\$3,500	\$ 3,500
				\$46,650

Appendix 4. Project Costs

Sackets Harbor Waterfront Feasibility Study

DESCRIPTION	QTY	UNIT	UNIT COST	AMOUNT
E. Battlefield Harborfront				
Clearing and Grubbing	1	LS	\$ 2,500	\$ 2,500
Grading and Drainage	1	LS	\$ 2,500	\$ 2,500
Porous Asphalt Pavement	100	SY	\$ 65	\$ 6,500
Concrete Sidewalks	40	SY	\$ 65	\$ 2,600
Floating Docks/Accessories	360	SF	\$ 50	\$ 18,000
Aluminum Gangway	20	LF	\$ 200	\$ 4,000
Pavement Markings	1	LS	\$ 200	\$ 200
Concrete Stairway	1	EA	\$15,000	\$ 15,000
Steel Hand Rail	60	LF	\$ 75	\$ 4,500
Topsoil and seed	1	LS	\$ 1,000	\$ 1,000
				\$56,800
F. Ambrose Park				
Clearing and Grubbing	1	LS	\$ 5,000	\$ 5,000
Grading and Drainage	1	LS	\$10,000	\$ 10,000
Concrete Sidewalks	50	SY	\$ 65	\$ 3,250
Porous Asphalt Pavement	110	SY	\$ 65	\$ 7,150
Stone Dust Walk	880	SY	\$ 25	\$ 22,000
Pavillion	144	SF	\$ 180	\$ 25,920
Kiosk	1	EA	\$ 3,500	\$ 3,500
Pavement Markings	1	LS	\$ 200	\$ 200
Bike Rack	1	EA	\$ 2,000	\$ 2,000
Benches	8	EA	\$ 2,000	\$ 16,000
Picnic Tables	4	EA	\$ 2,500	\$ 10,000
Floating Docks/Accessories	330	SF	\$ 50	\$ 16,500
Aluminum Gangway	20	LF	\$ 200	\$ 4,000
Repair Breakwall	1	LS	\$ 5,000	\$ 5,000
Topsoil and seed	1	LS	\$ 3,500	\$ 3,500
Landscaping	1	LS	\$ 5,000	\$ 5,000
				\$139,020

Appendix 4. Project Costs

Sackets Harbor Waterfront Feasibility Study

DESCRIPTION	QTY	UNIT	UNIT COST	AMOUNT
G. Oil Dock Pier				
Clearing and Grubbing	1	LS	\$2,500	\$ 2,500
Grading and Drainage	1	LS	\$5,000	\$ 5,000
Porous Asphalt Pavement	125	SY	\$ 65	\$ 8,125
Permeable Brick Pavers	120	SY	\$ 125	\$ 15,000
Concrete Sidewalks	40	SY	\$ 65	\$ 2,600
Pavillion	260	SF	\$ 180	\$ 46,800
Kiosk	1	EA	\$3,500	\$ 3,500
Pavement Markings	1	LS	\$ 200	\$ 200
Bike Rack	1	EA	\$2,000	\$ 2,000
Benches	3	EA	\$2,000	\$ 6,000
Steel Deck	1650	SF	\$ 80	\$ 132,000
Steel Railing	430	LF	\$ 75	\$ 32,250
Topsoil and seed	1	LS	\$3,500	\$ 3,500
Landscaping	1	LS	\$5,000	\$ 5,000
				\$264,475
SUBTOTAL			\$1,389,345	

Appendix 5

References



Appendix 5. References

- Village of Sackets Harbor Urban Cultural Park Plan (1983)
- Village of Sackets Harbor Local Waterfront Revitalization Plan (1986)
- Village of Sackets Harbor Local Waterfront Revitalization - Heritage Area Management Plan (Consolidated - 2014 Draft)
- Sackets Harbor Battlefield Preservation Plan (2010)
- Hounsfield – Sackets Harbor Joint Recreation Plan (2008)
- Village of Sackets Harbor Green Guide (2008)
- New York State Comprehensive Outdoor Recreation Plan
- 1000 Islands International Tourism Council – 2015 Visitor Survey