

SECTION TWO

INVENTORY AND ANALYSIS

This section provides an informational base for determining applicable State and local coastal policies in Section Three and designating appropriate land and water uses and necessary projects in Section Four. Presented herein are brief descriptions of the coastal resources, existing land and water uses and important economic activities of the Ogdensburg waterfront area.

PREPARATION OF A LOCAL WATERFRONT INVENTORY

The NYS Coastal Atlas identified major resources and conditions occurring in the State's coastal area through a series of four maps (1:24,000 scale): "Natural Resources Inventory", "Existing Land and Water Uses", "Development Considerations", and "Summary Map". These maps were reviewed in conjunction with aerial photographs, tax maps, field surveys and numerous publications containing mapped and textual data concerning the City of Ogdensburg, its environs and, in particular, its waterfront. Pertinent information gathered from these sources was summarized under four topics: natural resources, community/cultural resources, current land and water uses, and important economic activities.

I. NATURAL RESOURCES

A. Water Resources (Plates 2a and b). The surface waters of the St. Lawrence and Oswegatchie Rivers are Ogdensburg's most significant water resources. While the former provided a navigable route for early exploration and trade in the region, the latter offered at its mouth an attractive site for fortification and settlement.

From the early 1800's, growth of the City of Ogdensburg paralleled the growth of shipping through the St. Lawrence Valley until the St. Lawrence Seaway project was completed in 1959. Today, the Ogdensburg Bridge and Port Authority port facilities provide a major basis for economic activity in the city and the region.

The St. Lawrence River is also important to the city for water supply. Its waters are designated as Class "A" by the NYS Department of Environmental Conservation. Class "A" waters are considered suitable for drinking and food processing if proper treatment is applied. From the area just west of the Ponderosa Fibres plant to the tip of the former car ferry pier on Lighthouse Point, the St. Lawrence River is classified as Class "C". Tibbits Creek is classified as Class "D". The Oswegatchie River is designated as Class "B". See Footnote 1 for a description of these water quality classifications.

Ogdensburg's two principal water bodies also provide locally significant fish habitats, scenic vistas and recreational value. Again, the St. Lawrence River is foremost in giving the city its coastal setting and in supporting boating, fishing and swimming

activities. One private marina, in addition to one constructed by the city, accommodate a limited number of watercraft which use the two rivers. Sportfishermen from the area and from elsewhere in New York State and Canada are attracted to the lower Oswegatchie and this stretch of the St. Lawrence River. Muskellunge fishing in the St. Lawrence River is touted as the best in the nation. Shore fishing is popular at various points along the shoreline, including the municipal docks.

The Oswegatchie River also provides potential for hydroelectric power generation at the site of the Ogdensburg dam. The city is currently investigating the necessary steps to renovate and reuse this structure.

Tibbits Creek drains a large area of low-lying lands in the eastern and southern parts of Ogdensburg. It empties into the St. Lawrence River along the city's easternmost shoreline.

Analysis: Ogdensburg's water resources are unquestionably one of its most important assets and provide the basis for the city's very existence and its continued economic growth. A fine balance between use of the rivers for water supply and scenic and recreational purposes versus port-related and industrial activities must be maintained. Current efforts by the OBPA and the State of New York to improve the port's facilities will further expand the potential of this resource for the city. (For further discussion of port activities, see pages 29 - 31).

The city's efforts to renovate the Ogdensburg dam for hydroelectric power generation will again tap the water resources of the Oswegatchie River. Care should be taken to accommodate the recreational resources along the Oswegatchie River in the planning and construction of this project. The tourism industry in Ogdensburg depends on the continued quality of the area's fishing, boating and recreational resources. Marina facilities in the city are limited and cannot accommodate demand from boaters on the St. Lawrence River. This lack of facilities restricts the growth of this aspect of the city's economic base. Any new shoreline uses should be assessed for potential impact on water quality and sewer outfall since any changes are likely to affect the wildlife habitats and recreational resources of the water.

In 1982, DEC upgraded the "C" section of the St. Lawrence River from its previous "D" classification to reflect improved water quality and evidence of capability of supporting a fishery resource in this area of the river. The Oswegatchie River was also reclassified at this time from a "C" to a "B" to reflect its use for primary contact recreation further upriver at Eel Weir State Park (outside coastal area). The city has reviewed the DEC classifications of its waters and finds the "D" classification for Tibbits Creek is inconsistent with its designation by the Oil Spill Response Model II as an area supportive of fish habitats and propagation (see page 15). Beginning in December, 1985, DEC will be conducting a statewide review of stream reclassifications. The hearing for the St. Lawrence River is scheduled for September, 1987. The city and DEC should pursue the possibility of

changing the classification of Tibbets Creek from a "D" to a "C" at this time. DEC classifications for the remainder of Ogdensburg's coastal waters are compatible with the existing and proposed land and water uses put forth in this program.

Although no specific water quality issues were identified as current problems in the waterfront inventory, sites with potential for affecting water quality exists in the Ogdensburg coastal area. Point or "end-of-the-pipe" discharges exist at the city's sewer treatment outfall and 17 storm overflows, at the Ponderosa Fibres plant, and at the Standard Shade and Roller plant. These sites are under permit by DEC and are monitored on a regular basis. Potential sources of non-point pollution exist at the OBPA port facilities, the former Augsbury tank farm property, the Mobil tank farm and the St. Lawrence Psychiatric Center. Although not monitored by DEC permit, any form of pollution at these sites would come under State or federal jurisdiction. The city should be aware of these sites and the potential problems and development constraints they may pose. Close coordination between the city, property owners and appropriate State and federal agencies will help mitigate the problems as they arise.

Potential threats to water quality also stem from discharges of shipboard wastes from commercial and recreational watercraft and the potential for oil and hazardous substance spills in the St. Lawrence River. Because of the city's location on the river and the St. Lawrence Seaway, the city is subject to the dangers which may result from the discharge of untreated vessel wastes and hazardous substance spills. The jurisdiction over the discharge of such pollutants lies with State and/or federal regulatory agencies. The city should insure that marinas provide facilities for pumping out marine holding tanks. It can also encourage the installation of such facilities through the review of new marina development or expansion proposals.

B. Geology, Soils and Topography (Plates 1a and b). Blue and gray dolomites with granular fine-grained structure (called the Ogdensburg formation) underlie the St. Lawrence Valley where the city is situated. This sedimentary bedrock dates from Lower Ordovician origins during the latter part of the Paleozoic Era and tends to slope to the northeast. More recent sedimentary deposits dating from the Cenozoic Era overlie the dolomites in the eastern third of the city. Bedrock to the south and southwest of Ogdensburg dates to earlier geologic periods and gradually changes from sedimentary to metamorphic and igneous formations running from the Adirondacks to the massive Canadian shield through a narrow belt in the Thousand Islands.

During the closing stages of the glacial period, most of the St. Lawrence Valley was inundated by marine waters given passage as the huge ice sheet melted away. A thick mantle of glacial drift was deposited under the standing waters with considerable amounts of gravel, sand, silts and clay. Near the river's present shoreline, the silts and clays reach depths of 50 to 60 feet. Moving away from the river, however, the glacial drift and marine deposits become increasingly shallow.

In general, the soils of the Ogdensburg waterfront area may be described as deeply laid soils comprised of either made lands (cut and fill) or post glacial material formed of lakelaid, deltaic or fluvial sediments deposited principally from glacial meltwaters. The made lands (termed Udorthents) are mostly loamy soils occupying all of the port and most of the developed city area west of the northern end of Linden Avenue. Post glacial soils, on the other hand, cover the areas east of Linden Avenue with six soil types or series being most prevalent: Flackville loamy fine sand, Crogan sand and loamy fine sand, Hailesboro silt loam Raquette variant sandy loam, Hatoon silt loam and Elmwood fine sandy loam. These and other less prevalent soil types are described in detail in Appendix A (soils map and chart).

The Udorthents are mostly loamy, poorly to well-drained and moderately to very rapidly permeable soils. Flackville, Crogan and Elmwood soils tend to be moderately well drained with rapid, rapid to slow or rapid to very slow permeability, respectively. The Raquette soil is excessively drained with moderate to rapid permeability. Hailesboro and Hatoon soils are somewhat poorly drained and exhibit moderately slow or slow permeability, respectively. Most of the waterfront area's soils present severe limitations to septic tank absorption fields and dwellings with basements. The erosion hazard of these soils is slight.

Topography in the waterfront and the city as a whole is mostly level to slightly rolling with only distinctive changes in elevation occurring along the banks of the St. Lawrence and Oswegatchie Rivers. The terrain rises gently away from the shore of the St. Lawrence River with sections of the city situated 25 to 50 feet above the level of the river. From southwest to northeast, there is relatively little change in elevation in the waterfront except at the Oswegatchie River and, in a broad sense, in the lower lying depressions along NY Route 37, east of the more developed parts of the city.

Areas of critical erosion were identified in Ogdensburg near the area of the Ogdensburg port facilities and grain elevator and Chimney Point. Ice damage, the effects of high water levels, and wave disturbances from the St. Lawrence Seaway shipping channel contribute to erosion action. The St. Lawrence Seaway Development Corporation has established and enforces speed limits for commercial vessels. The OBPA has plans to repair deteriorated wooden cribbing and bulkhead near the grain elevator in the future. A man-made beach located west of the international bridge on OBPA property is subject to erosion and requires frequent loads of sand and regrading to maintain a viable beach area (see Plates 12a and b).

Areas of special flood hazard were identified and mapped in Ogdensburg by the Federal Insurance Administration. Land development in flood hazard areas is frequently precluded by soil limitations and high watertables. Development is now subject to city flood control regulations (see Plates 12a and b).

Analysis: The area's level topography throughout most of the coastal area presents little problem for development. However, geographic and soil conditions, including poor drainage, high

watertables, areas of special flood hazard and poor quality fill present development constraints in several sections of the coastal area. The constraints these conditions impose must be taken into account when any new development is considered in these areas. Development should not occur in special flood hazard areas unless it meets requirements of the Ogdensburg floodplain ordinance. Erosion along the shoreline presents a lesser problem than those mentioned above in most of the coastal area. The NYS Department of Environmental Conservation has not yet identified any Coastal Erosion Hazard Areas (CEHAs), (as required by Section 34-0104 of Article 34, Environmental Conservation Law). If CEHAs are identified by the NYS Department of Environmental Conservation in the future, the need for additional regulation may be necessary.

C. Vegetation. Terrestrial vegetation in the developed sections of Ogdensburg's waterfront is severely modified and limited due to intense commercial, industrial and residential land uses. Along the shore, such vegetation is generally restricted to sparse undergrowths of herbaceous and woody plants, with occasional stands of black willow. Pockets of deciduous trees and brush overgrowth characterize the undeveloped areas of the waterfront further inland. Various species of wetland vegetation are present in the low-lying, poorly drained areas along Tibbits Creek.

A 1976-77 survey of aquatic vegetation by the U.S. Fish and Wildlife Service (USFWS) indicated that shoals and the littoral (nearshore) zone adjacent to harbor channels were areas where vegetation was most dense and where the submergent aquatic plant species were dominant. It was assumed that vegetation is sparse or absent in the existing channel where depths range between 19 and 27 feet. Most rooted aquatics occur in waters with depths less than 12 feet in the Ogdensburg harbor area.

Analysis: Since most of the Ogdensburg coastal area is developed, vegetative cover is minimal in most areas. Some vacant or underutilized areas, such as Lighthouse Point, the west bank of the Oswegatchie River, the triangular section of land bounded by NY Route 37, Ford Street Extension, and the railroad tracks, and the heavy industrial park, contain excessive vegetation and overgrowth. Small, scattered wetlands and low-lying land identified in the southeastern section of the coastal area were not deemed to be significant. The mature trees lining the Oswegatchie River and located in the St. Lawrence Psychiatric Center are a valuable resource and should remain, with improved landscaping augmenting these scenic viewpoints.

D. Fish and Wildlife (Plates 3a and b). The NYS Coastal Atlas identifies no fish and wildlife habitats of statewide significance in the Ogdensburg coastal area. However, locally significant fish and wildlife habitats do exist in the Ogdensburg coastal area in the St. Lawrence and Oswegatchie Rivers and Tibbits Creek. Five areas are identified as locally significant. Information on four of the habitat areas described below is derived from the Oil Spill Response Model II, conducted by the St. Lawrence-Eastern Ontario Commission. Information

on habitat area #3 (Oswegatchie River) was acquired from the NYS Department of Environmental Conservation, Region 6 Office and the New York State Department of Environmental Conservation Significant Habitat Unit in Delmar, New York.

1. Ogdensburg - Prescott Pool

Definition: A large open water pool, present during the ice-in period in varying extent and dimension, extending between Ogdensburg and Prescott, Ontario.

Birds: Fair numbers of several species of diving ducks, dabbling ducks and gulls use this pool in the winter.

Fish: A few riverwide common species have been recorded in the area. Little, if any, spawning occurs in the deep water area. Limited spawning occurs along the shoreline edge of the upper ground shoal area.

2. Ogdensburg Bay

Definition: Shallow waters and nearshore shoal areas. (middle ground shoal)

Birds: Considerable numbers of dabbling and diving ducks use this bay in migration.

Fish: This bay harbors a diverse and productive fish population. It is an important spawning area for northern pike. Muskellunge and lake sturgeon are present, possibly spawning in the area although this has not been documented. Walleye and other species of riverwide distribution such as bass, perch, bull-heads, catfish and carp are also present.

3. Oswegatchie River

Definition: The Ogdensburg dam and sluiceway, approximately three-quarters of a mile upriver from the confluence of the Oswegatchie and St. Lawrence Rivers creates a habitable fish environment.

Fish: Species such as small mouth bass, rock bass and suckers spawn in the Oswegatchie River. Northern pike and channel catfish have also been recorded in this area. The development of the St. Lawrence Seaway, in the early 1950's, significantly altered the character of the river and of the

walleye habitat then present. The area below the dam at Ogdensburg was left as one of the few viable spawning sites in the newly impounded Lake St. Lawrence. Because of the limited spawning habitat remaining in the river, the Department of Environmental Conservation subsequently identified this area as a significant habitat. Declining walleye numbers in the river have led to a revision of this classification to that of an historic walleye spawning area, as no spawning activity has been documented at this site in recent years. Recent reports of increased walleye presence in species is expanding and may resume utilization of this site in the future.

4. Chimney Point

Definition: Area between the Ogdensburg-Prescott International Bridge and Tibbits Creek Bay including portions of the St. Lawrence Psychiatric Center property.

Birds: Dabbling ducks, diving ducks, geese and hawks have been recorded in this area.

Fish: A few riverwide common species including northern pike, have been recorded in this area. A few species such as small mouth bass, rock bass, sunfish and yellow perch spawn in a narrow band approximately two to fifteen feet offshore.

5. Tibbits Creek and Tibbits Creek Bay

Definition: A small, shallow bay containing open marshland. (Tibbits Creek forms the eastern boundary of the city limits; Tibbits Creek Bay is in the Town of Lisbon. Because portions of the creek are in the coastal area, its description is included herein. Corporate boundaries will be recognized in program application.

Birds: A diversity of dabbling ducks use the area for breeding and post-breeding activities. Fair numbers of diving ducks use the mouth of the bay and nearby areas in migration.

Fish: A very productive spawning and use area for a wide variety of fish species. Northern pike and muskellunge are present in the area.

Mammals: An excellent diversity of mammals has been recorded in this area.

Rock bass, yellow perch, white suckers and northern pike constitute approximately 70 percent of the fisheries resource in these areas and constitute an important component of the tourist and recreational industry attraction. Both the U.S. Fish and Wildlife Service and NYS Department of Environmental Conservation have identified May 15th through July 15th as the critical spawning period in the Ogdensburg area. Spawning and adult fish habitats vary by species and various habitat types are present. Spawning areas correspond generally to the habitat areas illustrated on Plates 3a and b. In addition, limited spawning of particular species occurs along the shoreline of the lower ground shoal.

The underdeveloped and overgrown areas of the waterfront serve as habitat areas for a small number of mammals such as rabbits, raccoons, skunks, gray squirrels, rats and mice. Over 265 species of birds have been observed in the Ogdensburg region, some native and other migratory. Shorebirds and waterfowl are the dominate species close to the river. Although the immediate waterfront area offers little suitable habitat for the numerous migratory birds which follow the Lake Ontario-St. Lawrence River flyway, open waters of the St. Lawrence upriver from the mouth of the Oswegatchie River do serve as waterfowl wintering habitat.

Endangered or threatened fish and wildlife species present or observed in the Ogdensburg area include the bald eagle (endangered), and lake sturgeon and the common tern (threatened). Lake sturgeon are found in Ogdensburg Bay and the other nearby river areas on occasion. The Bald Eagle has been noted during the winter in areas downstream of Ogdensburg. The common loon and the black tern are species of special concern. (See Appendix A for a detailed listing of fish and wildlife in the Ogdensburg coastal area and for definitions of the terms "endangered", "threatened", and "species of special concern".

Analysis: Local efforts to protect fish and wildlife habitats should include monitoring future intensification of land use activities which may impact this resource. Dredging, industrial operations, redevelopment of the Ogdensburg dam, development of the heavy industrial park, and construction of the proposed county solid waste disposal facility are all activities which should be monitored for their impact on the city's fish and wildlife resources.

Through the expansion and improvement of existing public access and recreational facilities and the encouragement of private marina development, the city can promote increased use of their fish and wildlife resources. Although the St. Lawrence River ranks first among New York State waterways in total harvest of large-mouth bass, northern pike and muskellunge, it ranks only fourth in total angler-days fished. Notwithstanding consideration of habitat sensitivity, a serious limitation in attaining higher use of this resource is lack of public and private access facilities. The demand for use of this resource

currently exists; but due to a lack of such facilities in Ogdensburg, boaters and fishermen go to other American and Canadian locations on the river. The cooperative efforts of municipal and county officials and private business operators to facilitate sportfishing in the river can enhance local tourism.

E. Scenic Resources (Plates 3A and b). Ogdensburg's location at the confluence of the St. Lawrence and Oswegatchie Rivers provides a setting of natural scenic beauty associated with the spans of both rivers. However, much of Ogdensburg's waterfront is occupied by industrial, port, or state hospital facilities which limits scenic access to these resources. Over the past several years, the city has expanded and improved their "greenbelt" recreation area, and this area today provides the highest quality scenic access point in the city. The presence of several industrial and shipping related facilities on the Canadian side of the St. Lawrence River interrupt the natural scenic vistas of the river but nevertheless provide man-made points of interest for the viewer's eye. The Ogdensburg-Prescott International Bridge dominates the landscape at the eastern end of the coastal area.

Analysis: Although a great deal of Ogdensburg's waterfront is occupied for land uses that conflict with the scenic beauty of the area, potential exists for improved scenic quality in the coastal area. Areas that hold particular potential for improvement include the east and west banks of the Oswegatchie River shoreline and Lighthouse Point. These locations are currently marred by underutilized land uses and excessive vegetation growth which hampers visual access to these significant coastal features. Consequently, the scenic resource policies correspond closely with the development policies (Policies 1 - 6), in particular with Policy 1, Development of Deteriorated and Underutilized Areas.

CITY OF OGDENSBURG

PLATE 2a

Water Resources, Geology,
Soils and Topography

PREPARED BY THE ST. LAWRENCE-EASTERN ONTARIO COMMISSION
LOCAL GOVERNMENT ASSISTANCE PROGRAM

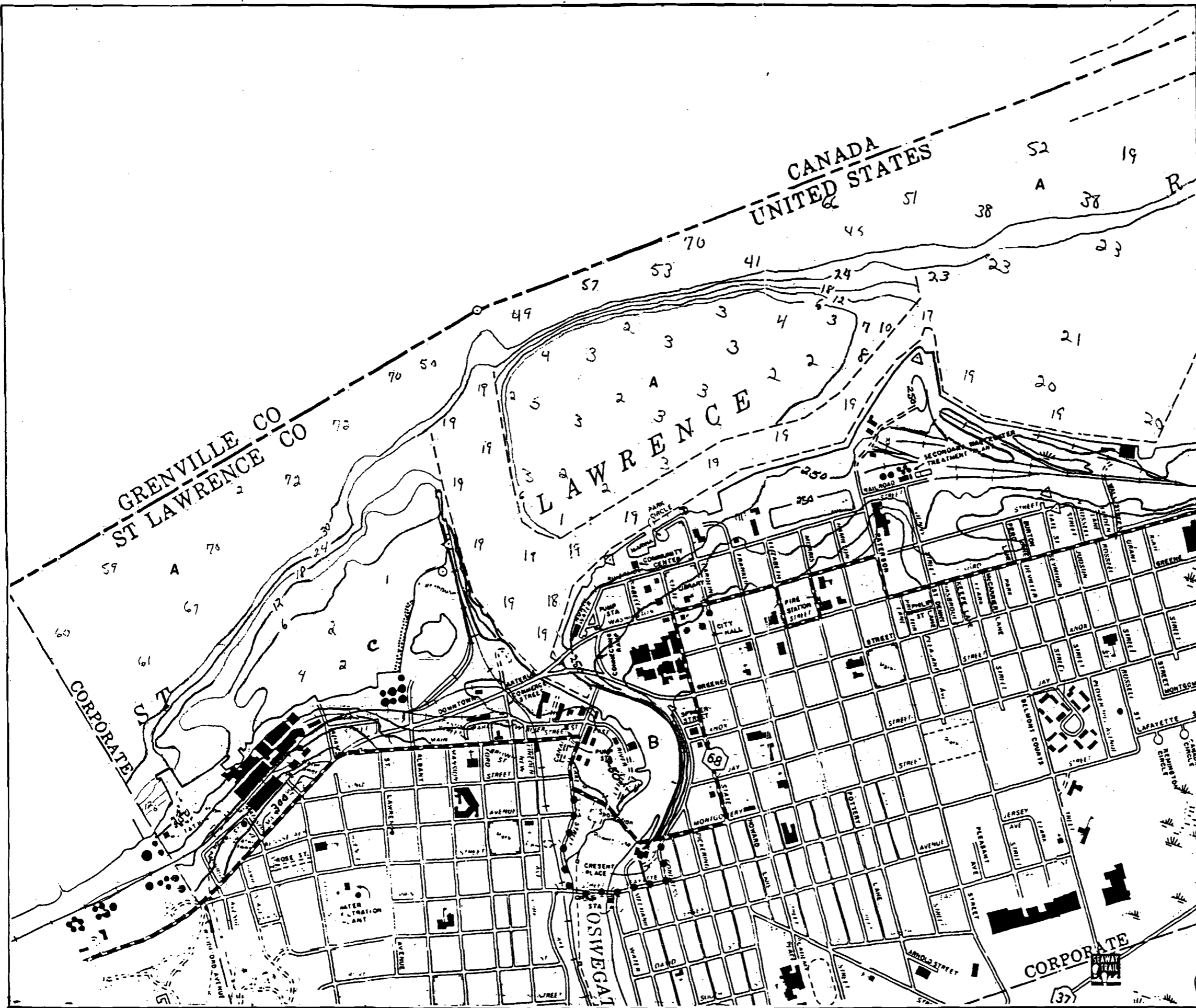


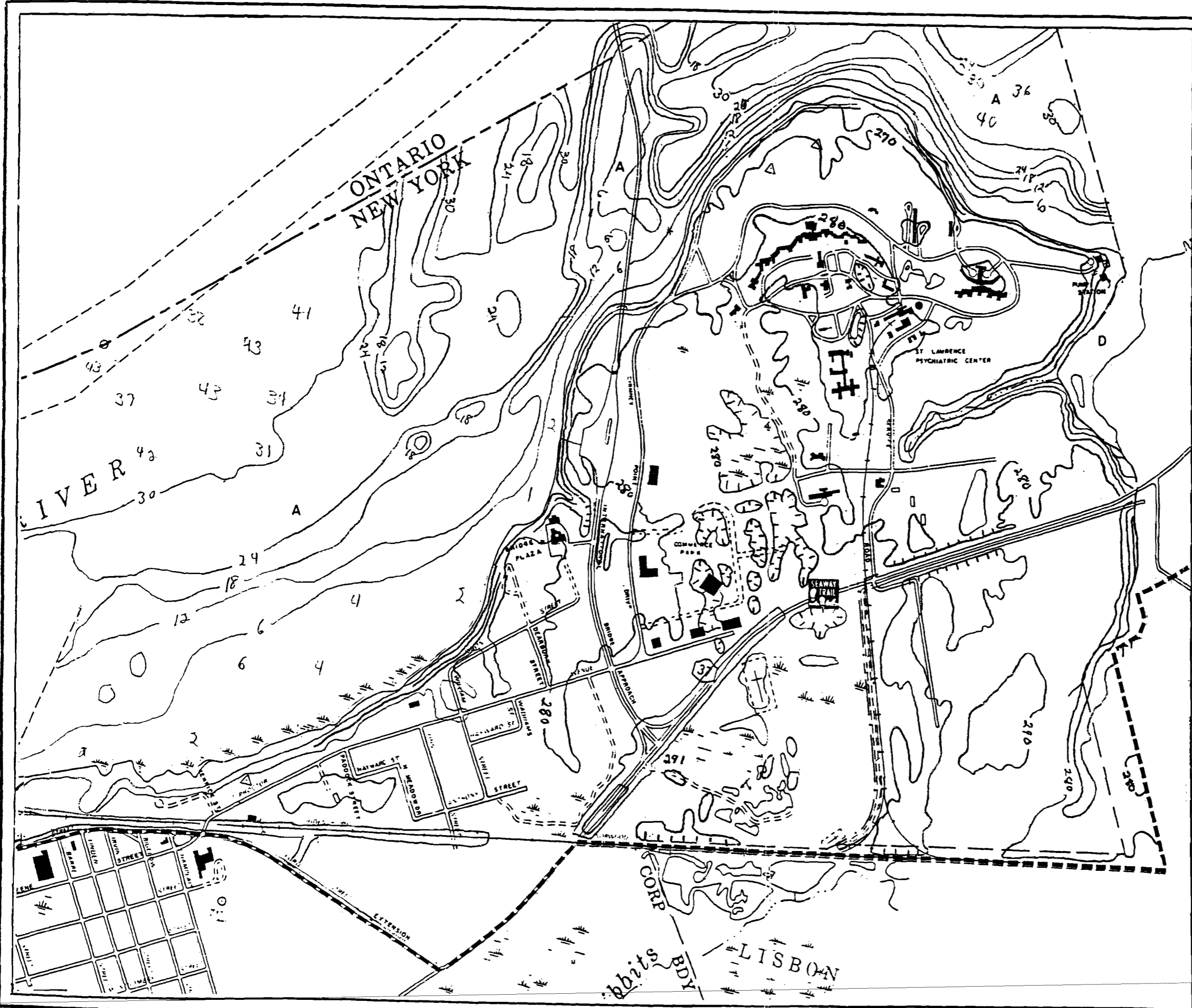
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LEGEND

- 18- Water Contours
- 250- Land Contours
- A DEC Water Quality Classifications
- Coastal Area Boundary
- Depression Contours
- Revised Additions to Coastal Area Boundary

SOILS- See Appendix A





CITY OF OGDENSBURG

PLATE 2b
 Water Resources, Geology,
 Soils and Topography

PREPARED BY THE ST. LAWRENCE-EASTERN ONTARIO COMMISSION
 LOCAL GOVERNMENT ASSISTANCE PROGRAM



Scale
 1" = approximately 1000'

LEGEND

- 18- Water Contours
- 250- Land Contours
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- Coastal Area Boundary
- Depression Contours
- SOILS- See Appendix A

CITY OF OGDENSBURG

PLATE 3a

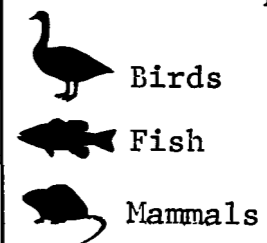
Fish & Wildlife and
Scenic Resources

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LOCAL GOVERNMENT ASSISTANCE PROGRAM



Scale
1" = approximately 1000'

LEGEND

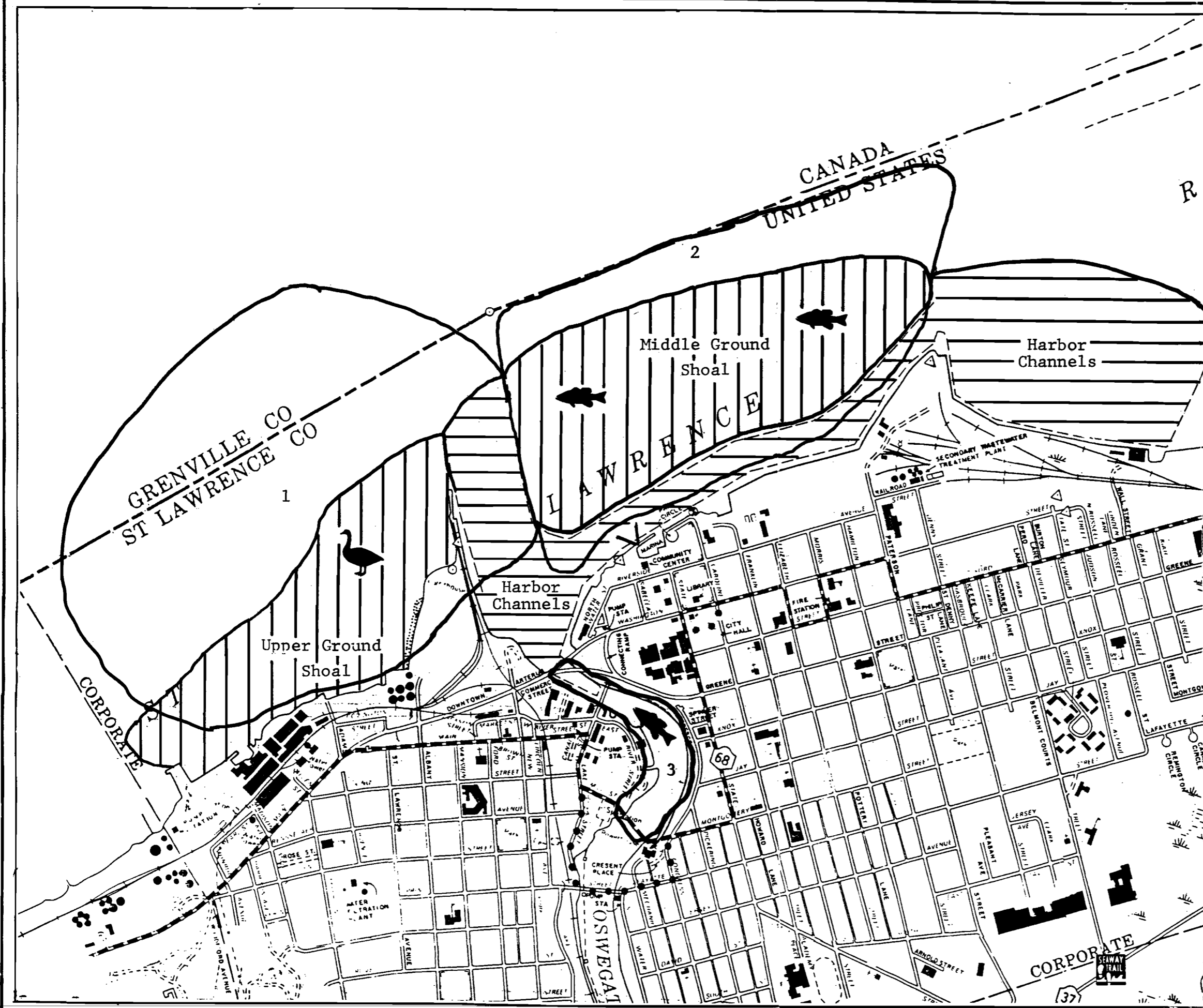


∨ Scenic Vistas

--- Coastal Area Boundary

●●● Revised Additions to
Coastal Area Boundary
General Habitat Areas

1. Ogdensburg-Prescott Pool
2. Ogdensburg Bay
3. Oswegatchie River



CITY OF OGDENSBURG

PLATE 3b

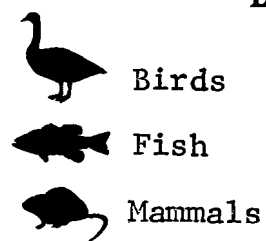
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Scale
1" = approximately 1000'

LEGEND



Birds

Fish

Mammals

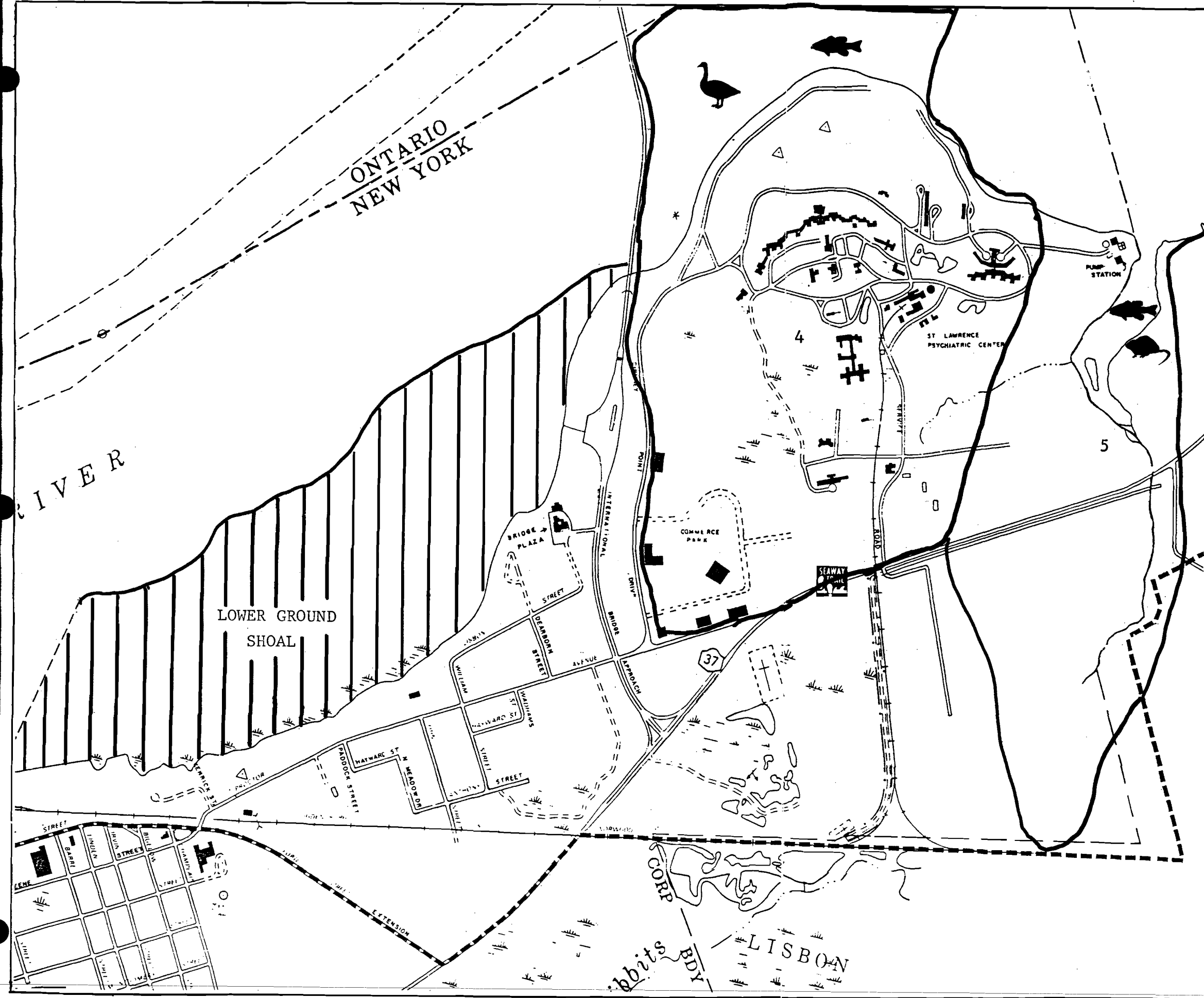
∨ Scenic Vistas

--- Coastal Area Boundary

General Habitat Areas

4. Chimney Pt.

5. Tibbits Creek Bay



II. COMMUNITY/CULTURAL RESOURCES

A. Public and Semi-Public Facilities (Plates 4a and b). The public facilities inventoried in Ogdensburg's waterfront were divided into two categories: governmental operations or services; and public access and recreation. Semi-public facilities include those facilities providing community services or cultural activities. Such facilities are open to the public and are generally operated or supported by private, non-profit organizations.

1. Public Facilities

a. Governmental Services

Governmental services and operations are described for the city, county, state and federal levels of government.

City. The city water treatment facility is located outside the coastal area on Ogden Street and Jefferson Avenue. The sewage treatment plant is near the juncture of Denny and Railroad Streets. An unused pumphouse and dam, dating from 1868 and 1910 respectively, are situated on the site for hydroelectric power generation. The Ogdensburg Housing Authority owns and operates two senior citizen high rise apartment buildings (210 units) on Washington Street.

County. The St. Lawrence County Industrial Development Agency (IDA) currently holds title to about fourteen acres on Lighthouse Point. The shoreline site includes the Ogdensburg DeKalb Railroad line and a vacant railroad depot. The IDA bought the railroad when the St. Lawrence Pulp & Paper Corp., now defunct, made its purchase one of the conditions for its efforts to reopen the paper mill. They leased the line from the IDA but payments stopped in 1983 when the mill closed. The new owner of the mill, Ponderosa Fibres Inc., has no interest in the railroad. The IDA purchased the railroad with financial backing from the Farmers Home Administration (FmHA). When the mill closed in 1983, the IDA defaulted on the monthly mortgage payments and now owes the FmHA approximately \$675,000. The IDA is now attempting to sell the railroad for scrap, as well as the railroad right-of-way and the remaining land, to cover its debt. The city, which in the past had expressed interest in purchasing the parcel, is unable to pay the amount being requested by the IDA for the land.

State. Facilities within the coastal area under New York State jurisdiction include the Ogdensburg Bridge and Port Authority, the St. Lawrence Psychiatric Center, and the Ogdensburg Correctional Facility.

The Ogdensburg Bridge & Port Authority (OBPA) is a public benefit corporation, created by the New York State Legislature to provide a broad range of transportation and economic development functions in the Ogdensburg area. Within the coastal area, the OBPA owns and operates the Port of Ogdensburg, the Ogdensburg-Prescott International Bridge, the light industry Commerce Park, a heavy industry park, and the St. Lawrence Railroad (partially in coastal area; leased to an operator). The Authority also operates the Ogdensburg International Airport (outside coastal area).

The Marine Terminal in Ogdensburg was constructed in 1970 and currently has a wharf capable of berthing a single vessel. Cargo handled at the Port has increased from 5,000 tons in 1971 to 69,500 tons in 1980. Liquid bulk receipts ceased in 1981 when the adjacent Augsburg tank farm closed. Estimates for future annual cargo range from a low of 40,000 tons to a high of 200,000 tons. Approximately 60,000 sq. ft. of paved outdoor storage area is located contiguous to the berth, with 90,000 sq. ft. paved and 282,000 sq. ft. unpaved storage area available away from the berth. The port is capable of handling both bulk and general cargo. The majority of the cargo handled is dry bulk commodities including zinc, wollastonite, salt, marble chips, and powdered milk. Steel rails, aluminum ingots, railroad wheels and forest products are also shipped through the port.

Other port facilities include a grain elevator and direct pierside rail service with accommodations for 150 rail cars. The draft Ogdensburg Port Master Plan and Development Study (November, 1984 estimates that the port contributes \$1.2 million to the region's economy annually. Refer to Plates 5,6,7 and 8 for further information on port projects and cargo trends.

The port Master Plan established a three-phase port improvement program, with each phase tied to a range of Port use tonnages. A New York State transportation bond issue, approved by voters in 1982, designated \$6.5 million for capital improvements at the port. These funds will enable the port to complete Phase I.

Phase I will increase cargo handling capabilities to 100,000 tons. This phase will include the following projects:

- A 600 ft. extension of the existing berth enabling the port to offload two ships simultaneously.

- Dredging of the channel, the basin and along the wharf extension.

- Relocation of the second transit shed to a point just south of the Downing Building.

- Construction of a new bulk storage shed on the site of the existing second transit shed.

- Acquisition of a crane, with clamshell buckets and hooks and slings, possibly to be shared with other ports.

- Acquisition of a truck loader/stacker for handling bulk commodities.

- Relocation of the Marine Terminal's security fence.

- Paving of a road to the relocated shed's new location, and to the truck scale.

Phase II is intended to enable the Marine Terminal to handle between 100,000 and 300,000 tons of cargo annually. To attain this level the Port Authority would need to spend approximately \$550,000 on additional storage space including an extension to the main storage building, a new transshipment shed, and other renovations; \$1,650,000 in additional material handling equipment including a larger crane, additional forklifts and front end loaders, a hopper/stacker, a mobile truck dumper/conveyer, and walls and dividers to separate bulk cargo storage; and \$146,000 on utilities and other incidentals. The Phase II projects are premised on dry bulk cargo remaining the dominant cargo form handled at the port.

Phase III is intended to allow the handling of 500,000 tons of cargo annually. This phase would include another berth extension, the acquisition of a whirly gantry crane, additional transit sheds and/or silos, inside conveyors, and other major material handling equipment items.

The OBPA also operates the Ogdensburg-Prescott International Bridge. Bridge crossings in 1984 totaled 433,491, up from 426,548 in 1983 and 384,276 in 1982. A toll increase was implemented in 1985, increasing automobile tolls from \$1.50 to \$2.00.

The light industry Commerce Park site contains approximately 100 acres. The property is bounded on the north and east by the St. Lawrence Psychiatric Center, on the west by the Bridge Plaza and approach road, and on the south by N.Y. Route 37. Development of Commerce Park began in 1975 by the OBPA and six buildings containing approximately 125,000 sq. ft. have been constructed. Utility systems including sewer and water lines and a storm drainage system have been installed. The OBPA Commerce Park Master Plan (1982), identifies a total of twenty lots available for development within the park.

The heavy industrial park encompasses a 250 acre industrial park within an area of 550 developable acres. N.Y. Route 37 forms the northern border with Tibbits Creek on the east and the St. Lawrence Railroad line on the south. The site is serviced by municipal water, sewer and storm systems. The park currently has one occupant and the proposed county solid waste incinerator is planned on this site. The remainder of the acreage is vacant and covered by forest and forest brushland.

Following completion of the Foreign Trade Zone Feasibility Study (1983), the OBPA submitted an application to acquire status as a Foreign Trade Zone. Final approval of the Foreign Trade Zone has been granted. A "floating" zone is proposed to enable the OBPA to utilize the concept to best suit their purposes.

The St. Lawrence Psychiatric Center is operated by the NYS Department of Mental Hygiene. The Center's twenty major buildings cover 515 acres. The hospital serves a six county area and services 560 inpatients and around 1300 outpatients. With over 1,000 employees, the Center is by far the city's largest employer. As a result of expansion of the adjacent Ogdensburg Correctional Facility, the Psychiatric Center has received funding for renovation to several of

its buildings and \$7.5 million to construct a new 38-bed children's unit.

The Ogdensburg Correctional Facility is located at the southwestern end of the grounds of the Psychiatric Center. An expansion project which doubled the capacity of the facility was recently completed. The complex now contains twelve buildings covering 31.5 acres. The facility is capable of housing 542 inmates, and employs 383 people.

Federal. Federally owned facilities within the coastal area include the U.S. Customs Office at the Robert L. McEwen Customs House (127 N. Water Street) and the U.S. Post Office at 431 State Street.

Analysis: The waterfront area of the City of Ogdensburg has 6.5 miles of shoreline. The state and municipal governments own 20.8 and 2.4 of these shoreline miles, respectively. The OBPA and the St. Lawrence Psychiatric Center properties constitute the largest share of this land. With approximately 23 percent of the shoreline in public ownership, significant opportunities exist for waterfront development and enhancement. Analysis of the several facets of public and semi-public facilities follows the same format as the inventory section previously described.

City: The city is currently pursuing the feasibility of redevelopment of the Ogdensburg dam for hydropower generation. A 1982 feasibility study indicated the project could be profitable by the third year of operation if the city developed the dam to a 1,090 kilowatt capability. However, several issues remain to be resolved including project funding, acquisition of water rights from property owners and a license from the Federal Energy Regulatory Commission, and decision on public vs. private ownership. Impacts on the open space and recreation uses of the shoreline should be mitigated and the pumphouse, dating from 1868, should not be demolished. Alternative uses for the pumphouse should be investigated if it is not redeveloped as part of this project.

County: Lighthouse Point, currently owned by the St. Lawrence County Industrial Development Agency, presents several problems for not only the IDA but for the city as well regarding future use of this prime waterfront property. The parcel is currently zoned industrial, reflecting its past use as a railyard and landfill. Since the site is currently up for sale by the financially encumbered IDA, the future use of the site is in limbo. While the city has no control over the land uses the county may wish to implement on this site, it would regain that control if the site were sold into private hands. Since designation of the light and heavy industrial parks on the eastern end of the city, there is no longer a need to reserve this site for industrial uses. A 1978 Urban Land Institute study cited this area's spectacular views and recommended the site be developed for active and passive recreation. The city should pursue this recommendation by rezoning the area from Industrial (I) to Commercial/Industrial (CI) and by locating and protecting the site of Fort La Presentation.

State: The OBPA is responsible for several diverse operations, all of significance to the city's and the region's continued economic development. The marine terminal is currently undergoing an expansion project larger than any since its initial construction in 1970. Investment of State and federal funds into this project indicates a commitment to the continued existence and growth of the Ogdensburg port. While the port is subject to many factors beyond its control, certain known factors can be adequately addressed. The Ogdensburg Port Master Plan, in providing a guide for port development for the next ten years, cites several advantages and disadvantages of the port.

Advantages include the fact that Ogdensburg is the easternmost U.S. public port and has a large natural hinterland containing deposits of ores and minerals which require water transportation. The port's 27 foot Seaway depth channel and strong State and local support are also seen advantages. Disadvantages include a sparsely populated hinterland with limited market expansion potential, and proximity to competitive Canadian ports. The port's initial design as a general cargo port with only one berth is also a disadvantage to overcome in light of the demand for dry bulk cargo facilities.

Completion of Phase I, scheduled for 1985, will increase the port's ability to handle between 40,000 and 100,000 tons of cargo. It is possible that Phase II (100,000 to 300,000 tons) or Phase III may never be implemented if demand does not warrant such growth. However, port administrators and consultants have expressed that it is quite feasible to expect that the port will move tonnage within the Phase I range in the foreseeable future.

Commerce Park is the site identified for light industrial firms. The OBPA, working in conjunction with the city, has managed to attract five Canadian firms to the Park and they are actively pursuing additional firms with an ongoing program. Proximity to Canadian markets is a definite advantage for the Ogdensburg park and designation as a foreign trade zone in 1985 adds to the park's attractiveness. Although subject to market fluctuations and layoffs, as recently seen with layoffs at Mitel Inc., the firms in the light industrial park seem stable and attraction of additional firms in the near future is a distinct possibility.

The heavy industrial park is a large vacant site with only one tenant at present. Locating the proposed county solid waste incinerator at the park is an appropriate use of this site providing environmental impacts are handled properly. Efforts by the OBPA and the city have been purposefully directed toward acquiring tenants for Commerce Park rather than the heavy industrial park. This is an advisable approach since market demand is not likely to encourage much heavy industrial development in the Ogdensburg area.

The St. Lawrence Psychiatric Center is a large landowner whose presence in the city has been constant since 1890. The Center provides mental health services for a six county region and provides a stable job market for many who live and work in the Ogdensburg area. The Center has been cited by the Department of Environmental Conservation

for illegal emissions from their coal burning power plant. The Department of Mental Hygiene has completed an engineering study which presented alternative solutions to this problem, including switching to natural gas and oil. If the Center ceases burning coal, continued existence of the OBPA-owned railroad may be threatened because the Center provides a large percentage of the railroad's tonnage. All agencies involved in this problem should be aware of the factors involved and work towards a solution which will meet air quality standards and mitigate any adverse economic impacts on the area.

The Ogdensburg Correctional Facility recently completed a \$14 million expansion project. As a result, additional temporary and permanent jobs were created. These jobs augmented the local economy over the period of construction and will continue to contribute to the city's economic stability in the future. The facility's annual operating budget now totals approximately \$10 million, of which \$7.5 million goes out in salaries to employees.

Federal: The U.S. Post Office has expressed an interest in moving from their State Street quarters, which they claim are too large, to a newly constructed facility. Their current building is listed on the State and National Registers of Historic Places and is a significant historic and architectural landmark in the city. Since the building is on the National Register, the Postal Service is subject to Federal law on the disposition of this property. If ownership is transferred, protective covenants should be made a condition of the sale. The city should work closely with the Postal Service and the New York State Historic Preservation Office in making the best possible arrangements for the city on this project. The city should insure that this important structure is not left vacant or altered in an incompatible manner.

b. Public Access and Recreation

The main public access and recreation facility in the coastal area is the Riverfront Greenbelt Park. This linear park was developed by the city on the St. Lawrence River and the east side of the Oswegatchie River. The park contains 9.5 acres and runs from Morissette Park on the St. Lawrence, beneath the arterial's twin bridges to the Lake Street bridge. Morissette Park, which was a recreation site for many years, was incorporated into the Greenbelt area and contains picnic and playground facilities, benches, and tennis courts. The more recently developed section of the Greenbelt includes Ogdensburg Community Center offices, restrooms, a twin boat launch, 40 - 45 slips (17 rented on a seasonal basis), approximately 200 - 225 feet of transient dockage, picnic facilities and a paved shoreline trail with benches and trash receptacles. Parking space is provided for approximately 70 cars and 7 to 10 boat trailers. A breakwall constructed in 1979 - 80 created the dockage area for the municipal marina. Construction was completed in the spring of 1985 for a \$170,000 improvement project on the city dock. Two hundred and fifty feet of steel sheet pile dock replaced an old timber crib dock along the inner harbor of the breakwall area. The electrical service was upgraded and the pumpout station was moved to accommodate larger boats.

Between May 30 and September 18, 1984, 396 boats docked at the city marina, an increase of 45 boats from 1983. Of these 396, approximately 45% were owned by city residents. About 150 of these boats docked at the city for at least two days. These figures do not include the 17 slips rented on a seasonal basis. 1984 fees for overnight hook-ups were \$5.00 with power and \$4.00 without.

Library Park is across Washington Street from Morissette Park and provides a 2.8 acre extension of the Greenbelt recreational area. This park is part of the Library Park Historic District and contains the Soldiers and Sailors Monument erected in 1905. No picnicking is allowed on the grounds.

The east bank of the Oswegatchie River shoreline from the Lake Street bridge to the Crescent Street Water Works is also a part of the network of parcels along the river which is used for recreational purposes. The site currently contains a dirt pathway along the shoreline, fishing access, and a stairway from Crescent Street down the fifty foot high river bank. A stand of mature trees lines the riverbank providing a point of scenic interest. The city has intentions to improve this area in a manner similar to the Greenbelt Park.

The city also operates a beach on the OBPA grounds near the entrance to the international bridge. The two acre site, leased for \$1.00 per year from the OBPA, contains a 200 foot beach, picnic and playground and restroom facilities, a beach house, and a concession stand. Parking is shared with the OBPA office lot. The beach is used mainly by residents of Ogdensburg and surrounding towns. A recreation program provides bus service for city children in the summer.

Analysis: Tourism and recreational activities have become a vital component of the city's economic development. As such, further development of both public and private facilities, in balance with appropriate protection of natural resources, will enhance further economic growth. The majority of the city's water-dependant recreational facilities are publicly owned and operated. The city owns the only marina on the St. Lawrence River within the city limits. This, plus one privately owned marina on the Oswegatchie River, provide the only docking facilities in the city. The approximately 125 berths they provide is not adequate to meet demand. Ogdensburg's lack of boating facilities has constricted growth of this segment of the tourism market. The feasibility of additional public and private dockage should be studied. Locations such as the area between the grain elevator and the port terminal could provide a possible harbor area. Additional commercial marinas and improvements at existing marina's such as Robby's Marina and Ward's Marina (now used for private use only) should be encouraged.

A large share of Ogdensburg's waterfront is excluded from public access due to existing residential, commercial and industrial development. However, over the last decade, the city has invested considerable effort in expanding public access to the waterfront by developing a linear recreational area on the St. Lawrence and Oswegatchie River shorelines. The existing public access and

recreational activities are very attractive but inadequate to meet demand from local residents and a growing tourist population. The underutilized state of key waterfront areas such as Lighthouse Point and the west bank of the Oswegatchie River provide great potential for increased coastal public access. Development of these areas would relieve the congestion that currently exists during the summer months in the Greenbelt area.

The St. Lawrence Psychiatric Center controls a large portion of the waterfront area. Due to the nature of the complex and the concern for the safety of the patients, public use of the grounds is not encouraged. Vehicles and pedestrians are allowed to use the grounds for scenic viewing, bicycling and jogging. Organized community groups may use the picnic area and baseball field by reservation with the Center's Rehabilitation Department, but the staff reserves the right to choose the groups they allow in. Public swimming at their beach is not allowed.

The OBPA permits public access along Chimney Point Road in the light industrial park. The Commerce Park Master Plan recommendation to develop a jogging trail/exercise course around the perimeter of the park property should be pursued. As funding allows, development of the grassy area between the bridge approach road and Chimney Point Drive should also be carried out. The Master Plan's suggestion of several par 3 golf greens is a possibility.

2. Semi-public Facilities

Semi-public facilities within the coastal area include one church, the Ogdensburg volunteer rescue squad building, the Chamber of Commerce office and property owned by the Diocese of Ogdensburg (residence and offices). Two significant community facilities include the Ogdensburg Public Library at 312 Washington Street and the Remington Art Museum at Washington and State Streets. The Remington Art Museum houses a collection of oil paintings, sketches, bronzes, letters, books and furniture of Frederic Remington (1861 - 1909). Opened in 1923, the museum includes the largest single collection of Remington's paintings and drawings and 14 of the 22 subjects he cast in bronze. This facility serves as Ogdensburg's single largest tourist attraction.

Analysis: Ogdensburg's semi-public facilities cover the usual range of such uses. The majority of such facilities however lie outside the coastal area. Two exceptional semi-public facilities are the Ogdensburg Library and the Remington Art Museum. Both are housed in outstanding historical and architecturally significant structures and both contain impressive collections. The Remington Museum contains one of the finest collections of Remington works in the country and should become a museum of national importance.

CITY OF OGDENSBURG

PLATE 4a

Public and Semi-Public Facilities

PREPARED BY THE ST. LAWRENCE-EASTERN ONTARIO COMMISSION
LOCAL GOVERNMENT ASSISTANCE PROGRAM



Scale
1" = approximately 1000'

LEGEND

Governmental Services

City

1. Sewage Treatment Plant
2. Ogdensburg Dam
3. Senior Citizen Apartments

County

4. Lighthouse Point

New York State

5. OBPA
 - a. Port
 - b. International Bridge
 - c. Commerce Park
 - d. Heavy Industrial Park

6. St. Law. Psychiatric Center
7. Ogdensburg Correctional Facility

Federal

8. U.S. Customs
9. U.S. Post Office

Public Access & Recreation

10. Greenbelt Park
11. Library Park
12. Oswegatchie Shoreline
13. City Beach

Semi-Public Facilities

14. Ogdensburg Library
15. Remington Art Museum
16. Diocese of Ogdensburg



CITY OF OGDENSBURG

PLATE 4b

Public and Semi-Public Facilities

PREPARED BY THE ST. LAWRENCE-EASTERN ONTARIO COMMISSION
LOCAL GOVERNMENT ASSISTANCE PROGRAM



Scale
1" = approximately 1000'

LEGEND

Governmental Services

City

1. Sewage Treatment Plant
2. Ogdensburg Dam
3. Senior Citizen Apartments

County

4. Lighthouse Point

New York State

5. OBPA
 - a. Port
 - b. International Bridge
 - c. Commerce Park
 - d. Heavy Industrial Park

6. St. Law. Psychiatric Center
7. Ogdensburg Correctional Facility

Federal

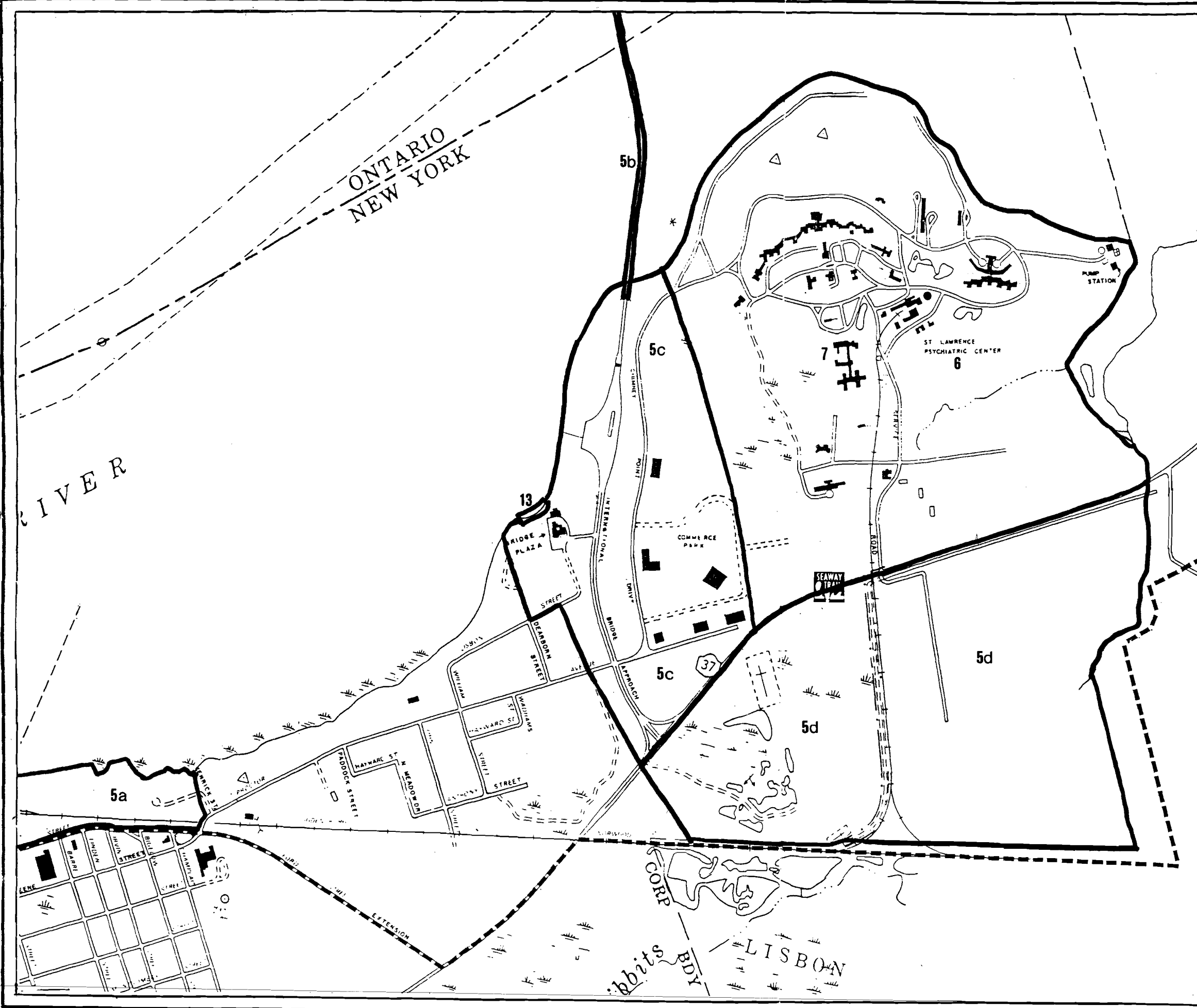
8. U.S. Customs
9. U.S. Post Office

Public Access & Recreation

10. Greenbelt Park
11. Library Park
12. Oswegatchie Shoreline
13. City Beach

Semi-Public Facilities

14. Ogdensburg Library
15. Remington Art Museum
16. Diocese of Ogdensburg



BUILDINGS

- ① 16,000 sq. ft. metal storage building
- ② 15,000 sq. ft. metal storage building
- ③ Truck scale
- ④ 20,000 sq. ft. metal storage building, currently leased out
- ⑤ 8,000 sq. ft. metal/concrete block building, not currently used
- ⑥ 12,000 sq. ft. metal building
- ⑦ 480 sq. ft. mobile home, and old railroad station, not used
- 500,000 bu. grain elevator, currently being renovated
- 26,400 sq. ft. metal building at grain elevator, leased out

OUTDOOR STORAGE

- ⑧ 60,000 sq. ft. paved
- ⑨ 69,000 sq. ft. unpaved
- ⑩ 90,000 sq. ft. paved
- ⑪ 80,000 sq. ft. unpaved
- ⑫ 90,000 sq. ft. unpaved
- ⑬ 43,000 sq. ft. unpaved

MOBILE EQUIPMENT

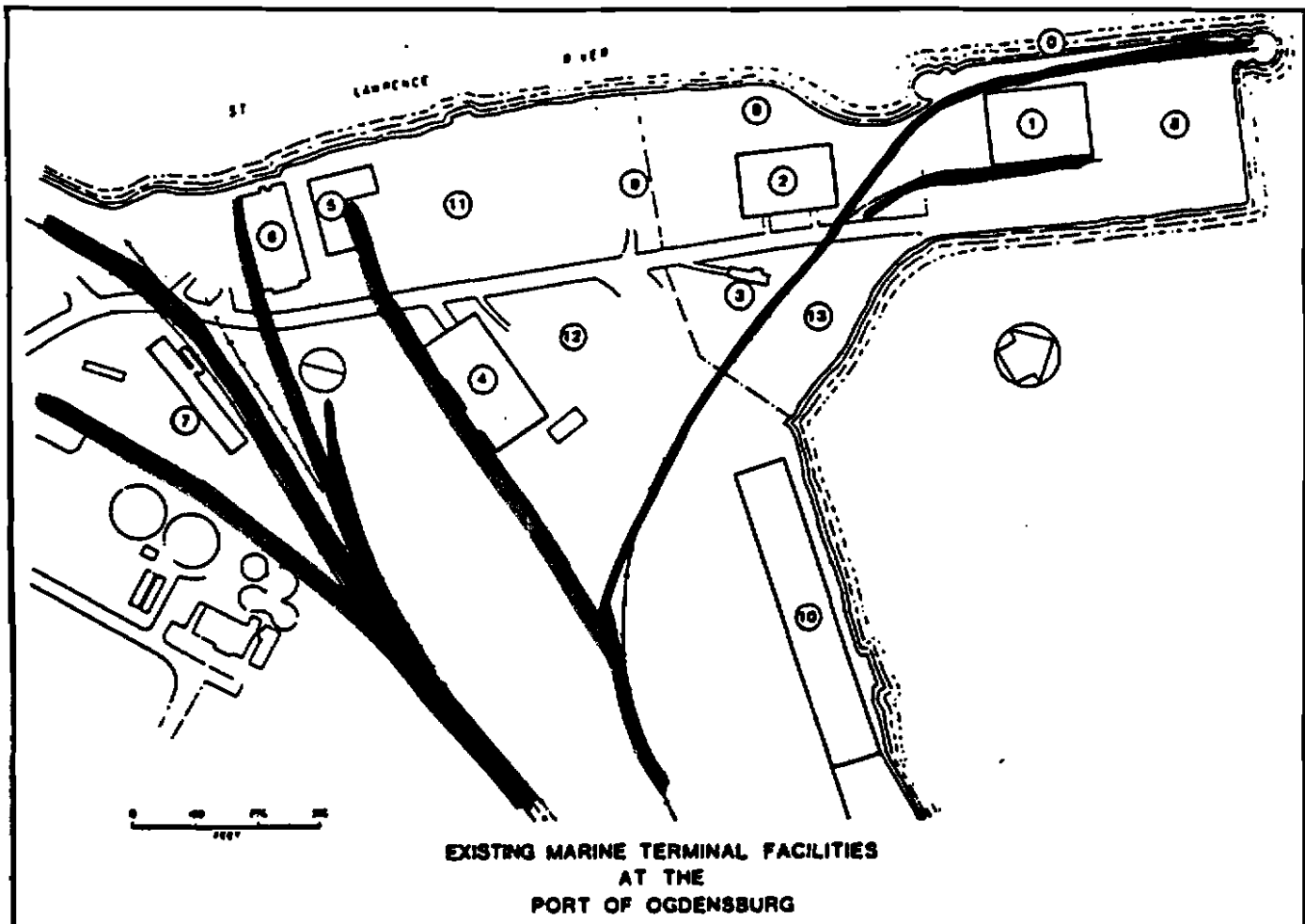
- One portable stacking conveyor
- Two front end loaders
- Five forklifts
- One portable loading ramp

ACCESS

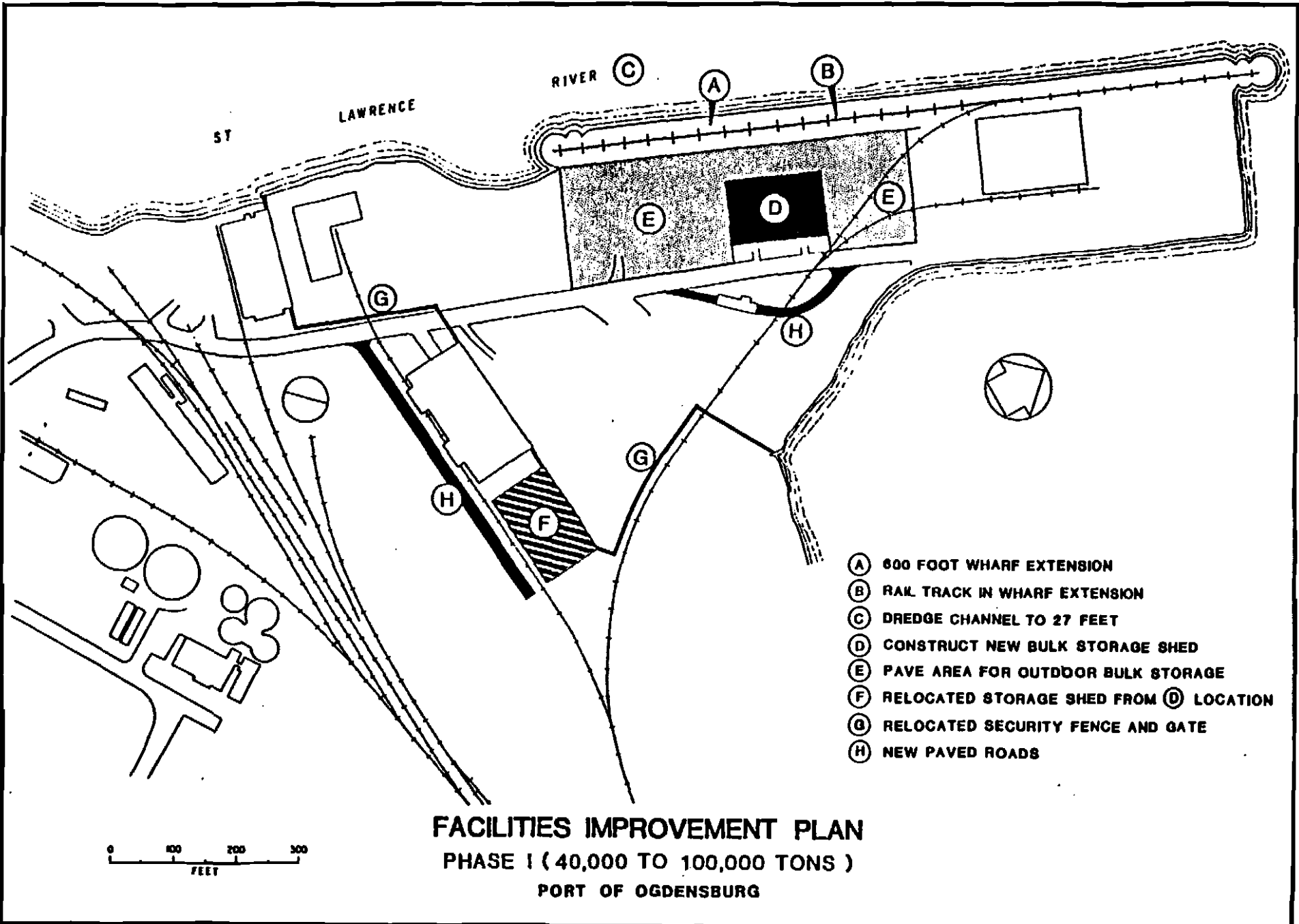
- Two lane paved road
- Direct rail access
- Two pipelines to tank farm

WHARF AND CHANNEL

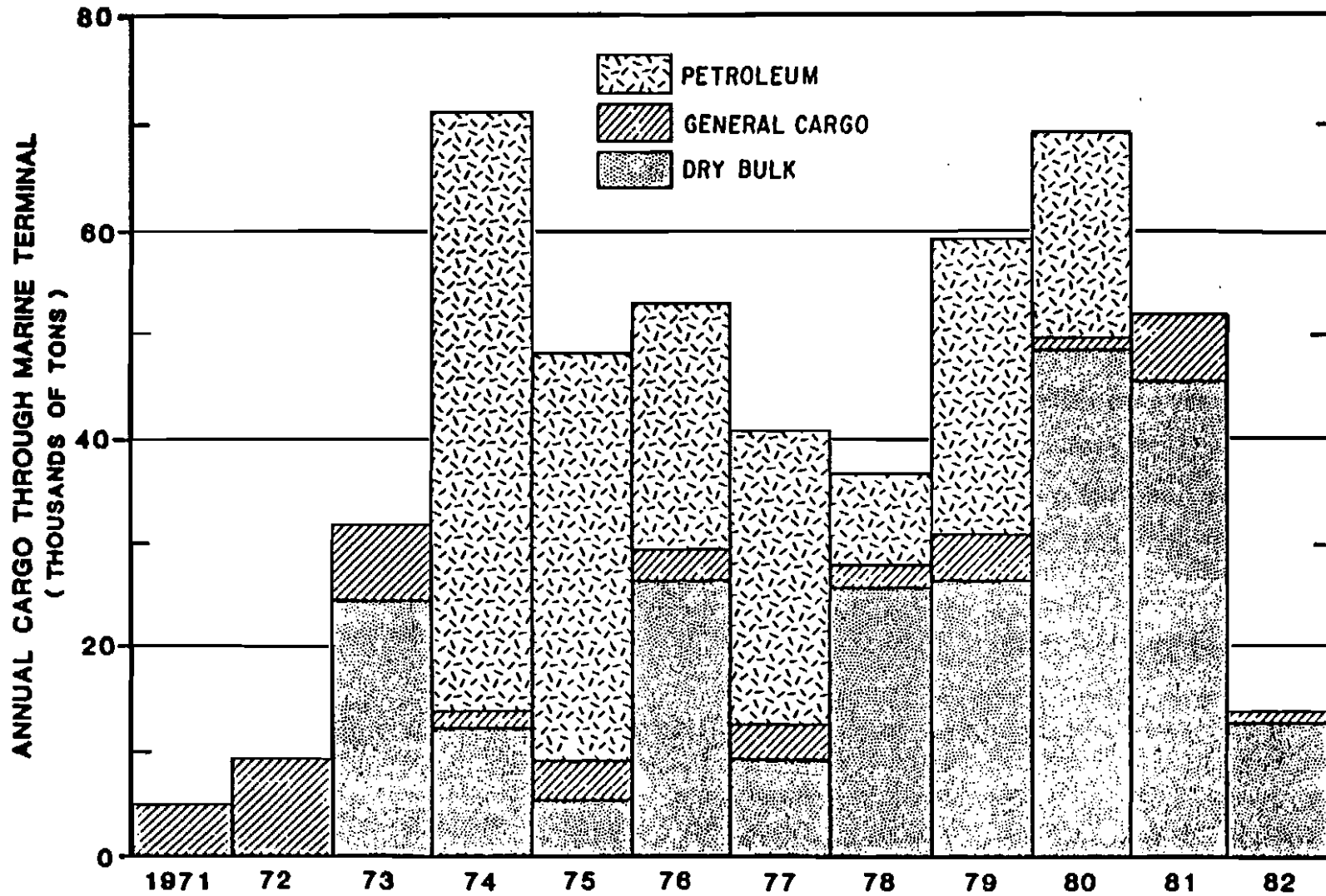
- Channel authorized 19 ft., nominally 27 ft.
- Wharf 582 ft.
- One vessel berth



Source: Ogdensburg Port Master Plan and Development Study. Ogdensburg Bridge and Port Authority, November, 1984.

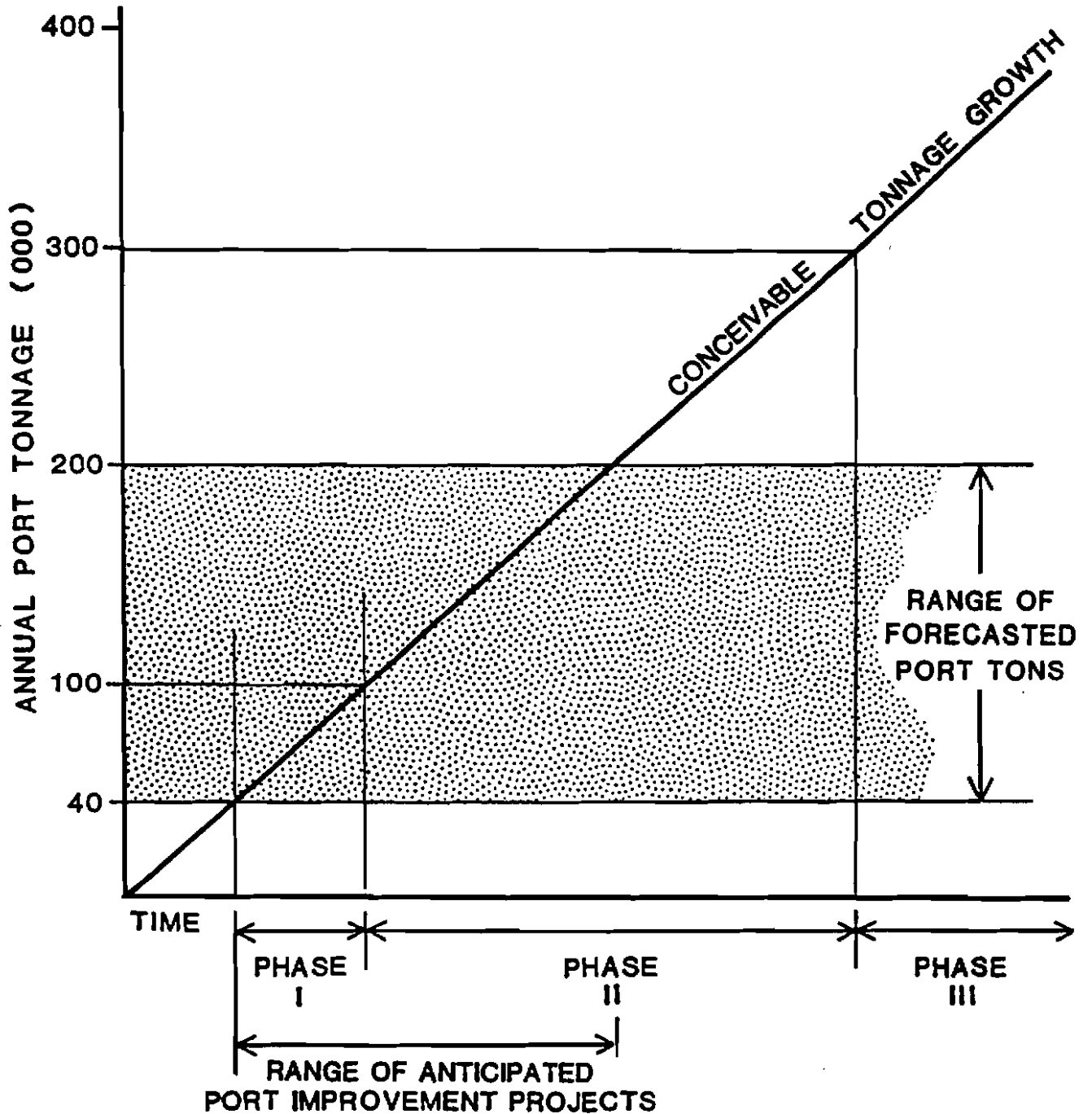


Source: Ogdensburg Port Master Plan and Development Study. Ogdensburg Bridge and Port Authority. November, 1984.



MARINE TERMINAL CARGO TRENDS OGDENSBURG TERMINAL

Source: Ogdensburg Port Master Plan and Development Study. Ogdensburg Bridge and Port Authority. November, 1984.



**PHASED IMPROVEMENT PROJECTS
RELATED TO
FORECASTED ANNUAL TONNAGE**

Source: Ogdensburg Port Master Plan and Development Study. Ogdensburg Bridge and Port Authority. November, 1984.

B. Commercial Facilities. A large portion of Ogdensburg's downtown commercial district is located in, or immediately adjacent to the coastal area. The main intersection at Ford and State Streets is the hub of the business district and provides access to City Hall, offices, banks, and retail shops. Ford Street, which once bisected the area now encompassed by the Charlestown Ogdensburg Factory Outlet Center, is closed to traffic for a two-block area and provides the main pedestrian entrance to the mall. A one-way traffic pattern funnels traffic around the mall. The Charlestown Mall was constructed in the early 1970's as part of an extensive urban renewal project. The mall remained largely vacant for several years until the most recent purchase by a private firm and opening in October, 1983, as a factory outlet center. The 100,000 sq. ft. mall now contains 22 stores and is 95% occupied. The mall is operated by professional management and maintenance staff and provides part-time and full-time employment for 125 people. Several community activities are scheduled in the mall throughout the year.

Ford Street is zoned for general business to the intersection of Green Street in the eastern part of the city. Commercial enterprises intermix with residential uses along this entire section of the street.

Since the closure of the Lake Street bridge, the number of commercial establishments in the western section of the city has declined. One furniture store, two restaurants, one tavern, one food store/gas station, one auto repair shop, a beauty shop, and a commercial print shop constitute the main businesses. A few miscellaneous businesses mixed in with predominately residential uses are located along Main Street.

Most of the businesses in the coastal area are open year-around and serve residents and others who live in the area. With the opening of the Charlestown Mall, a new emphasis was put on marketing the mall as a regional shopping outlet to attract out-of-towners and Canadians.

The Oswegatchie River contains one private marina with 80 slips, fuel and boat sales, service and storage. No pumpout facilities are available at this marina. The height limit of the Lake Street bridge and low summertime water levels restrict further marine expansion on the Oswegatchie River. A small marina on the St. Lawrence contains 15-20 slips. The marina has not been open to the public for the last two years and has reverted to private use.

There are no motels or tourist accommodations within the coastal area. Four motels within or just outside the city limits serve travelers to the Ogdensburg area.

Analysis: Commercial activity, being tied to the state of the general economy, has been rather stagnant in Ogdensburg in the past few years, as in much of northern New York. A 15% decline in population over the last decade and a county unemployment rate between 9 and 14 percent has also contributed to slow commercial growth. Failure of the Ogdensburg Mall to attract or keep tenants was indicative of this trend. However, since the opening of the Charlestown-Ogdensburg Factory Outlet Center in October, 1983, the commercial climate has

begun to improve and downtown Ogdensburg is regaining the vitality it once had. The mall reached 95% occupancy in one and one-half years and is able to compete with outlying shopping plazas because the concept of the factory outlet center attracts a regional, rather than just a local group of customers. Shopper surveys have shown that 60% of the mall's business is derived from out-of-town buyers. Customers from surrounding counties, plus Canadian traffic, account for this percentage rate. With the expected population increase from Fort Drum expansion and continued good management, the mall should be able to maintain its role as Ogdensburg's commercial hub. The mall's success has also contributed to an increased confidence in downtown investment and has spurred new commercial activity on surrounding streets.

C. Industrial Facilities. Ogdensburg's industrial heritage remains evident today with the presence of several industrial firms and the city's commitment to retain and expand its industrial economic base. In addition to the port marine facilities, the OBPA leases space in Commerce Park to five light-industrial firms which specialize in fabricating components for computer and telecommunications systems. All are Canadian firms and provide approximately 500 jobs for residents of the area. These firms include C-Tech, Inc.; Compas; Filtran, Ltd.; Mitel, Inc.; and Tech 5 Ltd.

Other large industrial firms in the coastal area include:

- Ponderosa Fibres, Inc., 2 Madison Avenue; recycling pulp. Reopened in 1984 for the third time in five years under two different owners.
- Bulldog Jordan, Division of the Newell Manufacturing Company, Paterson Street; drapery hardware.
- Standard Shade and Roller, Division of Joanna Western Mills Co., Covington Street; windowshade rollers.
- Ultramar Corporation, Riverside Avenue; retail fuel oil and gasoline.

Two other large employers are located adjacent to the coastal area and deserve mention for their contribution to the city's economic structure:

- Acco International, Inc., Riverside Drive (Town of Oswegatchie); office supplies.
- Universal Foods Corp., 30 Main Street; dairy processing plant.

Analysis: A large percentage of the city's industrial uses lie within the coastal area. Industrial firms with a long term presence in the city such as the paper plant and Standard Shade and Roller, complement newer firms located in the light industrial park. Ogdensburg's industrial economy has suffered setbacks in the past few years. Since 1978 when Diamond International closed the paper mill and laid off 265 workers, the plant has had two subsequent owners with three separate periods of operation. The paper industry, being highly cyclical and capital intensive, is controlled by many outside factors.

It is to the credit of the community that they have been able to attract new owners and keep the plant a viable entity in their community.

Empty oil tanks and pipelines stand as a reminder of the city's former use as a liquid petroleum terminal. The Mobil Oil tank farm is for sale. The Augsbury Oil Corp. has undergone Chapter 11 proceedings and has divested most of its holdings. However, the recent demolition of all the former Augsbury oil tanks has opened up a large piece of waterfront property, providing several opportunities for future development of this site.

Ogdensburg community leaders and the OBPA recognized several years ago that light industrial firms were a preferred alternative and have successfully pursued this route. Although some of the firms have experienced periodic lay-offs, they have provided a fairly steady job market which should continue, if not expand, in the future.

D. Housing Stock. 1980 Census data listed a total of 4,407 housing units for the city. Sixty-four percent of those classified as occupied were lived in by home owners; 36 percent by renters. The city's vacancy rate equalled 2.28 percent and well under one percent of all occupied units were classified for seasonal use. Although only a small percentage of the city's housing stock is located in the coastal area (roughly one-tenth), these figures generally hold true for housing in this area with one exception. A larger proportion of rental units are located in the coastal area than in the city as a whole due to the number of mixed commercial/residential structures in the commercial sections of the coastal area and two senior citizen towers containing 210 units. The remainder of the housing stock in the coastal area consists largely of single family homes.

On the west side of the Oswegatchie River, Lake and Mill Streets contain a group of modest vernacular structures which have been targeted for attention in the city's housing program. Following demolition, necessary for construction of the new arterial, small isolated pockets or strips of homes remain on Main, Covington, Pearl and Monroe Streets. Most of the city's substantial large homes are located on the east side of the Oswegatchie River. Several of the older homes have been subdivided into apartments and a few of these lie at the waterfront ends of Franklin, Elizabeth, Hamilton and Paterson Streets. Both sides of Proctor Avenue are lined with large, single family homes.

Analysis: Although population has declined sharply since 1950, the housing market in Ogdensburg remains tight. New household formation, characterized by single persons (unmarried, divorced or widowed) and smaller families (often with only one parent present), plus the growing proportion of elderly households have substantially increased the demand for housing units while the supply has increased only slightly. Whereas the 1970 census reported a vacancy rate of 7.0 percent, the 1980 rate was only 2.28 percent. Also, little new housing

has been constructed in the city while the older housing stock continues in many cases to deteriorate. The City Office of Rehabilitation and Development has begun to make noticeable improvements within targeted areas but much work remains to be done. Housing rehabilitation and associated public improvement should continue through investments of community development grants and city funds. In addition, a reassessment of zoning in areas that now contain a confusing mix of residential and commercial uses may be helpful in preserving the integrity of housing stock that remains. Ford, State and Main Streets have all experienced serious inroads on their residential uses by commercial enterprises.

E. Historic and Archaeological Resources (Plates 12a and 12b). The City of Ogdensburg as a whole retains only a modest portion of the architectural and visual integrity once present during its heyday in the early 20th century. Heavy urban renewal clearance in the early 1970's removed many of the downtown commercial buildings replacing them with a one-story enclosed mall. The majority of Ogdensburg's historically and architecturally significant structures are large individually important structures scattered throughout the city. Several of these structures are located within the coastal area. Those listed on the National and State Registers of Historic Places are described below:

U.S. Customhouse. 127 N. Water Street. Built in 1809 - 10 as a store and warehouse for David Parish, this massive limestone structure has been designated by the General Service Administration as the oldest federal government building presently in use in the U.S. Listed on the National Register in 1974.

New York State Armory (The Arsenal). 100 Lafayette Street. This limestone building was constructed in 1858 by New York State for use as an armory. It currently houses offices. Listed on the National Register in 1976.

U.S. Post Office. 431 State Street. This imposing stone building is an important example of civic architecture constructed in northern New York in the nineteenth century. Built between 1867 and 1870 to house federal postal, customs, and court facilities, the building still serves as a post office and retains many of its original interior features. Listed on the National Register in 1977.

Library Park Historic District. 303-323 Washington Street, 100-112 Caroline Street, and Library Park. The Library Park Historic District is composed of seven architecturally or historically significant structures, a park, and a war memorial monument. It is primarily a 19th century district occupying a section of land immediately adjacent to the St. Lawrence River which was of paramount importance in the settlement and development of the city. The seven buildings and sites listed on the National Register in 1982 include:

The Remington Art Museum (303 Washington Street) 1809 - 1810.
Dillingham Residence (311 Washington Street) 1883 - 1885.
Ogdensburg Public Library (312 Washington Street) 1810.

Reconstructed in 1888, remodeled in 1921.
Newell Residence (323 Washington Street) 1888.
Remodeled in 1931.
Augsbury Residence (112 Caroline Street) 1891.
Houston Residence (108 Caroline Street) 1880.
Wheaton Residence (100 Caroline Street) 1880.
Library Park (Bounded by Washington, Caroline, Riverside
and State Streets). Originally laid out in 1903.
Soldiers and Sailors Monument (Library Park). Civil War
monument erected in 1905.

Acker and Evans Law Office. 315 State Street. Constructed in 1850, this small stone structure originally served as a Railway Express agency office and today remains in use as office space. Listed on the National Register in 1982.

St. Lawrence Psychiatric Center. The central core of the grounds of the psychiatric center contains the majority of the original structures built between the 1880's and 1920's. The Ogdensburg Correctional Facility is also located in buildings considered to be within this core of historic structures. Although this complex is not listed on the State or National Register of Historic Places, it has been determined eligible for listing by the New York State Historic Preservation Office.

Other historically, architecturally or archaeologically significant sites not listed on the State or National Registers but worthy of note include the following:

Ogdensburg Lighthouse. Lighthouse (Van Rensselaer) Point. 1835. Renovated 1867 - 1870. This 65 foot stone lighthouse once guarded the St. Lawrence River shores and is now used as a private residence.

Site of Fort LaPresentation. Lighthouse Point. The original French fort at this site was built in 1749 by Abbey Francois Picquet and destroyed in 1760 as the British advanced and captured the city. The new Fort Oswegatchie erected on the same site was occupied by the British from 1760 until 1796. The exact location of these fortifications is unknown.

Oswegatchie Pumphouse. One Mechanic Street. Located adjacent to the Ogdensburg dam on the Oswegatchie River, this stone structure was erected in 1868 and served the city during the time when the water supply was derived from the Oswegatchie River. The dam was constructed in 1910.

Monuments

Curtis Monument. Crescent Street, behind Post Office. Statue of Civil War General Newton Martin Curtis. Dedicated October, 1913.

Ford Tomb. Northwest of the Lafayette-Spring Street Bridge. Quarter-acre site facing Lake Street and the Oswegatchie River between N.Y. Central Railroad tracks and Lincoln Avenue. Contains the Ford family burial vault including Nathan Ford, founder of Ogdensburg. Monument erected over entrance to the vault in 1907.

Morissette Monument. Morissette Park. 1934. Named after former mayor Ralph J. Morissette.

Soldiers and Sailor Monument. Library Park. Dedicated in 1905 to soldiers of the Civil War (located in Library Park historic district).

Analysis: Much of Ogdensburg's historic and architectural resources have been demolished over the years, particularly in the downtown commercial core where the continuity of the nineteenth-century structures was broken up by a massive urban renewal project. In addition, the continued viability of the nineteenth-century commercial buildings on the west side of the city has been threatened by the construction of the new arterial and the closure of the Lake Street Bridge. Because of this, the coastal area has little potential for additional National Register historic districts, although individual listings may be possible. However, many of the fine early residential structures remain, as well as several individual buildings of importance to the history of the city and the region. The city should make every effort to protect and encourage revitalization of these structures to insure their continued contribution to the city's heritage.

The NYS Archaeological Site Locator Map indicates seven, one-half mile diameter sites in or adjacent to the Ogdensburg coastal area as possible prehistoric sites with sensitive archaeological resources. Four of these areas are located at Lighthouse Point, and along the St. Lawrence and Oswegatchie Rivers; one is in the central part of the city, straddling NY Route 37; and two are at the eastern end of the city along Tibbits Creek. Such sites might include encampment and fortification artifacts from Indians who fished or settled in the area. Lighthouse Point contains the remains of eighteenth century French fortifications.

F. Infrastructure. Water supply for the city is pumped from the St. Lawrence River via an intake located at the end of Monroe Street near the western corporate boundary. The water filtration plant is located outside the coastal area at Jefferson Avenue and Ogden Streets. Three storage facilities, also outside the coastal area, supply a 2.5 million gallon water reserve.

The city is currently implementing a \$1.1 million project to expand the capacity of the water treatment plant. Capacity will increase from 2.7 to 3.6 million gallons per day through the installation of two diatomaceous earth filters. Project completion date is scheduled for July 1985. The city is also going to bid in April, 1985 for a \$800,000 project to construct a reinforcement loop

(12" water main) in the southeastern portion of the city (outside the coastal area). This loop will service several smaller lines in this section and raise fire fighting capacity to required levels.

The sewage treatment plant is located on Railroad Street and discharges to the St. Lawrence River at the extension of Paterson Street. Public sewers service all the developed areas of the waterfront. The plant was upgraded to secondary sewage treatment in 1980. It operates at an annual average volume of 4.6 million gallons per day. Plant capacity is 6.5 million gallons per day. Most of the collection system is a combined storm and sanitary system, with seventeen outfalls along the two rivers. Overflows occur periodically during heavy storms.

The Ponderosa Fibres plant has its own water intake directly from the St. Lawrence. They treat their own wastes and discharge into the river. NYS DEC handled all permits when this plant reopened in 1984.

An industrial pretreatment program was implemented in 1983 identifying three industries which did not meet city discharge limits: Bulldog Jordan (Newell Manufacturing); Standard Shade and Roller; and Universal Foods. The city now handles waste from Universal Foods (a dairy processing firm) and assesses a surcharge for treatment. The other two firms (plating operations) are now installing equipment to meet pretreatment standards. The city will issue permits when testing is complete and requirements are met. The systems are expected to be operable in Spring, 1985.

The transportation system serving the community includes a network of local, county, and state roads. NY Route 812 crosses the Ogdensburg-Prescott International Bridge connecting north to the main route to Ottawa, Canadian Highway 16 and south to NY Route 11. Other major New York inter-city highways serving Ogdensburg include NY Routes 37 and 68. NY Route 37 parallels the St. Lawrence River and connects Ogdensburg with the Village of Massena to the northeast and Watertown to the south. Route 68 runs east to the Village of Canton and NY Route 11. NY Route 37 skirts the southern part of the city. From Route 37, the main access routes to the central business district are Main Street from the west and Fort Street from the east. These streets funnel local traffic to the newly constructed twin bridges over the Oswegatchie River. This river, which flows through the western half of the city, is the only main interruption in the northeast-southwest rectangular grid pattern. Other major streets which provide access to the waterfront from Route 37 include Jefferson Avenue, New York Avenue, State Street, Paterson Street, Linden Street, and Champlain Street. The latter three, plus Ford Street serve the Port of Ogdensburg.

Two railroad lines serve Ogdensburg. The OBPA owns the rail facilities which extend from the marine terminal to the junction with the main Conrail line in the Village of Norwood. The line provides freight service only. The St. Lawrence County IDA holds title to the rail line which runs from the Lighthouse Point/Ponderosa Plant area to DeKalb where it connects with Conrail. Due to the fact that Ponderosa does not need this rail line, it is currently for sale for scrap by the IDA.

The Ogdensburg Airport is a commercial airport served by scheduled certified air carriers. It has one paved runway 5,200 feet in length.

Analysis: The city's water system has proved inadequate in the past causing summer water emergencies for the last several years. With the completion of the two projects previously described, the water system will be adequate to support foreseeable development throughout the city. With the exception of the combined storm and sanitary system, the sewer system is adequate to accommodate any foreseeable development in the coastal area. The city has an ongoing program to separate storm and sanitary lines as needed and as funding allows but, due to financial constraints, there are no plans to install separate systems. The city should monitor the overflow situation closely and continue their ongoing program to separate storm and sanitary lines as needed and as funding allows but, due to financial constraints, there are no plans to install separate systems. The city should monitor the overflow situation closely and continue their ongoing program to separate the lines.

A 1969 NYS Department of Transportation thoroughfare system inventory found that over 75 percent of Ogdensburg's major and collector roads had pavement widths under twenty-six feet; i.e. capable of supporting only two-lane movements. This presents a constraint on port-related activities, particularly in light of the general decrease in use of rail facilities serving the port and the increased emphasis on truck transport. If Phase II and/or Phase III of the Ogdensburg Port Master Plan come to fruition, it may be necessary to rebuild Paterson Street or seek an alternative transportation route to the port.

III. CURRENT LAND & WATER USES

A. Current Land Uses

Plate 9 indicates land and water uses on a detailed scale. Nine main categories of land uses are identified, along with several sub-divisions within the main categories. Land and water uses for the coastal area are described in broader terms below. The most predominant land use types are listed first, in descending order of occurrence.

Public and Semi-Public. The largest share of the coastal area is occupied by public or semi-public entities at all levels of government. The Ogdensburg Bridge and Port Authority and the St. Lawrence Psychiatric Center are the two largest land owners in the city and most of their property lies within the coastal boundary. The OBPA land is utilized for several land and water use activities including rail, truck and water transport and light and heavy industry. Other large tracts of public land include the city's Greenbelt Park and Oswegatchie River shoreline holdings, and the sewage treatment plant. The St. Lawrence County Industrial Development Agency (IDA) currently holds title to most of Lighthouse Point, a prominent piece of land on the western side of the Oswegatchie River.

Residential. Residential land uses occupy a large portion of the coastal area, most predominantly in the Proctor Avenue area and along Washington and Ford Streets. Residential clusters occur on the west side of the Oswegatchie along Lake and Mill Streets, Main Street and Covington Street.

Industrial. Several industrial uses are located within the coastal area and have previously been described. The largest grouping includes the Ponderosa Fibres and Standard Shade and Roller plants on the western side of town, plus the nearby Mobil Oil Corp. facilities. The Newell Manufacturing Plant on Paterson Street and the now vacant Augsburg Oil tank farm lie in the central section of the city. The light and heavy industrial parks, while classified as public due to their ownership by the OBPA, also contain industrial uses.

Commercial. Commercial uses are concentrated at the Ogdensburg Mall and the Lake Street and Main Street areas. Several other scattered parcels contain commercial or mixed uses, most notably along Ford and State Streets.

Forest/Forest Brushland. While most of the coastal area is developed, there are sections which contain forest and forest/brushland vegetative cover and small scattered wetlands. Lighthouse Point and the west bank of the Oswegatchie River contain excessive growth. On the east side of the city, heavy vegetative growth is evident on the Port Authority property just east of the grain elevator, at the St. Lawrence Psychiatric Center, and on tracts of land north and south of Route 37 near the heavy industrial park.

There are no agricultural land uses in the coastal area.

CITY OF OGDENSBURG

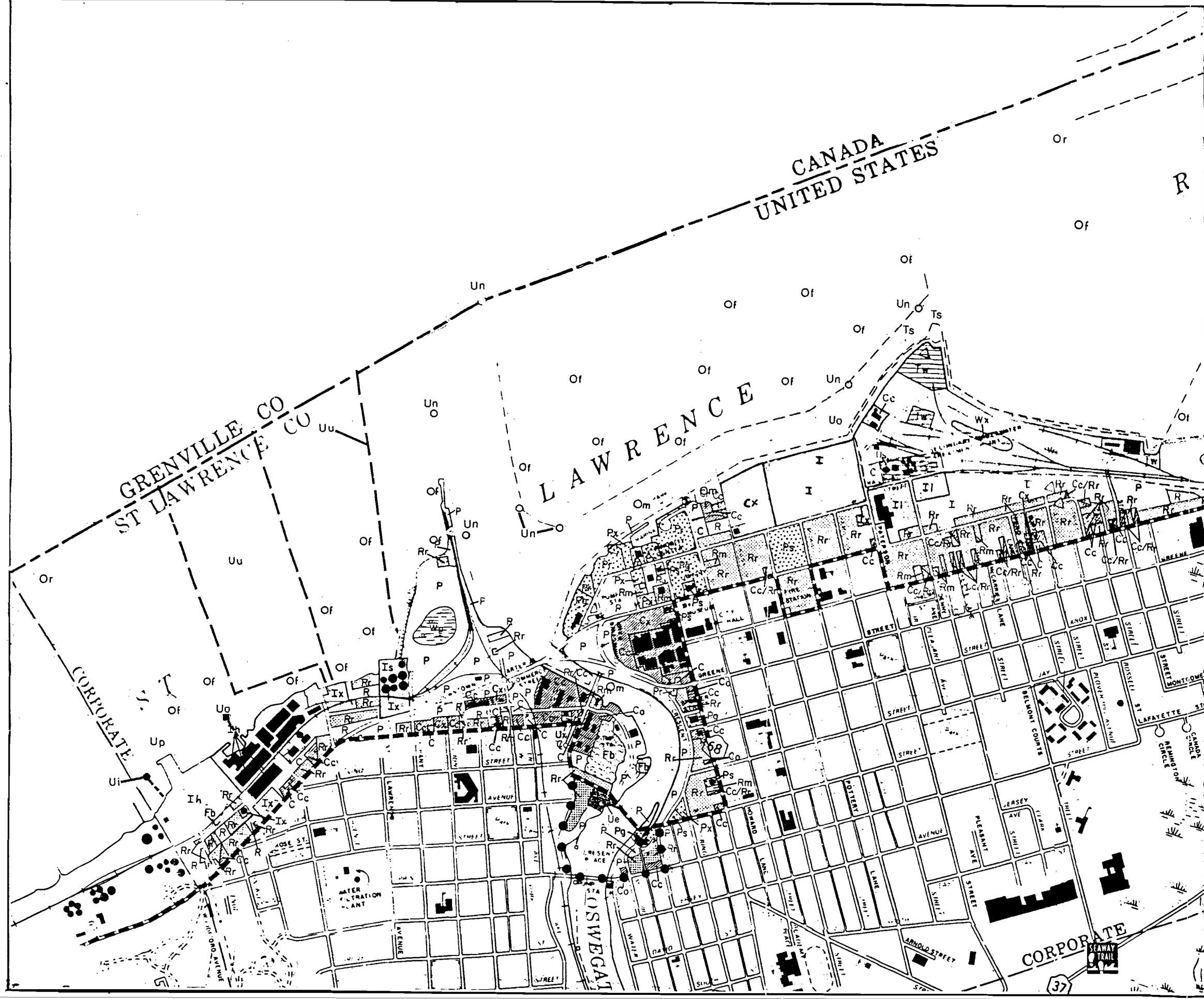
PLATE 9a

Existing Land & Water Uses

PREPARED BY THE ST. LAWRENCE-EASTERN ONTARIO COMMISSION
LOCAL GOVERNMENT ASSISTANCE PROGRAM



Scale
1" = approximately 1000'



LEGEND LAND USES

- | | |
|---|--|
| <p>Agriculture</p> <ul style="list-style-type: none"> Ac - Cropland Ap - Pasture Ax - Other Agriculture <p>A - Inactive</p> | <p>Transportation/Utilities & Communications</p> <ul style="list-style-type: none"> Ta - Airports Tr - Railways Tu - Water Transport Tv - Other Transportation Ue - Electric Gas/Dist. Ug - Gas & Oil Transmission Us - Water Treatment Uw - Solid Waste Management Ux - Other T/U - Vacant |
| <p>Residential</p> <ul style="list-style-type: none"> Rr - 1 & 2 Family Rm - 3 or More (Multi-family) <p>R - Vacant</p> | <p>Forest</p> <ul style="list-style-type: none"> Fa - Forest Fb - Forest Brushland Fp - Forest Plantation |
| <p>Commercial</p> <ul style="list-style-type: none"> Cc - Retail Trade Co - Recreational Cs - Office & Non Retail Cx - Other Commercial <p>C - Vacant</p> | <p>Wetlands</p> <ul style="list-style-type: none"> Wp - Public/Recreational Wx - Other |
| <p>Industrial/Extractive</p> <ul style="list-style-type: none"> Ii - Light Ih - Heavy Is - Industrial Storage Io - Other Industrial Es - Stone Quarries Eg - Sand & Gravel Pits Eo - Other Mining <p>I/E - Vacant</p> | <p>Non-Productive Lands</p> <ul style="list-style-type: none"> Ns - Sand & Beach Nr - Exposed Rock Cliffs |
| <p>Public/Semi-Public</p> <ul style="list-style-type: none"> Pg - Government Services Pe - Educational Pr - Recreational Px - Semi-Public <p>P - Vacant</p> | <p>WATER USES</p> <ul style="list-style-type: none"> Ry - Residences Over Water Or - Boating Om - Mooring & Dockage Of - Fishing Os - Swimming Ok - Water Skiing Tf - Ferry Ts - Shipping Un - Navigation Aides Uu - Underground Cables Up - Oil and Gas Pipelines Ud - Spoil Disposal Areas Uo - Sewer Outfalls Ui - Water Intakes |

— N.Y.S. Coastal Area Boundary
● Revised Additions to Coastal Boundary

CITY OF OGDENSBURG

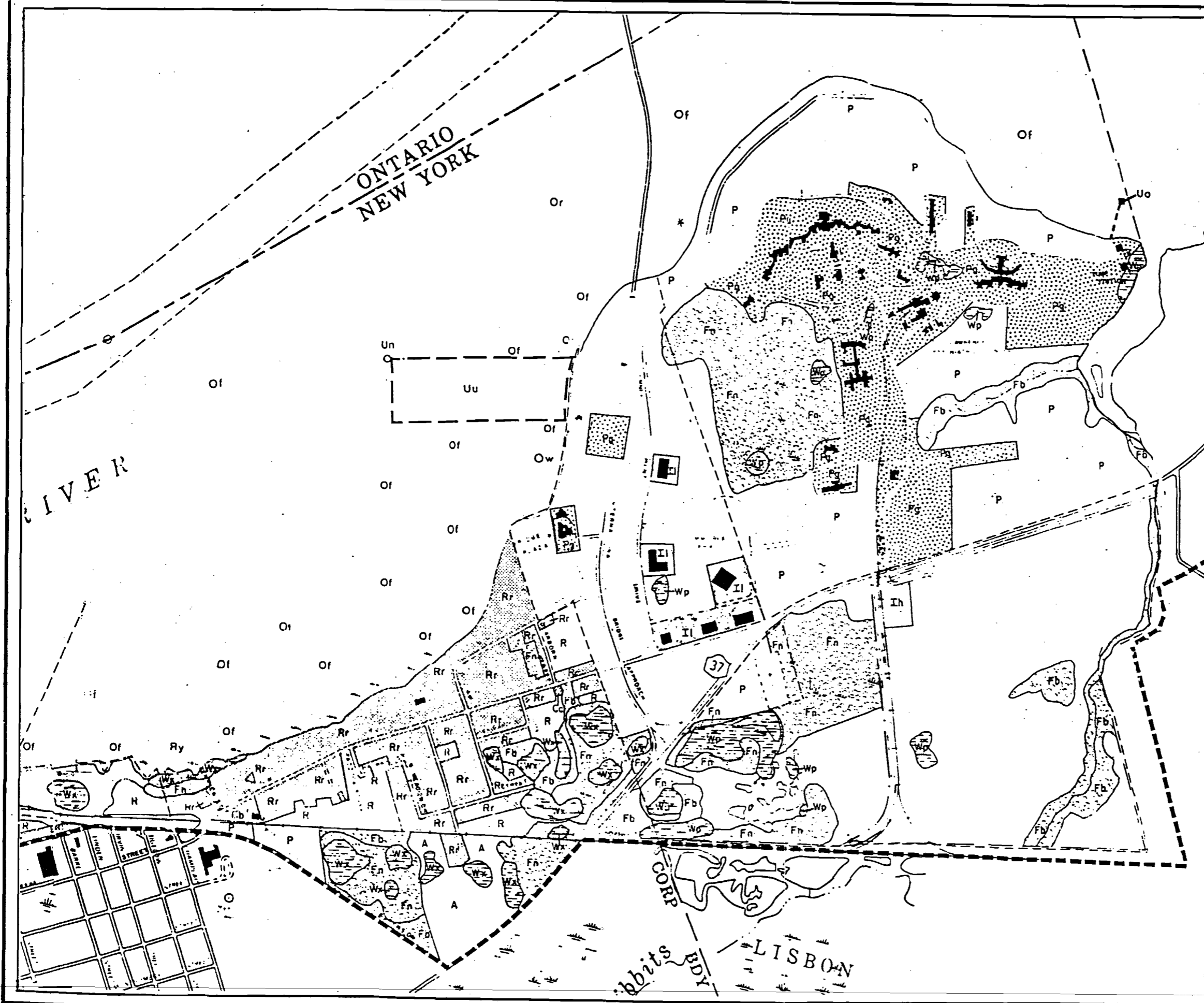
PLATE 9b

Existing Land & Water Uses

PREPARED BY THE ST. LAWRENCE-EASTERN ONTARIO COMMISSION
LOCAL GOVERNMENT ASSISTANCE PROGRAM



Scale
1" = approximately 1000'



LEGEND LAND USES

- | | |
|---|--|
| <p>Agriculture</p> <ul style="list-style-type: none"> Ac - Cropland Ap - Pasture Aa - Other Agriculture A - Inactive | <p>Transportation/Utilities & Communications</p> <ul style="list-style-type: none"> Ta - Airports Tr - Railways Tw - Water Transports Tt - Other Transportation Ua - Electric Gas/Dist. Ug - Gas & Oil Transmission Ut - Water Treatment Uf - Solid Waste Management Uo - Other T/U - Vacant |
| <p>Residential</p> <ul style="list-style-type: none"> Rr - 1 & 2 Family Rm - 3 or More (Multi-family) R - Vacant | <p>Forest</p> <ul style="list-style-type: none"> Fn - Forest Fb - Forest Burdened Fp - Forest Protection |
| <p>Commercial</p> <ul style="list-style-type: none"> Cc - Retail Trade Cr - Recreational Co - Office & Non Retail Ca - Other Commercial C - Vacant | <p>Wetlands</p> <ul style="list-style-type: none"> Wp - Public/Recreational Wt - Other |
| <p>Industrial/Extractive</p> <ul style="list-style-type: none"> I1 - Light I2 - Heavy Is - Industrial Storage Io - Other Industrial Es - Stone Quarries Ec - Sand & Gravel Pits Et - Other Mining I/E - Vacant | <p>Non-Productive Lands</p> <ul style="list-style-type: none"> Np - Sand & Brack Nr - Exposed Rock Cliffs |
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--- N.Y.S. Coastal Area Boundary
●●● Revised Additions to Coastal Boundary

B. Current Water Uses

The Oswegatchie River and the Ogdensburg section of the St. Lawrence River support a number of water uses. Six principal categories of water uses are shown on Plate 9. They include fishing, boating, mooring and dockage in both rivers and navigational aids and submerged infrastructure in the St. Lawrence River.

IV. IMPORTANT ECONOMIC ACTIVITIES

The city's economic base is centered primarily in the manufacturing, health services, and retail sectors. The 1980 census figures for the Town of Oswegatchie indicate that 20.4 percent of employed persons over the age of sixteen were employed in the manufacture of durable and nondurable goods. Large manufactures located in the coastal area were listed previously. Of the town's employed persons, 19.9 percent work in the health industry, represented mainly by employees at the Psychiatric Center and the city hospital. The retail sector comprised 14.4 percent of the town's total employment, while education accounted for 11 percent and agriculture, forest, fish and mining jobs represented 9.8 percent. The educational employment consists of not only public and parochial schools, but also Mater Dei College and Wadhams Hall College.

Private sector employment in the town represented almost 60 percent of all employment, while 13 percent of all workers were self-employed. With over 1,000 employees at the Psychiatric Center, State government employees represented nearly 17 percent of the total employment sector, while 7.6 percent were attributable to local government. With nearly 25 percent of all employment in State or local government, security of these employers is essential to the city's economic base. This percentage is composed of employees from the St. Lawrence Psychiatric Center, Ogdensburg Correctional Facility, Ogdensburg Bridge and Port Authority and the city government.

The city operates the Ogdensburg Growth Fund Development Corporation to provide low interest loans for small businesses to start up, expand, renovate or buy new equipment. The Growth Fund is a local development corporation set up by the city with repayments made on Urban Development Action Grant (UDAG) loans. Generally, the funds will put up \$1.00 for every \$2.50 in private funds. Currently the Ogdensburg Growth Fund totals nearly \$375,000. The city has also actively pursued outside grant sources to supplement its general revenues. Several Community Development Block Grants and Urban Development Action Grants have been received and used for a variety of programs including housing rehabilitation, water and sewer improvements, and downtown capital improvements.

Since 1975, the Ogdensburg Bridge and Port Authority and the city government have conducted a marketing campaign to acquire tenants for Commerce Park. To date, the park has six buildings, and five Canadian tenants. Designation as a foreign trade zone should help entice additional firms to the Ogdensburg area.

Special community events also contribute to the area economy and serve not only residents but tourists as well. Annual events such as the Seaway Festival, Octoberfest, Ogdensburg Expo., and Winterfest attract hundreds of people for several days of the year. Other events such as fishing derbies, Remington Museum exhibits, and other community activities contribute to municipal revenues.

V. SIGNIFICANT COASTAL RESOURCES & CONDITIONS

A. Deteriorated and Underutilized Waterfront Areas

The inventory of Ogdensburg's coastal area revealed several underutilized, abandoned, and deteriorated land and water resources. A decrease in industrial and commercial activity, coupled with fewer employment opportunities and a 30 percent decline in population since 1960, have contributed to the current coastal land use conditions, making this a significant coastal issue.

Initial analysis indicates the following deteriorated and/or underutilized areas within the coastal boundary (described from east to west). These areas are mapped on Plate 10. Areas not described below as deteriorated and/or underutilized were considered to have stable land use conditions.

1. Former Augsbury Corporation oil tank farm: The Augsbury Corporation operated a petroleum dock and oil tank farm at this site until late 1982 when they filed for protection under Chapter 11 of the federal bankruptcy laws. The oil tanks have been removed and the property is currently in the process of being sold to new owners. The Ogdensburg Bridge and Port Authority has expressed a concern that future use of this parcel not preclude potential port-related uses. They have requested the property retain its current Commercial/Industrial zoning classification.

2. Waterfront parcel east of Morissette Park between Caroline and Franklin Street (former Randall property): The city recently purchased this parcel and cleared and cleaned up the lot with funding partially provided through NYS Division of Housing and Community Renewal. The property has been divided into two lots. The waterfront "half" has been designated as "parkland" and will remain in city ownership in accord with funding stipulations. Further improvements for public recreational use would tie this parcel in with Morissette Park. The city intends to sell the inland lot, containing approximately 28,000 sq. feet., for possible residential or commercial development.

3. Vacant downtown block at Riverside Avenue, Isabella and Washington Streets (Shurtleff block): This 2.6 acre block is the only vacant urban renewal parcel remaining the downtown business area. While there are no development prospects for this lot at this time, the site, now maintained as a green space, is available for commercial development.

4. East bank of Oswegatchie River from twin bridges south to Ogdensburg dam: Owned by the city, the riverfront immediately below the twin bridges was improved for recreational use at the time the

bridges were constructed. The area between Green Street and the dam is currently used as a recreational area. The natural beauty of this area lends itself to recreational opportunities such as scenic pathways for jogging, bicycling, walking and fishing, but due to a steep riverbank and man-made obstruction, public access is limited. Improvements to the existing stairway and construction of a paved pathway near the Lake Street bridge will greatly enhance public access to this recreational site.

5. West bank of Oswegatchie River from the arterial south to the Spring Street bridge, bounded by Lake Street, Main Street and the Oswegatchie River: This large land area contains a mixture of land uses and conditions including residential areas, a marina and what was formerly the commercial hub of the western section of the city. This area was severely impacted by the construction of the new arterial and the closure of the Lake Street bridge to vehicular traffic. Closure of the Rensselaer Avenue Bridge due to structural problems has further constricted the flow of traffic in this area. As a result of these actions and past neglect of residential housing stock in this area, this section contains the largest concentration of deteriorated and underutilized land uses in the city.

Several opportunities exist in this area for public and private development including recreational use of the river shoreline in a manner similar to the east bank, reuse of abandoned commercial structures for both commercial and residential uses, rehabilitation of residential buildings, and renovation of the Lake Street Bridge and environs to create an aesthetically pleasing, pedestrian recreational area.

6. Lake Street Bridge: Formerly the main vehicular bridge over the Oswegatchie River, the Lake Street Bridge is now closed to traffic but provides a major pedestrian route to the Ogdensburg Mall and business district. The bridge is unsightly and unnecessarily large for pedestrian use but the expense of relocating the utility lines crossing the bridge precludes its removal. Additional streetscape improvements including benches, landscaping, and lighting will help soften the bridge's visual impact and create a linkage between the existing (east) and proposed (west) shoreline pathways.

7. Crescent Street water works and Ogdensburg dam: The former Crescent Street water works facility has been abandoned for a number of years. The Ogdensburg dam, dating from 1910, is a potential source of hydroelectric power and the city is currently studying this possibility. Now used as a popular fishing spot, the reuse of this facility should be coordinated with the design and development of recreational facilities along the banks of the Oswegatchie River.

8. Lighthouse Point: Lighthouse Point covers approximately thirty-eight acres of waterfront property at the confluence of the St. Lawrence and Oswegatchie Rivers. The St. Lawrence County Industrial Development Agency (IDA) owns the majority of the point with three private landowners holding the balance. The IDA land, including a vacant railroad depot and the site of Fort LaPresentation, is

currently for sale for approximately \$250,000 - \$300,000. The recreational, scenic and historic resources present at this site provide several challenges and development opportunities for the city. The city is currently participating in a feasibility study to assess the possibility of constructing a St. Lawrence River aquarium at this site.

9. Mobil Tank Farm: Located adjacent to Lighthouse Point, this tank farm has been underutilized for the last several years. Most recently the oil tanks have been removed and the parcel is currently for sale.

B. Water Dependent

Due to topography, urban renewal clearance and existing recreational open space along the waterfront, the city has a rather "open" feeling along certain sections of its shoreline. However, there is a finite amount of waterfront space suitable for development purposes and certain areas are more suitable for water dependent and water enhanced uses than others. The LWRP will identify these areas and put forth mechanisms to encourage and regulate such uses in these areas. Preliminary analysis indicates the following locations are best suited for expansion or new development of these uses. All areas listed below are proposed as water dependent, except where water enhanced uses are noted (see Plates 11a and b).

- Port of Ogdensburg: Port facilities; water, rail and truck transport.
- Former Augsbury Corporation oil tank farm. Due to the fact that this parcel is currently in the process of being sold to new owners under bankruptcy proceedings, definite selection of a proposed use or water dependent designation is difficult. However, because of the parcel's prime waterfront location, strong consideration for water dependent and, at the least, water enhanced use(s) should be given.
- Randall property shoreline parcel: Recreational use.
Inland parcel: water enhanced use.
- East bank of Oswegatchie River. Recreational use.
- Ogdensburg dam. Redevelopment and generation of hydroelectric power.
- West bank of Oswegatchie River. The section adjacent to the Ogdensburg dam should be reserved for water dependent uses, in light of the proposed redevelopment of the dam for hydroelectric power. The riverbank, from the dam area to the Lake Street Bridge including the existing marina, should be developed, in concert with the proposed hydroelectric project, for water dependent recreational uses. The remainder of this area is a mix of commercial and residential uses and is not designated for water dependent or water enhanced uses.
- Lighthouse Point. Commercial and recreational use(s).

- Mobil Tank Farm: The oil tanks have recently been removed and the parcel is for sale. Like the former Augsbury Corporation oil tank farm, the Mobil tank farm property has a prime waterfront location, and strong consideration for water dependent and, at least water enhanced use(s) should be given.
- Ponderosa Fibres Plant: Industrial use.

C. Inventory and Analysis Summary

Through the the inventory and analysis of Ogdensburg's coastal area six coastal resources and issues were selected as most significant to the city: development, fish and wildlife, public access, recreational, scenic quality, and water resources. Within these categories, several development constraints and other areas of concern were identified. Several of these development constraints are mapped on Plates 10, 11, and 12.

Ogdensburg's coastal area contains a mix of industrial, commercial and residential land uses. The city's industrial heritage, while suffering from two decades of decline, has stabilized, and recent efforts to attract and keep industrial firms have succeeded. The Port of Ogdensburg is currently in the first phase of a large capital construction project and expectations for future use and development of the port are optimistic. Compatibility of these uses and activities with the coastal area's commercial, residential and recreational uses is a major concern. With almost one quarter of the shoreline in public ownership, significant opportunities exist for waterfront enhancement and public access. The city must balance the industrial and port activities with the need for public access and recreation and protection of scenic, historic, and fish and wildlife resources.

CITY OF OGDENSBURG

PLATE 10

Analysis Summary:
Deteriorated & Underutilized
Areas

PREPARED BY THE ST. LAWRENCE-EASTERN ONTARIO COMMISSION
LOCAL GOVERNMENT ASSISTANCE PROGRAM



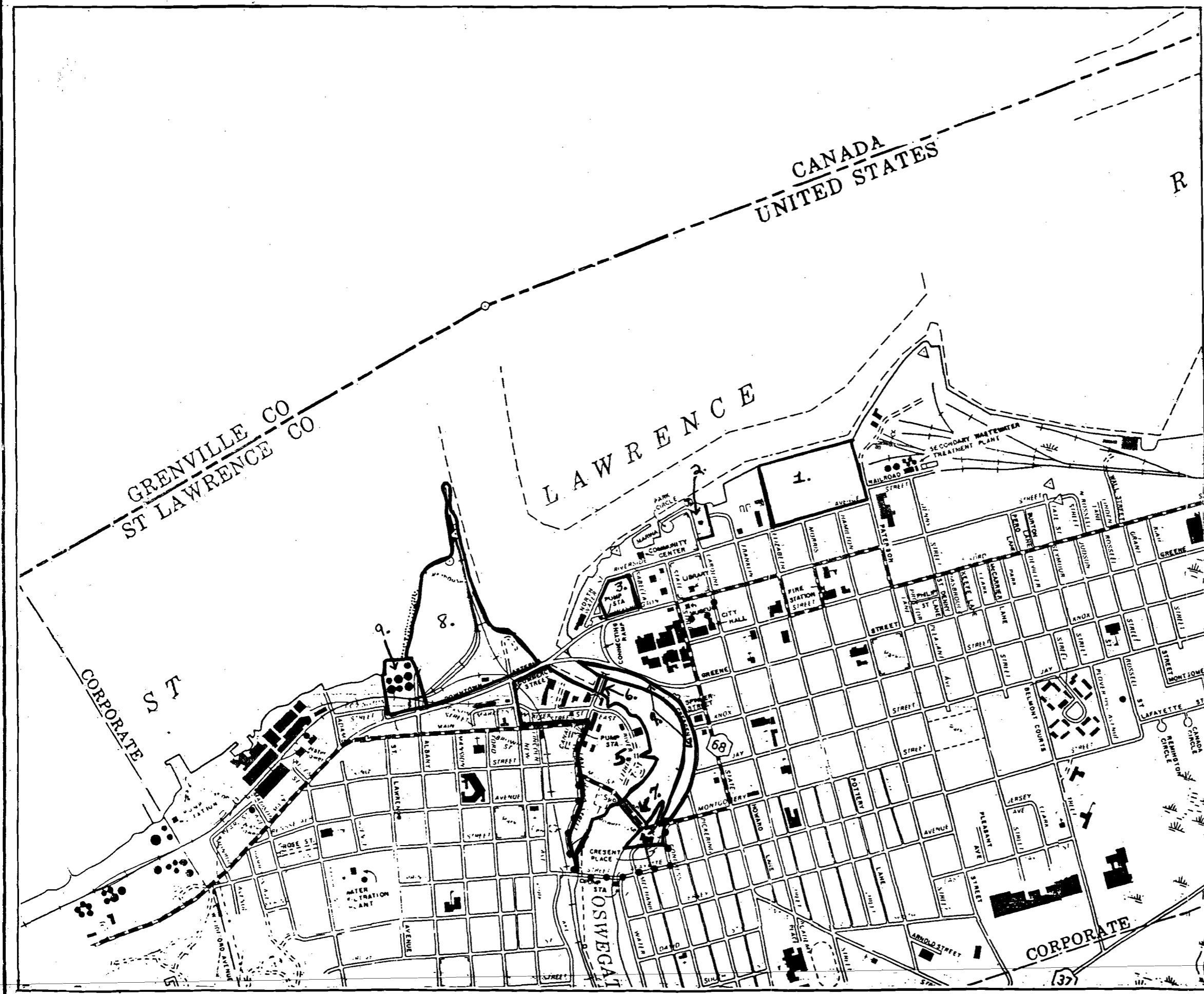
Scale
1" = approximately 1000'

LEGEND

1. Former Augsbury Oil tank farm
2. Randall property
3. Shurtleff block
4. Oswegatchie River; east bank
5. Oswegatchie River; west bank
6. Lake Street Bridge
7. Ogdensburg Dam & pumphouse
8. Lighthouse Point
9. Mobil Corp. tank farm

--- Coastal Area Boundary

●●● Revised Additions to
Coastal Area Boundary



CITY OF OGDENSBURG

PLATE 11a

Analysis Summary:
Proposed Water Dependent &
Water Enhanced Uses/Activities

PREPARED BY THE ST. LAWRENCE-EASTERN ONTARIO COMMISSION
LOCAL GOVERNMENT ASSISTANCE PROGRAM



Scale
1" = approximately 1000'

LEGEND

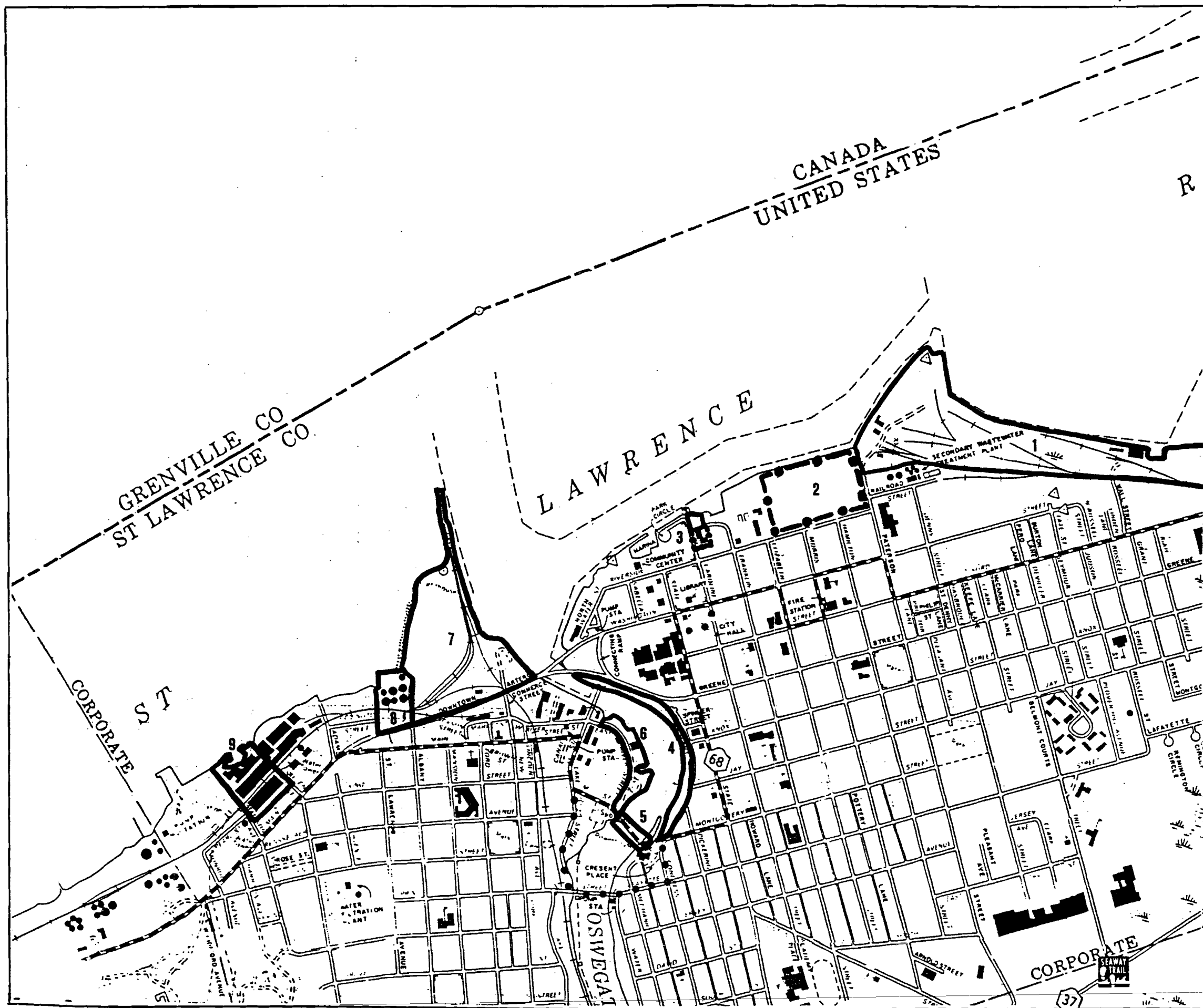
— Water Dependent Uses

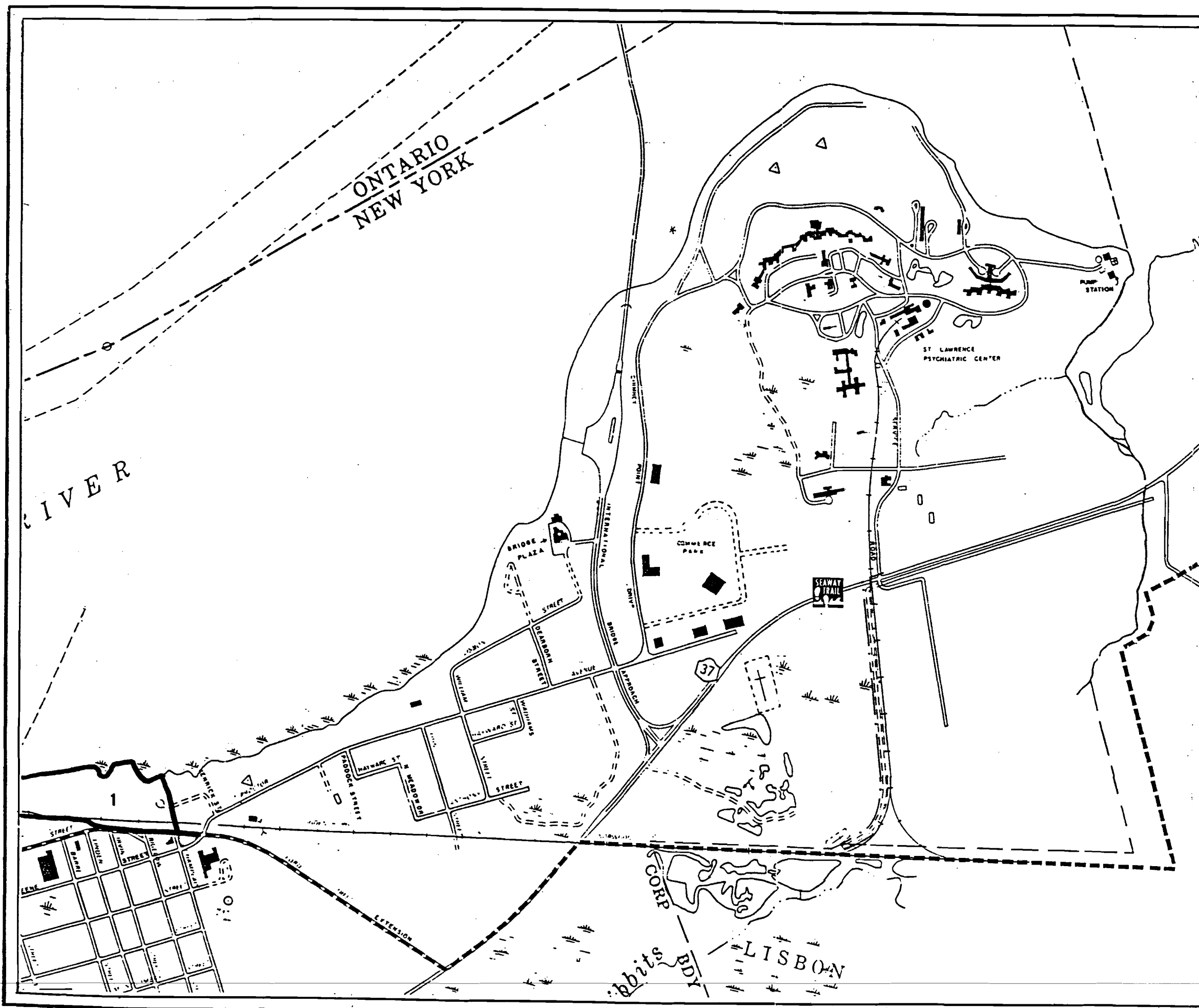
• — • Water Enhanced

1. Port of Ogdensburg
2. Former Augsbury Corp. tank farm
3. Randall Property
4. East Bank of Oswegatchie River
5. Ogdensburg Dam
6. West Bank of Oswegatchie River
7. Lighthouse Point
8. Mobil Tank Farm
9. Ponderosa Fibres Plant

— Coastal Area Boundary

• • Revised Additions to Coastal Area Boundary





CITY OF OGDENSBURG

PLATE 11b

Analysis Summary:
 Proposed Water Dependent &
 Water Enhanced Uses/Activities

PREPARED BY THE ST. LAWRENCE-EASTERN ONTARIO COMMISSION
 LOCAL GOVERNMENT ASSISTANCE PROGRAM



Scale
 1" = approximately 1000'

LEGEND

- Water Dependent Uses
- Water Enhanced
- 1. Port of Ogdensburg
- 2. Former Augsbury Corp. tank farm
- 3. Randall Property
- 4. East Bank of Oswegatchie River
- 5. Ogdensburg Dam
- 6. West Bank of Oswegatchie River
- 7. Lighthouse Point
- 8. Mobil Tank Farm
- 9. Ponderosa Fibres Plant
- - - Coastal Area Boundary
- • Revised Additions to Coastal Area Boundary

CITY OF OGDENSBURG

PLATE 12a






Analysis Summary:
Other Development Constraints

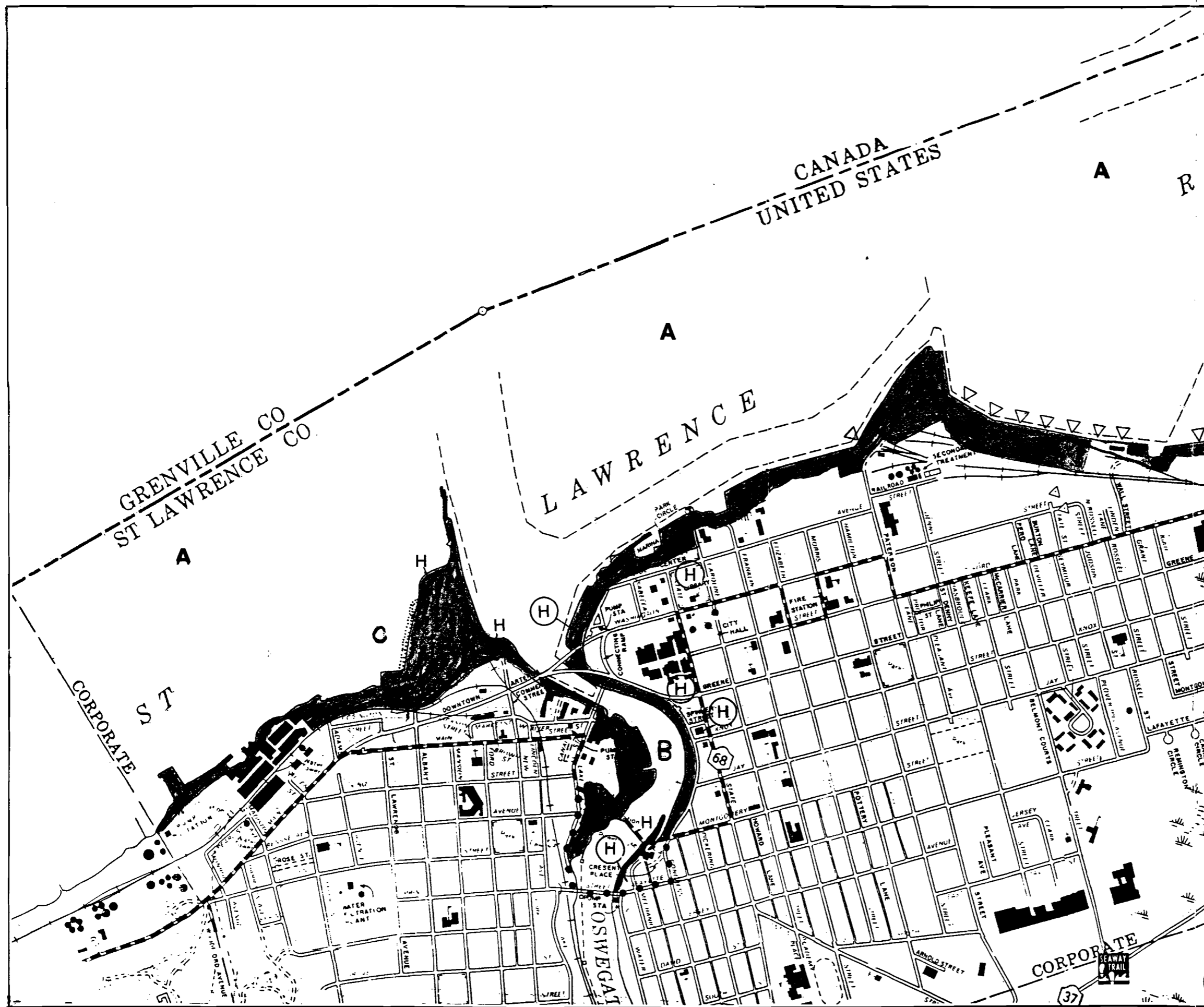
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LOCAL GOVERNMENT ASSISTANCE PROGRAM

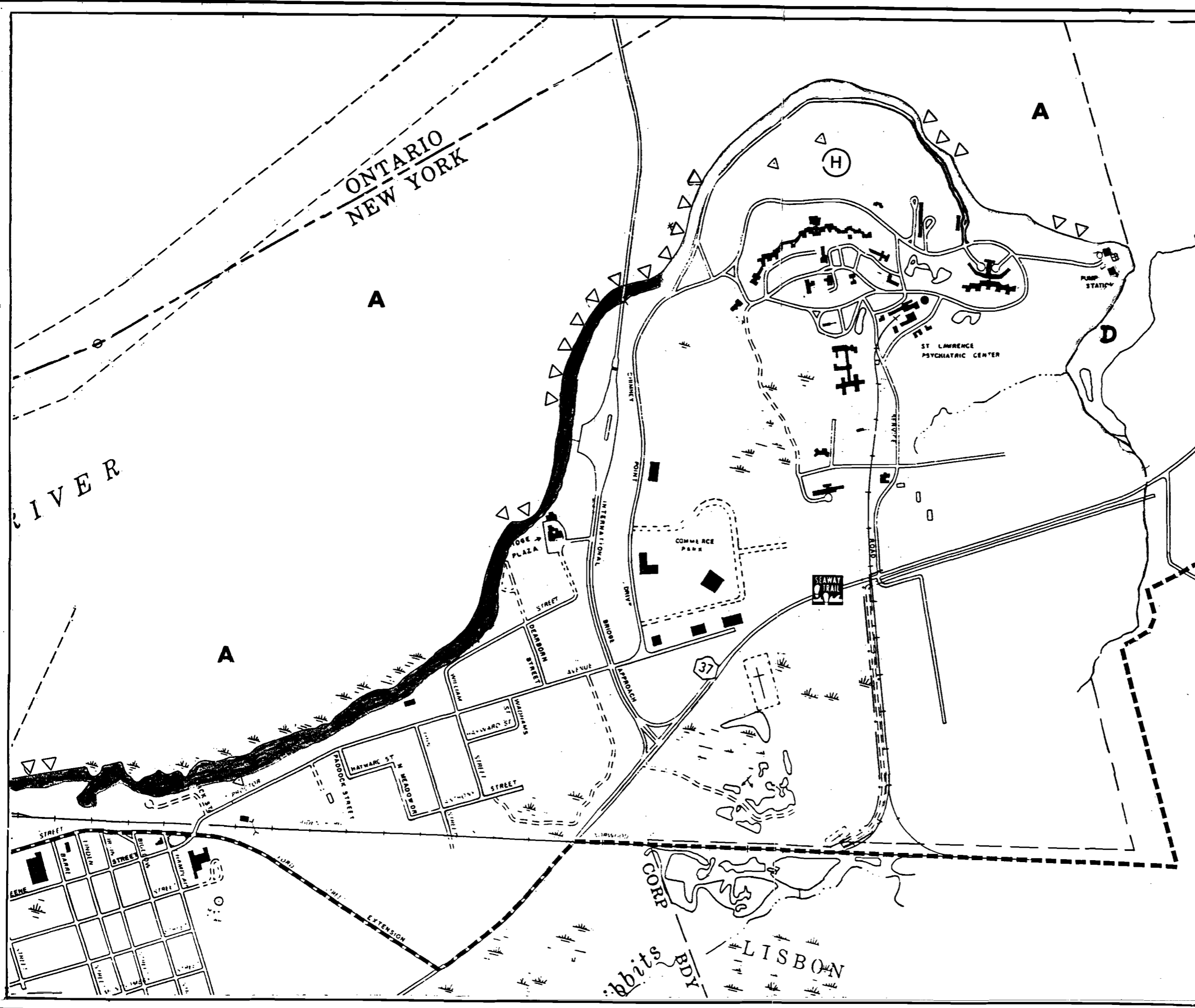


Scale
1" = approximately 1000'

LEGEND

-  Flood Hazard Areas
-  Areas Subject to Erosion
- A** DEC Water Quality Classifications
-  National Register Sites/Districts
- H** Locally Significant Historic Sites
-  Coastal Area Boundary
-  Revised Additions to Coastal Area Boundary





CITY OF OGDENSBURG

PLATE 12b

Analysis Summary:
Other Development Constraints

PREPARED BY THE ST. LAWRENCE-EASTERN ONTARIO COMMISSION
LOCAL GOVERNMENT ASSISTANCE PROGRAM



Scale
1" = approximately 1000'

LEGEND

- Flood Hazard Areas
- ▽ Areas Subject to Erosion
- A DEC Water Quality Classifications
- (H) National Register Sites/Districts
- H Locally Significant Historic Sites
- - - Coastal Area Boundary
- Revised Additions to Coastal Area Boundary

FOOTNOTES

(SECTION TWO)

FN 1 - Class A waters are suitable as a source of water supply for drinking, culinary or food processing purposes and any other usages with treatment. Class B waters are suitable for primary contact recreation and any other uses except as a source of water supply for drinking, culinary or food processing purposes. Class C waters are suitable for fishing and all other uses except as a source of water supply for drinking, culinary or food processing purposes and primary contact recreation. Class D waters are suitable for secondary contact recreation, but due to such natural conditions as intermittence of flow, water conditions not conducive to propagation of game fish, or streambed conditions, the waters will not support the propagation of fish.