

SECTION IV

PROPOSED LAND AND WATER USES/PUBLIC AND PRIVATE PROJECTS

Contents

	<u>Page</u>
PROPOSED LAND AND WATER USES.....	1
Table 1: Proposed Land & Water Uses.....	1
Figure 1: Proposed Land & Water Use Map.....	3
PROPOSED PUBLIC AND PRIVATE PROJECTS.....	2
PROJECT #1: WEST SIDE RIVERFRONT LINEAR PARK.....	4
Figure 2: Location Map.....	5
Figure 3: Sketch Plan.....	6
Table 2: Preliminary Estimate.....	7
PROJECT #2 WRIGHT'S LANDING, PHASE III.....	8
Figure 4: Sketch Plan.....	9
PROJECT #3 WRIGHT'S LANDING, PHASE IVa AND b.....	10
Figure 5: Sketch Plan	11
PROJECT #4: PORT OF OSWEGO IMPROVEMENT PROJECTS.....	12
Figure 6: East Terminal Layout.....	13
Figure 7: Port Property Map.....	14
PROJECT #5: COAL PIER IMPROVEMENTS / CONNECTION	15
Figure 8: West Terminal Layout.....	15
PROJECT #6: EAST SIDE RIVERFRONT LINEAR PARK.....	16
Table 3: Preliminary Estimates.....	17
Figure 9: Sketch Plan.....	22

PROPOSED LAND AND WATER USES

The uses proposed for the Oswego waterfront must achieve a compatible mixture of activities which are water-dependent or water-enhanced. Generally, use of the water itself is intended to be viewed as an extension of the land uses. For example, where landside areas are proposed for recreation, waterside recreation where feasible is also proposed. In addition the development of the waterfront, due to its high visibility, must produce an aesthetically pleasing result to attract continued private investment in new facilities as well as to encourage increased public use of existing and proposed commercial, recreational, and tourist facilities provided. In Table 1 and Figure 1 which follow, the proposed uses are listed according to four sub-areas of the Oswego waterfront.

Several areas of the Oswego waterfront are identified in Figure 1 as "mixed use". Mixed use is intended to reflect two conditions. First, development in Oswego, especially in the waterfront area, has historically tended towards a variety of land uses side by side, and this pattern of land development is expected to continue. Second, some areas of the waterfront, perhaps most significantly is the northeastern portion, are faced with a process of gradual change from vacant to more productive uses. In time the development process will tend to establish the direction of transition, be it housing, commercial and industrial enterprises, retail commercial to support residential uses, or other types of uses in keeping with development trends in Oswego. In any case, the City's development process is intended to protect, or where possible enhance, the natural resources, since it is the existence of these natural resources which, in part, stimulate the growth and development of Oswego.

For those proposed projects and land uses that are not sufficiently addressed within the scope of the LWRP's generic Environmental Impact Statement, a project-specific or action-specific SEQRA evaluation will have to be made and, where necessary, an Environmental Impact Statement prepared by the responsible lead agency.

TABLE 1

PROPOSED LAND & WATER USES

WEST LAKESHORE

- o Land and water-based recreation and tourist activities for boating, fishing, picnics, walking, jogging, hiking and visual enjoyment of the waterfront.
- o Land and water-based educational programs in boating use and water safety, small boat handling, and related activities.
- o Water-dependent and water-enhanced commercial and scientific activities.
- o Housing.
- o Parking facilities.
- o Institutional uses such as SUNY Oswego; health-related facilities.

Table (Continued)

EAST LAKESHORE

- o Land and water-based recreation and tourist activities for boating, fishing, picnics, walking, jogging, hiking and visual enjoyment of the waterfront.
- o Water-dependent and water-enhanced commercial and industrial activities.
- o Housing.
- o Parking Facilities.

WEST BANK

- o Land and water-based recreation and tourist activities for boating, fishing, picnics, walking, jogging, hiking and visual enjoyment of the waterfront.
- o Water-dependent and water-enhanced commercial and industrial activities.
- o Housing above ground floor uses.
- o Parking facilities.

EAST BANK






- o Land and water-based recreation and tourist activities for boating, fishing, picnics, walking, jogging, hiking and visual enjoyment of the waterfront.
- o Water-dependent and water-enhanced commercial and industrial activities.
- o Housing.
- o Parking facilities.

PROPOSED PUBLIC & PRIVATE PROJECTS

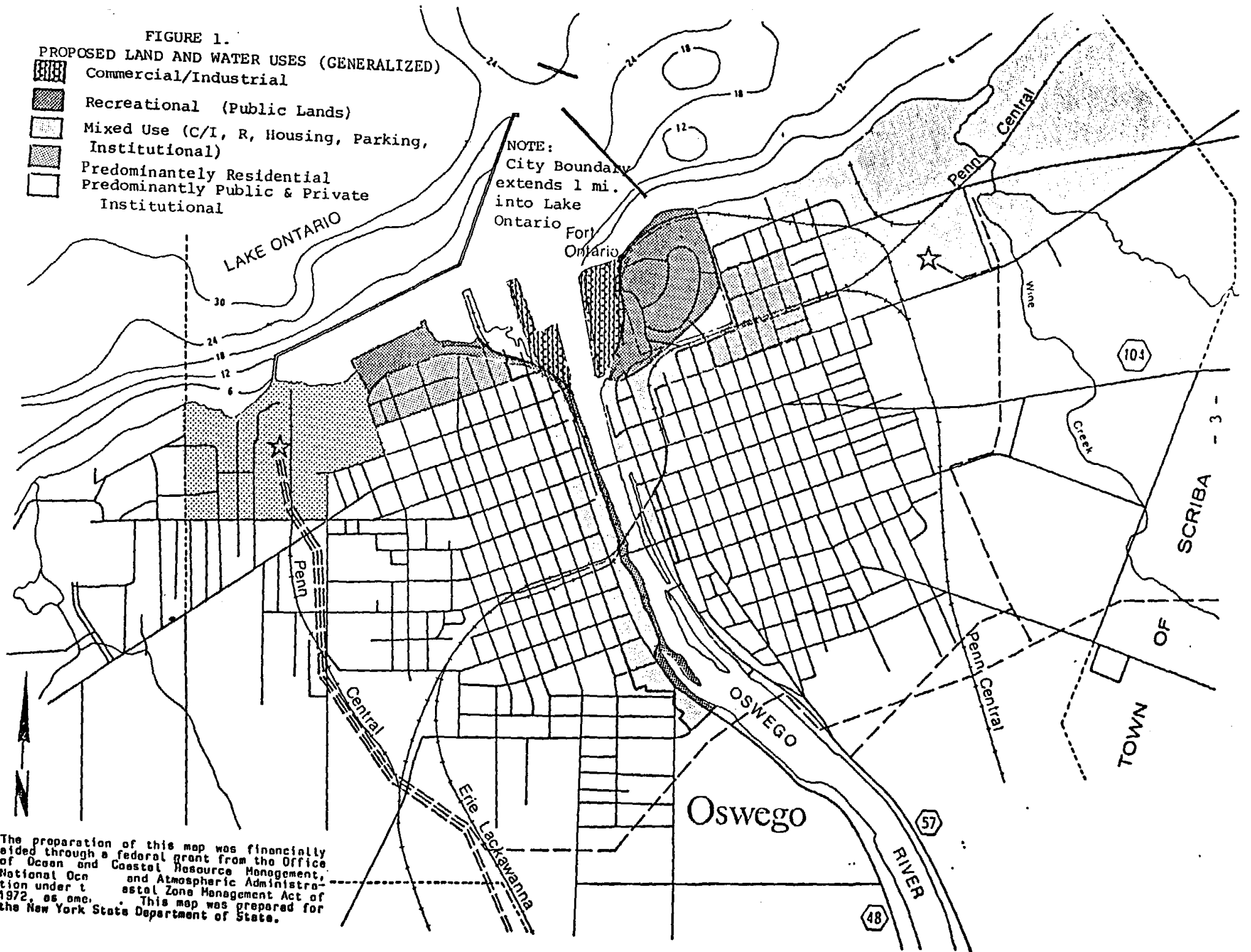
The proposed uses identified in the previous section are refined in this section to five specific projects which are on an implementation schedule. These projects, deemed critical to the Oswego waterfront revitalization efforts, include:

- o West Side Riverfront Linear Park;
- o Wright's Landing, Phase III;
- o Wright's Landing, Phase IVa and b;
- o Port of Oswego Improvement Projects;
- o Coal Pier Improvements/Connection; and
- o East Side Riverfront Linear Park.

FIGURE 1.

- PROPOSED LAND AND WATER USES (GENERALIZED)
-  Commercial/Industrial
 -  Recreational (Public Lands)
 -  Mixed Use (C/I, R, Housing, Parking, Institutional)
 -  Predominately Residential
 -  Predominantly Public & Private Institutional

NOTE:
City Boundary
extends 1 mi.
into Lake
Ontario
Fort
Ontario



The preparation of this map was financially aided through a federal grant from the Office of Ocean and Coastal Resource Management, National Ocean and Atmospheric Administration under the Coastal Zone Management Act of 1972, as amended. This map was prepared for the New York State Department of State.

PROJECT #1: WEST SIDE RIVERFRONT LINEAR PARK

Description: The West Side Riverfront Linear Park is a proposed one-mile long recreation area along the west side of the Oswego River to be constructed mainly over an interceptor sewer line. The Park will increase recreational opportunities for area residents and visitors along the waterfront, including areas for fishing, jogging, bicycling, picnicking, boat launching, and scenic viewing areas. The Park will provide improved access to the River with emphasis on accessibility for the elderly and the handicapped. The installation of safety devices and fencing will address current hazardous conditions. The beautification of the River shoreline in the main downtown area will complement existing rehabilitation and historic preservation efforts.

Sketch Plan: Attached.

Cost Estimates: \$2,261,941. See Table 2 for an estimate of construction costs. The State Department of Environmental Conservation will provide 12.5% and the U.S. Environmental Protection Agency will provide 7.5% of the \$7 million construction of the interceptor sewer line and adjoining pumping station to eliminate direct discharges of sewage to the Oswego River, thereby improving the water quality. The interceptor was completed during 1984. The Department of Housing and Urban Development recently awarded \$195,000 for construction of a section of the Linear Park from West Bridge Street northward; this work is underway.

Time Schedule:

Complete construction, W.Bridge St. going north....	During 1985
Begin construction, W.Bridge St. going south.....	Contingent upon federal/state funding
Complete construction, W.Bridge St. going south....	Contingent upon federal/state funding

When completed, the Linear Park will extend along the west bank of the Oswego River from Opportunity Sites #4 through #8 terminating at the sub-station.

Fort Ontario

Buoys

Fort

OSWEGO

RIVER

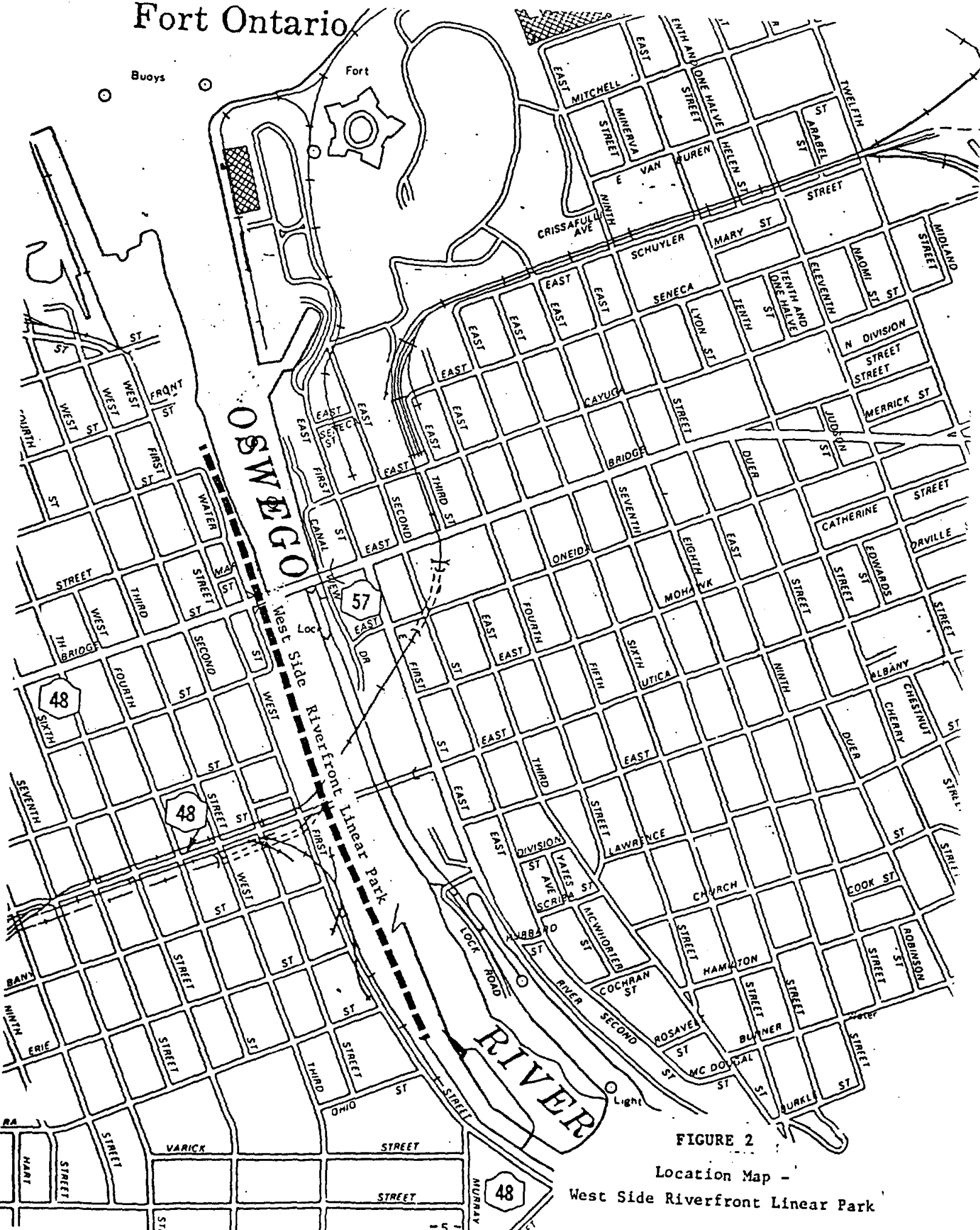


FIGURE 2

Location Map -
West Side Riverfront Linear Park

FIGURE 3

SKETCH PLAN

Riverfront Linear Park

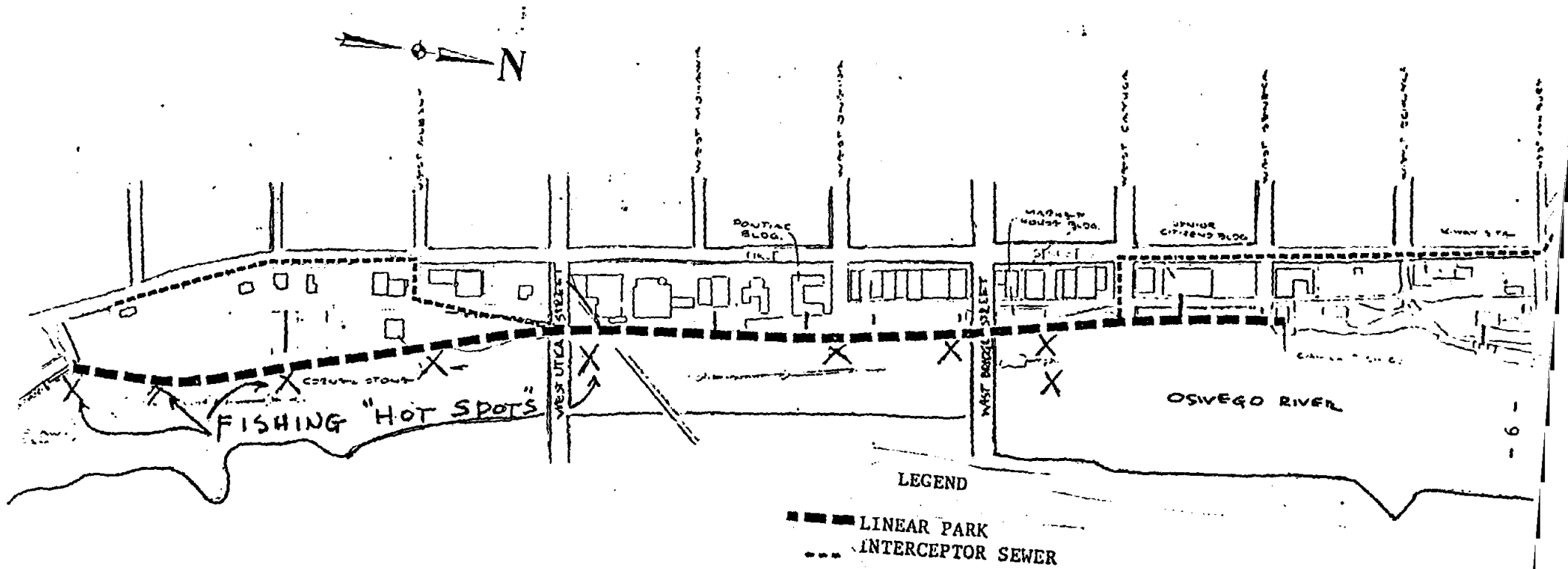


TABLE 2
CITY OF OSWEGO, NEW YORK
WEST SIDE MULTIPLE USE
RIVERFRONT LINEAR PARK DEVELOPMENTS

PRELIMINARY ESTIMATE

August 1983

1. Sheet Piling	\$ 301,104
2. Slope Erosion Control Planting	295,218
3. Lighting	216,000
4. Ground Cover & Shrub Planting	132,120
5. Concrete Walks	114,630
6. Bridge	114,000
7. Ni Mo Galvanized Walkway	107,770
8. Reinforced Concrete Walks	101,907
9. Trees (Deciduous)	95,530
10. Administration, Legal, Engineering, Inspection	87,832
11. New Wall Facia	81,700
12. Shelters & Observation Shelters	60,000
13. Mobilization	60,000
14. Seat Walls	44,100
15. Fencing	43,380
16. Asphalt Concrete Parking	43,140
17. Trees (Evergreen)	41,760
18. Benches	41,650
19. Rest Rooms	36,000
20. Stone Rip-Rap	36,000
21. Wood Steps & Decking @ West Utica Street access area	28,158
22. Bollard & Chain Fencing	25,590
23. Performing Platform	20,500
24. Grub, thin, clear & grade	20,000
25. Veterans Memorial	20,000
26. Access Stairs	20,000
27. Curb Walls	19,000
28. Flagpoles	13,050
29. Trash Recepticles (30)	10,500
30. Cantilevered Fishing Decks	8,256
31. Stone Paths & Timber Steps	7,379
32. Picnic Tables (12)	6,000
33. New Concrete Wall	5,250
34. Signage & Historic Markets	5,000
35. Stone Wall Coping	4,470
36. Drink Fountains	4,000
37. Curbs	1,900
38. Lawns	1,332
39. Kiosk	1,0000
40. Wheel Chocks	<u>360</u>
 TOTAL ESTIMATE	 \$2,261,941

* Lump Sum

PROJECT #2: WRIGHT'S LANDING, PHASE III

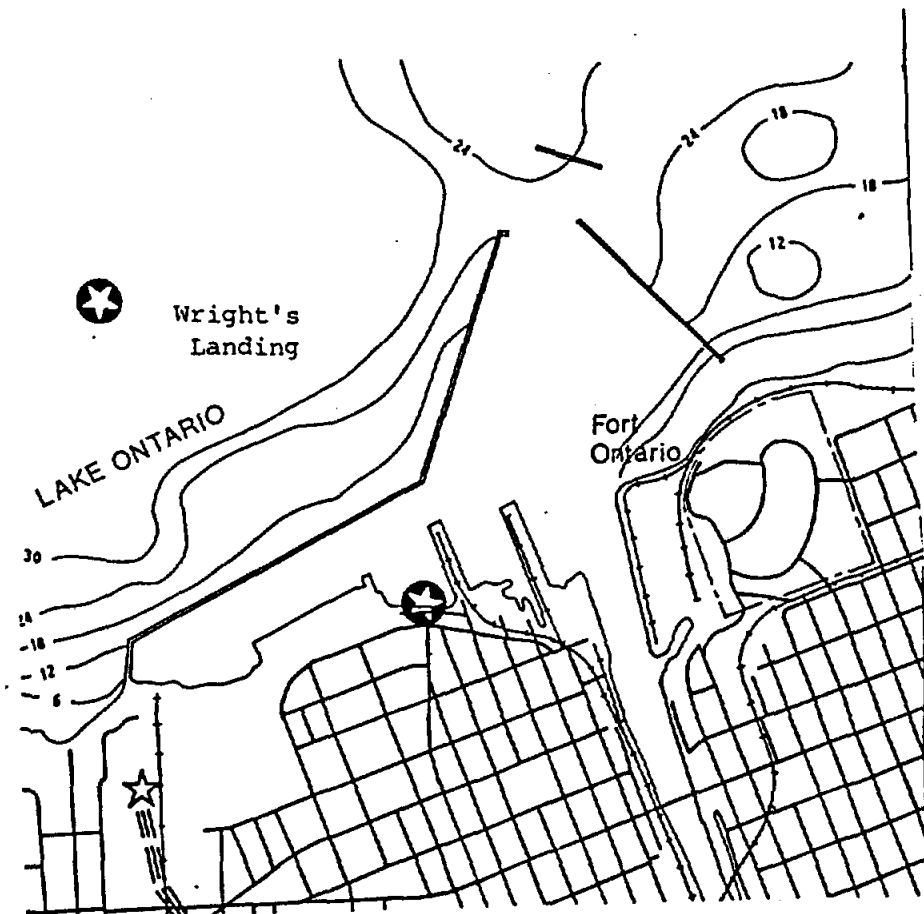
Description: Wright's Landing, Phase III, is a continuation of the land and water recreational area project being executed in phases as federal and state funding become available for project implementation. Phase III includes: construction of a breakwater to complete and join segments constructed during Phases I and II; removal of the remaining boat houses; construction of an aquatic education building; construction of a walkway connecting to Breitbeck Park to the west; and, construction of an entrance road and parking area.

Sketch Plan: Attached.

Cost Estimates: \$465,000.

Time Schedule: Project underway; completion expected in early 1985.

An opportunity site for this project was not identified since the Wright's Landing project was begun prior to preparation of the Oswego LWRP. The location of the Wright's Landing complex is shown below.



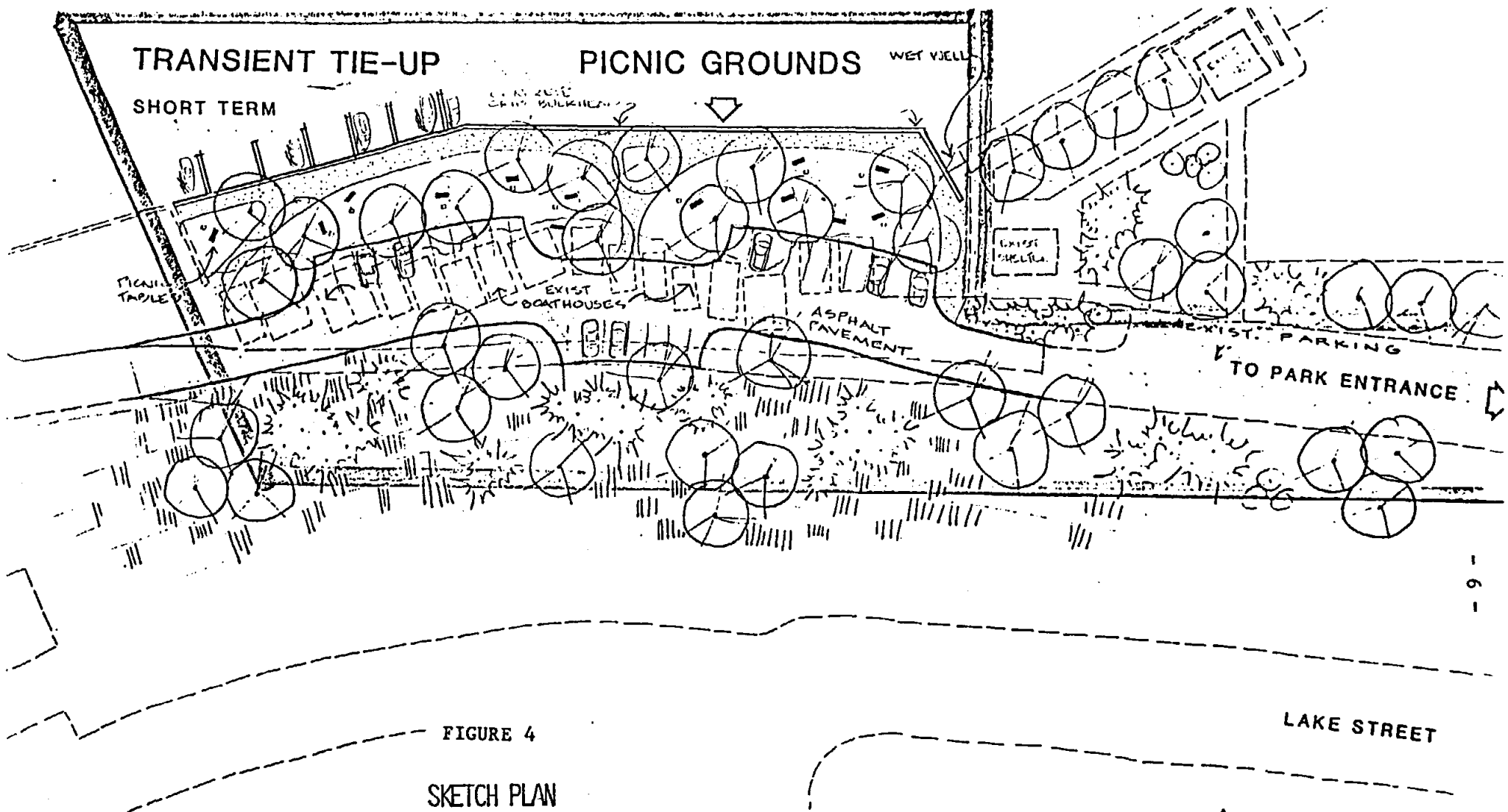


FIGURE 4
 SKETCH PLAN
 WRIGHT'S LANDING, PHASE III

▲
 1" = 40'

PROJECT #3: WRIGHT'S LANDING PHASE IVa AND IVb

Description: Wright's Landing Phase IVa and b continues the expansion and improvement to the waterfront area. Both a and b include finger piers and additional boat slips as well as access improvements and landscaping.

Sketch Plans: See Figure 5.

Cost Estimate: \$84,784 (IVa). Funding for this project is from the Land and Water Conservation Fund with a 50 percent match by the City. NYS Parks and Recreation will consider an application for funding of Phase IVb in February 1985. Estimated cost is \$100,000. If approved, funding will be from the same source on a 50-50 basis.

Time Schedule: Phase IVa to be bid in Spring 1985; completion during 1985. Phase IVb -- undetermined.

See note under Wright's Landing Phase III regarding identification of opportunity sites.

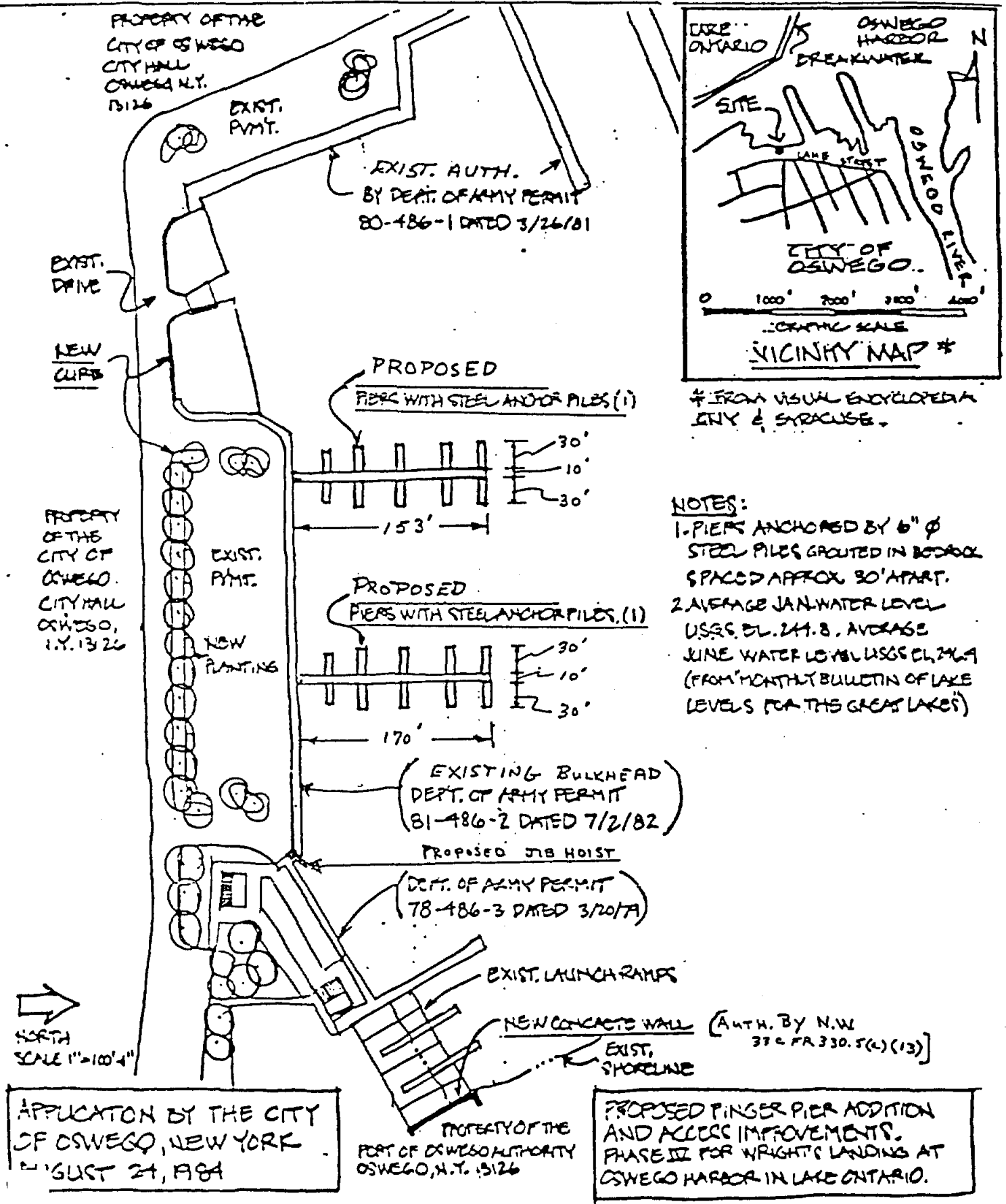


Figure 5. Wright's Landing Phase IVa and IVb

PROJECT #4: PORT OF OSWEGO IMPROVEMENT PROJECTS

Description: The Port of Oswego Development Study is intended to study port conditions and prepare a comprehensive plan for developing port facilities. The objectives of the plan include the identification of steps for maintaining and/or upgrading existing facilities and operating practices and the need for expanding facilities or services to meet the growing demands of current users or new regional shippers and consignees who would benefit from using the Port. The State Infrastructure Bond Act resulted in funding appropriations for several improvements at the Port, including:

- a) Two front-end loaders; cost \$400,000.
- b) Roof and window rehabilitation on the grain elevator and electrical system improvements; cost \$420,000.
- c) Paving and drainage improvements at the Eastside Terminal; cost \$600,000.
- d) Construction of a covered storage building at the Eastside Terminal; cost \$1.5 million.
- e) Additional equipment purchases; cost \$400,000.
- f) Dock stabilization, additional bulk storage and improvement of grain elevator; cost \$2.0 million.

The storm runoff from the salt piles at the Port of Oswego will be discharged into the Oswego River under a DEC discharge permit. The recently completed paving project will allow the Port to store more salt in one location, thereby lessening the surface area of the salt pile and potentially lessening the salt concentration in the storm runoff from the Port properties.

Sketch Plan: The preliminary plan is attached for the East Terminal Layout (see Figure 6) with space requirements for locating a proposed roll-on roll-off truck ferry between the United States and Canada.

Cost Estimates: Items (a) through (f), above: \$5,320,000

Time Schedule: Items (a) through (e), above: completed.
Item (f) above: 1986-88.

All improvements for maintaining or upgrading existing facilities are on Port property as identified in Figure 7 and are not shown as opportunity sites.

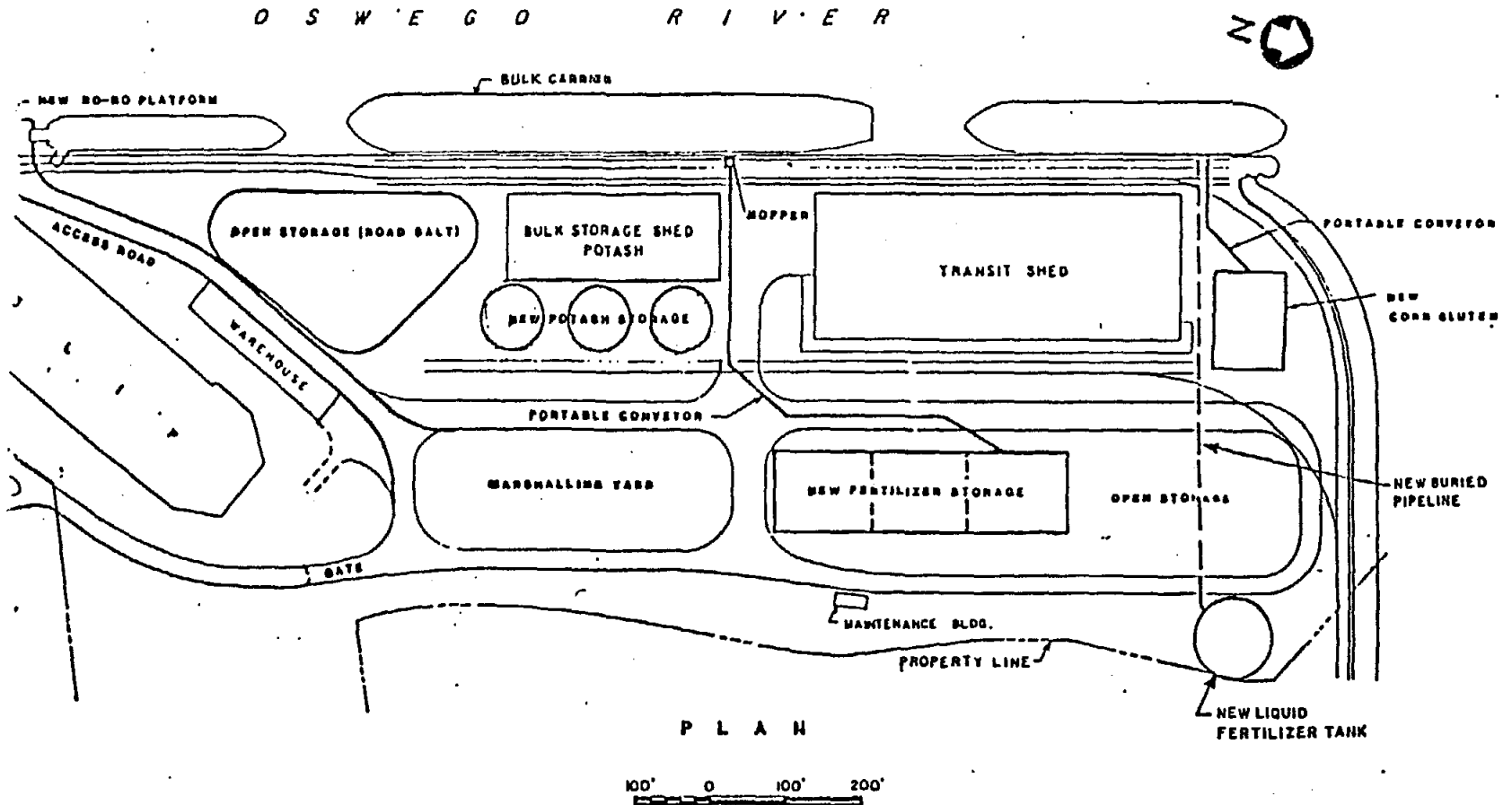

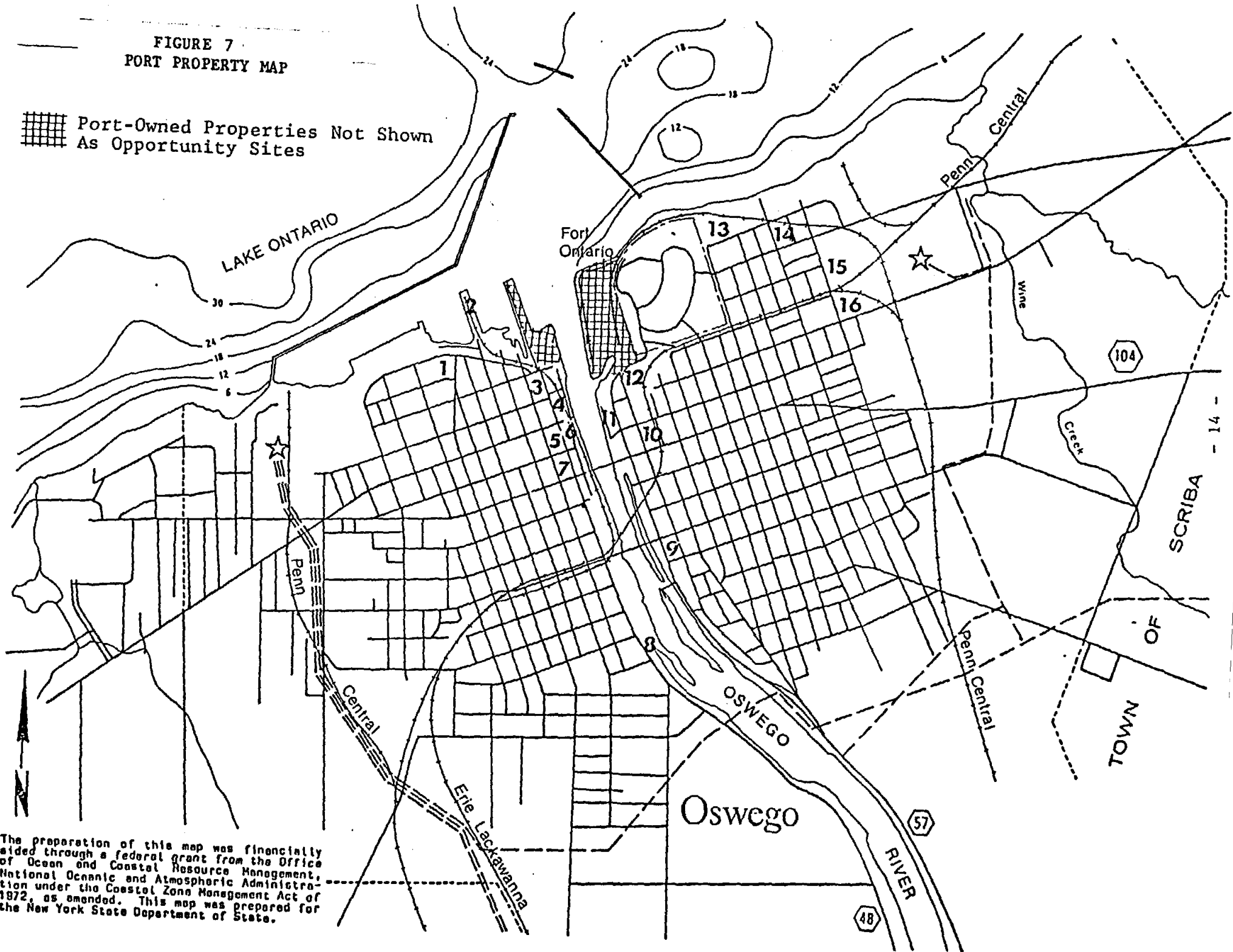


FIGURE 6
 Port of Oswego Improvement Projects
 East Terminal Layout

**FIGURE 7
PORT PROPERTY MAP**

 Port-Owned Properties Not Shown
As Opportunity Sites



The preparation of this map was financially aided through a federal grant from the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration under the Coastal Zone Management Act of 1972, as amended. This map was prepared for the New York State Department of State.

PROJECT #5: COAL PIER IMPROVEMENTS / CONNECTION

Description: This project contemplates improvements to the Coal Pier to provide additional public access and boating facilities with a pedestrian connection between the pier and the northern terminus of the Linear Park. The diagram below indicates how the pier improvements might be accomplished but should not be interpreted as a sketch plan since no design work has been undertaken.

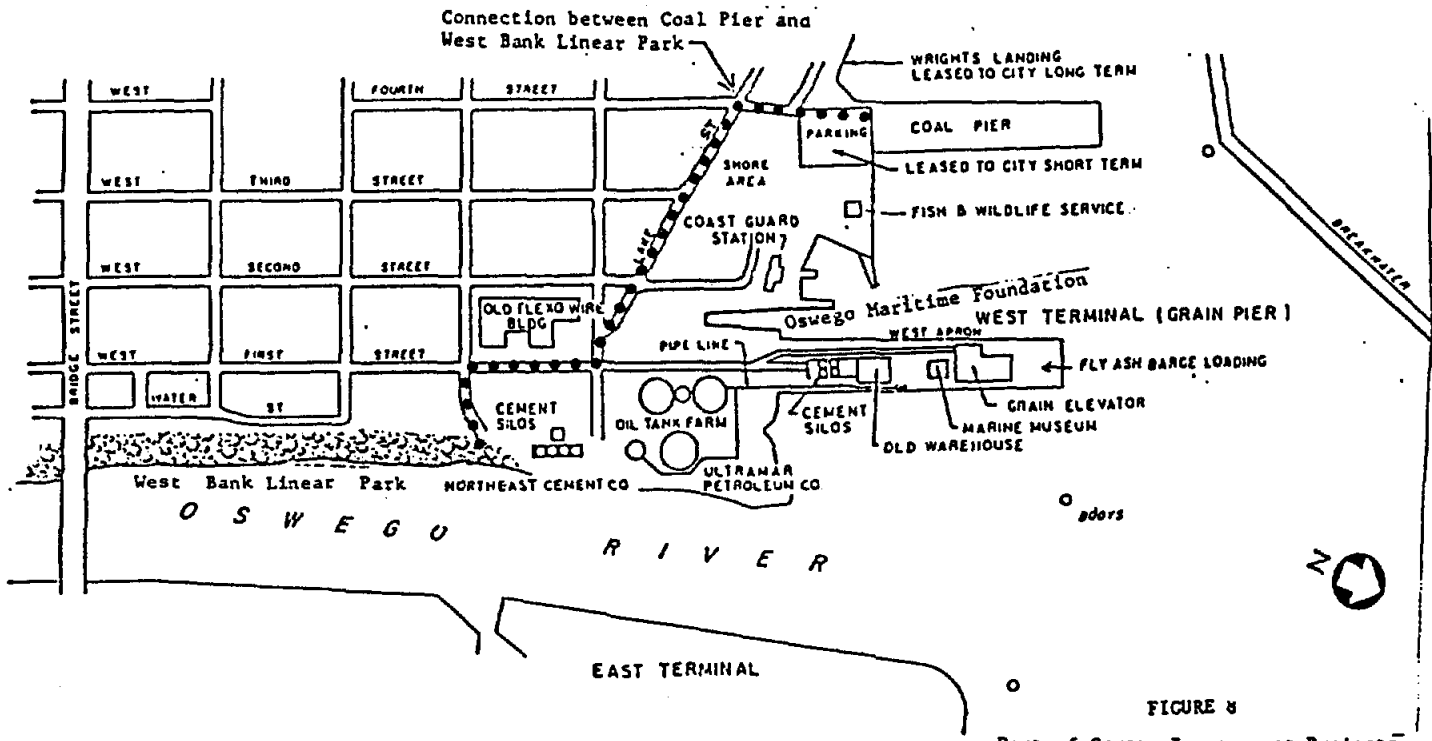


FIGURE 8
Port of Oswego Improvement Projects
West Terminal Layout

- Sketch Plan: None available; see Figure 8
- Cost Estimates: None available
- Time Schedule: Undetermined

PROJECT #6: EAST SIDE RIVERFRONT LINEAR PARK

Description: The success of the West Side Riverfront Linear Park has been so great that the City now anticipates a similar treatment for the east bank of the Oswego River, beginning at the Niagara Mohawk Power Dam and proceeding north to East Seneca Street. Also a portion of the Lake Ontario shoreline is included from Fort Ontario to Bradshaw's Cove. The East Side Park will aid in transforming the entire Oswego waterfront into a major recreational resource for local residents and visitors. Additional public access to the water will be provided, including an expansion of fishing locations and boat launching stations.

Sketch Plans: See Figure 9

Cost Estimates: \$1.9 million. See Table 3 for an estimate of construction costs for each of four project areas.

Time Schedule: Undetermined

TABLE 3

CITY OF OSWEGO
EAST SIDE MULTIPLE USE
RIVERFRONT LINEAR PARK DEVELOPMENTS

PRELIMINARY ESTIMATE
December 1985

Summary

Area 1 - Dam area to East Utica Street	\$446,000
Area 2 - East Utica Street to East Bridge Street	143,000*
Area 3 - East Bridge Street to Port Authority	272,000
Area 4 - Fort Ontario to Bradshaw's Cove	952,000**
TOTAL ESTIMATE	\$1,813,000

* Total for Area 2 does not include costs for widening and improving existing West Side Breakwall.

** Total for Area 4 does not include costs for development on the existing abandoned warehouse site.

TABLE 3 (Continued)

Area 1 - Detailed Breakdown

1. Power Dam Stair Access	\$ 14,500
2. Power Dam Ramp Acces	15,000
3. Canal Lock Stair Access	6,500
4. Stair Access to Observation Deck	4,200
5. Stair Access to Fishing Pier	4,000
6. Stair Access from Utica Street	11,500
7. Observation Deck	30,500
8. Fish Cleaning Station (1)	1,500
9. Pedestrian Walkway	56,000
10. Pier/Breakwall Improvements	12,500
11. Aluminum Hand Railing	105,000
12. Lighting (35)	42,000
13. Benches (10)	7,000
14. Parking Lot Improvements	75,000
15. Landscaping	1,000
16. Contingencies, Engineering, Legal, Administrative	<u>59,810</u>
TOTAL ESTIMATE - AREA 1	\$446,000

TABLE 3 (Continued)

Area 2 - Detailed Breakdown

1. Stair Access from Bridge	\$ 11,500
2. Pedestrian Access Bridge (to Pier)	40,000
3. Observation Deck	8,000
4. Pedestrian Walkway	56,000
5. Fishing Pier Improvements	415,000
6. Aluminum Hand Railing	105,000
7. Lighting (40)	48,000
8. Benches (6)	4,200
9. Wall Mural	0*
10. Landscaping	2,500
11. Less Items 1, 2, 5 and (part of) 6	566,500**
12. Contingencies, Engineering, Legal, Administrative	<u>19,185</u>
TOTAL ESTIMATES - AREA 2	\$143,000

* Wall mural to be painted by S.U.C.O. students.

** Improvements under Items, 1, 2, 5 and 6 are under separate consideration for the existing breakwall along the west riverbank.

TABLE 3 (Continued)

Area 3 - Detailed Breakdown

1. Parking Lot Stair Access (#1)	\$ 4,600
2. Parking Lot Ramp Access	7,100
3. Parking Lot Stair Access (#2)	1,900
4. Boat Launch and Dock Facilities	28,500
5. Fish Cleaning Station (1)	1,500
6. Fishing Pier at Outfall	22,200
7. Pedestrian Walkway	30,800
8. Parking Lot Paving and Related	20,000
9. Aluminum Hand Railing	30,000
10. Lighting (30)	36,000
11. Benches (5)	3,500
12. Picnic Shelters (5)	26,000
13. Restrooms	17,900
14. Landscaping	5,900
15. Contingencies, Engineering, Legal, Administrative	36,295
 TOTAL ESTIMATE - AREA 3	 \$272,000

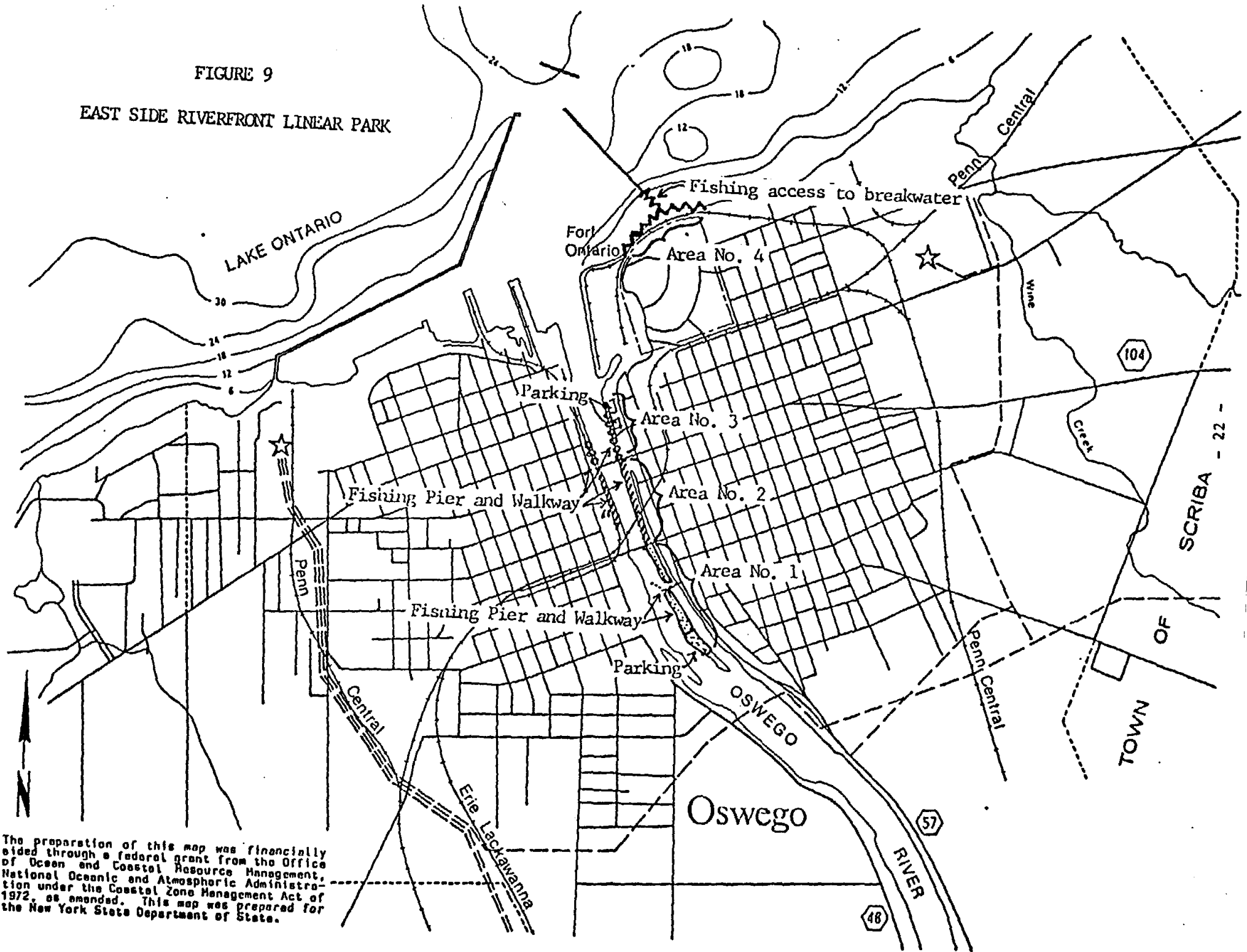
TABLE 3 (Continued)

Area 4 - Detailed Breakdown

1. Fishing Pier/Walkway	\$ 28,300
2. Stair Access to Pedestrian Walkway	4,300
3. Ramp Access to Pedestrian Walkway	6,500
4. Ramp Access to Bridge	8,000
5. Observation Decks and Accesses (In Lake)	48,000
6. Observation Decks and Accesses (Cove) (2)	26,000
7. Pedestrian Access Bridge (To Pier)	150,000
8. Boat Launch and Docks (Fort Ontario)	29,200
9. Boat Launch and Docks (Cove)	34,000
10. Fish Cleaning Stations (2)	3,000
11. Pedestrian Walkway/Fishing Pier	57,000
12. Parking Lot Construction	120,000
13. Access Roadway Construction	18,000
14. Aluminum Hand Railing	90,000
15. Lighting (50)	60,000
16. Benches (25)	17,500
17. Picnic Shelters (20)	60,000
18. Band Shelter and Seating	11,000
19. Restrooms (2)	44,000
20. Landscaping	25,000
21. Contingencies, Engineering, Legal, Administrative	127,702
TOTAL ESTIMATE - AREA 4	\$952,000

FIGURE 9

EAST SIDE RIVERFRONT LINEAR PARK



The preparation of this map was financially aided through a federal grant from the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration under the Coastal Zone Management Act of 1972, as amended. This map was prepared for the New York State Department of State.