

SECTION IV

PROPOSED LAND AND WATER USES  
AND  
PROPOSED PROJECTS

No land use changes are proposed in the Cape Vincent coastal area. The only proposed change in water uses is the water area between the breakwall and the shoreline. It is proposed that sailboat moorings be installed in this area to provide additional facilities for transient and resident boaters. (See Plate 9 and Proposed Projects for the location and description of this project.)

As noted in Section II, Cape Vincent's waterfront is rather extensively developed and there is little pressure for further development. The spatial development of the village is relatively open and is thus desirable and will be maintained. Existing patterns of development are generally compatible with the village's Comprehensive Plan and Development Code. There is one area zoned "residential" which includes commercial marinas as an existing, non-conforming use. (See Plate 12.) Within the coastal boundary, commercially zoned parcels will continue to provide water-dependent and water-enhanced uses, consistent with the LWRP policies and local land use commercial redevelopment and revitalization of existing uses. Residential areas are not expected to change in location or intensity; however, residential properties in certain areas may be stabilized because of revitalization programs and the spin-off effects of general improvements in the community. Recreational and public access land uses will be improved, as noted in previous sections.

#### Proposed Projects

The LWRP Committee and village officials have identified the following five potential project areas, to manage and improve the local recreational and tourism resources:

- (1) Village Park Development
- (2) Sailboat Moorings in the Harbor
- (3) Club Street Area Improvements
- (4) Dead-end Street Public Access Improvements
- (5) "Town" (Village) Dock Reconstruction

Collectively these projects address revitalization and redevelopment of deteriorated and/or underutilized waterfront areas, improvement of shoreline public access and recreation, improvement of visual quality, and strengthening of the local economy through tourism development. Project (1) Village Park Development, is the one project that has been fully addressed. The latter three projects should be considered potential project areas requiring further study. (See Section Five, Other Public and Private Actions.) Each project is described in greater detail below:

#### (1) Village Park Development

As described in Section Two, p. II-23, the Village Park is a major recreation facility with considerable potential for improving appearance and public safety, expanding the scope of facilities, and providing public information about the area. Developing the park facilities for fishing, boating, picnicking, social/cultural functions, information and interpretation is the village's priority waterfront revitalization project.

The village, the Town of Cape Vincent and DEC implemented the first phase of village park development in the summer of 1986. Working jointly, these agencies constructed a new boat ramp at the park. Municipal crews provided labor and materials; DEC provided design and construction expertise. Plate 11 shows the location of the boat ramp and illustrates the conceptual site plan for the park. Construction has begun on the general park use parking facilities and the Village has received an Adirondack North Country Association (ANCA) Community Beautification Project grant for Phase II of the park's development.

Subsequent phases include construction of a fishing pier with a 120 foot dock for transient boaters; public restrooms (including electric, water and sewer services); a scenic overlook and picnic area (by rehabilitation of old coal silos); other picnic facilities (including tables, grills and trash receptacles); a 1,200 foot waterfront walkway (4 foot width minimum); parking to accommodate the park's facilities; general grading and landscaping; and rehabilitation of the old coal dock. Facilities will conform to barrier-free design standards. A considerable amount of fill will be needed to rehabilitate the deteriorated breakwalls and old coal dock remnants for construction of the fishing pier, dock, picnic facilities and overlook pavilion, as well as to create a safe, attractive shoreline the entire length of the park.

A detailed schedule of project phases has not been determined. A site plan will be developed, establishing a phased schedule, construction details, detailed landscaping and grading plans, and costs for individual phases of the project. The site plan could be financed in part by a DOS LWRP implementation grant (80% of project cost).

Costs for the project could vary tremendously depending on the scale of development, such as whether the parking area and walkways are paved or gravel, what type of restrooms are provided, etc. An estimate of project costs is listed below. Cost alternatives are given for some items. The total costs could probably be reduced by 50% if municipal crews provide force account labor, machinery, and their own bulkfilling.

#### Cost Estimates

	<u>Alternative 1</u>	<u>Alternative 2</u>
A. Picnic Sites (8)		
Tables, Grills, Trash Receptacles		\$ 2,500
B. Picnic Pavilion		
3 Hexagonal Shelters (16'x16') or		11,500
1 Pavilion (20'x42')	7,500	
C. Walking Path (1,100' long by 4' wide)		
Crushed Stone or	5,250	
Asphalt Paved		9,000

D. Play Structures to Include:		4,250
Balance Beam (12')		
Sandbox (10x10)		
Seasaw (2 seater)		
Slide (12' long)		
Swing (4 seater)		
E. Coal Pier Rehabilitation to Include:		10,000
Partial Demolition		
Bulkfilling		
Stairs		
Handrails		
Landscaping, etc.		
F. Parking Lots (3)		
- Boat Launch Parking		
Crushed Stone	14,000	
Paved		37,500
- Pavilion		
Crushed Stone	3,750	
Paved		10,000
- Bulkhead		
Crushed Stone		
Paved		6,000
G. Landscaping and Reseeding		2,500
H. Restrooms		
Hexagonal Prefab with Plumbing		
and Fixtures		30,000
I. Signage and Information Display		2,000
J. Dock (150' long by 4' wide)		6,000
K. Design		7,500
	TOTAL	\$ 138,750

## (2) Sailboat Moorings

The village proposes to install sailboat moorings within the breakwall area of the harbor to entice the Lake Ontario sailboat clientele to Cape Vincent. This would obviously provide more mooring space, and a type that is not presently available -- particularly for boats with 5'-6' drafts. The moorings would be conveniently located near the municipal dock where the transient public could tie-up their dinghies while visiting Cape Vincent. In addition to fulfilling a recreational facility need, the project would enhance tourism and provide opportunities for strengthening the economy of the business district -- one block from the dock.

This project involves determination of the following: the suitability of the harbor for moorings, how many moorings would be appropriate, the exact location of each buoy, the type of buoy and method of anchoring, whether the buoys would be seasonal or permanent, the costs involved, and obtaining the required permits.

The U.S. Army Corps of Engineers maintains the breakwall and navigation channel in the harbor. Under Section 10 of the Rivers and Harbor Act, mooring buoys in such navigable waters require a permit from the U.S. Army Corps of Engineers. The permit review and processing generally takes 30-90 days and may require a public notice review. The U.S. Army Corps of Engineers prohibits placement of buoys in a manner that would create unreasonable restrictions on navigation. In addition to the U.S. Army Corps of Engineers, the U.S. Coast Guard requires a Private Aids to Navigation Permit for mooring buoys.

The U.S. Coast Guard may also grant a "special anchorage area" designation which means the harbor area is a safe haven for use of the general public where boats (less than 65' in length) do not have to display anchor lights when mooring. Without the designation, boats must display navigation lights or have sound signals when mooring. To obtain this designation the community must submit a letter of request to the U.S. Coast Guard explaining the reasons why the designation is wanted. Two key factors the U.S. Coast Guard looks for is municipal control of the moorings, and 30% of the area is open to the transient public (i.e., the area is not entirely used by residents). A local body such as the village, a yacht club, etc. are given the designation to police.

The U.S. Coast Guard permit and designation and the U.S. Army Corps of Engineers permit should be pursued simultaneously. In addition, the Village should consult with the U.S. Coast Guard about establishing speed limits within the harbor area.

This project is targeted for near-term future. Costs for determining the initial project requirements are minimal. The buoys, anchoring, and maintenance costs have not been determined.

### (3) Club Street Area Improvements

As noted in Section Two, the Club Street area occupies a prominent location in the village with the international ferry dock, U.S. Customs and Immigration Service, and the Chamber of Commerce offices all contributing to the area's activity. This mixed use area is somewhat deteriorated and underutilized, providing opportunities for public and private improvements. In January of 1984 the Town of Cape Vincent bought a vacant 149'x250' lot from the U.S. Coast Guard, adjacent to the Town Garage property. This has considerable potential for alleviating parking problems and expanding the public use of the area. The general appearance of the residential, commercial and public buildings could be upgraded through public and private initiatives.

The project involves developing an overall revitalization plan for this highly visible area, and capitalizing on historic resources, scenic views of the river and harbor activities to make an aesthetically pleasing and

functional mixed use area. The plan should include recommendations and/or design concepts for: a housing rehabilitation program; landscaping; painting and other exterior improvements to commercial and public buildings; improvements to commercial signage; interpretive signs to strengthen local tourism efforts and tie the port of entry to the business district; improved parking facilities and traffic circulation; further uses for the Town Garage/Chamber of Commerce building; cost estimates; realistic means of implementing specific aspects of the revitalization plan and possible funding assistance for such improvements; and the organizational aspects of carrying out the project.

Specific suggestions for the adaptive reuse of the Town Garage/Chamber of Commerce building have been offered by local officials and private concerns. The building itself may be used as a community center. The area behind the building may be developed as a public parking area for people patronizing the Club Street area. Parking should be properly designed and screened so that it will not intrude on the historic integrity of the building. Other uses should also be studied in conjunction with the improvements to the Club Street area to ensure the best and most compatible use of the Town Garage/Chamber of Commerce building and adjacent land. (See Section Five, Other Public and Private Actions.)

Costs could vary considerably depending on the scope and depth of the plan and the proposed recommendations. Likely costs for preparation of the initial plan could range from \$10,000 to \$20,000. This project is also targeted for the near-term future.

#### (4) Improvements to Dead-end Streets

As described in Section Two, p. , Cape Vincent has a grid system of streets, whereby the waterfront ends of the north-south streets provide direct access to the St. Lawrence River. These access points primarily provide for passive recreation -- scenic viewpoints, photography, watching freighters in the Seaway channel, etc. Three locations that are significant for the village have been identified. Benefits for tourism, recreation, public safety, and overall visual quality will result from these improvements. The project involves the following:

##### a) Point Street

- improve demarkation of the limited parking facilities
- provide interpretive signs regarding the St. Lawrence Seaway System, nearby historic/cultural sites, natural resources, etc.
- replace existing benches with new benches
- landscaping

##### b) Market Street

- negotiate with the U.S. Coast Guard to remove the hazardous submerged pier, or at the minimum, mark it with buoys
- provide interpretive signs, as above
- update the benches provided
- improve demarkation of the parking area
- landscaping

- development of other possible recreational uses such as picnic facilities

c) Real Street

- improve definition of the parking area
- replace the deteriorated breakwall
- provide interpretive signs, as above
- further development of the site for recreational uses -- more benches, picnic tables, barbeque grills, etc. since the area of village ownership is twice the width of the other street ends
- improve the appearance of the village pumphouse (painting, etc.)
- landscaping

Costs for individual components of this project have not been estimated. Community organizations such as the Cape Vincent Improvement League may be able to contribute through volunteer labor, providing supplies for planting, bench improvements, etc. The project is small and relatively simple which should enable the community to complete the project in one or two summer seasons.

(5) "Town" (Village) Dock Reconstruction

The Village's public dock - known as the "Town Dock" - is located off the northerly end of Esselstyne Street (described in Section Two, p. and located on Plate 4.) It was built around the time of World War I (16' x 220') and repaired in the early 1970's with a new concrete cap. In recent years, the Village has observed that seams in the concrete cap have opened and sections of the cap have begun to sink and tilt. An inspection of the dock's timber cribs during the Summer of 1986 showed them to be separating and settling.

The condition of the cribs has raised serious concerns for the safety of the public dock. Specifically, the Village proposes removal of the existing dock and construction of a new, pier-supported dock in its place. The new dock would conform to dimensions of the existing dock.

As part of the reconstruction project, the old boatlaunch ramp, once adjacent to the dock, has been closed off, filled and landscaped (in favor of the new launch site in the Village's waterfront park).

The Village's public dock is a vital marine facility for tourism in the Village. Each year hundreds of visitors come to Cape Vincent by water. For transient boaters, the public dock provides a safe and convenient point of arrival with depths adequate for large cruisers and sailboats. It's popularity - especially during events such as the French Festival - is considerable.

The project will consist of the following tasks and estimate of costs:

Task 1 - Removal of Existing Dock: remove old wood decking, poles and mooring cleats; demolish and remove existing concrete cap, steel carrying beams, timber cribs and stonefill; and haul fill and scrap materials to disposal site.

Task 2 - Construction of New Dock: install culvert pilings (pinned to bedrock); fill pilings with concrete; install steel carrying beams and stringers; install new decking, staves, cleats and poles; and pour new concrete ramp abutment adjoining landward end of dock.

Task 3 - Closing of Old Boat Launch Ramp: set forms and tie rods and pour concrete for new retaining wall on ramp surface (at waterline), backfill, remove surrounding pavement, apply top soil, seed and fertilize.

Task 1 - Removal of Existing Dock

Village (removal of poles, cleats, and decking, loading trucks and hauling away demolished dock)

<u>Equipment:</u> dump truck & driver	40 hrs.x \$30/hr.	\$1,200.00
front end loader & driver	24 hrs.x \$35/hr.	840.00
<u>Labor</u> 2 men	24 hrs.x 9/hr.	432.00
<u>Supervision:</u> Superintendant of Public Works	12 hrs.x \$9.50/hr.	114.00

Contractor (removal of concrete cap, timber cribs, and fill and steel carrying beams by barge)	<u>\$10,620.00</u>
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SUBTOTAL	\$13,206.00
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Task 2 - Construction of New Dock

Contractor	<u>\$100,000.00</u>
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SUBTOTAL	\$100,000.00
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Task 3 - Closing of Old Boat Launch Ramp  
Village

Materials-forms	\$128.00
anchors	50.00
concrete	1,100.00
fill (over ramp)	200.00
landscape fill	675.00
top soil	90.00

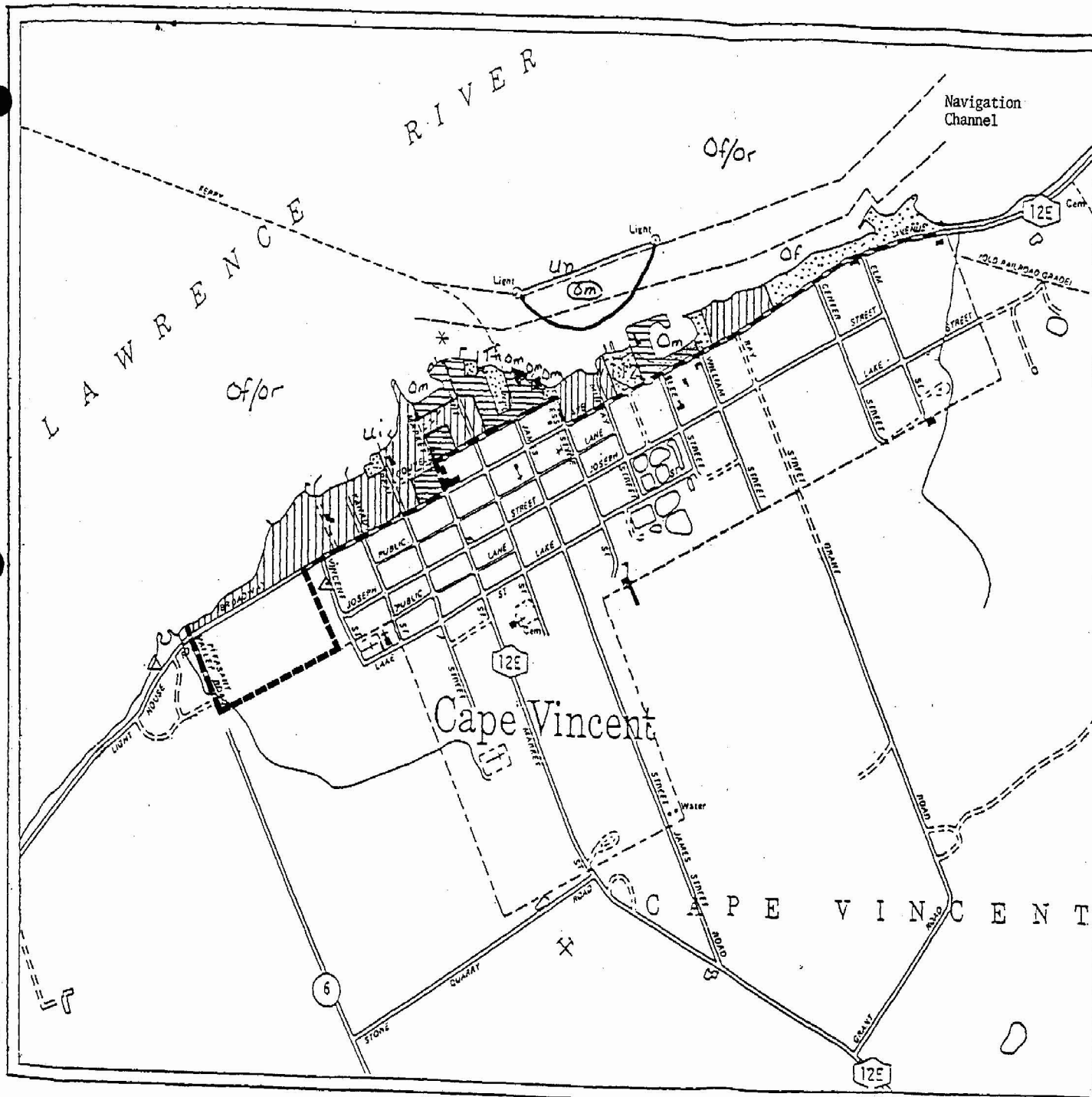
<u>Equipment:</u> loader/grader	12 hrs.x \$30/hr.	360.00
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<u>Labor:</u> 3 men x 40 hrs. x \$9/hr.		1,080.00
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<u>Supervision:</u> Superintendant of Public Works	6 hrs.x \$9.50/hr.	<u>57.00</u>
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SUBTOTAL	\$3,740.00
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TOTAL	\$116,946.00
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# VILLAGE OF CAPE VINCENT

PLATE 9

Proposed Land and Water Uses

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

Scale 1" = 300'



## LEGEND

### LAND USES



Residential



Public/Semi-Public



Commercial

### WATER USES

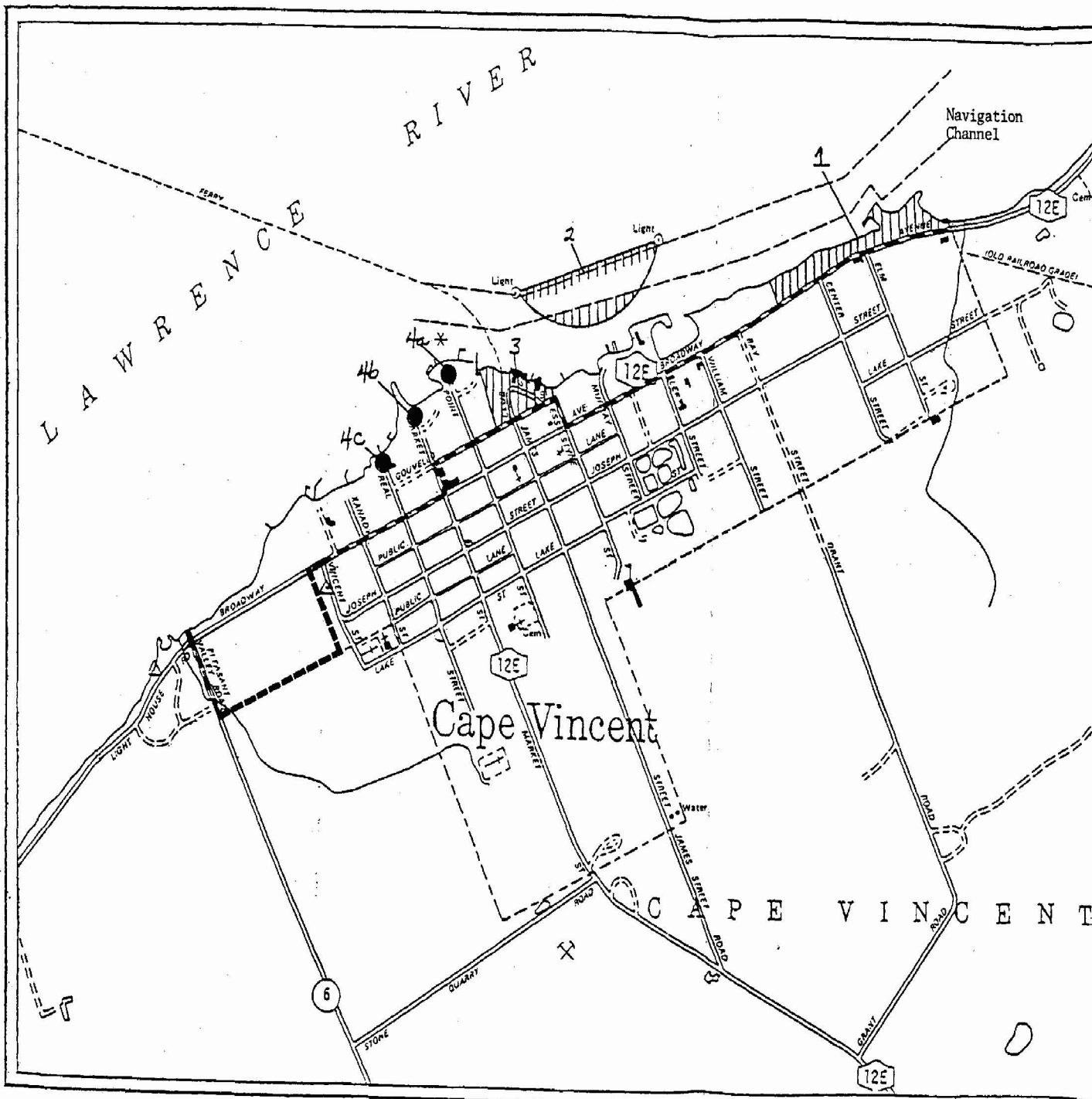
- Or - Boating
- Om - Mooring & Docking
- Of - Fishing
- Tc - Ferry
- Un - Navigation Aides
- Ui - Water Intakes



Proposed Land and Water Use

No land use changes are proposed in the Cape Vincent coastal area

--- Coastal Area Boundary



# VILLAGE OF CAPE VINCENT

PLATE 10

Proposed Projects

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

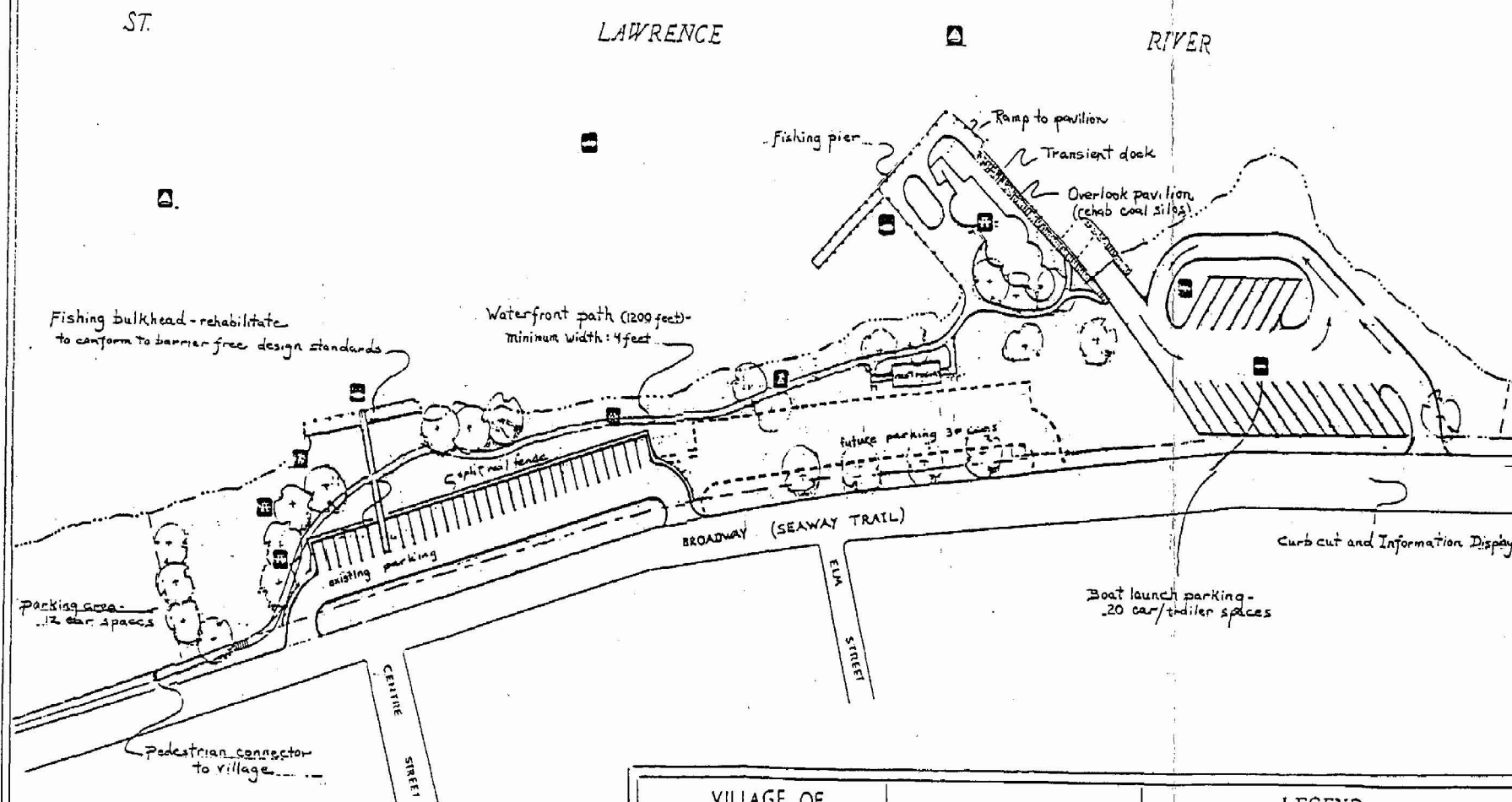
Scale 1" = 800'



## LEGEND

- (1) Village Park Development
- (2) Sailboat Moorings
- (3) Club Street Area Improvements
- (4) Dead-End Street Public Access Improvements
- a) Point Street
- b) Market Street
- c) Real Street

--- Coastal Area Boundary

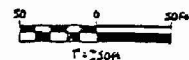


VILLAGE OF  
CAPE VINCENT  
Waterfront Park Study

Prepared By The St. Lawrence  
Eastern Ontario Commission



Scale



LEGEND

- Waterline
- Property line
- [P] Picnic Site
- [F] Fishing Pier or Area
- [W/B] Walking/Biking Path
- [R] Restrooms
- [I] Information Display
- [B] Boat Launch
- [D] Transient Dock