

SECTION IV
PROPOSED USES AND PROJECTS

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Local officials in the Town and Village of Morristown intend to promote development in a manner which will protect and enhance the resource base rather than deplete or degrade it. Through their planning and resource management efforts the two communities seek to foster environmentally sound development as an integral part of waterfront revitalization. The planning of future land uses and revitalization projects is the focus of this section.

A. PROPOSED LAND USES

Proposed land uses for the waterfront are classified under eight categories: Public and Semi-public, Village Center Commercial, Water-related Commercial, Highway-related Commercial, Urban Density Residential, Moderate Density Residential, Open Space Density Residential and Agricultural. The location and distribution of proposed land uses are described in detail below under the headings of Village, East Town and West Town.

1. Village (See Plate 11a)

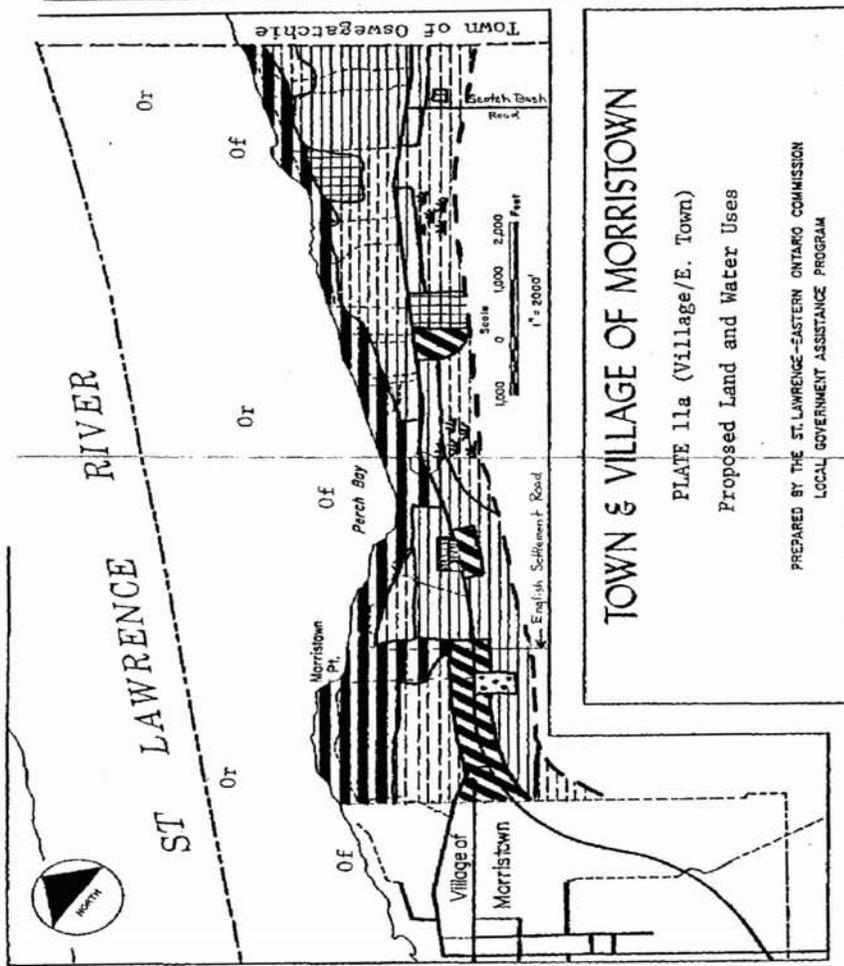
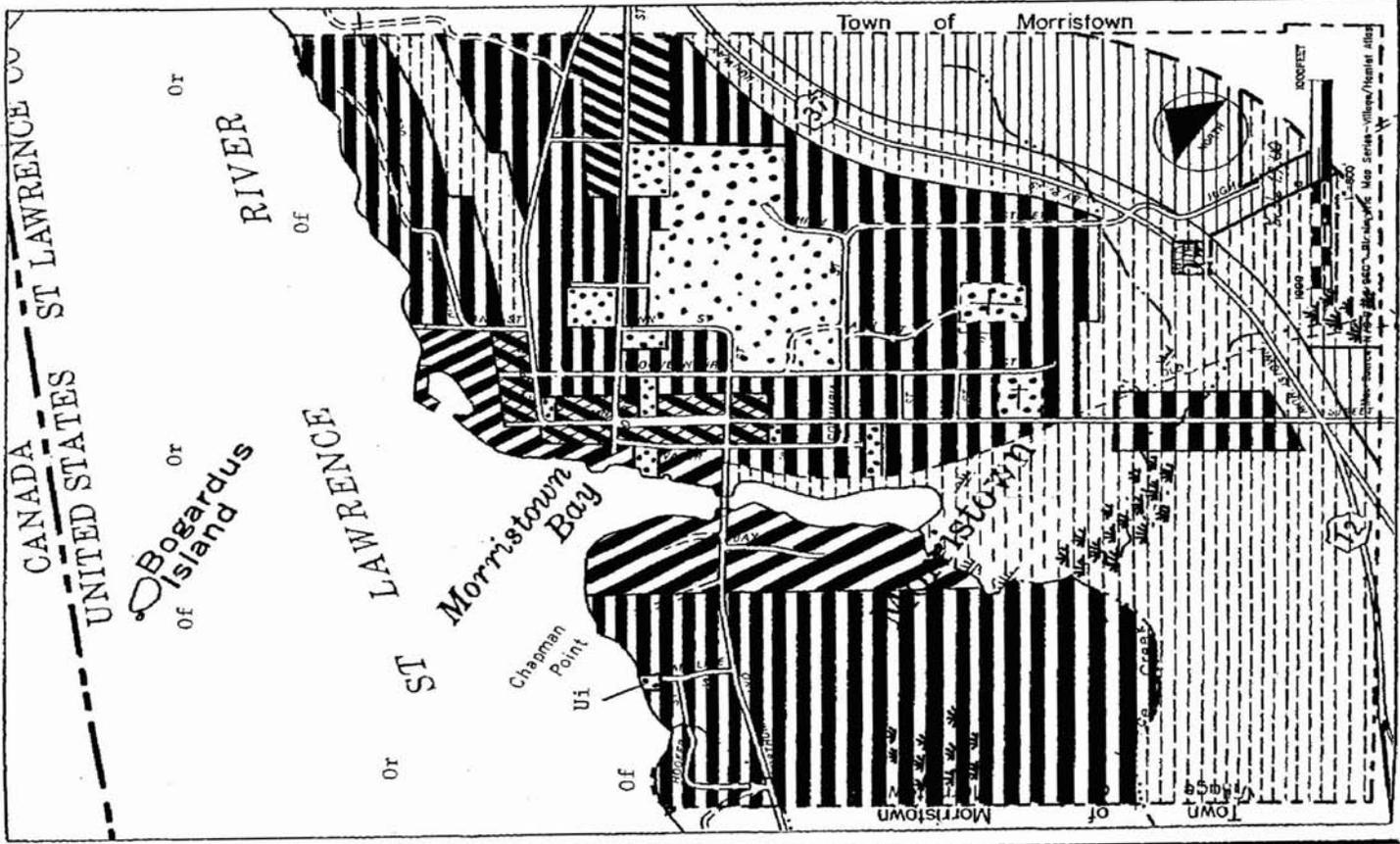
- a. Public and semi-public - Proposed public and semi-public uses consist of those identified as existing on Plate 9a plus expansion of the Village's shoreline park to include land for additional parking and construction of a wastewater treatment facility to the south of the fire hall on Morris Street.
- b. Village center commercial - This land use category is proposed to expand and occupy both sides of Main Street from just south of Northumberland Street to Chapman Street and the north side of Chapman Street from Main Street to Ann Street. Specific uses envisioned here would be local convenience and tourist oriented with more emphasis on the pedestrian.
- c. Highway-related commercial - This category is proposed along both the northern and southern sides of Morris Street toward its easterly end. Commercial uses in this area would relate more to automobile sales, repairs and maintenance; motor lodges; and other uses catering to travellers along the Seaway Trail.
- d. Water-related commercial - Water-related commercial uses including marinas, resorts, boat sales, boat rentals, boat repair and storage, and the sale of marine supplies, bait and tackle, are proposed for the entire western side of Morristown Bay and the eastern side northerly from the Northumberland Street bridge to Ann Street.
- e. Urban density residential - The areas of existing, dense residential development are proposed to be expanded to include all areas of the Village which could be readily served by sanitary sewers. In particular, this category would include now vacant lands north of Louce Creek in the

the western part of the Village and along Riverside Drive, Chapin, Morris and High Streets in the eastern part. Residential uses in this category would generally consist of single-family structures on smaller lots. One and two-family structures would be concentrated on Main and Gouvernor Streets to the south and east of the Village center commercial area.

- f. Moderate density residential - Areas to the south and east of NY Route 37 would be proposed for this category. Density would necessarily be lower than in the Urban Density residential areas since public sewers would not be available. The reliance on septic systems and the generally poor suitability for septic tank absorption fields would be the primary density-limiting factor. Mobile home park development would be guided to this part of the Village provided that adequate septic systems could be installed.
- g. Open space density residential - The remaining areas would be included in this category, providing for large lot single family uses on or near lands with greater sensitivity, more severe development constraints or important scenic or agricultural value. Public sanitary sewers would not be foreseen in these areas. The low density of future development would help to minimize non-point discharges of pollutants into the Louce Creek watershed and the inner bay itself.

2. East Town (See Plate 11a)

- a. Public and semi-public - No new public or semi-public uses are proposed.
- b. Highway-related commercial - A short stretch of NY Route 37 is proposed for this use category, as are the ends of Morris and Chapman Streets. The proposed uses would be similar to, and an extension of, those in the Village's highway-related commercial area. Existing uses along NY Route 37 already reflect the tendency toward this type of use. (See Plate 9a).
- c. Urban density residential - No change is proposed.
- d. Moderate density residential - With density controlled principally by the minimum size of parcels needed to accommodate septic systems and wells, much of the land along NY Route 37 would fall into this category. The largest areas would lie northerly, easterly and southerly of the NY Route 37- English Settlement Road intersection and near the Oswegatchie town line north of NY Route 37. Between these areas, the moderate density residential would occupy a thin band mostly along the south side of the State highway.



TOWN & VILLAGE OF MORRISTOWN

PLATE 11a (Village/E. Town)

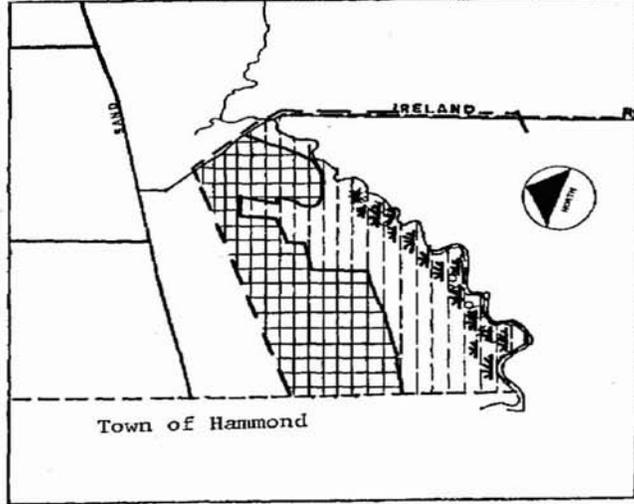
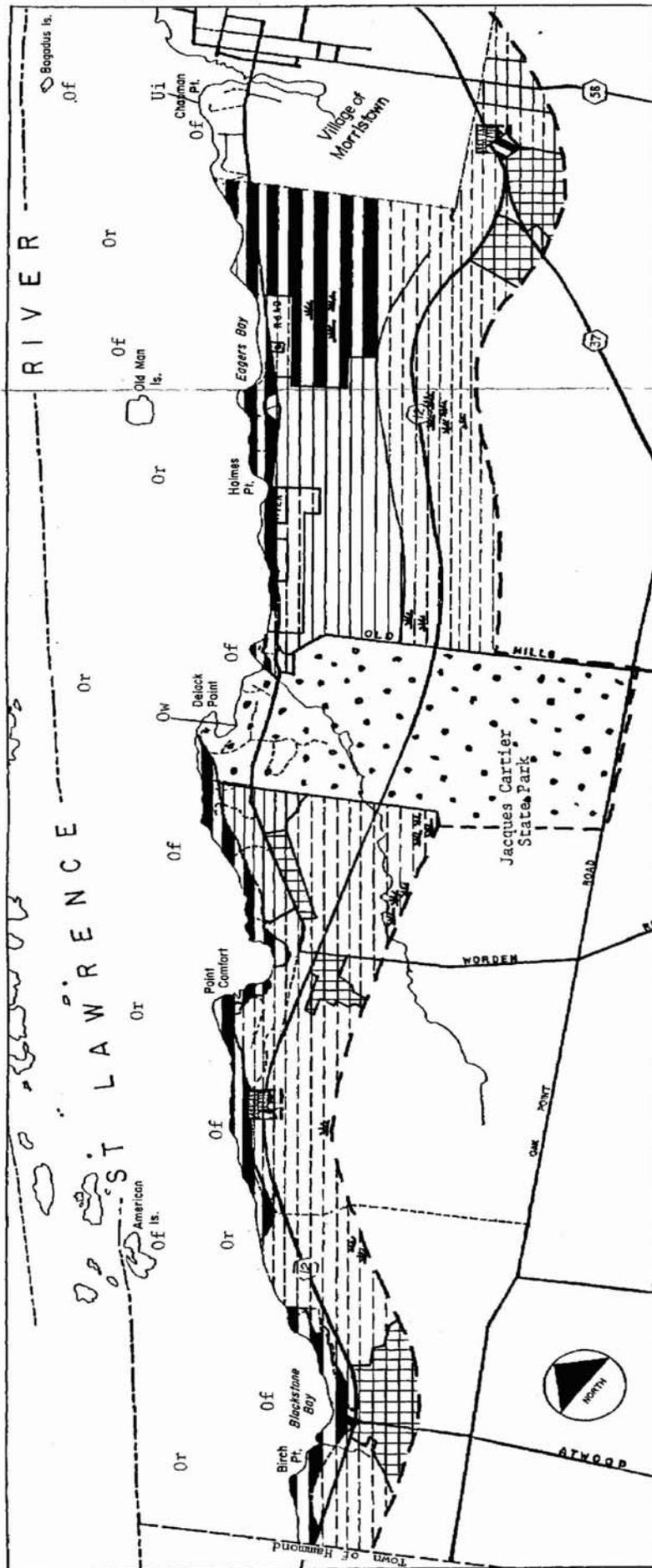
Proposed Land and Water Uses

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

LEGEND

	Public or Semi Public		Open Space Residential
	Village Center Commercial		Agriculture
	Highway Related Commercial		Wetlands
	Water Related Commercial		
	Urban Density Residential		
	Rural Density Residential		

Water Uses	
Or - Boating	
Of - Fishing	
Ow - Swimming	
Ui - Water Intakes	



LEGEND

<p>Land Uses</p> <ul style="list-style-type: none"> Public or Semi Public Village Center Commercial Highway Related Commercial Water Related Commercial Urban Density Residential Rural Density Residential 	<p>Water Uses</p> <ul style="list-style-type: none"> Open Space Residential Agriculture Wetlands
<ul style="list-style-type: none"> Or - Boating Of - Fishing Ow - Swimming Ui - Water Intakes 	<p>--- Coastal Area Boundary</p>

TOWN OF MORRISTOWN

PLATE 11b (W. Town)

Proposed Land and Water Uses

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

Scale 1:24,000

2000 0 2000 4000 FEET

1" = 2000'

IV-7

- e. Open space density residential - The bulk of the remaining land areas would fall into this category in recognition of steep slopes or bedrock problems (to the north of NY Route 37) or location within the agricultural district (to the south of NY Route 37).
- f. Agricultural - No changes are purposed for the areas with existing agricultural uses.

3. West Town. (See Plate 11b)

- a. Public and semi-public - No change from the existing extent of uses in this category is proposed. (see Plate 9b).
- b. Highway-related commercial - No change is proposed.
- c. Urban density residential - No change is proposed.
- d. Moderate density residential - Extending further in a westerly direction from the urban density residential area would be a large area of moderate density residential. This area would extend to and run a short distance beyond Jacques Cartier State Park. A smaller pocket of this type of land use is proposed along County Route 58 south of the Village.
- e. Open space density residential - With the exception of five pockets of proposed agricultural use (see 6, below), all of the remaining land area is proposed for "open space density residential" to acknowledge development limitations of steep slopes or shallow depth to bedrock or to minimize development impacts on the agricultural district and the NY Route 12 scenic corridor.
- f. Agricultural - No change is proposed.

B. PROPOSED WATER USES

Proposed water uses are basically the same as those identified on Plates 9a and 9b with one exception in the Village and two in the Town.

1. Village (See Plate 11a)

Proposed harbor improvements - A widened boat launch ramp is proposed for the east side of the outer bay (See Fig. 5). Such improvements are expected to increase boating activity originating from the bay area.

2. East Town (See Plate 11a)

A Town boat launch is under consideration for the northerly end of English Settlement Road.

3. West Town (see Plate 11b)

Proposed improvements to the Jacques Cartier State Park swimming area are likely to increase swimming and boating activities there. Some additional dockage is proposed.

C. PROPOSED PROJECTS

The general objectives of the proposed projects described in the remainder of this section are to stimulate economic development within the waterfront area and to improve the quality of life for residents of these coastal communities. Increased tourism is viewed as a realistic means of achieving the first objective which, in turn, is important to the second. Emphasis is therefore placed on projects which will provide the infrastructure, facilities and activities needed to support tourism development. Since the natural and cultural resources of the local waterfront area are important assets for tourism and essential elements of the quality of life, their protection and enhancement is also emphasized.

Revitalization of deteriorated and underutilized areas, improvement and expansion of public access and recreation facilities and protection of water quality are the specific objectives of the five proposed projects which follow. Although more project activity is proposed for the Village to address its greater revitalization needs, the Town will undoubtedly reap significant benefits from increased tourism in the area and through tax revenues.

1. **Bayside Park.** The Village intends to improve and widen its boat launch, acquire land to assure the supply of parking and provide a service building (restrooms, lockers and showers) at its existing shoreline park. Additional security lighting, landscaping, benches, and trash receptacles are also proposed. Overall development of the site would involve two phases. The first phase is described in detail below in terms of estimated costs and timing. The second phase is described only in terms of possible scope, leaving details of cost and timing to further study.

Phase I. (See Figure 5)

<u>Scope of Work</u>	<u>Est. Cost</u>	<u>Completion Date</u>
Acquire land for access and parking (.31 acres)	20,000	1990

Construct double launch ramp w/dock	22,000	1990
Administration and fees	1,000	1990
Architectural and Engineering Fees	2,000	1990
TOTAL	<u>\$45,000</u>	

Phase II. (See Figure 6)

Possible Scope of Work

- Reconstruct bulkhead (250 lin. ft.)
- Reconstruct pedestrian walkway (250 lin ft.)
- Construct multipurpose service building with rest rooms
- Grade, apply stone base, and pave parking area
- Install site lighting
- Landscape
- Provide picnic tables, benches, and trash receptacles

2. **Bicycle/Jogging Path.** (See Figure 7). This project would be undertaken by the Village in cooperation with the Town of Morristown.

It consists of developing a paved shoulder along River Road from the Northumberland Street bridge to the westerly village limits. The shoulder would provide a separate path for cycling and jogging enthusiasts, ultimately interconnecting with Jacques Cartier State Park. Project details are as follows:

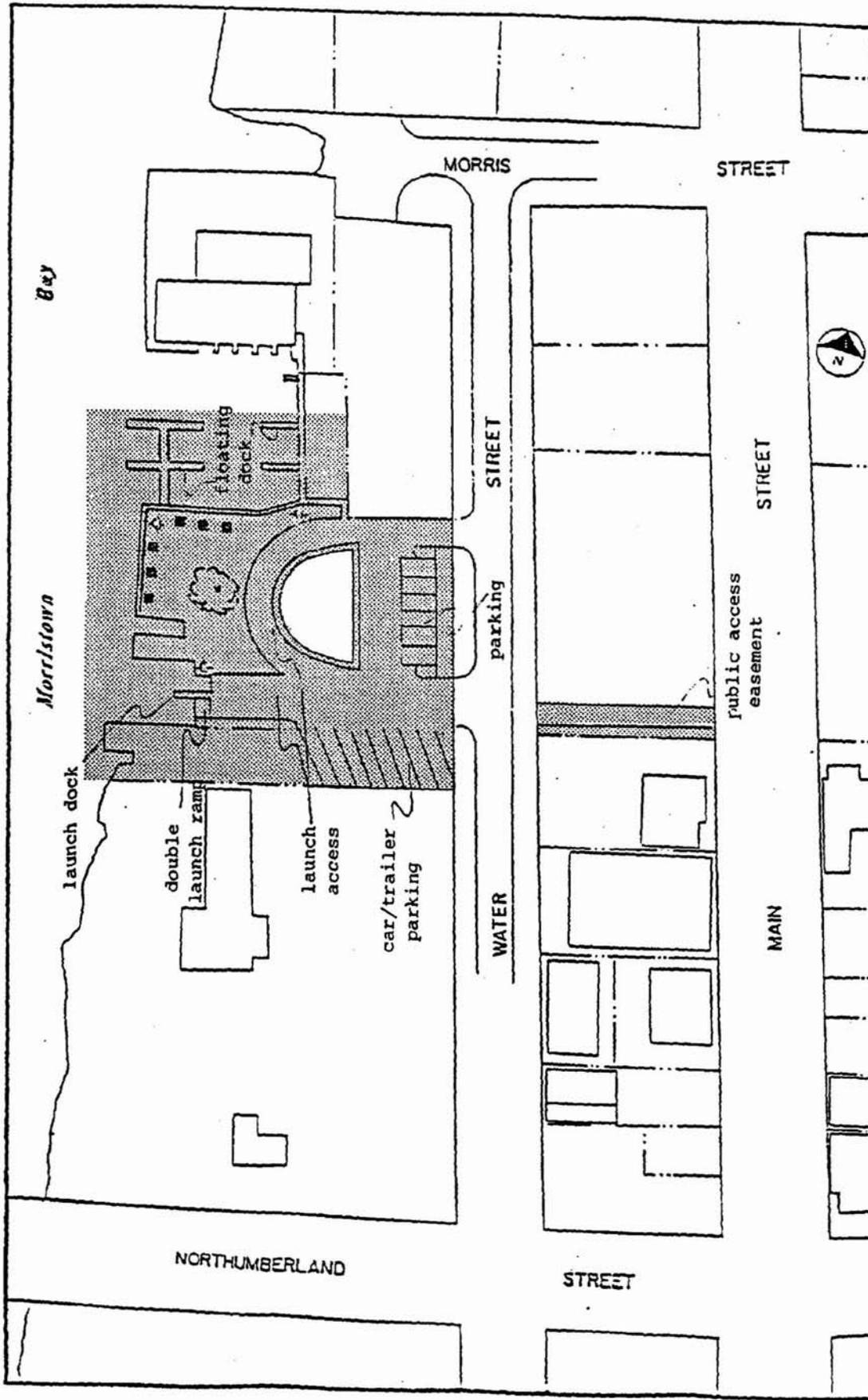
<u>Scope of Work*</u>	<u>Est. Cost</u>	<u>Completion Date</u>
Drainage Improvements		1991-92
Application of stone base for shoulder		1992-93
Paving		1992-93
Installation of signage		1992-93
TOTAL	<u>\$8,000</u>	

*Proposed work would be incorporated with an improvement project (resurfacing and drainage improvements) for River Road.

3. **Stone Windmill Restoration.** (See Figure 8 and attached correspondence.) As the focal point of Chapman Park (see Figure 2, p. 36), the Old Stone Windmill is proposed to be restored to an operating condition with a revolving cap (roof) and sails. Restoration of the mill is a marginally viable project because of the considerable costs involved. Nevertheless, the project is included in recognition of its potential contribution to the local economy as a unique tourist attraction. Project details are as follows:

<u>Scope of Project</u> (Phase I)*	<u>Est. Costs</u>	<u>Completion Date</u>
Purchase/acquisition of materials for cap and sails		
TOTAL	<u>\$10-15,000</u>	1990-91

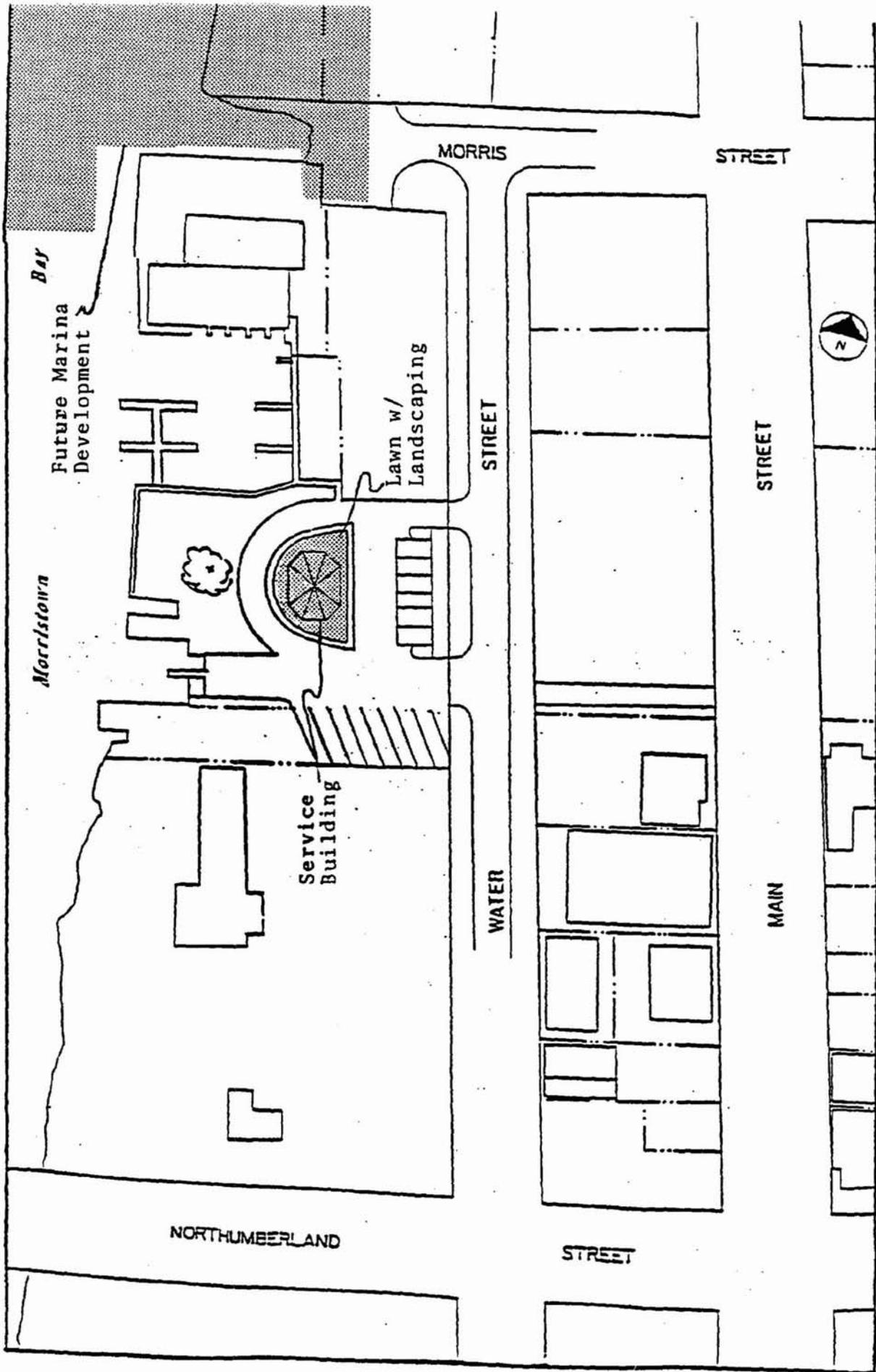
* See attached correspondence. Phase II, the actual construction work could range between \$80,000 and \$175,000 depending on the extent of volunteer labor involved. No schedule is available for completion of Phase II.



Scale: 1" = 80' (approx.)

KEY:  light poles
 park benches

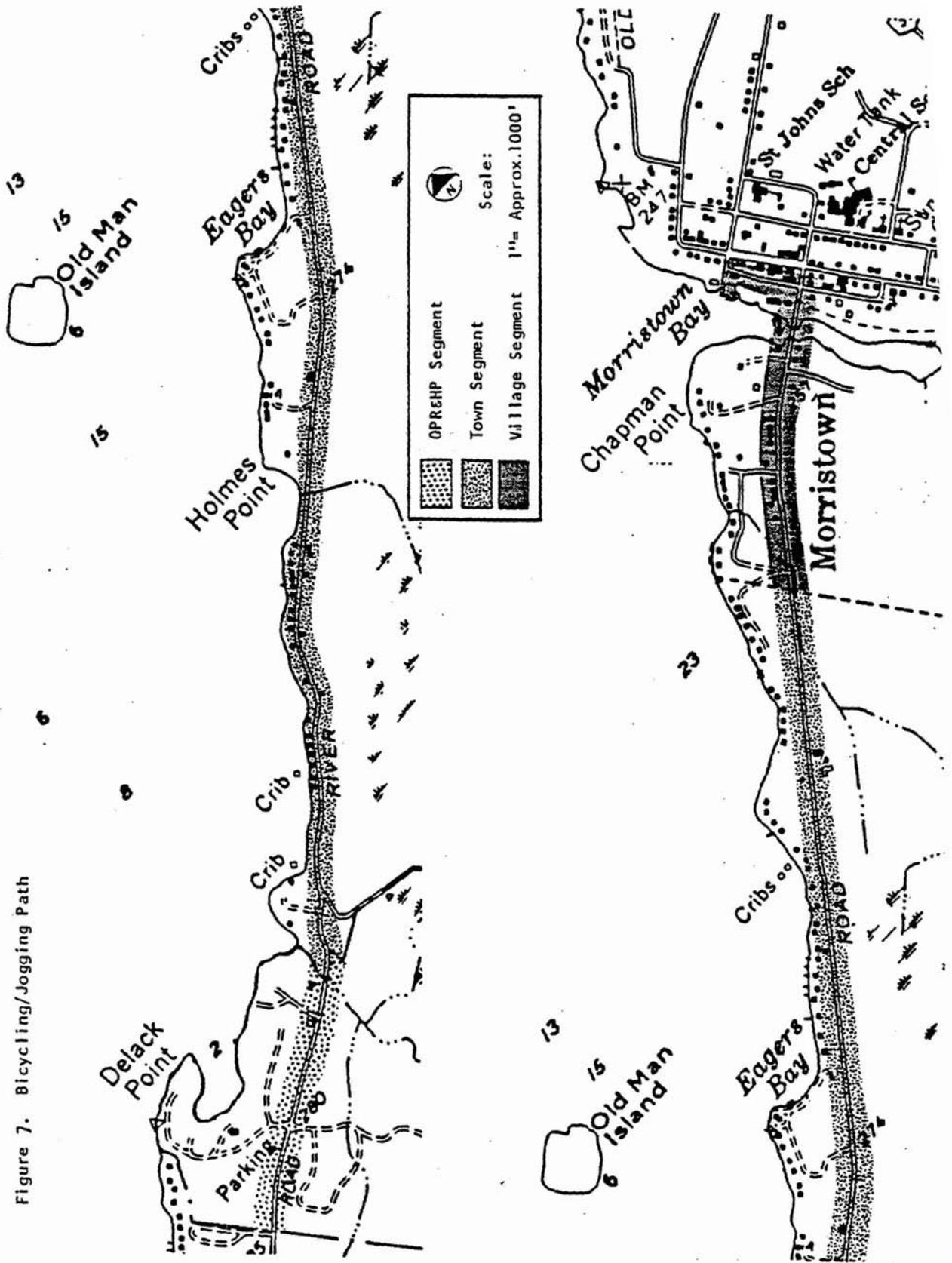
Figure 5:
 Bayside Park
 Phase I



Scale: 1"=80'

Figure 6:
Bayside Park
Phase II

Figure 7. Bicycling/Jogging Path



331 Bellwood Avenue,
North Tarrytown,
New York 10591.

Jan. 20th, 1932.

Dear Mrs. Bogardus,

Enclosed please find some rough estimates regarding the restoration of the Old Stone Windmill. It is very difficult to come up with any sort of accurate figures, however, I am basing my ideas on other mill jobs which are in progress.

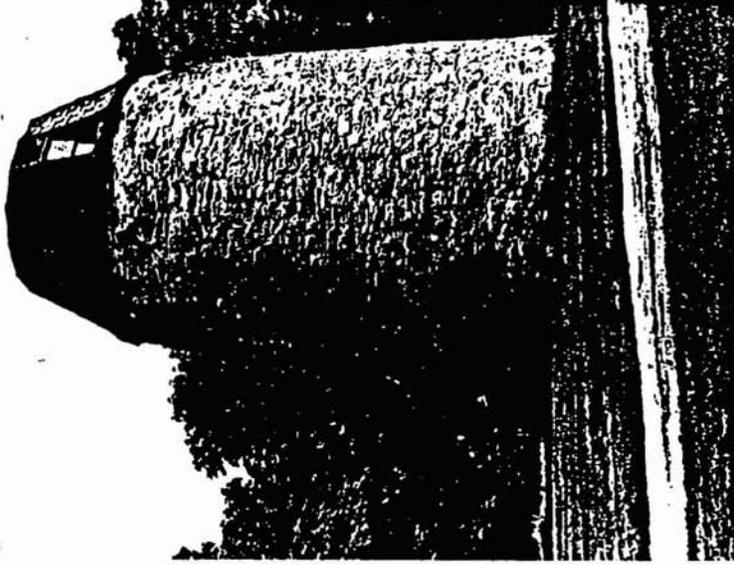
I think to get started that you should only circulate the estimate for phase one of the restoration. People are more likely to begin on something around \$10,000, than the large figure required for complete restoration. However, I thought that I would enclose the complete figure for comparison. I know that when the St Lawrence Parks people were enquiring about the restoration of the mill, some of the rough estimates for complete restoration were as high as a quarter of a million dollars. This was of course, contemplating on hiring so-called experts to do the job who are known to charge excessive prices.

Good luck with starting on phase one of the mill project.

With my best wishes,

Charles

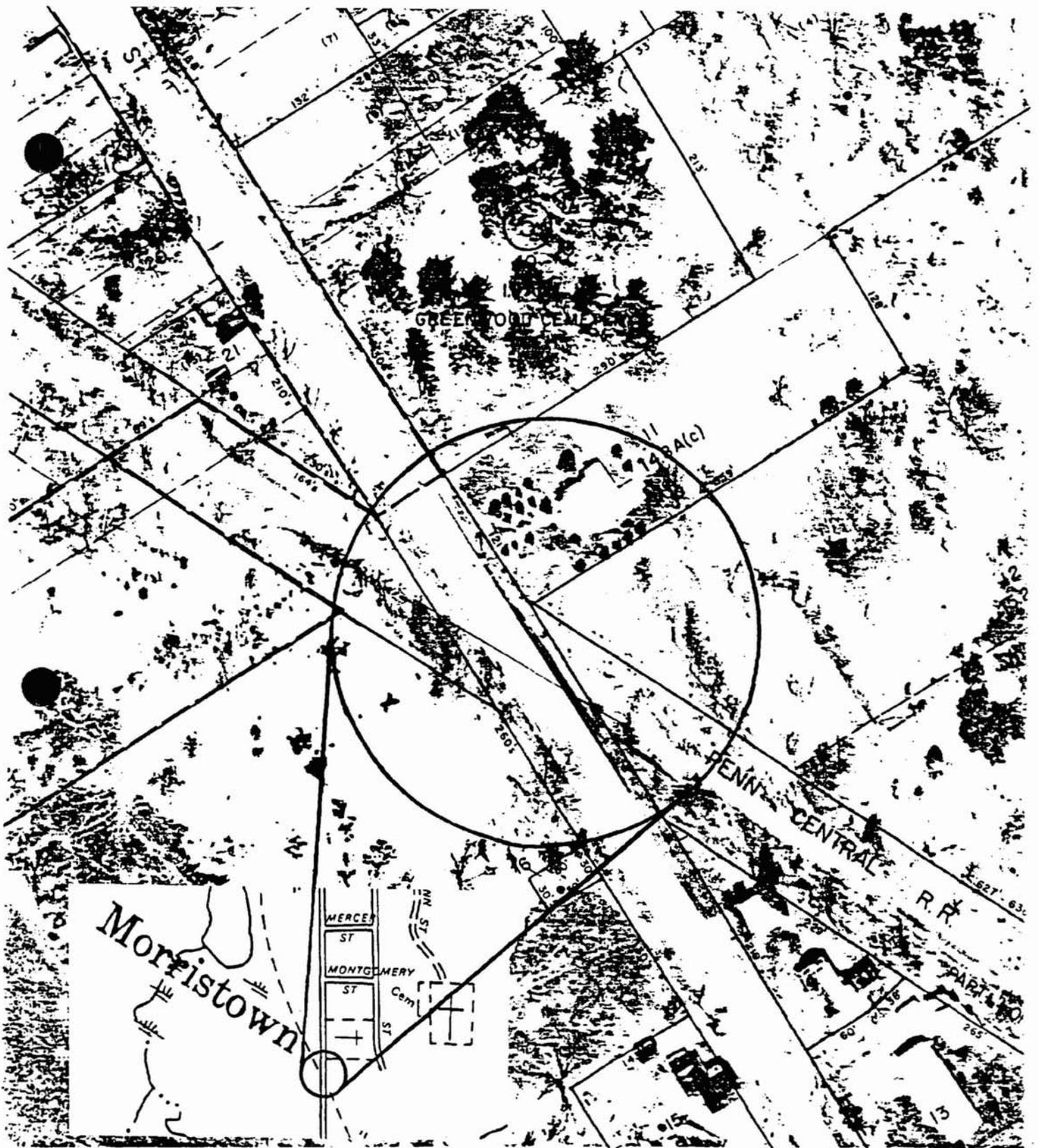
Charles Howell.



THE STONE WINDMILL *

The stone windmill was built in 1825 by Hugh McConnell. Through the years it has served as a mill, the local jail, and finally an Air Warning Post during World War II. Charles Chapman, a noted artist, and his wife Laura donated the Mill property to Morristown in 1943.

Figure 8. Stone Windmill Restoration



ALSO SEE LINE 083.057

Figure 9: Main Street Bridge Removal

SECTION V

TECHNIQUES FOR LOCAL IMPLEMENTATION OF THE PROGRAM