

SECTION IV PROPOSED LAND AND WATER USES AND PROPOSED PROJECTS

The proposed land and water uses are illustrated in Figure IV-1. They translate the policies in Section III into a cohesive and comprehensive land use plan for the Village. The proposed land and water uses reflect and implement the policies contained in Section III by applying them to the existing land use pattern, natural and physical resources, and development constraints of the Village. Methods or techniques to implement these proposals, including amendments to the Village's Zoning Ordinance, are detailed in Section V. The proposed land uses are based upon discussions with the LWRP Committee and the general public.

The implementation of the LWRP represents a concrete step in the Village's efforts to revitalize its waterfront areas and strengthen the local economy. The strongest overall goal in the LWRP is to better link the waterfront regions to the downtown environment and this is reflected in this section. The keys to long-term success include:

- A balance of land use types that generate revenues for the Village and additional commerce for private sector business owners.
- A well-planned and well-designed pedestrian circulation network.
- Development scaled to the Adirondack village setting.
- Amenities catering to both visitors and residents.

The first part of this section identifies proposed land uses for the waterfront revitalization area. The second part of this section identifies proposed water uses. The third section identifies the proposed land and water based projects.

A. Proposed Land Uses

Figure IV-1, "Proposed Land and Water Uses Map," illustrates the proposed land and water public and private projects for the waterfront revitalization area. For the purposes of this study, the land use areas are identified as 1) stable or well-established uses that are not likely to change substantially in the future, 2) redevelopment opportunity areas which represent areas for which a variety of uses would be acceptable and 3) areas that can be described as sensitive in terms of natural resources. There is no recommendation to revise the existing zoning map, therefore, there is no "Proposed Zoning Map" included in this document.

1. Areas of Predominantly Stable Land Uses

This category of land use occupies the majority of the land use pattern within the entire Waterfront Revitalization Boundary.

In general, most of the Village pattern is set and areas are not subject to any foreseeable changes in land use types or other factors that could significantly alter the character of the Village. It should be noted for historical purposes, however, that much of the development along River Street was disrupted by the DOT road improvements, which included the addition of two driving lanes in the 1970's. All of the businesses located on the west side of River Street were removed after the two lanes were added to the road. The remaining lands become Village-owned greenspace. This action dramatically improved the landscape along the waterfront, increasing public visual and physical access to this important scenic corridor. The lack of parking for access to the waterfront in this area continues to be an important issue.

2. Areas Suitable for Development, Redevelopment and/or Enhancement

The most relevant opportunities for redevelopment exist inside the downtown business core where there are numerous buildings that are underutilized and several that are vacant. One of the most prominent opportunities for enhancement exists along the backside of the business district adjacent to the River Walk. The Village has recently completed a Rear Façade Plan, which recommends alternative façades for rear buildings in the business district adjacent to the River Walk. The Village is presently researching a funding mechanism such as a revolving loan fund to provide incentives for these businesses to make building improvements that offer shops and services either linked passively or actively to the river. Typically, these would include businesses such as restaurants that would be enhanced by the sounds and the view of the river. There are no known obstacles under the present Zoning Code that would prohibit improvements along the rear façades. The New York State Building Code is presently being revised to allow combined uses more acceptable in terms of the permit approval process. The LWRP supports the Rear Façade Plan by bringing more people to the waterfront and linking them to the River Walk via the proposed Lake Flower Trail.

An additional opportunity is the large Branch and Callanan building and property across from the Train Station. This building already has three businesses operating from the site and has the potential to accommodate many more businesses following building renovation. To the greatest extent possible, new businesses in this area should complement the new scenic train running between Saranac Lake and Lake Placid.

There are a number of downtown businesses that would benefit from redevelopment or enhancement. Community Development Block Grant funds were utilized extensively in recent years to assist building owners that own combined housing/business units, however, the majority of buildings that are in the greatest need of assistance are strictly commercial. Most, in fact, need serious renovation and will be encouraged to follow historic restoration guidelines.

3. Sensitive Development Areas

Sensitive development areas are located along the Saranac River where substantial wetlands exist and the potential for flooding is high. The potential for stream bank erosion and pollution from unfiltered stormwater runoff is high along the Saranac River.

Buildings where future improvements will logically take place are close to the edge of the river, increasing the environmental risks. Special attention to these issues is needed during the permitting and/or site plan review process.

The area along Lake Flower is also highly environmentally and visually sensitive. Outstanding water quality is essential to the tourism and second home industry that drive the economic forces in the region. It is particularly important to preserve the integrity of the viewshed looking west from Lake Flower Avenue and River Street, and east from Riverside Drive. Proposed buildings and other obstructions to these views should be carefully considered during the review process and mitigated to the greatest extent possible while continuing to support growth and improvement to private property owners.

B. Proposed Water Uses

The Village of Saranac Lake recognizes the need to comprehensively manage the shoreline areas of the Saranac River, Lake Flower and Lake Colby and have integrated all other related plans within the LWRP. The LWRP addresses potential conflict, congestion, safety and competition for space in the use of the community's surface waters and underwater lands. It will also provide the opportunity to identify various suitable alternatives for the optimal use of the waterfront and adjacent water surfaces. Section II identified the key issues concerning water use in the Village of Saranac Lake. These include: the lack of public docking facilities, a significant lack of public parking, the lack of space for a commercial enterprise such as a tour boat on Lake Flower; the lack of a designated launch for small non-motorized boats such as canoes and kayaks on Lake Colby.

The Village also recognizes the potential for making the Village a destination for kayak and canoe clubs and organizations. Kayaking is one of the fastest growing sports in the US and Saranac Lake is taking advantage of the trend by holding various events in the area. A new "outfitting" business has recently opened in the downtown with on-site access to the Saranac River. The Saranac Lakes Chain is one of the most popular canoe routes for paddlers. The route begins at the top of Upper Saranac, past Middle Saranac, to the east end of Lower Saranac, continuing through Oseetah Lake into the Village of Saranac Lake where one can continue down the Saranac River. The Northern Forest Canoe Trail will create a long distance recreational water trail that will span from New York to Maine. Clearly, there are opportunities associated with vacationing paddlers that have yet to be realized and the Village plans on providing every opportunity possible to accommodate their needs.

In terms of private facilities, the LWRP does not see the need to encourage more marina-type facilities. Enhancement of existing facilities should instead be the focus. The *enhancements* should be designed to service seasonal and transient residents from the interconnected string of lakes that flow into Lake Flower. The public facilities proposed for Riverside Park will be designed to provide opportunities for links to the Village waterfront and the downtown business district. The proposed public facilities are also intended to complement the State Boat Launch by supplementing this facility, which is designed only for customers who are *utilizing* the launch.

Proposed improvement projects related to water uses as described above can be found in Section IV-C.

C. Proposed Public and Private Projects

As a result of developing their LWRP, the Village has identified a series of small and large-scale projects. Their individual locations are identified on Figure IV-1, "Proposed Land and Water Uses." The uses and projects seek to:

- Restore and revitalize underutilized sites and buildings within the Village.
- Improve existing public recreational facilities and provide additional public access to the waterfront area.
- Link public sites and facilities along the waterfront and throughout the Village to neighboring communities and *connecting waters*.
- Protect and improve historical and scenic resources.
- Provide a proactive and positive economic boost to the Village.

The proposed projects outlined in this section recognize Lake Flower, the Saranac River and Lake Colby as valuable assets essential to the Village's economic development efforts. A waterfront that is accessible to the public and provides an enjoyable mix of open space, recreational, cultural and commercial uses, will encourage those who come to Saranac Lake by car, train or boat to extend their stay, stroll along the waterfront, dine in a restaurant overlooking the Saranac River, and visit shops and other attractions. The ability of the Village to be "walkable" with clear and safe access between the downtown and the waterfronts during all seasons is an extremely important element for residents and visitors. Pedestrian walkways and signage should be consistent and designed to lead people from one place to another. The recognition and incorporation of these assets into the revitalization process will underscore Saranac Lake's uniqueness.

Saranac Lake is dedicated to the revitalization of its waterfront area and does not want to preclude creative and innovative projects that advance this effort. However, the Village has identified a number of projects to be developed that will have substantial public benefit and are confident that these enhancements will promote existing businesses and spur new businesses in the community. Proposed land-based projects are on properties owned by the Village or the State, excepting some sections along Lake Flower Avenue.

1. Proposed Public Projects

There are two main projects associated with this LWRP. A series of smaller, inter-related projects are incorporated into the main projects. The project areas include Lake Flower and Lake Colby.

a. Lake Flower

Lake Flower is truly the centerpiece for the community. The lake is a jewel, marking the eastern gateway into the Village of Saranac Lake. Riverside Park, Prescott Park, the State Boat Launch, Mountain Mist Park and Baldwin Park are all located on the northern shoreline of Lake Flower. Although Village land holdings are significant along the lakeshore, they are not interconnected. This discontinuity is a considerable disadvantage since walking, jogging, boating and biking are an integral part of the recreational activities for Village visitors and residents. The first project provides the opportunity to make improvements to all parklands along the shoreline.

1.) The Lake Flower Trail

The Village proposes to locate and construct a walking/biking/ski path that would originate at Riverside Park at the north end of Lake Flower proceeding in a southerly direction along the shoreline. The Trail is proposed to continue along Rte. 86 to the railroad tracks, future Lake Placid-Saranac Lake Recreational Path will intercept Route 86.

The Lake Flower Trail is proposed to follow the path of the existing sidewalk along River Street beginning at the immediate shoreline adjacent to Riverside Park, continuing past the State Boat Launch and Prescott Park. At the intersection of River Street and Lake Flower Avenue, a new sidewalk would be constructed on the west side of the road. A sidewalk would need to be constructed in the right-of-way along the west side of Lake Flower Avenue and continue as a cantilevered structure in the

areas of the road where the distance between the road and the lake is too narrow for a traditional sidewalk. The Trail would then continue along the lake through Baldwin Park, becoming a traditional sidewalk at the south end of the park and stretching to the Saranac Lake-Lake Placid Recreational Trail.

The Lake Flower Trail is envisioned as a waterside experience with amenities commonly associated with public boardwalks such as benches, signage, historic lighting and bicycle racks. The Lake Flower Trail is to be lit with historic design pattern lighting that is consistent with the fixtures installed along the River Walk. It is envisioned as a handicapped-accessible multi-use trail; however, state regulations regarding the size of a public walkway will likely dictate the overall use. The Trail should begin as a five-foot path with additional space allocated should it be deemed necessary to expand the trail at a later date. The emphasis along Lake Flower is to retain as much green space as possible while keeping the project affordable for the community.

The Lake Flower Trail should be designed to accommodate winter use since some winter activities that attract thousands of residents and visitors take place along this corridor.

Construction of the Lake Flower Trail is proposed to occur in three phases. The first is the section of River Street between Main Street and Lake Flower Avenue. The second section is located between Lake Flower Avenue and Baldwin Park. The third phase is from Baldwin Park to the Lake Placid-Saranac Lake Recreational Trail.

Construction of the Lake Flower Trail will be a challenge along the narrow strip of land between the public park at Mountain Mist and Baldwin Park. Much of this land is owned privately and easements will be needed to gain access to these properties. The shoreline in this area has problems with stormwater runoff and stream bank erosion. These problems will need to be addressed before any walkway construction can begin.

Specific recommendations relating to improvements that NYSDOT can assist the Village in making during the planned improvements to Lake Flower Avenue include the following:

- Move the existing sidewalk to the west side of Lake Flower Avenue
- Create a walking trail consistent with the project recommended in this LWRP
- Create sitting areas with benches and pedestrian look-outs adjacent to the water
- Install historic lighting
- Eliminate unnecessary utility poles and wires
- Bury utility lines wherever possible

Estimated Project Cost:

Phase 1 - River Street	\$225,000
Phase 2 - Lake Flower to Baldwin Park	\$225,000
Phase 3 - Baldwin Park to Rec. Trail	\$450,000
TOTAL COST	\$900,000

2.) Riverside Park

Riverside Park is the village-owned park located in the extreme north end of Lake Flower. The Village proposes to make considerable improvements to Riverside Park since it is located at the primary intersection into the downtown business district. Riverside Park comprises a highly scenic area and is a focal point for both

local and regional public events. The goal for this park is to minimize impairments to the visual landscape while improving the general aesthetics of the area and encouraging a greater level of public access.

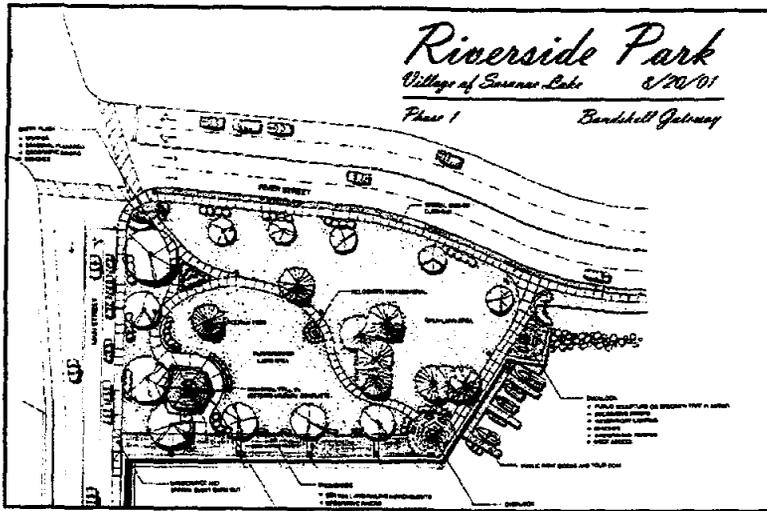


Figure IV-2 Riverside Park Rendering

The improvements are directed at connecting persons who come by water to the downtown area where existing restaurants and shops can benefit from the commerce. Providing a place for people to come by boat will establish Saranac Lake as a destination spot for the hundreds of shareowners' along the many lakes that are linked to Lake Flower.

Specific recommendations for Riverside Park are as follows:

- Restore sea wall to safely and attractively accommodate floating type docks which will support docking for small to medium boats along the edge facing south and west.
- Limit docking and address enforcement issues. Public docking will encourage people into the downtown area and to attend concerts and other community activities. Provide signage to direct people and communicate dock rules.
- Construct an esplanade with appropriate pedestrian amenities, adequate access for the handicapped, a new band shell, public docks, historic lighting and formal landscaping.
- Replace the Anderson Bandstand with an open-air gazebo complete with storage, power, equipment and additional seating capacity.
- Work with local veterans associations to incorporate a universal memorial into other park amenities such as the band shell, park benches and flower gardens.
- Immediately stabilize the bank and mitigate stormwater runoff from both storms and snowmelt along the shoreline just south of Riverside Park.
- Develop a landscape improvement plan that ties the parklands together and generally make the area a more attractive place. The area around the Bandstand is envisioned as a more formal public gathering place with formal plantings such as gardens and hedges for some protection from the roads. The remainder of Riverside Park is envisioned as tree-lined with a grassy base with the focal point as Lake Flower.

Estimated Project Cost:

Wall stabilization, boat docks, pavers	\$ 50,000
Bandstand replacement	\$100,000
Landscape plan and construction	<u>\$290,000</u>
	\$395,000

3.) Prescott Park

Prescott Park represents village-owned parkland on either side of the State Boat Launch. This area is envisioned to continue as a passive park with the Lake Flower Trail passing through with amenities such as benches, bike racks, and historic lighting. Specific additional recommendations include the following:

- Place picnic tables in the area along Pontiac Bay.
- Make landscape improvements that are informal and planted with native plants and bushes so as not to obstruct the view of Lake Flower from River Street.
- Add historic lighting.
- Develop a total electrical plan for the entire area.
- Upgrade electrical service and outlet arrangements to accommodate various activities.

Estimated Project Cost: \$150,000

4.) Lake Flower State Boat Launch

The State Boat Launch has certain limitations largely due to the size and narrowness of the site. Recommendations focus on expanding its single focus purpose for fishing to work within the village setting providing a place for parking for overnight boaters and persons desiring docking without the use of the launch facility. Another important consideration is also for the provision of a safe pedestrian crossing across River Street.

- DEC and the Village should work on a new joint agreement that shares the responsibility for providing year-round handicapped accessible heated bathroom facilities since this is an important all-season point of access for the public. Any building should be in keeping with the Adirondack environment and should be constructed so as to enhance the spectacular view from the State Boat Launch.
- Provide appropriate links to the future restrooms and a walkway down to the launch area from the part of the Lake Flower Trail that is proposed to pass through the Boat Launch area. This part of the walkway should also have
- Investigate parking alternatives for people not using the boat launch in cooperation with DEC.
- Consider the "Sand Pit" lot behind the NBT Bank for long-term boat trailer parking.

Estimated Project Cost: \$150,000

5.) Mountain Mist Park

This is a small village-owned parcel of land adjacent to the Mountain Mist ice cream store on Lake Flower Avenue. The area is a popular destination spot for tourists and residents and should be upgraded. The following specific improvements are recommended:

- Stabilize the shoreline and improve landscaping.
- Tie the Lake Flower Trail formally into the existing landscape.

Estimated Project Cost: \$75,000

6.) Baldwin Park

Improvements at the tennis courts and adjacent village-owned parklands are directed at creating better opportunities for public on-site parking.

Specific recommendations for this area include:

- Provide short-term pull-off parking along the road for canoe trailer access.
- Provide a designated kayak/canoe launch area with a small boat rack.
- Provide a public dock for water access to the tennis and basketball courts.
- Provide a fishing platform with handicapped access.
- Provide appropriate signage to direct people to this site and to the downtown business district.
- Stabilize shoreline embankments.
- Provide additional picnic tables and seating for pedestrians.
- Consider formalizing a mooring site for seaplanes in this vicinity.
- Address parking needs as a priority for this area. Very limited on-street parking is available. DOT is engaging in a road improvement project in the near future and it is possible to work together with DOT to work new parking options into the plan along Lake Flower Avenue. One potential solution is to provide a single layer of public parking diagonally along the north side of the tennis courts.

Estimated Project Cost: \$200,000

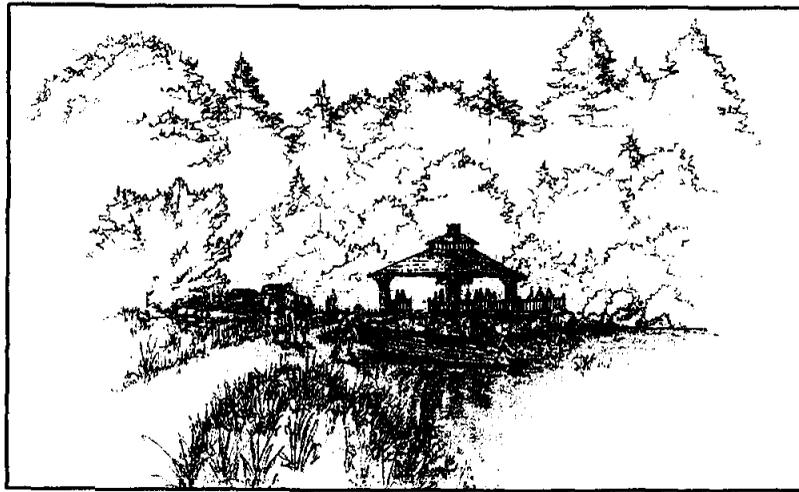


Figure IV-3 Lake Colby Pavillion Rendering

b Lake Colby

Lake Colby has an established history of public use in the community over the past 35 years or so. While there are some good features in the park, there are a number of opportunities available that will greatly enhance the park and bring a greater level of use.

- Construct a large picnic pavilion on Village-owned property adjacent to the beach on the south shore. The pavilion can be rented by groups and families for special events or used by the Village for the same. On-site parking is already build-into the site along the existing stonewall.
- Provide handicapped-fishing access from the deck at the proposed new pavilion.
- Designate a formal launch site for canoes and kayaks at the pavilion site.
- Secure permits in order to provide the best solution to improve the sand retention and quality in the swimming zone.
- Plant trees to provide necessary shade, highway buffer and wind break where feasible, particularly in the parking area and the north end of the bathhouse.
- Expand the green space area and improve the overall attractiveness of the park by considering reclaiming some of the existing parking lot.
- Develop a four-season plan that includes year-round restrooms and guidelines for various winter events such as ice skating, ice-fishing, ATV or snowmobile races.
- Expand recreational programming to provide some kind of youth and family programs. Possibilities include regulation volleyball, tennis backboard, bocce ball, and construction of a new jungle gym.
- Allow commercial vendors to rent kayaks, canoes, rowboats, and small sailboats at the beach to provide access to the water.
- Enhance the sidewalk and trail to the beach from the Village and light the area with historic period lamps.
- Build up the area of the trail that drops below the elevation of the road so that there is better visibility. Extend the walkway from the Village of Saranac Lake and connected to this site and to the beach as well.
- Provide a trail connection from the Village beach area to the Town of Harrietstown Park and the Lake Colby State Boat Launch.

Estimated Total Project Cost:	\$325,000
Pavilion	\$ 125,000
Beach	\$ 75,000
Recreation	\$ 125,000

2. Other Community Needs

a. Signage

There is a great need for the Village to provide consistent and reliable signage to indicate public access to waterfront locations, public parking areas and the downtown Business District, and other recreational choices (alternatives). The recommendation is to develop an overall Sign Plan for the Village so that pedestrian and vehicular signage is coordinated, consistent, and reflects the Village's aesthetic goals. This plan should also address attractive signage at all gateways into the community. Any signage plan should consider addressing all-season activities.

Estimated Project Cost:	\$ 75,000
Planning	\$ 15,000
Implementation	\$ 60,000

b. Traffic

Traffic along River Street is a major concern for the community. This area is where pedestrians make the important link between the downtown business district and the waterfront. The highway as it presently exists is unsafe for pedestrians to cross at any location other than at the light at the intersection of River and Main Streets, and River and Church Streets. The width of River Street is out of scale with the village setting and does not promote interaction between Lake Flower waterfront resources and the business district, which is a primary goal of this LWRP. It is recommended in this report that a number of traffic calming alternatives be investigated by DOT and that DOT consider the following recommendations during the planning process: address the need for a dedicated bicycle lane, some limited parking, or used as a greenspace buffer between traffic and the Lake Flower Trail.

DOT is planning to make improvements to Lake Flower Avenue in the near future. Whenever possible, DOT will incorporate sidewalk improvements and park amenities consistent with proposed LWRP improvements along this route.

Estimated Project Cost: Unknown

c. Parking

Creating practical solutions to the lack of public parking to Lake Flower waterfront resources is difficult without the loss of greenspace on the lake side of the road. However, should one lane be reclaimed on River Street, as a traffic calming solution, it could be utilized as on-street parking or provide a drop-off zone for group canoe and kayak vehicles.

A small public parking lot along the north side of the tennis courts is proposed to relieve the parking problem along Lake Flower Avenue. A list of proposed improvements will be presented to DOT as soon as practicable so that parking and pedestrian enhancements can be incorporated into their future plans.

Off-site parking location alternatives include the following options (none of these lots or parcels are owned by the Village and, therefore, would require leasing or purchase):

Utilize the old Trudeau sandpit on Pine Street or the small lot at the intersection of Pine Street and River Street.

- Investigate leasing parking space from the Ames Department Store.
- Approach local schools and churches to lease property during summer season for overflow public parking.
- Discuss expansion of State Boat Launch for general parking use.
- There continues to be a shortage in public parking throughout the Village. Every effort should be made by the Village to retain existing parking lots and develop by purchase or lease new parking lots to address these shortages.
- Parking lots should be improved and the lines repainted.
- Appoint a separate transportation planning committee to carry out investigating the feasibility of public parking in any new locations.

The village will consider and mitigate the additional runoff from parking areas expansions or new parking areas.

Estimated Project Cost: \$50,000-100,000

d. Environmental Issues

Environmental issues that need to be addressed are nuisance non-native aquatic vegetation, point and non-point source stormwater control, the year round preponderance of ducks and geese, and sediment buildup below the dam. General environmental recommendations include the following:

- Better enforcement of existing rules and the addition of certain new regulations can address problems with noise and light pollution, septic management and protection of groundwater resources.
- Identification of new invasive plant and animal species and monitoring of the spread of Eurasian watermilfoil in Lake Flower and Lake Colby should be developed with the assistance of the DEC. A plan to manage the plant invasion should be developed by the Village in cooperation with DEC and other interested parties.
- The Saranac River should be regularly cleaned of debris and garbage. There is a good ongoing effort which can be expanded to include more areas of the river.
- Address the smell of gas and oil at Hydro Park. DOT installed an oil separator in the stormwater system but the problem continues and should be resolved by additional investigations.
- Develop a cooperative program to protect all water resources in the Village from non-point source pollution created by stormwater runoff.

- Educate visitors and residents as to the detriment of feeding local ducks and geese.

Estimated Project Cost: \$8,000

e. Aesthetic Issues

Aesthetics are an *important issue in the Village*. There is strong interest in removing eyesores along major transportation routes especially relating to utility lines and utility poles. The following recommendation is, therefore, made to address this concern.

- Removal of all utility poles and lines from waterfront areas and Lake Flower Avenue.
- Remove ancillary poles and wires from the waterside of the road and replace with push poles.
- Bury lines wherever practicable.
- Encourage new services to be buried.
- Upgrade equipment and lines so as to remove unnecessary lines from important viewsheds.

Estimated Project Cost: \$2,000,000

f. Skateboard Area

Skateboarding is an enormously popular activity for young people in the community. The Village wants to promote it as a safe, worthwhile recreational pursuit and is looking to relocate the existing park to an appropriate location in which to site a skateboarding/roller blading park where competitions can take place and more people can enjoy watching. Since so many of the young people who come to the Park do not have vehicles, it is important to link the location to existing trails and bike pathways as well as to be within walking distance of the school. To encourage the sport to become a regional destination spot, any new facility should be designed as a fully equipped "state of the art" Skateboard Area that can operate on a year-round basis.

Estimated Project Cost: \$250,000

g. Saranac Lake 2001: A Five-Year Strategic Plan for Downtown Revitalization

The Plan was prepared in 1996 and is a compilation of information recorded during public forums. A detailed list of action *steps* was created for each of the above objectives. Each step lists Lead Agency/person, Funding Source/Sponsor, Start and Completion Dates. Many of the plan's action steps are either directly or indirectly related to development and improvement of Saranac Lake's waterfront areas. The LWRP supports the recommendations in the Saranac Lake 2001: A Five-Year Strategic Plan for Downtown Revitalization and is including them as part of the LWRP to further their implementation. Supported actions include the following:

- Conduct an annual Saranac River Clean Up Day,
- Establish downtown historic building restoration program,
- Create outdoor recreational enhancement committee,
- Complete River Walk Plan between Village Office and Broadway,
- Further development and promote new beginners' kayak training,
- Pursue Lake Flower tour boat operation for visitors,
- Utilize local architects to create downtown streetscape and park (Riverside and Berkeley) improvements,
- Reconstruct Main Street water line and storm sewers.

h. The Saranac River Walk: A Conceptual Plan for River Access

In 1992, The River Walk was presented as a conceptual plan for river access. The initial phase of the plan has been successful in changing the face of the riverfront. The River Walk represents the changing view of the riverfront, from a service area behind the commercial district, to an opportunity for recreation, new commercial activity and significant landscape of Saranac Lake. The River Walk establishes a 1.5-mile pedestrian path along the river, linking a wide variety of riverine habitats, cultural landscapes, historic sites and private parks. The River Walk plays a large role in overall development of the waterfront. The plan will bring more people into the village for recreation, boost pedestrian traffic, and expand the use of the river. This LWRP supports the completion of the final phases of The River Walk including access to all riverfront parks.

i. Rear Facade Plan

This Plan seeks to encourage stronger connections between the businesses/buildings in downtown and the river. An example of this is the creation of rear decks overlooking the river for restaurant patrons. The Village has modified the Land Use Code so as to allow businesses to develop and use the rear facades of buildings adjacent to the river and is now in the process of developing incentives and funding sources to implement the plan. It is the intention of this LWRP to facilitate the implementation of the objectives and recommendations of the Rear Façade Plan.

3. Proposed Private Projects

There are several known private projects proposed for the waterfront area. The St. Regis Canoe Outfitter's have recently moved into the closed retail lumber outlet and have constructed a canoe/kayak equipment testing area. It is highly likely that this business will spur other new businesses and greatly enhance the downtown business district.

Fogarty's Marina (old Keough Marina) has plans to expand operations for marina retail store and boat rentals on Lake Flower.