



CHAUMONT RIVER CORRIDOR

Waterfront Revitalization Strategy

January 2015





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SECTION I Introduction

The Chaumont River Corridor is an area reflective of nature, history, and agriculture. Located in Jefferson County New York, the corridor is shaped by Lake Ontario, Chaumont Bay, and the Chaumont River.

In a proactive approach to preserve natural resources, leverage the waterfront as a regional community asset, and revitalize the Hamlet of LaFargeville, the Hamlet of Depauville and the Village of Chaumont along the Chaumont River, the Town of Clayton secured funding from the New York State Department of State, under Title 11 of the Environmental Protection Fund, to develop the Chaumont River Corridor Waterfront Revitalization Strategy. This strategy will tie together other regional planning efforts including the Town of Clayton LWRP. The Town and local stakeholders are fully committed to revitalizing the waterfront. In its strategy it included: a public process for developing a community-based vision for use of its waterfront, a community profile, and prioritized projects with an implementation matrix.

The Revitalization Strategy will help to preserve natural resources, foster private investment and position the River corridor to become a premier destination by addressing several critical issues. Such critical issues include the rehabilitation of buildings in the Village and the hamlet business areas, trails and recreation, scenic quality preservation, natural resource protection, public access to the water, transportation / complete streets for pedestrians, bicyclists and motorists, and appropriate land uses that take full advantage of the water while adding jobs

and improving the tax base. All these topics have been considered while focusing on sustainability, which balances the social, economic and environmental characteristics of the community.

Waterfront Revitalization Area

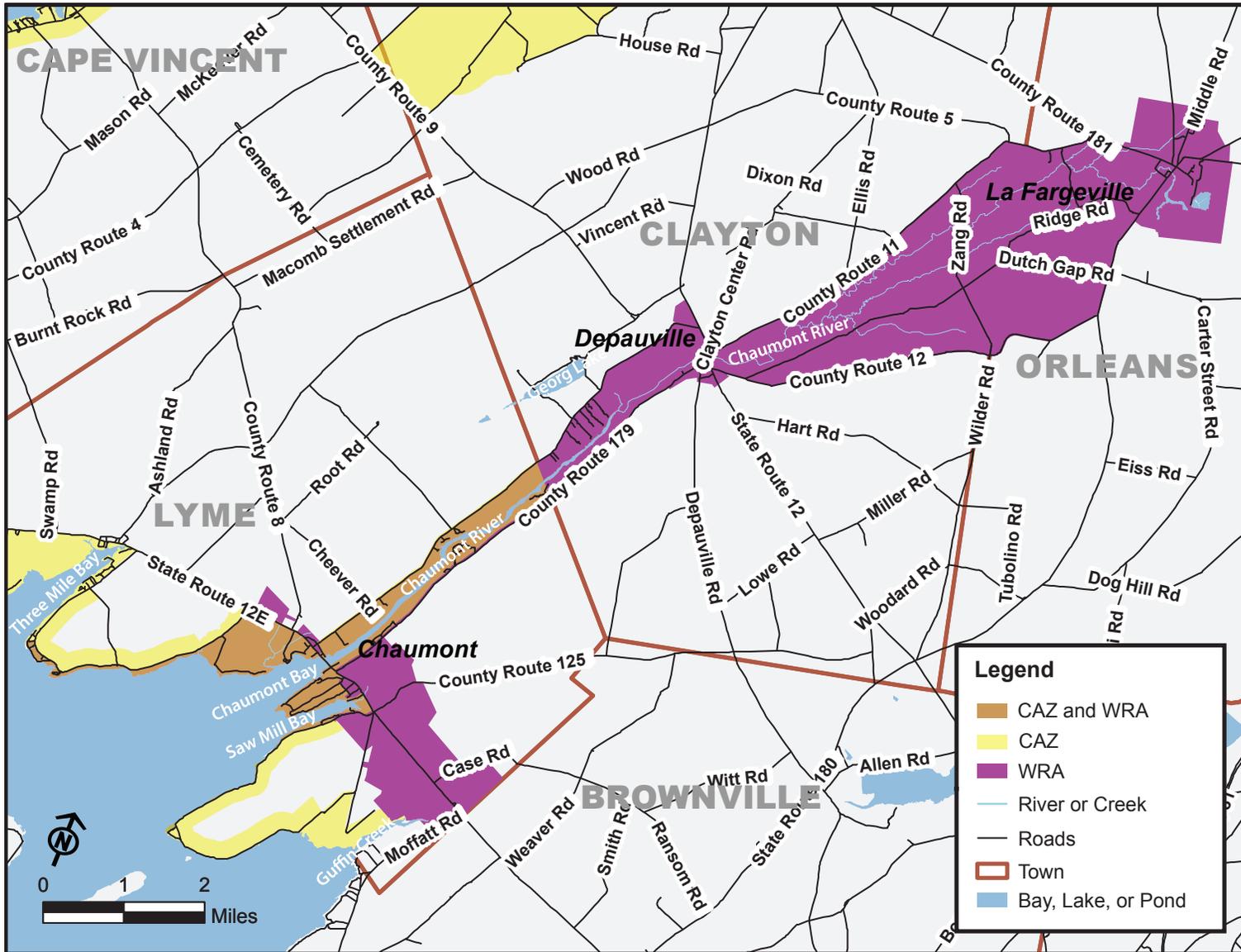
The Waterfront Revitalization Area (WRA) extends across four local governments with diverse land uses. The boundary extends east from Chaumont Bay adjacent to the Village of Chaumont to the hamlet of LaFargeville in the Town of Orleans.

Extending east from Chaumont, the boundary includes the lands north of County Route 179 and south of Old Town Springs Road in the towns of Lyme and Clayton. The land south of the river is part of a barrens ecological zone, and continuing east of Depauville and State Route 12, the boundary widens to include tributaries to the Chaumont River and encompasses the hamlet of LaFargeville in the Town of Orleans.

Coastal Boundary

The Coastal Area Zone (CAZ) identifies lands in New York State which are relevant to the Coastal Zone Management Act, a federal law aimed at facilitating the preservation, restoration, or development of waterfront land. The CZA and the WRA overlap in many areas in the Town of Lyme and Village of Chaumont. Any proposed projects within the CZA may be subject to coastal consistency review.

Figure 1. Waterfront Boundary



SECTION 2 Community Profile

Assessing the existing condition of the study area is an important phase of the community planning process. This section is intended to provide a “snapshot” of where the Chaumont River Corridor is today and, to some degree, where it is going in the future. It includes information that is likely to influence future decisions, more specifically, the recommendations made as part of this Plan. It is not intended to replace or reiterate what was stated in previous plans and studies, but instead consider and inform the development of the Waterfront Revitalization Study.

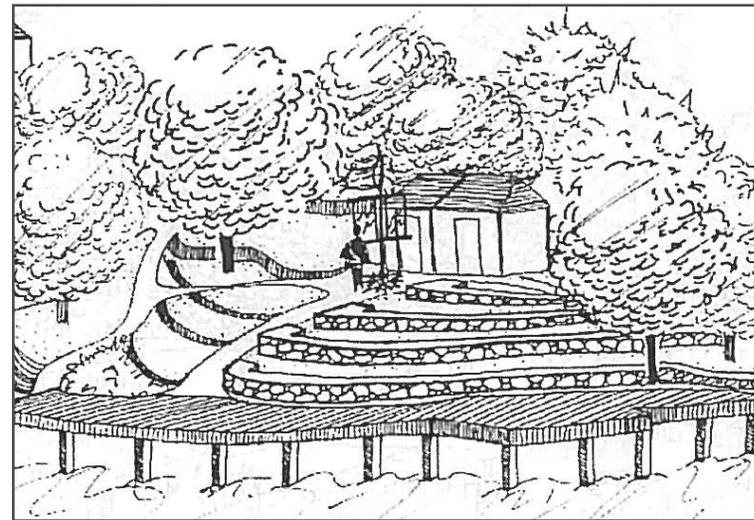
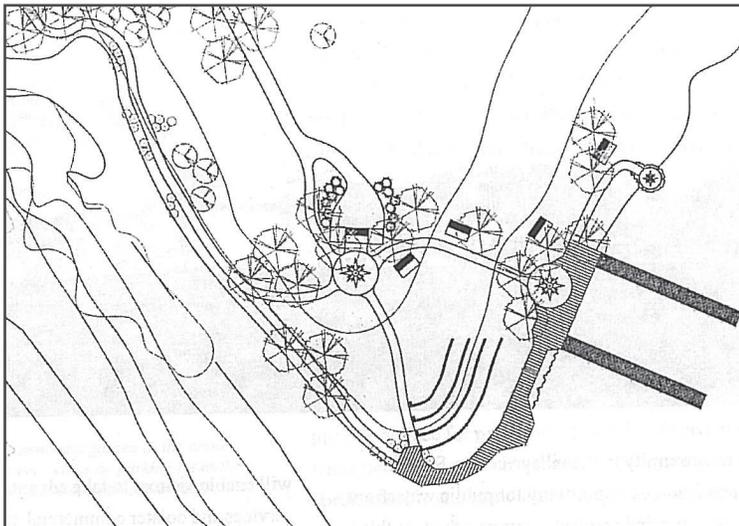
Review of Previous Plans

The Chaumont River Community stretches across several communities. Fortunately, previous planning efforts

conducted by the towns of Lyme and Clayton and the Village of Chaumont provide valuable precedent for this plan. The goals, strategies, and focus areas of each past plan provide a guide for accomplishments and areas where more progress is needed.

Chaumont: A Vision for the Future

In 1998, the community developed a vision for the Village of Chaumont. Through a partnership with the Chaumont Village Board, SUNY College of Environmental Science and Forestry (ESF), and the New York Planning Federation, the Chaumont plan identified broad community goals, policy recommendations, and urban design recommendations. The plan emphasized the Main Street (State Route 12E), Sawmill Bay, and Marina areas as major opportunities for community improvement.



The Saw Mill Bay waterfront proposal includes increased public access as shown in the above plan and perspective graphics.



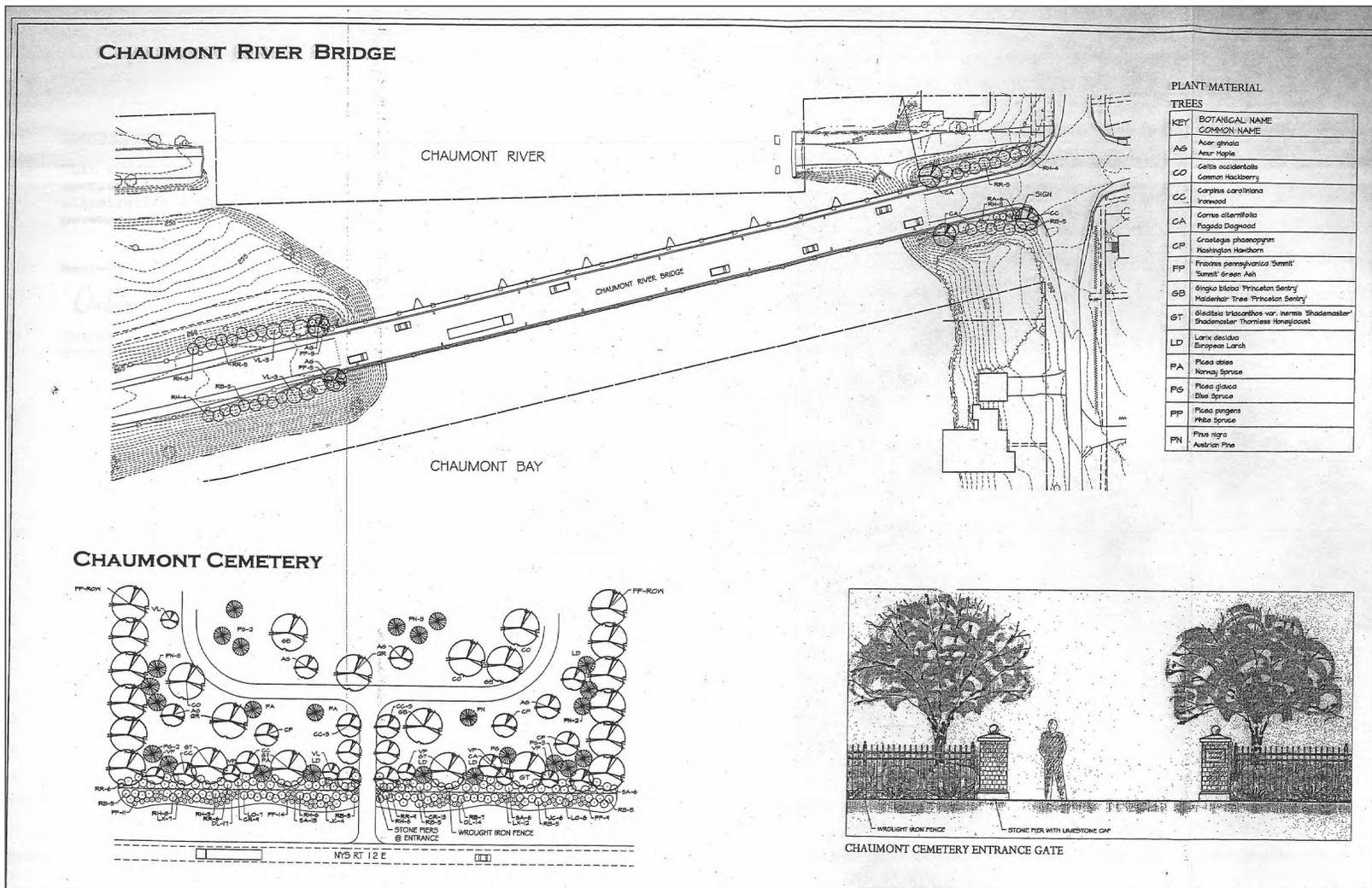
The landscape plan for West Main Street included modular pavers, street lights, benches, a landscaped park, and many new trees and shrubs.

Main Street Landscape Plan

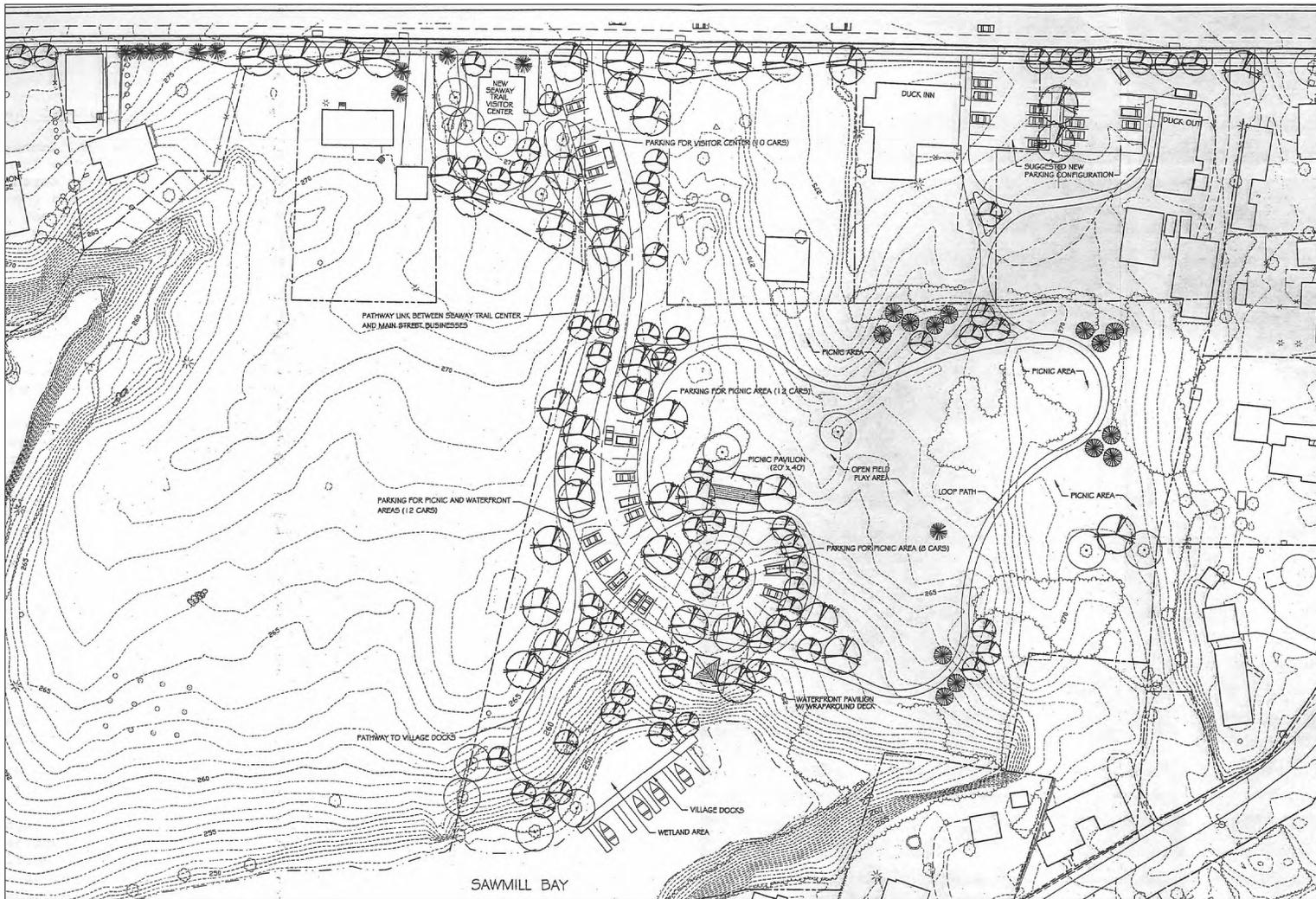
In 2002, consultants continued to work on the vision for Chaumont. For the Main Street Landscape Plan, several conceptual-level designs were created for village properties. Two of these designs, the Chaumont River Bridge and the Village Marina at Sawmill Bay, are directly related to the Waterfront Revitalization Strategy.

The design for the Chaumont River Bridge included plantings on each side of the bridge area, and did not focus on infrastructure or aesthetic changes to the structure. The Village Marina at Sawmill Bay design included a docking facility accommodating 10-15 boats, waterfront & picnic pavilions, approximately 32 parking spaces, 5 acres of open field for passive recreation, and a Seaway Trail Visitor Center.

There are no previous plans or studies available for Depauville or LaFargeville.



Designs for the Chaumont Bridge included new landscaping.



The Village Marina at Sawmill bay included increased public access.

Historic Resources



The Saw Mill Bay waterfront proposal included increased public access.

Evidence from multiple Native American archeological sites indicates the history of the Chaumont River Corridor (CRC) stretches back thousands of years. The first European to claim title to lands in all of Upstate New York was Peter Pennet. Known as Pennet's Square, the land claim was a hundred square mile tract with the Chaumont River at its center. The empire Peter Pennet envisioned would be built around the access and waterpower of the Chaumont River. Pennet Square encompassed the entire Upper Chaumont River Corridor to below the falls in Depauville, giving access to the lower CRC and the navigable water route to Lake Ontario. Though Pennet never realized this dream, the Chaumont River eventually played the role Pennet envisioned. The river enabled the timber trade, the mill power, the rich soils for agriculture and the route to Ontario, Canada. As early as 1835, the shipbuilding industry began to provide greater access and commerce in the lower CRC. This area and the Village of Chaumont were tied to James

Leray, another name famous in the annals of North Country history. Though each community was shaped by unique characteristics, each flourished due to the Chaumont River and its protected Bay. By the latter part of the nineteenth century, both Hamlets and Chaumont were thriving communities that included a variety of businesses from agriculture to shipbuilding, water powered mills to stone quarries, cheese factories to fisheries; a classic cross section of rural American history. All this activity and more is part and parcel of the historic fabric of the CRC.

Village of Chaumont

The first attempts at settlement in the CRC were in 1801 at a place a few miles up the River from the Village of Chaumont called Old Town Springs. That location was abandoned for the current location of the Village by 1802-3, at that time a saw-mill, a warehouse, a log tavern and

several families were located there. Though James LeRay had founded Chaumont in 1802 to serve as a port of trade on the Chaumont River, the prevalence of malaria checked its early growth, and it was not until after the War of 1812 that settlers from New England and New York established a permanent community. In 1815 the Cape Vincent Turnpike was laid out between Brownville and Cape Vincent, with Chaumont as its midpoint.

Though the Erie Canal bypassed the North Country and reversed its economic fortunes, Chaumont was supported by its well-established water-powered mills on Horse Creek and its fisheries on Chaumont Bay.

The railroad connected Chaumont with urban markets throughout the state and spread the fame of its barreled ciscoes (lake herring) and marble-like limestone. The ensuing residential development of the north side of James Street in the 1850s and early 1860s reflected the prosperity of the period as well as the effect of the Romantic Period inspired styles on local building patterns.

In 1874, Chaumont was officially incorporated, with Hiram Copley as its first president, and in the last quarter of the century was at its economic, civic, and cultural peak. By 1900 Chaumont's sawmills had been displaced by larger operations at Watertown and other urban centers; most of its stone quarries had closed as the result of escalating costs. It was Lyme's seasonal economy, based on the attractions of Chaumont Bay for fishing and recreational boating, that fostered a new wave of residential construction in the form of hundreds of shoreline bungalows and cottages.



Stone built structures are a unique element of the Chaumont River area.

Depauville

Originally called Cat Fish Falls, the hamlet of Depauville is located in a valley along the Chaumont River. Depauville is named after Francis Depau, a merchant from New York City who purchased 15 lots of Pennet Square. The first people to attempt settlement in Depauville arrived prior to 1816 as trespassers, and eventually were warned off by the land agent. In 1816 a land agent built the first log home, and soon after the first rudimentary mills were built. By 1820 the first school opened and the first church was built in 1825. By 1820 the first tavern was operating and in 1824 the first stone mill constructed of stone was erected. By 1878, the hamlet had over fifteen businesses, a Post office, two churches, a school, a doctor, two ministers, two justices



The limestone Copley Stone Office Building is a landmark in Chaumont.

and a population of around four-hundred. Agricultural products and water power were the core of Depauville's history from its beginning to the early 20th century.

LaFargeville

Originally known as Log Mills, LaFargeville's early history is similar to that of Depauville. The first settlers arrived in the beginning of the 1800's without title to the land. Eventually as clear title to the lands of Pennet Square were validated, and proper settlement quickly commenced. In 1819 a log mill was erected on the Upper Chaumont River and the area was known as Log Mills. In 1823, Log Mills was renamed LaFargeville in honor of John Lafarge, for whom the first stone grist mill was built. By the census of 1850, LaFargeville

had over a dozen business, four churches, two doctors, two lawyers, three ministers and over three hundred citizens. LaFargeville acted as a railroad hub for transporting the vast array of agricultural products produced in the 19th and early 20th century on the Upper Chaumont River.

Existing Historic Fabric

There are 18 National Register historic sites in the study area. Cemeteries, residences, churches, and other types of buildings are recognized in both the Chaumont and LaFargeville areas. Figure 2 lists the National Register sites in the study area.

The Chaumont Historic District, partially overlapping the study area, includes dozens of historical structures and objects dating from circa 1835 to 1931. Greek Revival, Gothic Revival, Italianate, Eastlake, and Queen Anne architectural styles are found in the Chaumont Historic District. The historic district recognizes:

- 23 residences
- A commercial, fraternal, and church building
- 15 outbuildings (e.g. carriage barns)

Figure 2: National Register Sites in Study Area

#	Historic Resource	Area
1	Cedar Grove Cemetery	Chaumont
2	Chaumont Grange Hall and Dairymen's League Building	"
3	Chaumont House	"
4	Chaumont Railroad Station	"
5	District School No. 3	"
6	Evans--Gage--Dillenback House	"
7	George Brothers Building	"
8	George House	"
9	Getman Farmhouse	"
10	Lance Farm	"
11	The Row	"
12	Byron J. Strough House	LaFargeville
13	Central Garage	"
14	Charles Ford House	"
15	La Farge Land Office	"
16	La Farge Retainer Houses	"
17	LaFargeville United Methodist Church	"
18	St. Paul's Episcopal Church	"



St. Paul's Episcopal Church in LaFargeville.

Land Use

Land use in the study area is overwhelmingly residential, agricultural, or vacant. While much of the land in the towns of Clayton, Lyme, and Orleans follow this pattern, the hamlet areas have commercial, industrial, recreation and entertainment uses.

Village of Chaumont and Town of Lyme

Chaumont village is home to many small single family homes, some of which are recognized by the National Register of Historic places in the Chaumont Historic District. Commercial areas are also found in Chaumont along Route 12 East. Community services such as parks, churches, and

a public school are also in Chaumont. In addition, a public boat launch (*see public access and recreational resources*) is available.

Lyme is predominantly agricultural (active and vacant) or single-family residential land. Other land uses include a golf course and conservation areas.



Single-family residential comprises much of the land use in the area.



Active and vacant agricultural land is abundant in the community.

Figure 3: Study Area Land Use with Chaumont Village

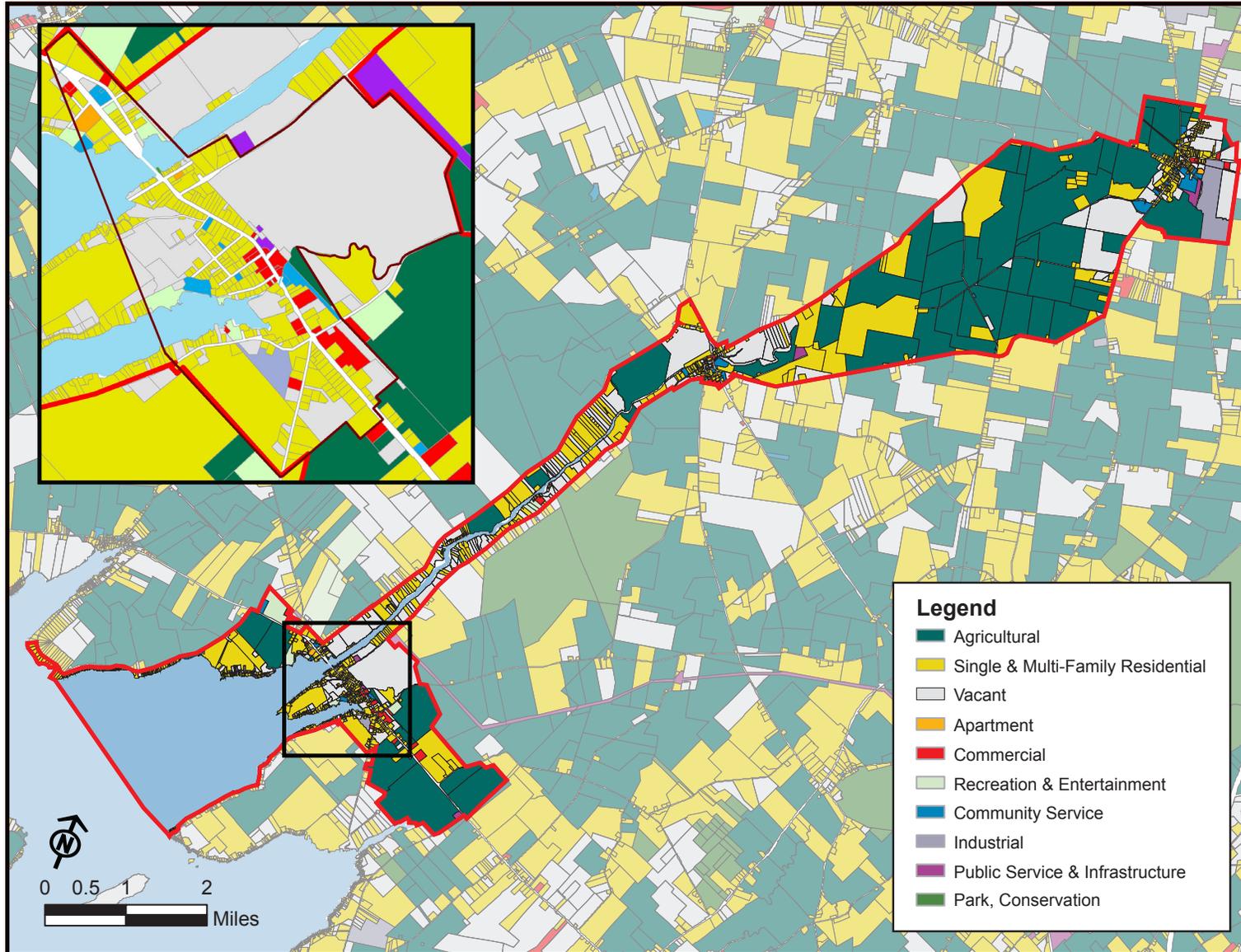


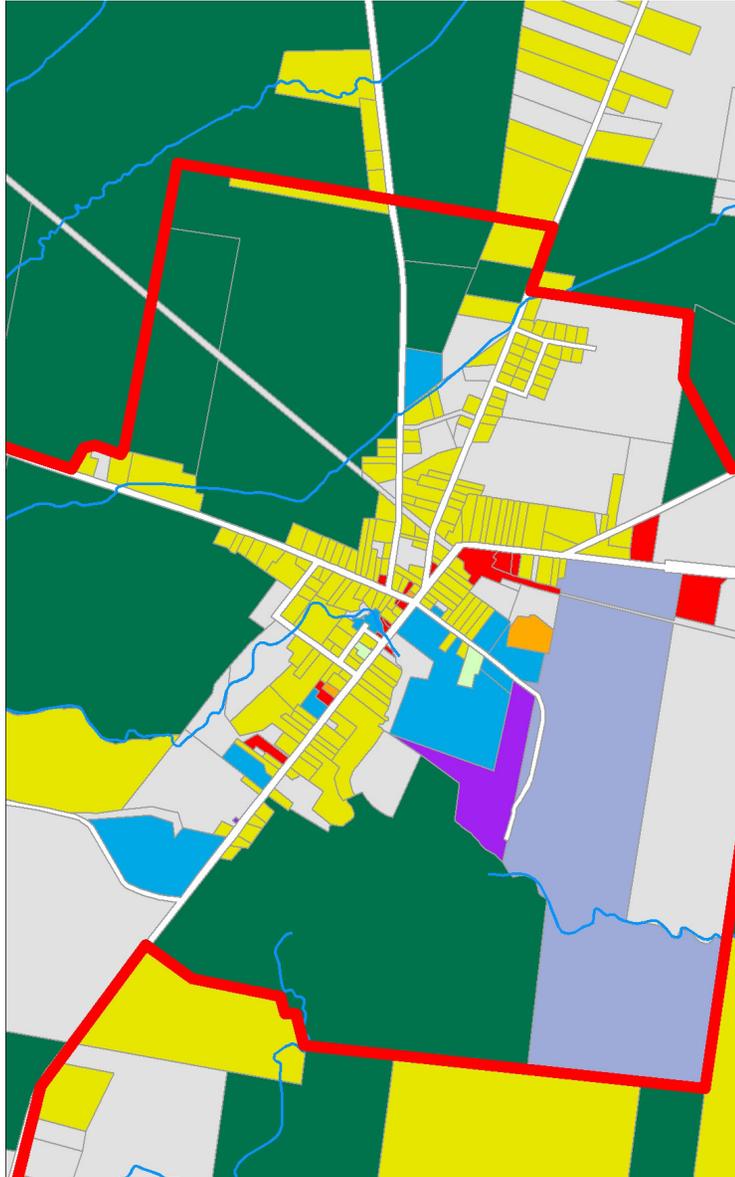
Figure 4: Depauville Land Use Map



Hamlet of Depauville and Town of Clayton

Similar to Chaumont, Depauville area land is used primarily for single family homes and agriculture. There are two commercial parcels at the corner of Caroline Street (County Route 179) and Route 12. Additionally, a cemetery is located on County Route 12. West of the main commercial area on Caroline Street lies the Depauville Free Library and Community Center, an important part of life in the hamlet. The Depauville Village Market, one of the few stores in the hamlet, lies at the intersection of Sylvia St and Route 12. The portions of Clayton outside the hamlet area are vacant, residential, or agricultural land.

Figure 5: LaFargeville Land Use Map



Hamlet of LaFargeville and Town of Orleans

LaFargeville is comprised of older single family homes and traditional mixed-use buildings. The hamlet has many attractive, historic homes lining its quiet streets. Vacant residential and vacant agricultural land are also major land uses in the hamlet. A relatively large school facility sits at the intersection of Route 180 and Clayton Street/Sunrise Avenue. The campus is a major activity center for the hamlet community. Across from the school, there are historic commercial buildings. A water treatment plant is also located in LaFargeville. Parcels in the Town of Orleans, just outside the LaFargeville hamlet area, include agricultural, residential and conservation land uses.

Building Condition



Many buildings in the study area are in good condition, yet some are not.

Reinvestment in buildings is an important opportunity for the Chaumont River community. Many buildings in the study area are several generations old, and in various states of disrepair. Preservation of the building character and condition can be difficult, but a worthwhile task for the Chaumont River community. Some building condition issues can be mitigated by enforcing current building codes.

Fortunately, the village and hamlet areas may qualify for grants that can facilitate the building renovation process. The New York State Office of Community Renewal (NYSOCR) provides funds through the New York Main Streets (NYMS) grant program. The grant program, designed to reinvest

in traditional, mixed-use core areas, could help property owners create a strong future for Chaumont, Depauville, and LaFargeville.

Village of Chaumont and Town of Lyme

Many of the mixed-use and commercial buildings in Chaumont and Lyme appear to be in good condition. The Copley House and the Chaumont Masonic Lodge properties serve as good models for the maintenance and reinvestment in traditional, historic properties.

Depauville and Town of Clayton

Many of the commercial and mixed-use buildings in Depauville are in need of façade improvements. Other major improvements such as new roofs, windows, or porches may be needed also.

LaFargeville and Town of Orleans

Although LaFargeville is home to many beautiful buildings there are several LaFargeville mixed-use or commercial buildings that could use an aesthetic boost. It is important to continue the momentum of ongoing renovation projects like façade improvements.



The above buildings in LaFargeville are major opportunities to reinvest in the hamlet.



Depauville is home to many historic buildings with great potential.



Buildings in the village of Chaumont could benefit from facade improvements.

Zoning

In New York State, municipalities adopt diverse regulations and strategies to direct use of private property. Zoning, ordinances regulating use of land, is a major regulatory tool of local government. Each town in the study area maintains zoning districts. Chaumont Village and the Towns of Orleans and Clayton have Comprehensive Plans, Zoning Ordinances, Subdivision Regulations, Site Plan Review, and a Planning Board. As of this writing, the Town of Lyme has not implemented Subdivision Regulations or Site Plan review, but maintains a Comprehensive Plan, Zoning Ordinance, and Planning Board. The Town of Clayton's zoning addresses the hamlet of Depauville.

Study Area Zoning Districts

The following Zoning Ordinances apply to parcels in the study area. None of these ordinances explicitly encourage water-dependant or water-enhanced uses. The Town of Lyme Waterfront District requires a special permit for a Restaurant, Bar, Retail, or Marina .

Village of Chaumont

The Village of Chaumont does not have zoning districts, but enforces general regulations on residential and commercial property.

Town of Lyme

Agricultural and Rural Residence District – areas not included in other districts

Waterfront District (WF)– allows for residential and limited commercial uses with sensitivity toward access and scenic shoreline views

Town of Clayton

Hamlet (H) – regulates a mix of residential and commercial use in Depauville

Agricultural and Rural Residential (AR) – preserves rural open space character with agricultural and residential uses

Wind Energy Facility Overlay District (WEFOD) – floating zone regulating wind energy facilities

Town of Orleans

Agricultural & Rural Residence District (AR) – regulations for farming business and residential uses

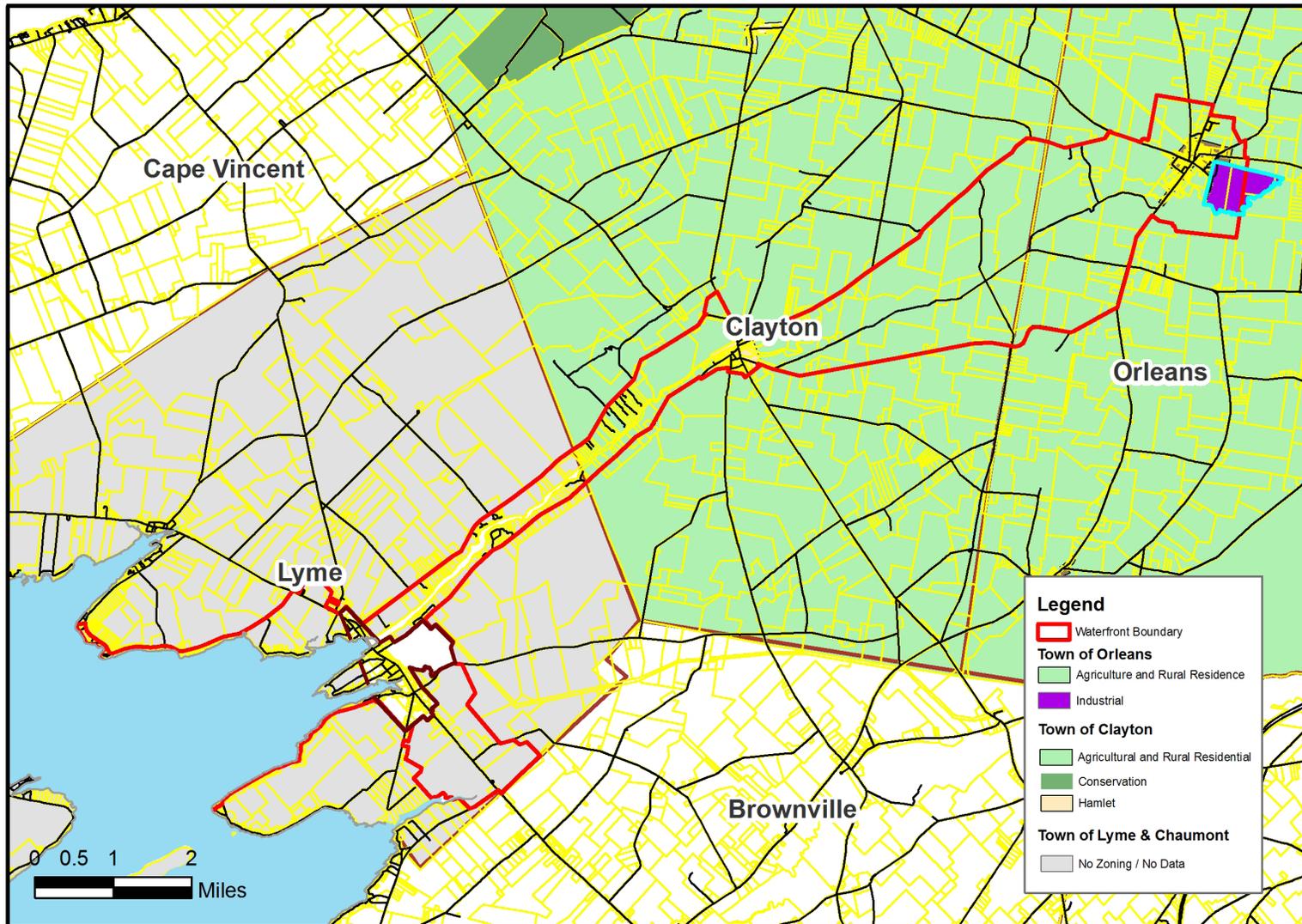
Residential-Business (RB) –regulations for small residential and commercial uses

Industrial (IND) – regulations for production of goods

Wind Energy Facility Overlay (WEFO) –floating zone regulating wind energy facilities

Planned Development District (PD) – floating zone regulating large, mixed-use developments

Figure 6: Zoning Map



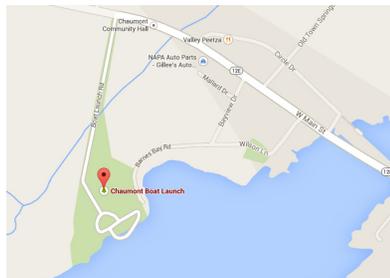
Public Access and Recreational Resources



The Chaumont River flows into the Chaumont Bay in the Village of Chaumont.

Boat Access

NYSDEC operates Chaumont Boat Launch on the north side of Chaumont Bay. It includes a double concrete ramp and parking for 100 cars and trailers. To the east, a small hand-launch area offers personal watercraft launching. In Chaumont, a private marina and boat launch offers boat launching access near the mouth of Chaumont River. There is currently no boat access in Depauville or LaFargeville.



Fishing Access

Fishing access exists on Chaumont Bay and Chaumont River. Access to Chaumont Bay is found at the Chaumont Boat Launch, and in the small waterfront park on Wilson Lane. In addition, attendees at the community workshop reported that people to fish under the Chaumont bridge.

Chaumont Barrens Preserve

The Nature Conservancy maintains the Chaumont Barrens Preserve in the towns of Lyme and Clayton, south of the Chaumont River. The wild area stretches northeast from the village of Chaumont to Depauville. The Chaumont Barrens Preserve, a unique example of the Alvar Grassland ecosystem, protects nearly 4,000 acres of land. Characterized by prairie-like, shallow soil landscapes, Alvar Grasslands are rare in New York. The preserve offers a 1.7 mile hiking trail. For more information, see Fish and Wildlife Habitats.



The Chaumont Boat Launch offers large boat access to Chaumont Bay.



The boat launch also offers recreational options for the community.



The drive isles and the parking area pavement at the boat launch is in poor condition and needs to be replaced.



Kayakers launch boats at Chaumont Beach.

Transportation

Transportation in the corridor is offered through state, county, and local roads. Private roads connect many residential areas to the public road network. The study area is served by several major roads. They include:

1. Jefferson County Route 179 - south side of River
2. Jefferson County Route 11 - north side of River
County Route 11 appears to have very low traffic. Between the hamlets of Depauville and LaFargeville, the annual average daily traffic is less than 400.
3. New York State Route 12E (Main Street of Chaumont Village)
Between County Routes 8 and 125 in Chaumont, the annual average daily traffic is over 5,000 vehicles per day, the busiest road in the study area. “Main Street” type businesses typically need a minimum of 5,000 cars per day to even begin to be viable.
4. Old Town Springs Road - is boundary line along north side of River between Chaumont and Depauville.
5. New York State Route 411 in LaFargeville
Route 411 carries an average of 1654 vehicles per day east of LaFargeville.
6. New York State Route 180 in LaFargeville
Both north and south of LaFargeville, Route 180 carries less than 1500 vehicles per day.

7. Jefferson County Route 181 in LaFargeville

This road carries an average of 1200 vehicles per day.

Discussions with local stakeholders identified cycling as an opportunity for tourism and economic development. However, many of the roadways would not be comfortable for cycling due to the lack of or narrow paved shoulders. For cycling to become more prominent in the area, County and State transportation departments must consider enhancing the infrastructure. Wider shoulders would also accommodate Amish buggies, which are also prominent in the area.



State Route 180 in LaFargeville is excessively wide. Bike lanes and wider tree lawns could likely be included without losing travel lane width or on-street parking.

Figure 7: Transportation Map



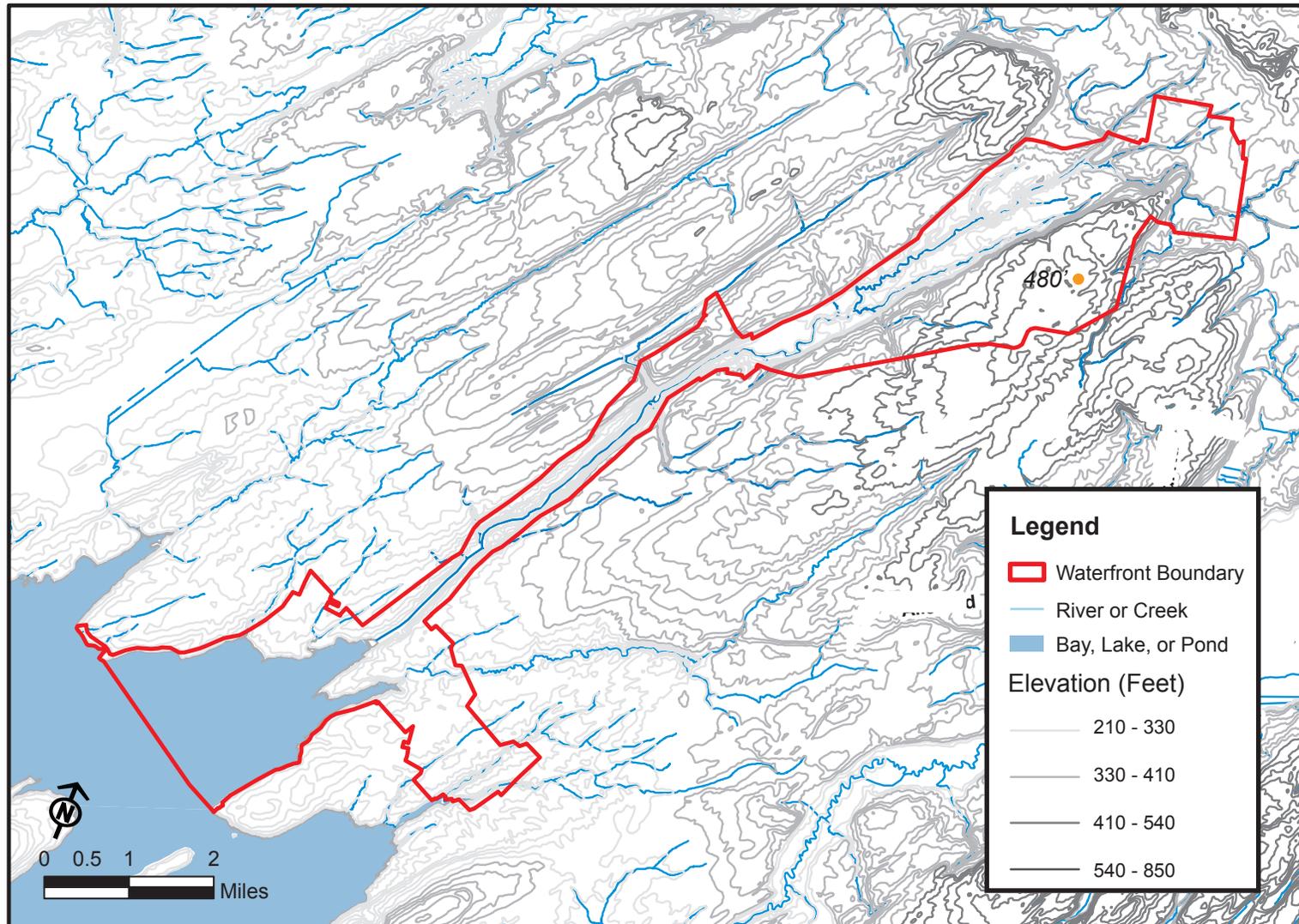
Topography



The study area is generally flat, with few slopes greater than 15%. County Route 179, directly south of Chaumont River, is situated along a ridge that looks down on the River in places.. To the north, the land slopes downward into the Chaumont River. East of Depauville, land is noticeably flatter than land west of the hamlet.

Figure 8, on page 22, identifies the topography of the Chaumont River Community. Each contour line represents an increase of 10' above sea level. The shoreline around the mouth of the Chaumont River are some of the lowest elevations in the study area. The highest lands in the study area, southeast of LaFargeville, are over 480' above sea level.

Figure 8: Topographic Map



Hydrology



The study area, located in the Lake Ontario and Minor Tributaries Watershed, is highly dependent on the water system. Water use and water quality will greatly affect the quality of life in the Chaumont River community. The Chaumont River flows into Chaumont Bay and Lake Ontario.

Water Quality

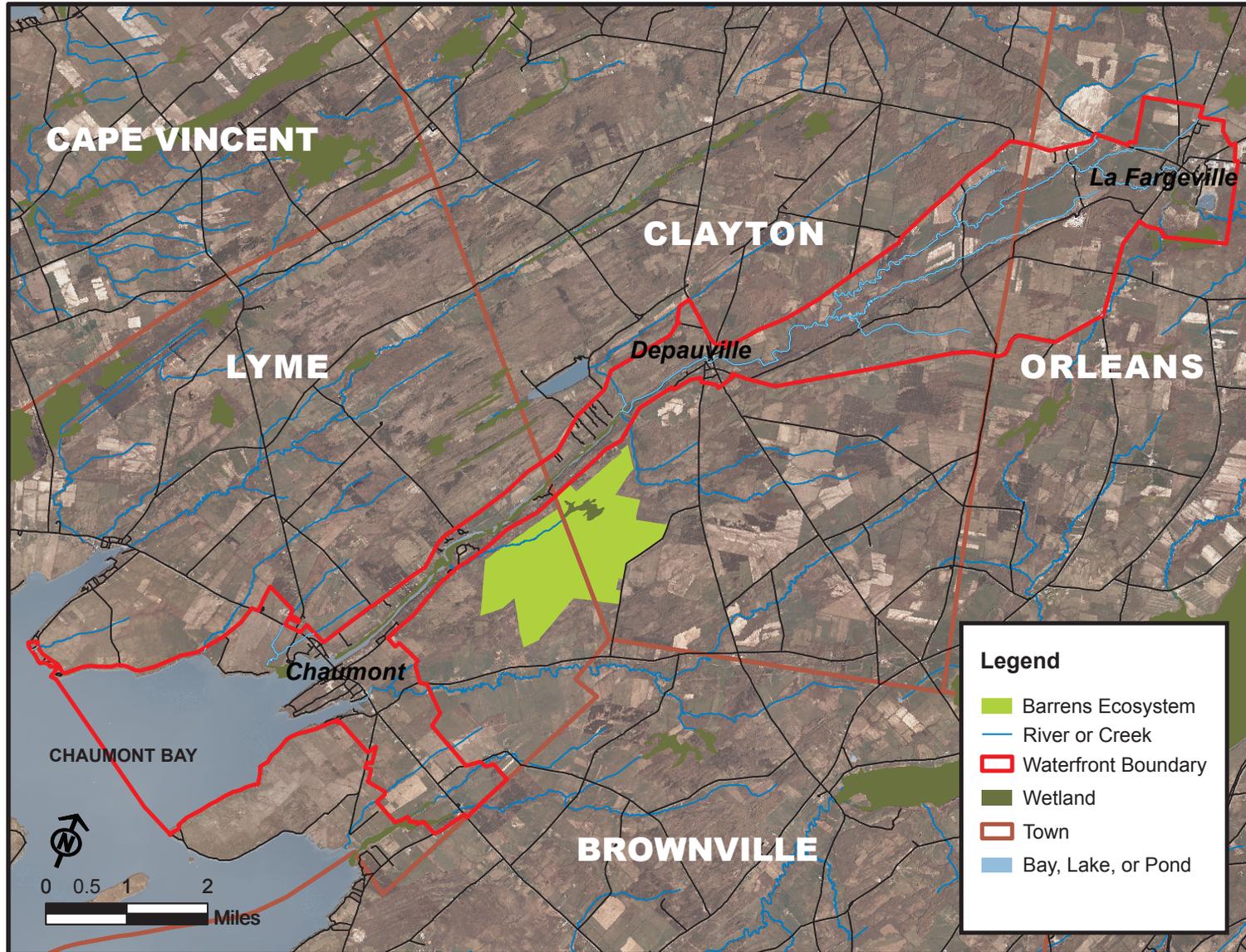
The 2007 report on water quality from NYSDEC's priority water bodies list details that the lower Chaumont River and tributaries aquatic life and recreational uses are stressed, due to excessive nutrients and dissolved oxygen levels associated with oxygen demand, and the suspected source of pollutants

are suggested to be from agricultural land use and on-site septic systems. The upper Chaumont River is unassessed. In 1989, the Village of Depauville invested in upgrades to their Wastewater infrastructure, which has improved water quality. The Jefferson County Water Quality Conservation Committee identified the Chaumont River as a priority, and has funded projects to address water quality issues associated with wastewater infrastructure and agricultural use. On site septic system issues may contribute to reduced water quality. A biological water quality assessment by the NYSDEC was conducted in 2002 and showed moderately impacted conditions in a sampling habitat in a small riffle below a pooled area, which may not have been representative of the entire river. The lower Chaumont River is classified as Class C, supporting fisheries and non-contact activities, such as boating. Improved water quality allowing for increased beneficial uses such as swimming would benefit communities in the lower Chaumont River.

Wetlands

Wetlands, land saturated by surface or ground water supporting distinct vegetation, are important to the water system. Wetlands can occur in many areas, but in the study area they consistently occur along the Chaumont River edge east of Georg Lake.

Figure 9: Natural Features Map



Fish and Wildlife Habitats



NYSDEC has identified the lower Chaumont River and Chaumont Bay as an area for large Channel Catfish (*Ictaluridae*). Further, these water bodies are Carp fishing areas.

Significant Natural Communities

The study area contains significant natural communities. Future development must consider the impacts to these features. The significant natural communities are discussed below.

Limestone Woodlands

Limestone Woodlands, occurring on shallow soils over limestone bedrock with rock outcrops, are found both north and south of the Chaumont River in the towns of Lyme and Clayton. The ecosystem is vulnerable to forest fragmentation, invasive species, over-browsing by deer, fire suppression and air pollution. To promote conservation of the Limestone Woodlands, it is recommended that the ecosystem be buffered and roads and trails limited throughout the ecosystem.

Calcareous Pavement Barrens

The barrens ecosystem, a prairie-like natural community characterized by shallow soil above sedimentary rock layers, is found north and south of the Chaumont River in the towns of Lyme and Clayton. Unique rock outcroppings and fissures are found in the barrens. Unique shrubs and stunted trees are common here, but large trees are rare. The barrens are threatened by development, minor recreational overuse, over browsing by deer and invasive plant species.

Residential or agricultural activities in the barrens ecosystem can create erosion and generally impact soil retention. Use of fertilizers or the presence of septic drain fields can rapidly alter aquifer water quality. Such use may also negatively impact the water quality of the Chaumont River, adjacent wetlands, and the fish and wildlife habitats that depend on these resources. The general location of some of the barrens ecosystem is shown in Figure 9.



Figure 10: NYSDEC Endangered & Threatened Animals

#	Common Name	NYS Listing	Generally Within
1	Short-eared Owl	Endangered	0.5 miles
2	Lake Sturgeon	Threatened	0.5 miles
3	Henslow's Sparrow	Threatened	0.5 miles
4	Northern Harrier	Threatened	0.5 miles
5	Upland Sandpiper	Threatened	0.5 miles
6	Blanding's Turtle	Threatened	0.81 miles
7	Indiana Bat	Endangered	2.5 miles

Agricultural Lands

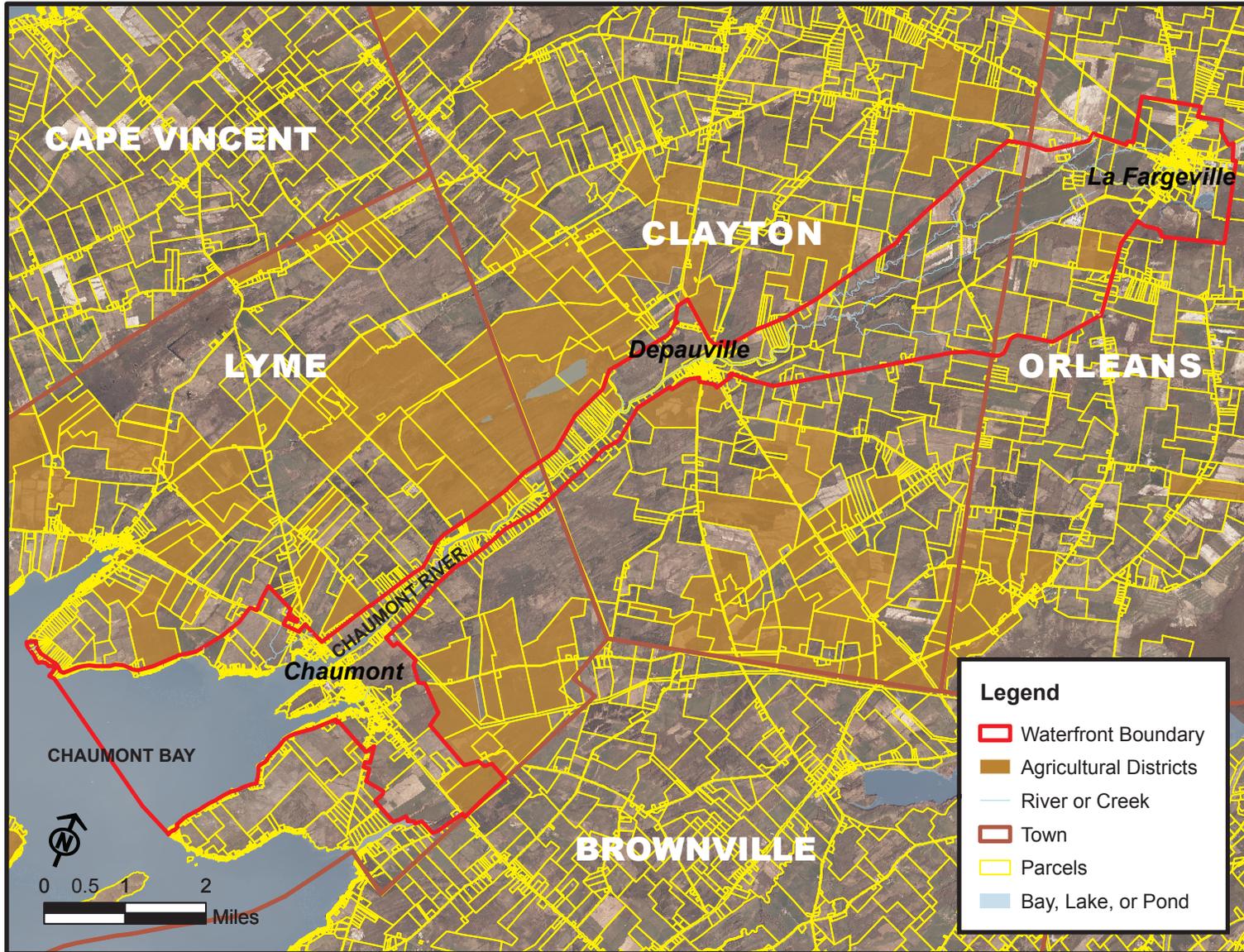
Agricultural Districts, lands identified for special legal incentives and protections, are present to the North of the Chaumont River in the towns of Lyme and Clayton. Through a partnership with New York State Department of Agriculture (NYSDAM) and property owners, there are more opportunities for conservation of farmland and open space in agricultural districts. Without such protections, these lands are more likely to become vacant or subdivided for large lot residential use. In addition to state protections,

Jefferson County maintains a Right to Farm Law intended to promote increased viability of agricultural business practices and reduce interference or restriction of farming activities.

In the study area, there are six parcels included in an agricultural district, totaling 361 acres. While they are scattered throughout the study area, most of these lands are located in the eastern part of the Town of Lyme, between Old Springs Road and the Chaumont River.



Figure 11: Agricultural Lands Map



Demographic and Economic Profile

Jefferson County is the westernmost county in the North Country region, bordering the St. Lawrence River on the west and home to Watertown, one of the North Country’s largest cities. With a population of 120,262 residents, it is one of the least densely populated counties in New York State. However, the County has seen an 8% growth in population since 2000. The draw of Fort Drum and the region’s 10 colleges and universities make the region the second youngest in New York State. While per capita income is lower than the state average, cost of living and tax rates are also low.

Population

The Village of Chamount and the hamlets of Depauville and LaFargeville experienced small population growth between 2000 and 2010. Added together, the 2010 total population of these communities numbered 1809.

Age and Sex

The age pyramid illustrates the sex and number of persons stratified by age. The age pyramid for the Village and two hamlet communities resembles a stationary pyramid, representative of a population with low fertility and low mortality rate.

Figure 12: Population Comparison

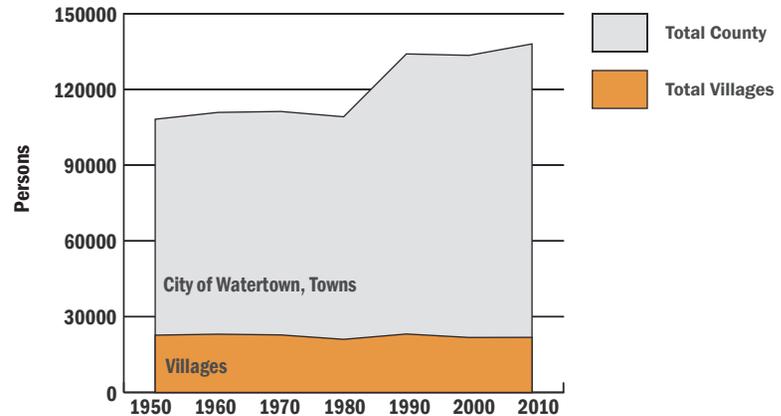


Figure 13: Population of Sub-Areas

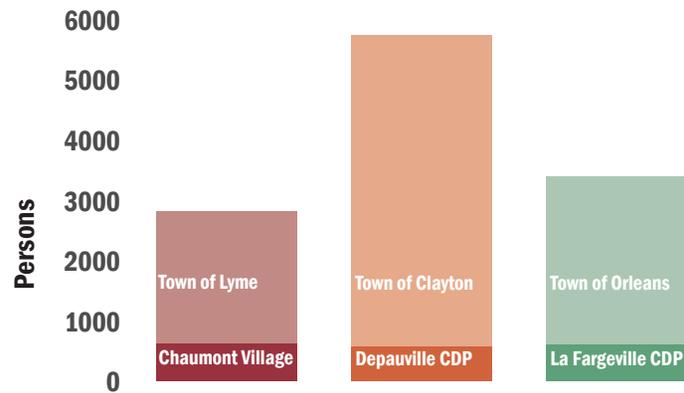
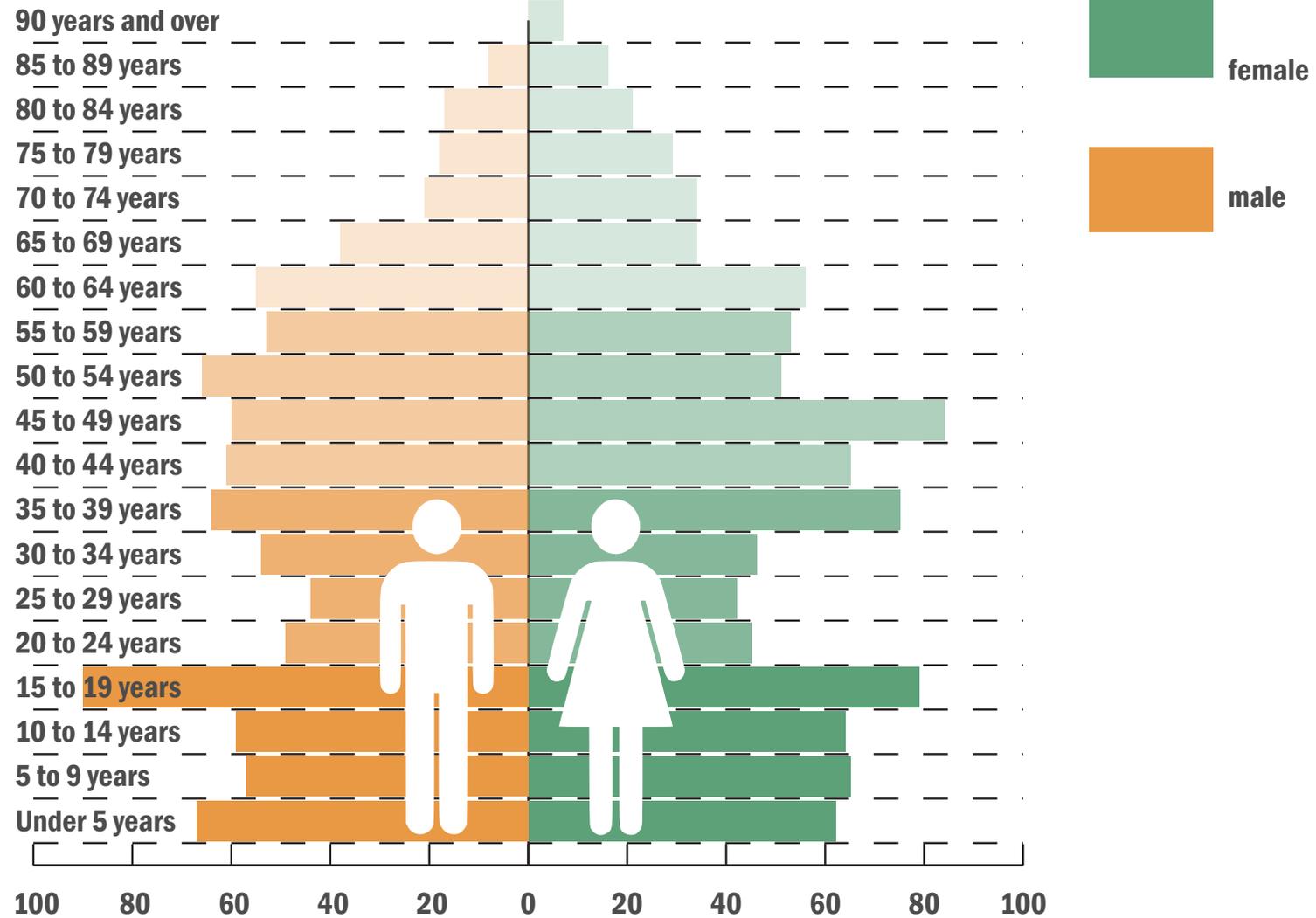


Figure 14: Population Pyramid



Income

According to a 2012 Comprehensive Economic Development Strategy for Jefferson County, the median income was \$41,811 in 2011 and is expected to rise by 18.4% to \$49,514 by 2016. Despite this promising increase, predicted per capita income levels are expected to grow at a slower rate than national and state levels¹. The Village of Chaumont had the highest median income of municipalities in the region in 2012. The Hamlets of Depauville and La Fargeville had a lower median income than Chaumont, and lower median incomes than the state average.

Figure 15: Median Household Income, Jefferson County and Project Municipalities, 2000 and 2012²

Municipality	2000	2012
Village of Chaumont	\$37,750	\$63,750
Hamlet of Depauville	\$37,411	\$39,191
Hamlet of La Fargeville	\$29,286	\$54,375
Jefferson County	\$41,811	\$49,514
New York State	\$43,393	\$57,683

¹ Jefferson County CEDS Committee in partnership with Camoin Associates Inc. Data derived from Comprehensive Economic Development Strategy (CEDS), 2012. Page 7.

² U.S. Census Bureau: State and County QuickFacts. Data derived from From Selected Economic Characteristics (Employment, Commute, Occupation, Income, Poverty). http://factfinder2.census.gov/faces/nav/jsf/pages/community_facts.xhtml

Median Home Value

Median home values in the county are \$128,000, compared to \$296,500 in New York State and \$179,900 in the U.S.³ Fair marketing rent for a two-bedroom apartment is \$838.⁴ Approximately sixty-nine percent (68.6%) of Jefferson County residents own their home and 23.2% rent.⁵

Educational Attainment

Almost 80% of residents have a high school level education, compared with 84% statewide. Approximately 20.6% of Jefferson County residents hold a Bachelors degree or higher, compared with 46% statewide.

Figure 16: Educational Attainment, Jefferson County, 2010⁶

Level of Education	Jefferson County	New York State
High School Graduate or less	79.4%	84.7%
Bachelor's degree	13.6%	32.4%
Advanced degree	7.0%	14.0%

³ Jefferson County CEDS Committee in partnership with Camoin Associates Inc. Data derived from Comprehensive Economic Development Strategy (CEDS), 2012.

⁴ U.S. Department of Housing and Urban Development (HUD). Data derived from 2012 Fair Market Rent Documentation System.

⁵ Jefferson Community College Center for Community Studies. Data derived from First Biennial Jefferson-Lewis County Regional Economic Tracking Report.

⁶ Jefferson Community College Center for Community Studies. Data derived from First Biennial Jefferson-Lewis County Regional Economic Tracking Survey, October 2013

Employment

According to the First Biennial Jefferson-Lewis County Regional Economic Tracking Survey, 46.8% of adult residents in Jefferson County are employed full-time and 15.2% are part-time employed.⁷ Approximately 18% of the population is retired. The unemployment rate in Jefferson County for 2011-2013 averaged 9.8%, slightly higher than the state and national averages.⁸ Approximately 56% of Jefferson County residents self-reported as underemployed in a 2012 survey.⁹

The largest industries for the county are federal and local government, followed by hospitals and restaurants. Government is the fastest growing industry in the county. Of note for Jefferson County are the growing industries of real estate and construction, which are needed to support the current population growth in the region.

Fort Drum is the top employer in the County, providing 17,074 jobs and spending \$39 million in the tri-county region each year.¹⁰ The remaining four top industries in the county employ a total of 13,440 people, a much smaller number than employed by Fort Drum. Thus, any economic

development in the area must take Fort Drum's presence into account.

Figure 17: Top Five Largest Industries, Jefferson County and Jefferson County Economic Region¹¹

Jefferson County	Jobs
Federal government, military	17,074
Local government	6,652
Federal government, civilian, except postal service	3,068
General Medical and Surgical Hospitals	1,891
Full-Service Restaurants	1,829

Region	Jobs
Local government	44,271
Federal government, military	18,212
State government	15,224
Colleges, universities, and professional schools	11,858
Full-Service Restaurants	10,929

Tourism currently plays a small, but important role in Jefferson County. Approximately 10% of jobs in Jefferson County are sustained by visitors to the region.¹² Five percent (5%) of all labor income in the Thousand Islands is generated by tourism. Six point nine percent (6.85%) of

⁷ Jefferson Community College Center for Community Studies. Data derived from First Biennial Jefferson-Lewis County Regional Economic Tracking Survey, October 2013, page 18.

⁸ United States Department of Labor, Bureau of Labor Statistics. Data derived from Local Area Unemployment Statistics. From www.bls.gov/lau/tables.htm and data. bls.gov/timeseries/LNS14000000

⁹ Jefferson Community College Center for Community Studies. Data derived from First Biennial Jefferson-Lewis County Regional Economic Tracking Report.

¹⁰ Economic Development Research Group, Inc. Data derived from: North Country Business and Resources Gap Analysis 2007

¹¹ Jefferson County CEDS Committee in partnership with Camoin Associates Inc. Data derived from Comprehensive Economic Development Strategy (CEDS), 2012.

¹² Tourism Economics. Data derived from The Economic Impact of Tourism in New York, 2011.

labor in Jefferson County is generated by tourism.¹³ Labor income from tourism in 2011 for the Thousand Islands region was \$194,150,000. This translates to 8,600 jobs. Taxes generated from tourism in the Thousand Islands was \$28,484,000 in 2011. The labor income from tourism in 2011 was \$102,921,000 in Jefferson County. This translates to 4,362 jobs.¹⁴

Retail Sales

Travelers spent \$455,931,000 in the Thousand Islands; this is less than 1% of tourism in the state.¹⁵ Jefferson County captures 50% of these sales with \$231 million in traveler spending. The majority of this spending is on the rental and upkeep of second homes, as well as restaurants.¹⁶

Figure 18: Retail Spending by Travelers, North Country, NY, 2011 (in '000s)¹⁷

	Lodging	Recreation	F&B	Retail	Transport	Second Homes	Total
Jefferson	\$36,620	\$10,884	\$54,443	\$39,544	\$18,348	\$71,031	\$230,869
Oswego	\$12,977	\$8,191	\$34,204	\$20,067	\$12,931	\$25,263	\$113,634
Saint Lawrence	\$16,573	\$2,985	\$22,262	\$16,379	\$5,277	\$47,951	\$111,427
Total	\$66,171	\$22,061	\$110,909	\$75,990	\$36,556	\$144,244	\$455,931

13 The Economic Impact of Tourism in New York, page 34.

14 The Economic Impact of Tourism in New York, pages 27 & 31.

15 2011 State Summary of "The Economic Impact of Tourism in New York," pages 25-26.

16 2011 State Summary of "The Economic Impact of Tourism in New York," page 32.

17 Tourism Economics. Data derived from The Economic Impact of Tourism in New York, 2011

Wages

Wages in Jefferson County have remained relatively stable from 2011-2013 and are lower than the mean hourly wage for New York State and the US.

Figure 19: Median Hourly Wage, Jefferson County, New York State and United States, 2011-2013¹⁸

	2011	2012	2013
Jefferson County	\$17.27	\$17.92	\$17.75
New York State	\$25.39	\$25.76	\$26.24
United States	\$21.74	\$27.31	\$22.33

18 New York State Department of Labor, Labor Statistics. Data derived from Quarterly Census of Employment and Wages (QCEW) from www.labor.ny.gov/stats/ins.asp and U.S. Department of Labor Bureau of Labor Statistics. Data derived from Occupational Employment and Wage Estimates from www.bls.gov/oes/oes_data.htm

Opportunities for Growth

Building on the goals of the Chaumont River Waterfront Revitalization Strategy, and based on data as well as interviews with community stakeholders and municipal leaders, the main economic development goals for the region involve tourism, recreational activities, and supporting the development of lodging and retail activities. With Canada across the river, Fort Drum in close proximity, and ample opportunities for recreation, the Chaumont River Corridor, currently underutilized for its tourism potential, has great opportunities for growth from visitors.

The Regional Economic Development Plan for the North Country supports building tourism infrastructure and developing the region as an internationally known hotspot for outdoor recreation and competitive sports.¹⁹ The Plan also supports strengthening ties with Ontario and Quebec, and revitalizing the hamlets and villages in the region, such as the Chaumont River Corridor.²⁰ Jobs associated with the tourism industry, such as food service, retail and hotels, provide entry-level jobs, which are important in meeting the needs of people in the region.²¹

While the Chaumont River Waterfront is not currently

the first pick for most tourists due to lack of retail nodes, the area is ripe for potential in the areas of tourism and recreation. The river corridor could be used to encourage tourism along with business activities within the hamlets of Chaumont, Depauville and La Fargeville to make for a more economically thriving area, which could in turn make the Chaumont River Corridor more attractive to tourists visiting the Thousand Islands. Fort Drum's economic activity is an additional resource to developing tourism in the Chaumont River Corridor.

A secondary focus for Chaumont, Depauville and La Fargeville is to expand the existing retail stores. Currently, these communities have few retail options. The potential for retail trade should be evaluated with a full market study focused on tourism. Such a study is beyond the scope of this analysis. Additionally, potential redevelopment sites should be identified. Support for building renovation, start-up costs associated with new businesses, or supporting infrastructure improvement should be explored to support new retail development.

¹⁹ North Country Regional Economic Development Council Strategic Plan, "Leading the Economic Renaissance of New York's Small Cities and Rural Communities," page 4.

²⁰ North Country Regional Economic Development Council Strategic Plan, "Leading the Economic Renaissance of New York's Small Cities and Rural Communities," page 4.

²¹ Jefferson County CEDS Committee in partnership with Camoin Associates Inc., "Comprehensive Economic Development Strategy (CEDS)" (2012) Page 51.

SECTION 3 Community Vision

On May 22, 2014 community members assembled at Clayton Town Hall for a collaborative meeting. Approximately 30 people came together to learn about the Revitalization Strategy and share input. The meeting focused on collecting community input through an Image Preference Survey (IPS) and a Vision & Discovery Session. In addition, the event provided a forum for informal community dialogue regarding the current and future conditions of the Chaumont River Corridor in the Village of Chaumont, and the towns of Lyme, Clayton, and Orleans.



Breakout groups identified issues, opportunities, and assets in the community.

Image Preference Survey

Following the adage, “a picture is worth a thousand words”, images of buildings, streets, and public spaces convey information more effectively than text. The superiority of images over text makes Image Preference Surveys (IPS) effective for identifying community preferences. The IPS

consisted of a 40-image slideshow presentation. Attendees viewed pictures of waterfront areas, hamlets, commercial corridors, and more. Each image included scenes of diverse aesthetic quality, building form, and streetscape elements. During the presentation, each attendee rated images on a scale of 1 (undesirable) to 10 (highly desirable). The images below include the highest and lowest rated images in the IPS.

Waterfront Access

Community workshop participants expressed strong preference for public access to the water. In fact, all of the top five images of the IPS included elements of public access. Four of the five images included kayakers. The votes of meeting participants indicate the desire for expanded boat launches. Floating docks, formal concrete launches, and natural beach launches seem to fit with the vision of the Chaumont River community.

Least Preferred Images

Conversely, workshop participants seemed to exclude auto-oriented development from their vision for the Chaumont River corridor. The five least popular images included typical strip-center commercial development with significant auto capacity. These places offer little or no pedestrian or bicycle infrastructure, and represent typical suburban development. The low scores of these images indicate that the Chaumont River community does not want this type of development in its community.

Top Images - The top five scoring images are shown below:

waterfront access



rural character



public boardwalk



boat access



formalized boat launch

Least Preferred Images:



Vision & Discovery Session

After the IPS, meeting attendees formed into breakout groups for the Vision & Discovery Session. There, the groups identified the issues, opportunities, and assets of the Chaumont waterfront. The results of the community workshop feedback are included in the figures below. The large amount of feedback reflects the high interest and community engagement. As the Vision & Discovery Session was ending, group members identified their most important issue, opportunity, asset and vision word. These words are listed in Figure 18. On the following pages, Figures 19-21 list all the feedback from Vision & Discovery Session.



The Vision & Discovery Session collected much information for the project.

Vision Postcard to “Aunt Sally”

Participants were asked to imagine that a fictitious relative (e.g. Aunt Sally) moved away from the area and ten years have passed. They were to write a postcard telling her how much the waterfront has changed over the years. The objective was to have participants think about and write down what they would like the waterfront to be in the future; to share their vision! This was a fun exercise for meeting attendees and provided valuable information for the development of the vision statement.



The tables that follow summarize the information collected at the community meeting. The letters at the top of the columns and the numbers at the start of each row are for references purposes only. They do not reflect prioritization or serve any other purpose.

Figure 20: Waterfront Area Top Comments

Row	Issues	Opportunities	Assets	Vision
1	lack of access to paddle on the river	public friendly signage, access points for fishing (e.g. Zang Rd)	commercial buildings	water access for non-motorized water vessels
2	lack of access to the water	historical significance of early settlers	access to the water	year round recreation
3	foot access to beach	waterfront property available now for park	water quality	age diversity
4	lack of consensus	vacant & underutilized commercial spaces		accessible
5	private property	recreational opportunities		beauty
6	lack of a plan	bird-watching		

Figure 21: Waterfront Area Issues

Issues			
Row	A	B	C
1	the boat launch in Three Mile Bay is weed choked in summer although NYSDEC is aware of the issue, it continues to be a problem the fisherman and other boaters can't patronize nearby businesses	the road shoulders are too narrow	dredging in Chaumont
2	dredging is needed at Chaumont Bay Boat Launch (some people have reported damage to boats which could be prevented by dredging) NYSOPRHP must ensure the launch works	lack of sidewalks in LaFargeville	foot access to beach
3	trash, trespassing, and lack of restrooms for Chaumont River users are issues for the waterfront	stagnant water east of Depauville	agricultural runoff
4	the channel in Chaumont is shrinking; there is a need for a speed limit to reduce wake	lack of access to the water	lack of consensus
5	NYSDEC must improve the walleye and bass spawning beds in Guffin Creek	Chaumont boat access ramp	private property
6	boating activity negatively impacts fish spawning beds	parking for ice fishing	lack of sidewalks
7	invasive species in Chaumont (e.g. Duck Weed)	pesticides and herbicides	LaFargeville dam
8	lack of continuity among the main streets	leave Chaumont as is	lack of a plan
9	environmental and human impact on waterway	public and private money	septic systems
10	lack of access to paddle on the river	foot access to beach	
11	Depauville: poor building condition	Chaumont seasonality	

Figure 22: Waterfront Area Opportunities

Opportunities			
Row	A	B	C
1	please protect and enhance fish spawning habitat, (fish spawn in Chaumont River and go into Lake Ontario, bringing people to Chaumont Bay) avoid disturbing this area and driving spawning fish away	an opportunity exists for future use of the fiber optic infrastructure	vacant and underutilized commercial spaces
2	complete extensive marketing to let fishermen and tourists know eastern Lake Ontario and the surrounding tributaries area legendary fishing grounds	consider a grant for enhancing facades and streetscape on main street	largest fresh water bay in the world!
3	parcel at intersection of 12E and 125 is an opportunity for a heritage or visitor's center, farmer's market, meeting room and a small business incubator	there is an opportunity to create a cultural center in the library	connection along corridor - cohesion
4	consider the opportunity to develop a walkable waterfront in Chaumont village and a trail along the full waterline	consider the possibility for a drive-in movie theater in the area	fishing access near Chaumont bridge
5	recreational opportunities (e.g. biking trails, ice fishing, fishing, sailing, snow mobile use)	public friendly signage, access points for fishing (e.g. Zang Rd)	need places to stay
6	parcel south of East Main Street between Mill Street and County Road 125 is an opportunity for a waterfront park and public docks	public land in Depauville for river access at library, gazebo	proximate to Canada
7	LaFargeville sidewalk connections to walking trails on public and private property	there is an opportunity for walleye stocking	fishing tournaments
8	consider the opportunity to invest in historic Depauville buildings and sites	historical significance of early settlers	Chaumont barrens
9	consider the opportunity for a sidewalk connecting downtown to the library	waterfront property available now for park	top restaurants
10	expanded vineyards, grape growing, and agri-business are area opportunities	access to many other boating destinations	bird-watching

Figure 23: Waterfront Area Assets & Vision Words

Assets		Vision Words	
Row	A	B	C
1	the presence of an invested, stable, year-round population is a community asset	water access for non-motorized water vessels	good food
2	the area offers quaint village & hamlet settings with future potential	vibrant community & community spirit	adventure
3	local retired military personnel offer valuable skills for community	place to spend time & money	fishing
4	the presence of outdoor sports (e.g. fishing) is an area asset	place to open a business	wildlife
5	the school & educational environment is strong	socioeconomic diversity	scenery
6	public access similar to Three Mile Bay	year round recreation	history
7	historical properties & buildings	proceed with caution	fishing
8	environment & ecological system	don't screw it up	beauty
9	commercial buildings	places to stay	biking
10	access to the water	age diversity	scenic
11	cultural diversity	clean river	remote
12	inexpensive land	accessible	clean
13	water quality	beautiful	quiet
14	dams		

Community Open House

On August 26, 2014 community members assembled at the Chaumont Fire Hall for the second community meeting. After a brief presentation on the findings of the first community workshop, meeting attendees viewed exhibits covering the community profile and preliminary project lists. The public had the opportunity to provide feedback and vote on the projects they felt were most important. Figure 22 lists the written feedback the community offered at the meeting.



Attendees learned about previous work and shared feedback.

Figure 24: Community Open House Feedback

#	Comment
1	local historical societies, libraries, or town historians have much information to share for the strategic plan
2	Cedar Grove Cemetery in Chaumont once had a boardwalk linking Crescent Yacht Club to residential areas
3	local restaurants and the hardware store are making valuable, incremental improvements to their property
4	improve existing fishing access under northeast side of West Main St Bridge in Chaumont
5	private property in Depauville must be respected if public access increases
6	NYSDEC should remove Double-crested Cormorant from protected species list
7	create transient docking with convenient access to Main Street in Chaumont
8	increase the flow of the Chaumont River from LaFargeville to Chaumont
9	Routes 180 and 411 in LaFargeville need streetscape improvements
10	pedestrian, bicycle, and boat connections to important places
11	Village of Chaumont passed a zoning law in August 2014
12	widen West Main St Bridge in Chaumont
13	clean it, float it, promote it!
14	Depauville waterfall portage

Community's Vision Statement

This Waterfront Revitalization Strategy was developed based on the participation of citizens that live, work and play within the Chaumont River corridor. They came together to share their concerns and ideas and express their vision for the riverfront corridor. As defined through this process the overall vision for waterfront revitalization is captured in the following vision statement:

“The Chaumont River Corridor will be recognized for its rural character, history and culture, scenic beauty, environmental quality, and vibrant community spirit. As a waterfront destination in the North Country it attracts people of all ages searching for a unique place that balances recreation and work, nature and business, and public access and private ownership.”

To achieve this **Vision**, the following

GOALS were developed:

1. **POSITION THE WATERFRONT AREA AS A REGIONAL DESTINATION** by increasing opportunities for public use and enjoyment of the waterfront;
2. **INCREASE PUBLIC ACCESS TO THE RIVER** and create opportunities for interpretive sites and passive parks;
3. **PROTECT AND ENHANCE THE RURAL LANDSCAPE, WATER QUALITY, AND WILDLIFE HABITAT**;
4. **ENCOURAGE THE IMPROVEMENT OF THE PHYSICAL AND ECONOMIC CHARACTER OF THE HAMLET COMMUNITIES** while celebrating their waterfront heritage and creating a positive image of the hamlet and downtown centers;
5. **STRENGTHEN THE PHYSICAL AND ECONOMIC RELATIONSHIP BETWEEN THE WATERFRONT AND HAMLET BUSINESS DISTRICTS**; and
6. **PROMOTE A SUSTAINABLE WATERFRONT AREA** that balances the social, economic and environmental characteristics of the community.

SECTION 4 Recommended Projects

This collection of recommended projects was developed by the Waterfront Advisory Committee to help achieve the vision established by the community for the Chaumont River Corridor. Projects were identified through discussions with attendees at the community workshops or at meetings with local stakeholders. This section is not intended to be an exhaustive list but rather a first round of recommendations to set the stage and begin to move the revitalization process forward. As things progress this project list should be updated and expanded to reflect the change in the community and the existing and future challenges it is facing.

It was made clear through the public process that community members want improved access to the water, vibrant hamlet areas with traditional character, attractive residential areas, and a well rounded business district. A consistent building street wall, sidewalks, tree canopies, exciting storefronts, small businesses, well maintained homes, and active pedestrian traffic all contribute to that vibrancy. Creating a memorable experience has as much to do with how a place feels as it does with how a place looks. It is not just one or two of the characteristics mentioned above that create a vibrant community. It takes most, if not all, of those characteristics working together to form an exciting and memorable experience. Close attention must be paid to each development project and public improvement so that, over time, more and more of those characteristics are brought together throughout the Village and hamlets.

Visitor Information & Communications

1. **Work with the North Country Tourism Organization and other agencies to include the Chaumont River in local tourism materials and guides. Consider the following themes and components:**

- Agri-business
- Eco-tourism
- Bicycle, kayaking, etc. tours
 - Must improve transportation infrastructure to accommodate safe cycling.
- Bird watching
- Include marketing to let fishermen and tourists know that eastern Lake Ontario and the surrounding tributaries are legendary fishing grounds.



2. **Develop a comprehensive interpretive and wayfinding signage program for the Chaumont River corridor.**

The signage could identify the historical significance of early settlers and industry, identify the hamlets, a blueway trail, etc.



Public Access & Boat Launch Program

3. Improve the Chaumont Harbor (Existing Marina Area)

The revitalization effort should include coordination within the marina area for periodic dredging and other improvements that make the area a better experience for both local and visiting boaters.

4. Improve pedestrian and bicycle access to the public beach in Chaumont.

This could include a combination of sidewalks, trails and signage. In addition, signage from West Main Street and Bayview Drive and/or Wilson Lane is needed.

5. Improve Chaumont Beach as a public park.

The beach is a wonderful community asset. However, the play equipment and the infrastructure may not be up to today's safety standards and be in need of repair. Consideration should be given to upgrading the park with new signage, equipment, benches, better defined parking, etc.

6. Consider the opportunity for a heritage or visitor's center, meeting room and/or a small business incubator in Chaumont.



Business Incubator

7. Consider the opportunity to develop a walkable waterfront in Chaumont. Include a trail along the water's edge.



8. Develop a hand-carry boat launch and provide fishing access points in key locations in the Chaumont River corridor.

Potential locations for a hand-carry launch and fishing access include Zang Road, behind the library in Depauville and west of Main Street in LaFargeville. Another potential fishing location is near the Chaumont bridge. Access points should include signage.

Hamlet and Village Development

9. Develop and adopt a Village / Hamlet Center District for downtown Chaumont, Depauville and LaFargeville.

A concerted effort to develop multi-story mixed-use buildings in the business district should be initiated. This should be done by replacing the existing zoning with a mixed-use district. The new district should permit both horizontal and vertical mixed-use and focus on quality traditional principle-based design.

10. Create a Village / Hamlet Leadership Organization to guide the revitalization effort.

Most planning and economic development experts agree that having a dedicated organization is important for successful implementation of any revitalization planning initiative. Having a coordinating organization can provide a framework for the patchwork of local businesses and community-based organizations. However, the Chaumont waterfront area does not currently have a Village, hamlet or business organization to take the lead. Therefore, a “Steering Committee”, whether it is the one that led the development of this plan or some other community-based committee, is needed to move the revitalization program forward.

11. Develop a Village / Hamlet Streetscape Improvement Program.

A well designed streetscape can make a significant contribution in developing a strong sense-of-place and a vibrant street. Unlike what many people believe, creating a vibrant streetscape is less about creating a beautiful aesthetic and more about evoking a warm and inviting feeling on the street. Getting the right components working together is critical. An inviting streetscape sends a message to residents and visitors that the street is the primary public space. The previously prepared Chaumont streetscape plan is a great starting point.

Adding appropriate street trees to existing tree lawns is a low cost improvement that would make

an immediate impact on the character of the street. There appears to be ample room along many of the streets in the hamlets. Priority should be given to the main streets such as Route 180 in LaFargeville, which is excessively wide. Trees would bring enclosure and help to slow traffic. A streetscape improvement project should be considered for this street that includes: narrower travel lanes, on-street parking, tree lawns, street trees, sidewalks, etc. This would not only improve aesthetics as a gateway to the community but also safety for pedestrians (students) and bikers.

12. Develop and implement a façade improvement program for downtown buildings.

A façade improvement program could offer incentives to encourage improvements consistent with hamlet and village character. Incentives may include deferred assessment increases or grant funding to cover project costs. A funding application with the New York Main Street Program should be considered.

13. Develop “gateways” into the Village and hamlet business center areas.

The points at which you feel a sense of entry to a place are often referred to as gateways. Special attention must be paid to these areas because they provide first impressions and a sense-of-arrival to a “PLACE.” Gateways are typically identified at points of transition that are defined by an edge; a physical barrier or boundary such as a river, highway or wall. In the case of Chaumont, Depauville and LaFargeville gateways exist at all major entry into the business districts. These

gateways can be strengthened by improving their identification. This can be done using signage, art, plantings, walls, decorative bridge railings, and other aesthetic improvements. In Chaumont, the bridge could be design in such a way to become a gateway. See Figure 25 for general locations of gateways.



Gateway bridge into the Village of Rensselaer Falls.

Parks & Conservation

14. **Protect and enhance natural resources and the environmental characteristics of the Chaumont River corridor.**
15. **Encourage NYS to improve State Boat Launch in Chaumont.**

Discuss with the State opportunities to make aesthetic and functional improvements to the boat launch such as better defined parking areas, signage, etc.

16. **Continue to support implementation of the Federal Natural Heritage Program in order to protect endangered species & habitats.**



17. **Support Stormwater/Watershed Protection.**

Incorporate best practices at a minimum, and preferably green infrastructure practices, into all development projects.

18. **Support the invasive species initiatives of the NYS DEC.**

19. **Provide support for and consistency with the North Country Regional Sustainability Plan.**

Although the Chaumont River Corridor Waterfront Revitalization Strategy is consistent with many of the goals as outlined in the Sustainability Plan two goals listed in the focus area Livable Communities & Land Use are most relevant:

- Revitalizing Main Streets and town centers to reduce the cost and impacts of sprawl development.
- Create and update comprehensive plans and zoning, ordinances as a means to improve sustainable practices.

This offers tremendous opportunity for the Village and the Hamlet area to update the plans and codes. Funding through the NYSERDA should be considered.

20. Consider installing a fish ladder in the Depauville Dam.

A fish ladder is a structure on or around artificial and natural barriers to facilitate the natural migration of fish. The feasibility of a fish ladder should be explored with DEC for Depauville.



Transportation & Infrastructure

21. Consider opportunities for a new waterfront park with public docks in Chaumont.

The ideal location would be on the waterfront in the heart of the Village south of East Main Street between Mill Street and County Road 125. The park would need to have adequate parking away from the waterfront and should include public access to the water and pedestrian connections to the downtown. Docks would enable boaters to access and patronize Village businesses.

22. Develop sidewalks in Depauville and LaFargeville.

Many existing sidewalks in the hamlets do not meet ADA requirements and need to be improved. New sidewalks need to be installed in key locations, such as along Caroline Street in Depauville. Sidewalks should be considered throughout LaFargeville to better facilitate students walking to school.

23. Replace/improve dam in LaFargeville.

The dam that was washed out during 2014 flooding should be evaluated and, if necessary, improved or replaced.

24. Position and market the use of the fiber optic infrastructure.

25. Consider the development of a cultural center in the Depauville library.

A cultural center was identified at the community meetings as a potential attraction for both residents and visitors. It could be a great opportunity to share the rich history and culture of the Chaumont River corridor.

Private Sector Development

26. Investigate Marketing & Business Recruitment Plan
27. Investigate Business & Housing Development Program
28. Implement a Village/Hamlet farmer's market.

Consider expanding the farmer's market at the Chaumont Volunteer Fire Department to run from Spring through Fall. Also consider alternating weeks or coordinating different types of markets in the hamlet areas.

Water Use & Water Quality

29. Investigate a Navigation Aids Program.
30. Consider necessary dredging projects.
31. Consider opportunities to improve water depth in Upper Chaumont River between Depauville and LaFargeville.

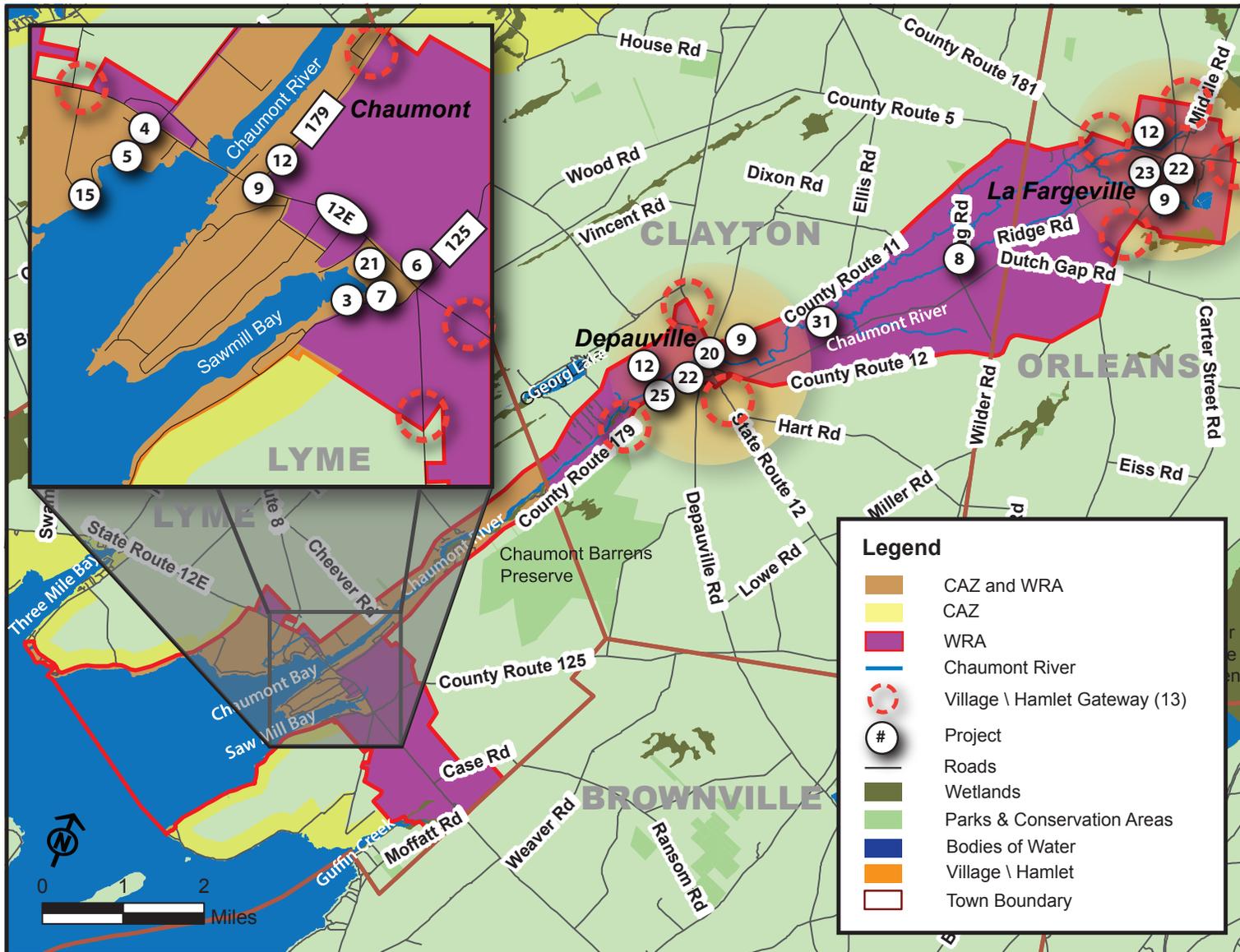


Figure 26: Project List

Project		Project	
1	Work with regional tourism agencies*	17	Support Stormwater/Watershed Protection*
2	Develop interpretive signage program for corridor*	18	Support Invasive Species Projects*
3	Improve Chaumont Harbor (Existing Marina Area)	19	Support North Country Regional Sustainability Plan*
4	Improve ped/bike access to Chaumont Beach	20	Consider fish ladder in the Depauville dam area
5	Improve Chaumont Beach as a public park	21	Consider new waterfront park and public docks in Chaumont
6	Consider visitor's center, farmer's market, etc.	22	Develop sidewalks in Depauville and LaFargeville
7	Develop a walkable waterfront in Chaumont	23	Replace/improve dam in LaFargeville
8	Develop launch in Depauville with fishing access	24	Promote fiber optic infrastructure*
9	Consider Village / Hamlet Center Districts	25	Consider Cultural Center in the Depauville Library
10	Develop Village / Hamlet Leadership Organization*	26	Investigate Marketing & Business Recruitment Plan*
11	Implement Village / Hamlet Streetscape Program*	27	Investigate Business & Housing Development*
12	Implement facade improvement program	28	Implement a Village/Hamlet farmer's market
13	Develop gateways into the Village and Hamlets	29	Investigate a Navigation Aids Program*
14	Consider an Eco-Park*	30	Consider necessary dredging projects
15	Encourage NYS to improve Chaumont State Park	31	Consider water depth projects in the upper CRC
16	Support the Natural Heritage Program*		

* recommendation is general, and not geographically specific

Figure 27: Recommended Projects Map



SECTION 5 Implementation

To achieve the vision as outlined in section 3, leaders and community members must work together. The Towns of Lyme, Clayton, Orleans, and the Village of Chaumont along with the Waterfront Advisory Committee should partner to implement this Plan. To begin the implementation phase, the town and village boards should formally adopt the plan.

To aid project implementation, the tables on the following pages organize the recommended projects. The table includes a general time frame for implementation, planning level cost estimates and technical resources for each project, when evident. Short-term actions can be implemented fairly quickly with minimal financial investment. These actions may also address concerns that need immediate attention. Short-term actions are key in continuing the momentum of the planning process. Medium-term actions are those that may require additional investment of finances and time which build on the successful completion of earlier tasks. Long-term actions would require significant commitments of time and funding, but are critical to sustaining the hamlet into the future.

The make-up of the Waterfront Advisory Committee (WAC) is going to be critical to the long-term success of the revitalization strategy. It is important that it be comprised of local leaders and stakeholders. It could include hamlet business owners, property owners, and residents as well as representation from the Towns of Lyme, Clayton, and Orleans, the Village of Chaumont, Jefferson County, and

the Tug Hill Commission. The WAC should periodically review the program in terms of its leadership, committee chairs, volunteers, funding, etc. This can be done by holding annual planning sessions. In addition, an annual work program will help to set goals and track accomplishments.

In addition to the WAC, sub-committees could be formed to focus on specific areas of revitalization or to address specific issues. This might not be possible or necessary initially. The Chaumont River Community may lack sufficient interested people to operate the WAC and focused sub-committees. However, as growth occurs and people are willing to get more involved committees could be added. This strategy could be a modified version of the Main Street Four Point Approach, which was developed by the National Trust Main Street Center. The Four-Point Approach is a comprehensive revitalization strategy tailored to meet the needs of the local community. It encompasses work in four areas; Design, Economic Restructuring, Promotion, and Organization. A committee is dedicated to each of the four areas and is typically comprised of local volunteers. The chairperson of each committee is usually on the “umbrella” WAC that guides the entire revitalization strategy. This ensures that each committee is aware of what each is doing and that everyone is working toward an overall program vision. A program manager is recommended. This position helps to manage the program and reports directly to the WAC.

Leadership Champions

- Town of Lyme
- Town of Clayton
- Town of Orleans
- Village of Chaumont
- Waterfront Advisory Committee (WAC)

Implementation Priorities

- Work with regional tourism agencies (see page 47)
- Consider the opportunity for a heritage or visitor's center, farmer's market, meeting room or a small business incubator (see page 48)
- Develop a hand-carry boat launch in Depauville (see page 48)
- Implement a Village/Hamlet Streetscape Program (see page 49)
- Consider the opportunity for a new waterfront park with public docks in Chaumont (see page 51)
- Develop sidewalks in Depauville and LaFargeville (see page 51)



considerations:

- Continue to build partnerships in both the private and public sectors. Revitalization has to be a joint effort!
- Develop a committee or organization to lead economic development efforts.
- Show progress by picking some “low hanging fruit” and get something done.
- Celebrate successes and let people know about them.
- Emphasize quality in every aspect.

Figure 28: Recommended Action Table A

Recommended Action	Time-frame	Potential Planning Costs	Potential Funding/Technical Resource
Visitor Information & Communications			
1. Work with the North Country Tourism Organization and other agencies to include the Chaumont River in local tourism materials and guides.	Short	Minimal	PPP, All Towns
2. Develop a comprehensive interpretive and wayfinding signage program for the Chaumont River corridor.	Short	\$20k	NYSOPRHP, NYSDOS
Public Access & Boat Launch Program			
3. Improve the Chaumont Harbor (Existing Marina Area)	Medium	Varies	NYSDOS, PPP
4. Improve pedestrian and bicycle access to the public beach in Chaumont.	Short-Medium	\$10k+	NYSDOT, VB, JC
5. Improve Chaumont Beach as a public park.	Medium	\$200k	NYSOPRHP, NYSDOS
6. Consider the opportunity for a heritage or visitor's center, meeting room and/or a small business incubator in Chaumont.	Short	Varies	NYSDOS, NYSOPRHP
7. Consider the opportunity to develop a walkable waterfront in Chaumont. Include a trail along the water edge.	Long	Varies	NYSDOS, VB, PPP
8. Develop a hand-carry boat launch and provide fishing access points in key locations in the Chaumont River corridor.	Medium	\$50k+	NYSDOS, NYSDEC, NYSOPRHP
Hamlet and Village Development			
9. Develop and adopt a Village / Hamlet Center District for downtown Chaumont, Depauville and LaFargeville.	Short	\$15k-\$20k	NYSDOS, Towns, NY-SERDA
10. Create a Village / Hamlet Leadership Organization to guide the revitalization effort.			
11. Develop a Village / Hamlet Streetscape Improvement Program.	Short-Medium	\$50k+	NYMS, TEP

Figure 29: Recommended Action Table B

Recommended Action	Time-frame	Potential Planning Costs	Potential Funding/Technical Resource
12. Develop and implement a façade improvement program for downtown buildings.	Medium	\$20k+	NYMSP, PPP
13. Develop “gateways” into the Village and hamlet business center areas.	Long	Varies	NYMSP, PPP, TEP
Parks & Conservation			
14. Protect and enhance natural resources and the environmental characteristics of the Chaumont River corridor.	Short-Medium	-	NYSDOS, NYSDEC, PPP
15. Encourage NYS to improve State Boat Launch in Chaumont.	Medium	\$50k+	NYSOPRHP
16. Continue to support implementation of the Federal Natural Heritage Program in order to protect endangered species & habitats.	Short	-	NYSDEC, PPP
17. Support Stormwater/Watershed Protection.	Short	-	NYSDEC, Towns & Village, PPP
18. Support the invasive species initiatives of the NYS DEC.	Short	-	NYSDEC, PPP
19. Provide support for and consistency with the North Country Regional Sustainability Plan.	Short	-	NYSERDA
20. Consider installing a fish ladder in the Depauville Dam.	Medium	\$10k	NYSDEC
Transportation & Infrastructure			
21. Consider opportunities for a new waterfront park with public docks in Chaumont.	Medium	Varies	NYSDOS, PPP
22. Develop sidewalks in Depauville and LaFargeville.	Short-Medium	\$100k+	NYSDOS, TOO, TAP
23. Replace/improve dam in LaFargeville.	Long	-	NYSDOS, JC
24. Position and market the use of the fiber optic infrastructure.	Short	-	JC, PPP
25. Consider the development of a cultural center in the Depauville library.	Long	Varies	NYSDOS, NYSOPRHP

Figure 30: Recommended Action Table C

Recommended Action	Time-frame	Potential Planning Costs	Potential Funding/Technical Resource
Private Sector Development			
26. Investigate Marketing & Business Recruitment Plan	Medium	\$15k+	NYSDOS, JC, NCREDC
27. Investigate Business & Housing Development Program	Medium	\$20k+	NYSDOS, JC, NCREDC
28. Implement a Village/Hamlet farmer's market.	Short	\$5k	NYSAM, JC, VB
Water Use & Water Quality			
29. Investigate a Navigation Aids Program.	Short	-	NYSDOS, NYSOPRHP
30. Consider necessary dredging projects.	Long	\$20k+	NYSDOS, NYSDEC
31. Consider opportunities to improve water depth in Upper Chaumont River between Depauville and LaFargeville.	Long	-	NYSDOS, NYSDEC

Funding Source Abbreviations

CDBG	Community Development Block Grant
JC	Jefferson County
JCADC	Jefferson County Agricultural Development Council
NCREDC	North Country Regional Economic Development Council
NEA	National Endowment for the Arts
NYMS	New York Main Street Program
NYSAM	New York State Agriculture and Markets
NYSCA	New York Council on the Arts
NYSDEC	New York State Department of Environmental Conservation
NYSDOS	New York State Department of State
NYSDOT	New York State Department of Transportation
NYSERDA	New York State Energy Research and Development Authority
NYSESD	New York State Empire State Development
NYSOPRHP	New York State Office of Parks, Recreation and Historic Preservation
PB	Planning Board (Village of Chaumont)
PPP	Public / Private Partnership
TEP	Transportation Enhancement Program
THC	Tug Hill Commission
TOC	Town of Clayton
TOL	Town of Lyme
TOO	Town of Orleans
VB	Village Board (Village of Chaumont)
WAC	Waterfront Advisory Committee