Oswegatchie River Local Waterfront Revitalization Program

Part I

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Contents

Oswegatchie River Local Waterfront Revitalization Program (LWRP), Part 1 3
Introduction 3
Plan Process 3
What is an LWRP? 3
Section 1: Local Waterfront Revitalization Area Boundary 4
Proposed Waterfront Revitalization Boundary (WRA) 4
Section 2: Inventory and Analysis 8
2.1 Summary of Issues and Opportunities in the Waterfront Revitalization Area 8
2.3 Overview of Planning Efforts 12
2.3.1 Regional 12
2.3.2 Local 13
2.4 Character of the Oswegatchie 14
2.5 Demographics and Economic Considerations 17
2.6 Existing Land and Water Uses 18
2.7 Surface Water Resources, Navigation and Harbor Management 30
2.8 Natural Resources 32
2.9 Historic, Cultural and Scenic Resources 35
2.10 Public Infrastructure 43

Appendix:
A – LWRP Maps
B – Community Participation Materials

Oswegatchie River Local Waterfront Revitalization Program (LWRP), Part 1

Introduction

Plan Process

An Oswegatchie waterfront Advisory Committee (OAC) was established in 2019 to oversee the preparation of the Oswegatchie River Waterfront Revitalization program plan. With the Town of Canton as lead-agency, the Committee was appointed by the Town and Village representatives. The role of the OAC was and will continue to be, a guide and advisory board to assist the project team with development of the LWRP and assist with community participation. Because this is an intermunicipal LWRP, it is crucial for OAC members to remain engaged to coordinate throughout the duration of the project.

The Town of Canton hired a consultant team led by C&S Companies along with Joy Kuebler Landscape Architect, P.C., to work alongside the OAC in developing Part 1 of the LWRP. The committee held numerous committee meetings to strategize community participation, establish the Waterfront Revitalization Area (WRA) boundary, review previous research and draft documents and assist the consultant team with data collection to complete the inventory and analysis (section 2). A number of informal meetings were held with other stakeholders, individual committee members and the Department of State throughout the duration of the project.

One public meeting was held for Part 1 of the LWRP. The Public Meeting was virtual via the Zoom platform due to the COVID 19 Pandemic. The boundary, inventory, known strengths and potential new opportunities were discussed during the meeting and details of the meeting are provided as an Appendix to the Part 1 document.

Further public participation, inventory, analysis and policy recommendations will be identified in Part 2 of the LWRP should specific communities within Part 1 choose to move forward with the planning process. The remainder of this document should be used to assist with updating the inventory and to shape policy and project recommendations.

What is an LWRP?

An LWRP is a planning document that is prepared by a community or a collaboration of multiple communities with a program to establish and implement the plan along or within close proximity to its waterfront. Waterfront plans typically establish issues along the entire waterfront or specific issues that only pertain to specific areas. LWRP's reflect community consensus and provide direction implementation of development within an established WRA.

An approved LWRP provides a clear direction on what the involved community or community's desire for their waterfront and established long-term partnerships between government agencies, community organizations and Department of State (DOS).

Section 1: Local Waterfront Revitalization Area Boundary

Proposed Waterfront Revitalization Boundary (WRA)

The LWRP boundary travels through six municipalities (Appendix A – Map 1) within St. Lawrence County and encompasses the "spine" of the Oswegatchie River beginning in the Village of Richville and Town of DeKalb and meandering generally north through the Town of Canton, Village of Rensselaer Falls, Village of Heuvelton and Town of Oswegatchie.

The boundary is 100% contiguous to ensure connections between the involved communities for future waterfront development that could provide regional benefits. The LWRP boundary includes the entirety of the Oswegatchie River. All land between the River and the described boundary below is included in this boundary including all private and public property.

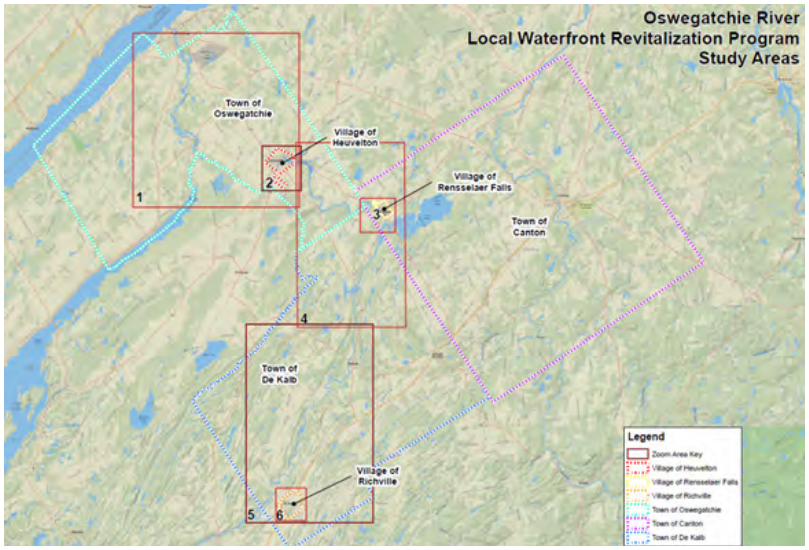


Figure 1- LWRP Study Areas

The boundary begins in the Town of DeKalb along Welch Road, just west of the Village of Richville. The boundary travels west along, and includes, Welch Road until intersecting with the DeKalb/Gouverneur municipal line. The boundary proceeds north following the municipal line to include land encompassing Snowshoe Island. The boundary then proceeds north along, and includes River Road, including parcels between River Road and the Oswegatchie River. Once River Road intersects with Route 17, the boundary follows, and includes, Ritchie Road northward until its intersection with County Route 14. Once the boundary intersects with Route 14, it proceeds to travel north along, and includes Route 14 until intersecting with Winters Road.

Once intersecting with Winters Road, the boundary travels north including all land between Winters Road and the Oswegatchie River, including all land within the Village of Rensselaer Falls and Town of Canton that fall west of the Oswegatchie River.

The boundary continues along, and includes Winters Road and travels north until the intersecting with the Oswegatchie Municipal line. The boundary then re-enters the Town of Oswegatchie and travels along the parcels directly abutting the Oswegatchie River until intersecting with Route 812. After intersecting with Route 812, the boundary proceeds north into the Village of Heuvelton.

Once within the Village of Heuvelton, the boundary includes all parcels directly south and contiguous to the Oswegatchie River. The boundary intersects with, and includes, West Union Street and travels west including all parcels between West Union Street and the Oswegatchie River. The boundary then expands to include Losurdo Foods and proceeds to follow the Village of Heuvelton' s municipal line until leading back into the Town of Oswegatchie.

Once within the Town of Oswegatchie, the boundary proceeds to travel north and follows the De Peyster and Oswegatchie municipal line until El Weir State Park. The Boundary then follows, and includes, Howes Pine Drive until its terminal. The boundary then proceeds north along private roads including all parcels directly abutting the River until intersecting with County Route 6. The boundary then proceeds north along, and includes, County Route 6 until intersecting with Morley Park Drive. The boundary then travels east until intersecting with, and includes, the

vacant rail line. The boundary travels north along the vacant rail line until intersecting with Fine Street within the Town of Oswegatchie.

The boundary then begins again on the eastern side of the Oswegatchie River within the Town of Oswegatchie just south of Fine Street. The boundary travels south along, and includes, Route NY-812. The boundary then proceeds south west along, and includes, McIntyre Road until the road's terminal. At the end of McIntyre Road, the boundary then travels south including all parcels closest to the waterfront until intersecting with County Road 4. Beginning at, and including, County Road 4, the boundary travels south east along and includes, Lee Road including all parcels closest to the waterfront and north of the De Peyster municipal line.

The boundary then continues within the Village of Heuvelton including within and south of the vacant rail line ROW and the Oswegatchie River waterfront. The boundary travels east along, and includes, East Water Street through the Village including parcels north and south of Rensselaer Street. The boundary then proceeds east traveling along, and includes, Rensselaer Street and out of the Village of Heuvelton.

The boundary continues south east along the N/S/E/W boundary of Rensselaer Falls-Heuvelton Road including all parcels directly abutting the vacant rail line and the rail line ROW. The boundary then travels south along the Oswegatchie-Lisbon municipal line meeting the Lisbon, Oswegatchie, and Lisbon municipal line and traveling south below the Canton municipal line. The boundary then travels south entering into the Village of Rensselaer Falls.

The boundary travels south along, and includes, State Street within the Village of Rensselaer Falls then proceeds north east along, and includes, Elizabeth Street until the Rensselaer Falls municipal line. The boundary then travels south along the Rensselaer Falls municipal line leading to the Town of Canton municipal line.

The boundary then proceeds north following, and including County Road 14. The boundary then travels just south of NY-68 and proceeds south west to encompass the Wildlife Management Area (WMA) within the Town of Canton. The boundary then travels north along, and includes, DeKalb Junction Rensselaer Falls Road until intersecting with Mcadoo Road.

The boundary then travels south west along, and includes, Mcadoo Road including all parcels directly abutting the Oswegatchie River until terminating at the Mcadoo/NY-812 intersection. The boundary then proceeds south along, and includes, NY-812 including all parcels between NY-812 and the Oswegatchie River until the intersection of NY-812 and Old Northerner Road.

The boundary then proceeds south west following, and including, Old Northerner Road until it intersects with Route NY-812 again just north of the Village of Richville. The boundary proceeds south along, and includes, NY-812 until it intersects with Main Street within the Village of Richville. The boundary then travels south along the Village's Main Street including Main Street itself, all properties on Main Street's eastern ROW and all remaining properties west of Main Street within the Village. The boundary then reconnects to the beginning boundary point at the Richville/DeKalb municipal line.

Figure 2-Oswegatchie River, NY

For planning purposes, individual boundaries for each community have been created and are provided below:

Town of DeKalb

The town of DeKalb's LWRP boundary (Appendix A – Map 2) begins at the Town of Canton / Town of DeKalb municipal line within the town of DeKalb, east of the Oswegatchie River. The boundary then travels generally south along Mcadoo Road until intersecting with NY-812. Once intersecting, the boundary proceeds south to include all parcels directly contiguous to the Oswegatchie waterfront. The boundary then intersects with the Village of Richville municipal line and follows along Richville's municipal border within the Town of DeKalb.

The boundary proceeds along and includes Welch Road until intersecting with the Town of DeKalb/Town of Gouverneur municipal line. The boundary then travels north within the Town of DeKalb and includes all parcels directly west of the Oswegatchie Waterfront.

The boundary then proceeds to continue north along including River Road until River Road's terminus, then intersecting with Maple Ridge Road. Maple Ridge Road then intersects with Richie Road and the boundary then proceeds north generally following Richie Road.

The boundary then intersects with NY-812. It then proceeds north along County Road 14. The boundary then intersects with Winters Road and travels northwest along Winters Road until intersecting with a private Drive. Once intersecting with the private Drive, the boundary continues to travel north until terminating at the Town of DeKalb/ Town of Oswegatchie municipal boundary line.

Village of Rensselaer Falls

The LWRP boundary within the Village of Rensselaer Falls (Appendix A – Map 3) begins at the intersection of Johnson Road and Heuvelton Street, northeast of the Oswegatchie River, and proceeds north along Johnson Road. The boundary then proceeds east following the vacant rail line ROW until the intersection of Birch, Heuvelton and Front Street. The boundary then proceeds north along Birch Street. The boundary then travels southeast and proceeds north along Elizabeth Street until intersecting with the Village's municipal line. The boundary then follows along the municipal line, now encompassing all parcels between the municipal line and the Oswegatchie River until intersecting with the Canton municipal line south east of the Village along West Front Street.

The boundary begins again on the western side of the Oswegatchie River along West Front Street to include all parcels east and west of Front Street's ROW. The boundary then proceeds north ending at the Rensselaer Falls/ Canton municipal line.

Town of Canton

The Town of Canton's LWRP boundary (Appendix A – Map 4) begins at the intersection of the Town of Canton/ Town of Oswegatchie/Town of Lisbon municipal line within the Town of Canton, north of the Oswegatchie River. The boundary then proceeds north along Kelly Road including all parcels that encompass the vacant rail line. The boundary then proceeds east, and travels north of the Village of Rensselaer Falls along County Road 14. The boundary then continues north stopping just south of County Road 68. The boundary then travels south east, then south west, until intersecting with County Road 15, encompassing both Lower Lake and Indian Creek.

The boundary then travels north along Country Road 15, then proceeds west along County Road 16 until the Canton/DeKalb municipal line. The boundary then proceeds north along the municipal line within the Town of Canton until reconnecting with the Town of Canton/Town of Oswegatchie/Town of Lisbon municipal line.

Town of Oswegatchie

The LWRP boundary within the Town of Oswegatchie (Appendix A – Map 5) begins at the intersection of Fine Street and NY-812. The boundary then proceeds southbound along NY-812 including all parcels closest to the

waterfront. The boundary then proceeds southwest along McIntyre Road until the road's terminal. The boundary then continues south including all parcels directly abutting the waterfront and intersecting with County Road 4. The boundary then proceeds south along County Road 4 until its intersection with Lee Road. The boundary then travels south of Lee Road including all parcels contiguous to the Oswegatchie waterfront until intersecting with Horseshoe Road. The boundary then proceeds along Horseshoe Road including all parcels between Horseshoe Road and the waterfront until intersecting with the Heuvelton municipal boundary line.

The Town of Oswegatchie boundary begins again northeast of the Village of Heuvelton municipal line. The boundary then travels north along Dollar Road including parcels surrounding and south of the existing vacant rail line. The boundary then travels north following Dry Bridge Road until intersecting with the Oswegatchie/Lisbon municipal line. The boundary then proceeds south along the municipal line until intersecting with the Canton/DeKalb municipal line. The boundary then proceeds southwest along the Oswegatchie municipal line including all parcels directly adjacent to the River. The boundary then intersects with NY-812 and proceeds north until terminating at the Village of Heuvelton municipal line.

The Town of Oswegatchie boundary begins again south of the Oswegatchie River at El Weir State Park. The boundary then travels northwest along Howes Pine Drive including all parcels on both sides of the ROW until Howe Pines Drive terminal. The boundary then proceeds north along private roads including all parcels directly abutting the River until intersecting with Morley Park Drive. The boundary then travels east until intersecting with the vacant rail line. The boundary travels north along the vacant rail line and ends south of Fine Street where the boundary initially began.

Village of Heuvelton

The LWRP boundary within the Village of Heuvelton (Appendix A – Map 6) begins north of the Oswegatchie River, on Lisbon Street east of the Heuvelton municipal line. The boundary then travels east, then north, to include the vacant rail line that travels through the Village. The boundary then travels southeast through the Village including all parcels between the rail line ROW and Oswegatchie River. The boundary then intersects with Rensselaer Street. Once intersecting with Rensselaer Street, the boundary proceeds east along Rensselaer Street including parcels on both sides of the ROW until terminating at the eastern Heuvelton municipal line.

The Heuvelton boundary begins again, south of the Oswegatchie River, starting north of the Heuvelton municipal line on State Street. The boundary encompasses all parcels directly abutting the River and intersects with East Union Street. The boundary then continues along East Union Street until intersecting with State Street. At this time, the boundary then beings to follow West Union Street and proceeds south including all parcels northwest of its ROW. The boundary continues along West Union Street to include the remaining parcels East of West Union Streets ROW and terminates in at Village's southernmost municipal line.

Village of Richville

The LWRP boundary within the Village (Appendix A – Map 7) begins at the Richville municipal line starting on NY-812. The boundary then travels south along Main Street to encompass all parcels directly east of the ROW until intersecting with the Village's western municipal line.

Once intersecting, the boundary then travels north along the Richville/Town of DeKalb municipal line to include all remaining parcels within the Village that are located west of Main Street generally following NY-812 and terminates at the Village's northern municipal line.

Section 2: Inventory and Analysis

2.1 Summary of Issues and Opportunities in the Waterfront Revitalization Area

2.1.1 Community Participation

The LWRP kicked off with a Steering Committee meeting on March 4, 2020. On March 22, less than three weeks after the kickoff meeting, pursuant to Governor Andrew Cuomo's Executive Order 202, New York State was placed on "pause" to stop the spread of the global COVID-19 pandemic in New York. As a result of the limitations imposed by the pandemic, the project team was unable to meet in person with the steering committee, do any in-person public engagement or other field work during the balance of the project.

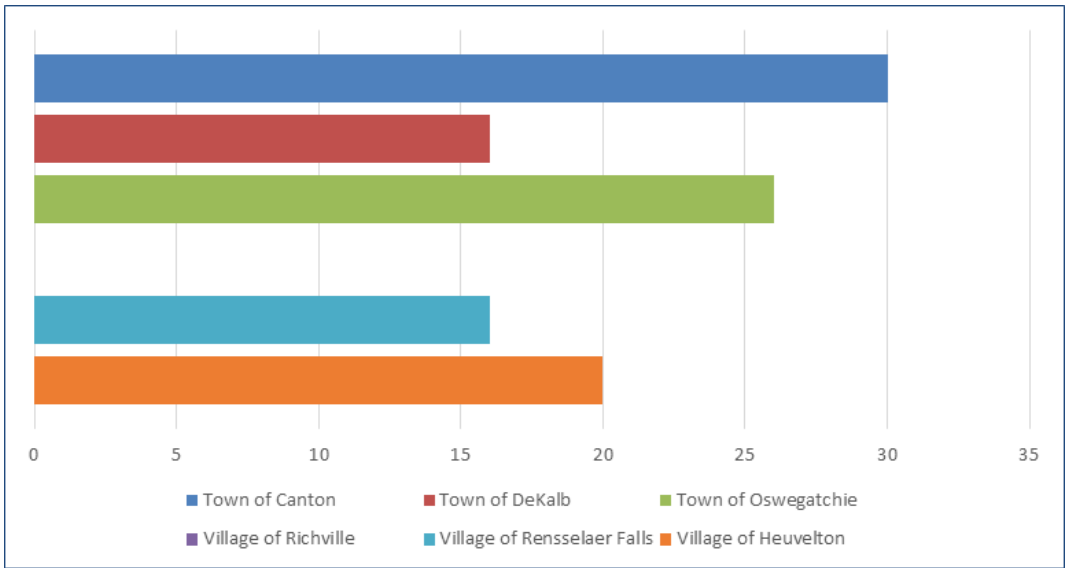
Rather than view this as a limitation, the project team used technology to ensure it expanded input as much as possible. The project team held four formal meetings with the advisory committee. There were also numerous meetings with smaller groups from the LWRP committee to discuss specific issues as well as telephone interviews with LWRP stakeholders. Meeting minutes are in the appendix.

An email distribution list was developed that included more than 100 addresses. The sources for the list included the Canton Brownfield Opportunity Area project and the Grasse River Marketing Plan project. Additionally, relationships with news organization developed during those projects, the Canton BOA Facebook page and regional recreation organizations were leveraged to help increase communications with the public.

A community survey was launched in November 2020 and was closed in April 2021. There were 150 responses to the survey. The purpose of the survey was to learn what the landside and waterside activities residents participate in within the boundary as well as to understand what amenities they would like to see added to the portfolio of those currently available. The survey also invited respondents to name "must-see" spots on the river. The complete responses to the survey's open-ended questions survey results are included in the appendix.

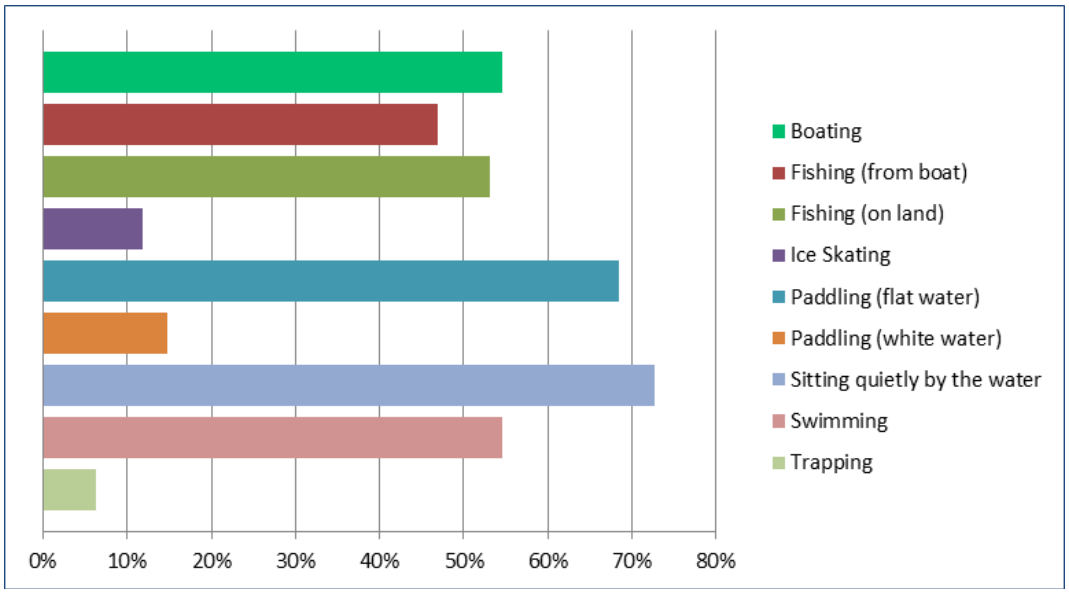
Among respondents, 70 percent live inside the study area boundary and 25 percent live on the river. Figure 1 below summarizes the respondents' communities of residence. The volume of responses is roughly consistent with the populations of the cooperating communities – that is, the larger the population, the more responses received. There were no responses from the Village of Richville.

Figure 3 – LWRP survey respondents' communities of residence.



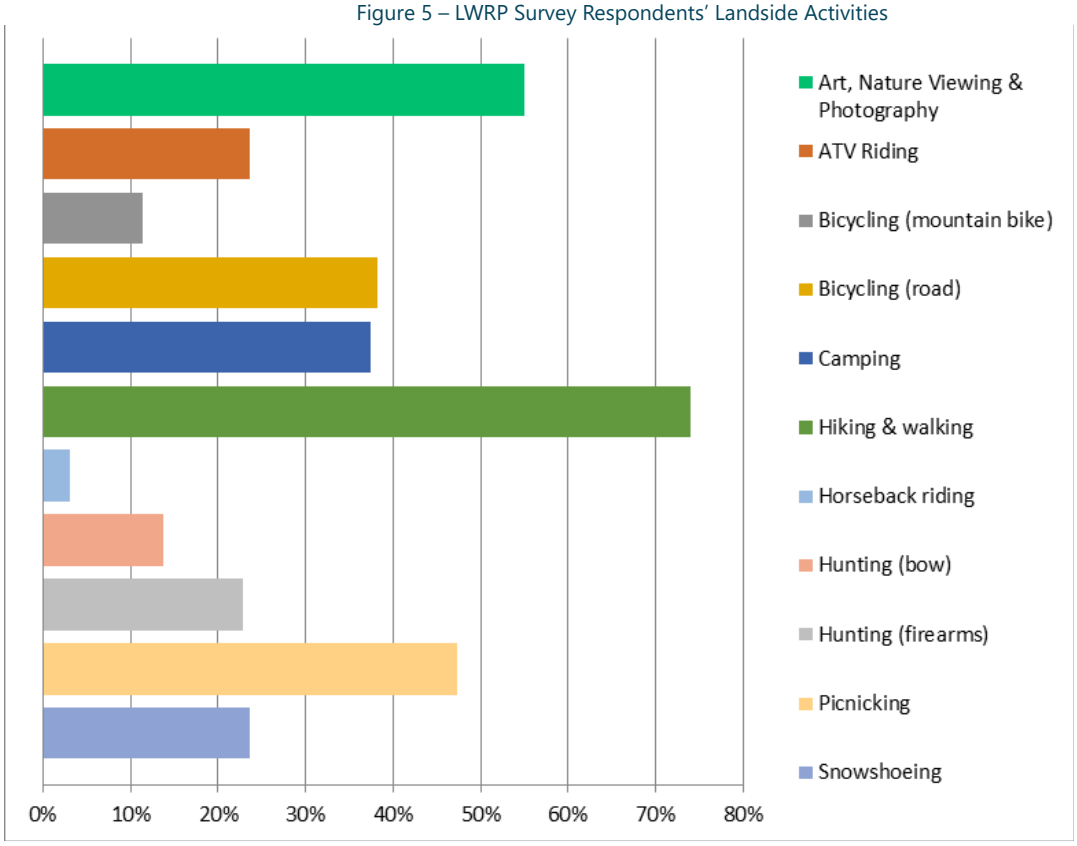
The most popular waterside activity was sitting quietly by the water. Flatwater paddling, and fishing and boating followed. Ice skating, white water paddling, and trapping were the least-popular activities. Figure 2 summarizes respondents' waterside activities.

Figure 4 – LWRP Survey Respondents' Waterside Activities



Hiking and walking were by far the most popular landside activities. More than 70 percent of respondents said they enjoy hiking and walking in the study area. More than 50 percent said they enjoy art, nature viewing and photography; these were followed by picnicking, road bicycling and camping. The least popular activities were bow hunting, mountain biking and horseback riding. Figure 3 summarizes respondents' landside activities.

Figure 5 – LWRP Survey Respondents' Landside Activities



The survey invited respondents to name other activities in which they participate in the study area. Six named cross-country skiing and two named snowmobiling. Other activities named included jet skiing, waterskiing, field training with hunting dogs, celebrations at the Heuvelton village boat launch, and visiting river communities.

The survey asked respondents to assist development of the inventory of intrinsic resources by naming their "must-see" Oswegatchie River spots. The team sought this assistance because it developed the resource inventory without adequate field research normally accorded an LWRP. As a result, the draft inventory was based on team members' direct experience of the corridor prior to the pandemic, advisory committee input, and on-line research. The results also provide a short list of sites and resources that could be highlighted for improvement in Part 2 of the LWRP.

Heuvelton, Rensselaer Falls and Coopers Falls were the most-named must-see spots in the study area. Other popular spots included Remington Rapids; Eel Weir Dam, Bridge, and State Park; Kendrew Bridge and Kendrew Corners; and Indian Creek Nature Center/Upper and Lower Lakes WMA. The fishways at Eel Weir and Heuvelton were named and specific attractions in Heuvelton included the dam, Pickens Hall, and the Village boat launch. The Maple City Trail was mentioned as were views on Wardell Road, of the open water in front of the farm store on East Water Street in Heuvelton and the scenic beauty of the extent from Heuvelton to Ogdensburg.

Another open-ended question invited respondents to name projects or ideas for the Oswegatchie. The leading answer was launches, most of these 14 responses did not name specific sites, but others said there need to be launches at bridges and better portages and signage at these sites. One respondent suggested boat locks at the dams. Others named Kendrew Corners and below Rensselaer Falls as needing launches. Almost as many respondents named access to the river with specific mentions of Coopers Falls, river access and trials in De Kalb, Kendrew Corners, and several suggestions for a trail linking Rensselaer Falls and Heuvelton. Public use areas at Coopers Falls and Remington Rapids were suggested, and others simply suggested picnic areas are needed. Better communication and promotion of the river's resources were suggested. Several respondents noted water quality and runoff issues that should be addressed. One respondent suggested repairs are needed at the Heuvelton launch to prevent trailers getting stuck at the concrete edge in low water.

During the pandemic, the project team noted that participation in on-line public workshops was greater than expected and often exceeded the expectations for in-person engagement. This was particularly true for corridor projects and projects with large geographic areas. Because of this and because the risk of COVID-19 infection, while low is still present, the project team and advisory committee decided to run two on-line workshops on June 16, 2021. In this case, an on-line approach is more effective than the traditional public forum scoped in the grant documentation.

This non-traditional online strategy is an excellent way to interact with users that is approachable and engaging. Costs and logistics would normally preclude holding numerous meetings a small and select group of people will attend. But in the on-line platform, smaller and more intimate meetings are more feasible and holding more of them is similarly more efficient.

The Part I public meeting is an initial kick-off meeting to explain the LWRP and the project's intent and scope, and to solicit initial public input on the completed boundary and inventory and analysis sections of the study. The meeting is also a great opportunity to solicit input on the opportunities and issues that have been identified in Section I and II.

There were 12 participants in the first meeting and nine in the second, including project consulting team members. Each meeting featured a PowerPoint presentation and appearances by consulting team representatives. The meetings also included an interactive Strengths, Weaknesses, Opportunities, and Threats (SWOT) session. In this case, instead of the traditional order the sessions looked at strengths, weaknesses, threats and then finally, opportunities to allow participants to consider ways to ameliorate threats and weaknesses they identified. A full list of all items

listed during the interactive sessions is located in Appendix B.

Strengths identified included:

- Affordability of land and taxes as compared with other waterfront areas
- The beauty of the area
- Privacy
- Low density, and specific sites such as the Maple City Trail, Indian Creek Nature Center, Eel Weir State Park, and Heuvelton.

Participants also said that the river ties its communities together and facilitates strong community connections.

Weaknesses identified by the participants focused largely on:

- Difficulty in accessing the resources of the Oswegatchie, and a lack of parking, wayfinding signage, trails, and picnic areas.
- Water quality degradation resulting from residential and farm runoff
- Trespassing and ineffective local land use regulations.

Some participant said the water levels can vary during the year, presenting challenges for recreational paddlers.

Participants named additional environmental issues as threats to the river within the study area including:

- Climate change
- Runoff from inadequate or failing septic systems and storms and said that unregulated campgrounds – including those on Black Lake – contribute to the problem.

Other threats participants named included flooding, trespassing and unauthorized use of private land, and lack of land use regulations and zoning.

Many opportunities were named by participants, reflecting their enthusiasm for the river corridor and it's potential. Ideas participants fielded included:

- Need for marketing, promotion and partnerships
- Access of all kinds such as parks, launches and parking areas, guided paddling tours, picnic and fishing areas, handicapped access, easements for recreational access,
- Business opportunities related to recreation, multi-modal access and hiking and biking trails.
- Re-establishing the connection between the Grasse River and Oswegatchie River via the Upper and Lower Lakes Wildlife Management Area
- Including additional communities in the LWRP
- Eel Weir State Park improvements
- Several participants suggested that communities should update or develop comprehensive plans and zoning.

Other topics that did not fall into any of the four categories were also mentioned. These included that commercial development should not disrupt lives. A cohesive vision among the communities is needed, participants said, and there needs to be a better understanding of the opportunities presented by the Oswegatchie River's Blueway and LWRP.

2.3 Overview of Planning Efforts

2.3.1 Regional

Oswegatchie Blueway Trail Management Plan (2015)

The Oswegatchie Blueway Trail Management Plan was published in 2015 and laid out goals, a vision and strategies for economic development and sustainable tourism for the entire Oswegatchie River from its headwaters in the Five Ponds Wilderness Area to its mouth at the St, Lawrence River in Ogdensburg through recreational access to the Oswegatchie River and other year-round recreation resources along the River's corridor. The Blueway Trail Management Plan strategies include wayfinding tools, and building upon existing or creating new attributes within the area to increase visitation.

The Management Plan's recommendations built on the recognition that even small incremental improvements that attract visitors would increase wealth in the study area, For example, it said, if attractions within the watershed increased tourism expenditures in St. Lawrence County by just one percent, an additional $1.15 million would be added to the economy and one percent would generate $440,000 in wages and generate $140,000 in local and state taxes.

The Blueway Trail Management Plan establishes specific efforts for a number of "Primary Nodes". The Primary Nodes were established as main tourism and visitor support communities with the most urban crossings along the Oswegatchie. The Village of Heuvelton was designated as a Primary Node with specific development projects (WRA sub-area 4) including:

- New trail connections through an abandoned rail line
- Downtown streetscaping
- A river boardwalk
- Tourist Center
- A new park

North Country Regional Sustainability Plan (2013)

The North County Regional Sustainability Plan established six areas of focus and associated strategies to meet sustainability goals for the seven counties deemed within the North Country region. Following community outreach and extensive stakeholder meetings, the six focus areas include:

- Energy
- Livable Communities & Land Use
- Working Landscapes
- Transportation
- Water Management
- Materials Management

Goals for the six focus areas include an increase in local renewable energy generation, revitalization of Main Streets and town centers, continued promotion of tourism and recreation and promotion of watershed management planning fall under the Regional Sustainability Plan.

The Plan provided opportunities, indicators and barriers for all established goals and assessments to be undertaken if necessary with pilot projects to act as the basis for future projects.

North Country Regional Economic Development Council Strategic Plan (2011)

The North Country Regional Economic Development Council Strategic Plan was created to cohesively move the North Country region towards a shared vision and provide steps on how to achieve that vision. Strategies and an Implementation Plan were developed with proposed projects that aligned with the Plan for positive regional outcomes.

A wealth of natural resources including open space, water resources and four-season recreational opportunities were all included as strengths within the North Country.

Renewable energy resources, natural capital due to waterways, small businesses and eco-tourism were all identified as opportunities within the region.

Tourism was named one of the top critical issues the region still has to act upon. The tourism industry has the power to bring in millions of dollars into the North Country, a major part of tourism and increased visitation includes the watershed and development of the communities directly abutting rivers, lakes, streams, and ponds.

2.3.2 Local

Town of Canton, Village of Canton and Village of Rensselaer Falls Comprehensive Plan (2019)

The Comprehensive Plan included the Town of Canton, Village of Canton and Village of Rensselaer Falls and was adopted in October of 2019. The Comprehensive Plan established community identities, a vision and guiding principles with associated actions to act upon.

Recommended actions for economic growth relating to the waterfront within the document included exploration of waterfront development along the Oswegatchie River on Front and West Front Streets in Rensselaer Falls and new development that builds on the Town of Canton's strength including outdoor recreational resources.

Recommended actions for resiliency and sustainability related to the waterfront within the Town of Canton include continued implementation of the Oswegatchie River Blueway Trail Plan, maintenance and development of new waterfront parks to provide access to the Oswegatchie River. Recommended actions for resiliency and sustainability within Rensselaer Falls include exploring options for municipal water, natural gas and alternative energy.

2015 Canton Community Action Plan (for years 2016-2021)

The Canton Community Action Plan (CCAP) was created in 2015 to provide guidelines for the Village and Town which included five pillars to maintain a vision. The five pillars include:

1) Ensure Canton is an attractive, safe, convenient, healthy place to live, learn, work, and play
2) Support and Expand local business and increase available jobs
3) Enhance local government efficiency and encourage civic engagement
4) Support and promote community resiliency and smart growth practices
5) Support and promote tourism

Identified steps under the Pillars pertaining to the waterfront include preserving and increasing appreciation of natural resources within the community, engagement in regional planning, expanding tourism-related infrastructure, and incorporation of the entire region in tourism plans and implementation of resource conservation for alternative energy sources.

2.4 Character of the Oswegatchie

The towns and villages of the Oswegatchie River in the study area are rural and agrarian in character. Settled in the early 19th century, the village's downtowns feature wooden churches and brick and stone commercial buildings. In the pre-automobile era, the population centers were thriving rural service areas that, because of the remote locations, provided most of their populations' needs. Farms and enterprises that supported agricultural production including food processing were the prevalent industries.

The river's communities relied upon the Oswegatchie for transportation and to produce the energy that fueled mills in the early days. The river's main industrial use is now hydroelectric generation and two of the river's 34 hydro dams are located in the study area. Farming is still a main industry in the area and many Amish farm families have moved into the area. Horse drawn carriages are a common sight on area roadways and Amish farm stands and furniture businesses are prevalent.

The river in the study area can be characterized generally as flat with some rapids and waterfalls. The dams and waterfalls confine motorboat use in the areas between these obstacles. Agricultural land and wooded areas are common outside of the villages. Private ownership of almost all of the land outside of the settlements means there are no multi-use river trails and limited camping possibilities.

At the southwestern edge of the study area in Town of DeKalb, as the river makes its way northeast, passing Richville the Oswegatchie flows through a low marshy area and creates an oxbow that is known as Snowshoe Island. In times of high water, the area turns into an oxbow lake which prevents development here. Although it is privately owned, its status as undevelopable suggests it could be a nice area for nature observation and trails. Those wishing to get a glimpse of the river through this stretch can take the Richville Bridge Road north off US Route 11 and make a left or right onto River Road. The road follows the river for just over 0.75 miles west and to the east it tracks the river for a little over a tenth of mile before veering north and picks the river up again at Snowshoe Island following it for another quarter of a mile.

The Village of Richville is a small community in the Town of DeKalb. Since US11 bypassed the Village in the 1970s, Richville is almost entirely hidden from public view but for its signature Welsh Society Church at the southwestern gateway to the Village. Richville is the smallest of the Oswegatchie River villages in the study areas and unlike the other villages, does not have a riverfront presence. Richville is DeKalb's only village. Its hamlet, DeKalb Junction, is more than twice as populous as Richville. DeKalb had several settlements that are still mapped. These include East DeKalb and DeKalb. Neither is significantly populated.

Further on in the Town of DeKalb the river continues to meander through some low marshy areas and farms fields, passing few homes or other structures located at the water's edge. The appears to be a cluster of homes or perhaps seasonal structures accessed by a private road off Old Northerner Road about a half mile south southwest of its intersection with NY Route 812. Another mile north of Old Northerner Road the river is briefly visible from the CR 17 Bridge.

As the river rises out of these marshy areas, seasonal dwellings become more frequent. An anonymous paddler posting on Paddling.com in 2002 about running the entire river from its source in the Bog River Flow to its mouth at the St. Lawrence River in Ogdensburg noted few camps from the southwestern edge of the study area through Cooper's Falls and many more from Cooper's Falls to Rensselaer Falls.

Figure 6 - Kendrew Bridge

Throughout DeKalb and Oswegatchie on US 11 and NY 812 in the WRA are numerous farms owned by Old-Order Amish. The Amish moved to the area in the mid-1970s and have become an integral part of North Country culture. The Amish eschew modern conveniences such as electricity and gas-powered vehicles. Horses and buggies convey the Amish to church, visits with friends and relatives, and villages where they purchase goods and participate in farmers markets. Farm stands offer produce, maple syrup, baked goods, handmade quilts, and crafts.

An improved pullover on NY 812 north of Coopers Falls and just south of the Kendrew Bridge is the area's only formal rural public access to the Oswegatchie. According to Bryan Thompson, Town of DeKalb historian, New York State took what is now NY 812 over from St. Lawrence County in the 1930s. Picnic tables and cast-iron charcoal grills were installed, and it was maintained as a public park for a number of years until NY 812 was widened and the amenities were removed. It remains a popular swimming, boating and fishing spot.

The Village of Rensselaer Falls straddles the river with its eastern side offering commercial and service destinations and the western side retaining a more residential character. The falls of Rensselaer Falls are somewhat underwhelming, dropping around two feet over its extent. When the Village was founded, the falls dropped six feet and the change is probably due to the regulation of the river to produce hydropower, even though the closest upstream dam is at Gouverneur, some 20 miles away.

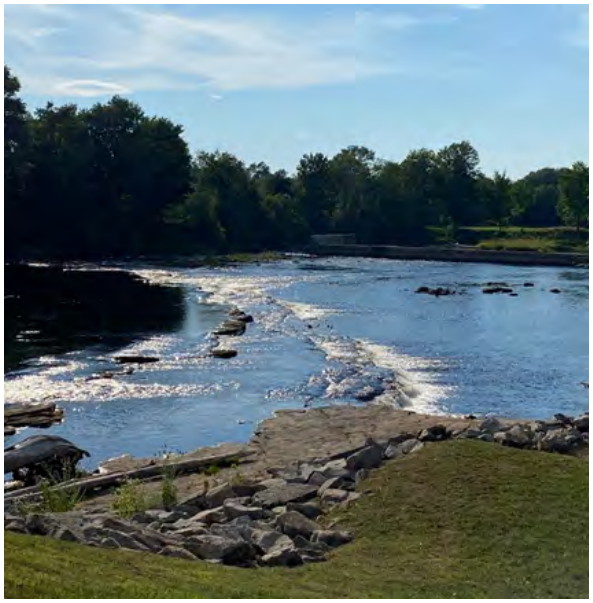


Figure 7 - Oswegatchie River in Rensselaer Falls

One of the study area's more eclectic attractions is located in Rensselaer Falls. River House Wares and Repurposing Studio boasts a fascinating and chaotic assortment of architectural salvage, cars and automotive parts. It was founded by Kyle Hartman, a well-known North Country character whose nickname was Fireball. His son, David, has sustained the business since Kyle's 2019 death. River House is located across Front Street from the river and near Ladies First Studio. Ladies First is located in an 1846 grist mill and is operated by Kyle Hartman's widow, Sally.

A popular family destination, Fobare's Fruits, is also located in Rensselaer Falls, although not on the river. Fobare's offers you-pick fruits in its orchard, a corn maze in the fall, pumpkin patch, western-themed playground and the Apple Barn Market with jams, jellies, baked goods, fruits, gifts and myriad other item as well as a venue for celebrations of all kinds.

Figure 8 - Fobare's Fruits

The Oswegatchie leaves the Village of Rensselaer Falls and enters the Town of Canton and later the Town of Oswegatchie where there are several opportunities to enjoy views of the river. Leaving Rensselaer Falls on CR 15, Heuvelton Street becomes Rensselaer Falls-Heuvelton Road and follows the river closely for a brief stretch. On the south side of the river, about 2.6 miles east of downtown Heuvelton the river is briefly visible from NY 812. The Backus Camp Road runs close to the river and is accessible by taking a right off the main road just as the river comes into view on NY 812 (see Scenic Resources).

On the east side of the river, about 1.25 miles west of the Village of Rensselaer Falls, a left-hand turn onto River Road provides the most sustained views of the river outside of the villages of Heuvelton and Rensselaer Falls. River Road in the Town of Oswegatchie runs very close to the water about a half mile after it departs from County Route 15. It rejoins CR15 just east of the Village of Heuvelton. Recreational access here is very limited but the view of and proximity to the river are very rewarding.

The Village of Heuvelton is the study area's most populous village. Like Rensselaer Falls, Heuvelton straddles the river. In Heuvelton there is a hydroelectric dam owned by Brookfield Renewable energy that includes a new fishway that allows fish to circumnavigate the dam. This project is somewhat controversial because it has allowed fish from different areas to mingle with one another, resulting in the transmission of some aquatic pathogens and diseases. There is also a fishway at Eel Weir dam about six miles downriver from Heuvelton.

In downtown Heuvelton, the river can be best appreciated from the Bridge where the view upriver is of the dam, first constructed in the early 1900s, and downriver of the commercial buildings built to the water's edge on the right and the residential properties abutting the river on the left.

Figure 9 - Views from State Street Bridge, Heuvelton NY

Losurdo Foods operates a cheese factory on the west side of the Village. It delivers fresh cheese curd once weekly to historic Pickens Hall & General Store – both curd and Pickens are North Country traditions. At Pickens shoppers can delight in an assortment of Amish-made goods including bonnets, baskets and quilts, as well as pottery, clothing, items for the home, kitchen and outdoors. A wide assortment of cheeses from North Country labels such as 1000 Islands River Rat, several flavors of Losurdo curd, seasonings, soup bases and kitchen staples. Candy and chocolates are plentiful and mesmerizing. Don't leave without some Gummi chicken feet.

Upstairs at Pickens, the second and third floors are available for rent for formal and informal gatherings. In the pre- and hopefully post-pandemic era, the third floor Opera Hall played host to performance including bluegrass and folk music performances and jams. These have been cancelled at least through spring 2021.

Downtown Heuvelton has a small assortment of restaurants, retail establishments professional offices and services. Another strong local tradition is Wing Night Wednesdays at Doug's Tavern on State Street.

To view the river in Heuvelton there are public spaces on the dam property as well as on East Water Street across the street from the Heuvelton Farm Center. Both offer benches and green space from which to observe the water. Heuvelton owns the study area's only free public boat trailer launch. The Heuvelton Boat Launch is located off West Union Street southwest of the Village center. There are no amenities aside from a hard surface trailer launch. The launch area also serves as a public park and Village festivities, including the annual Labor Day festival, take place there.

Figure 10 - Eel Weir State Park, Oswegatchie NY

Eel Weir State Park in the Town of Oswegatchie is a 16-acre state park directly on the Oswegatchie.

It is located just north of Black Lake. It offers campsites and cabins, an accessible picnic area with grills, accessible pavilion, accessible showers and boat trailer launch. Just north of Eel Weir State Park, is Eel Weir Dam. It too has a new fishway.

The fishways are popular with environmentalists and others who would like to see barriers removed throughout the Oswegatchie's length. They are less popular with anglers who have serious concerns about invasive species and diseases – specifically, viral hemorrhagic septicemia (VHS) which is deadly to many species of sport fish. *The World Organization of Animal Health has categorized VHS as a transmissible disease with the potential for profound socio-economic consequence*s (from dec.ny.us). The Ogdensburg dam segregates the fish of the St. Lawrence from those of the Oswegatchie. If a fishway is installed at Ogdensburg Dam, the virus which has been responsible for fish kills in the St. Lawrence, could migrate to the inland waters. The NYS DEC has issued Fish Health Regulations to stem the spread of the pathogen.

The Oswegatchie leaves the study area at the City of Ogdensburg line. In this area, the river is wide and slow. Its tannic color contrasts with the blue waters of the St. Lawrence River giving it a reputation as a muddy river.

2.5 Demographics and Economic Considerations

Due to the lack of availability of Census Data, the Town of Canton, Town of Oswegatchie, and Village of Richville's demographic information was sourced from the 2019 American Community Survey which is the latest demographic and socioeconomic data available through the United States Census Bureau besides the 2020 census.

Town of DeKalb

According to 2020 Census Data, the Town of DeKalb has a population of 2,647 with a median household income of $44,569 and a poverty rate of 34.9%.

15.5% of DeKalb's population have earned a Bachelor's Degree or higher. The median age in the Town is 31 with and 98.3% of the population identifying as White.

Village of Rensselaer Falls

According to 2020 Census Data, the Village of Rensselaer Falls has a population of 440 with a median household income of $62,727 and a poverty rate of 7.8%.

25.1% of Rensselaer Fall's population have earned a Bachelor's Degree or higher. The median age in the Village is 31.8 with and 98.2% of the population identifying as White.

Town of Canton

According to the 2019 American Community Survey 5-year Estimate through the United States Census Bureau, the Town of Canton had a population of 11,041 with a median household income of $62,540 and a poverty rate of 13.9%.

38.8% of Canton's population have earned a Bachelor's Degree or higher. The median age within the Town is unknown. 90.3% of the population identify as White alone, 4.0% identify as Black alone, 2.2% identify as Asian alone and 3.1% identify as Hispanic or Latino.

Town of Oswegatchie

According to the 2019 American Community Survey 5-year Estimate through the United States Census Bureau, the Town of Oswegatchie had a population of 4,312 with a median household income of $57,521 and a poverty rate of 17.4%.

25.9% of Oswegatchie's population have earned a Bachelor's Degree or higher. The median age within the Town is

48.1. 99% of the population identify as White alone, .3% identify as Black or African American alone and .2% identifying as American Indian.

Village of Heuvelton

According to 2020 Census Data, the Village of Heuvelton has a population of 742 with a median household income of $53,000 and a poverty rate of 7.8%.

19.7% of Heuvelton's population have earned a Bachelor's Degree or higher. The median age in the Village is 43.4 with and 96.8% of the population identifying as White.

Village of Richville

According to the 2019 American Community Survey 5-year Estimate through the United States Census Bureau, the Village of Richville had a population of 267 people with a median household income of $37,188 and a poverty rate of 17.7%.

24.3% of Richville's population have earned a Bachelor's Degree or higher. The median age is 32.4. 97.4% of the population identify as White alone, .4% of the population identifies as Black or African American and .4% identify as Native Hawaiian or other Pacific Islander. 2% of the population identify as one or more races.

Following the inventory of local demographics and socioeconomic data, it is clear that the communities included within the WRA have varying poverty rates and median household incomes. The highest household incomes are within the Town of Canton and Village of Rensselaer Falls. This is likely to due to the Town of Canton's and Village of Rensselaer Falls proximity to the Village of Canton and Potsdam which are major job providers. The Town of Canton and Town of Oswegatchie population have higher percentages of community members with a Bachelor's Degree or higher.

The lowest median income is within the Village of Richville. This may be due to the small population, less than ¼ of the population having a Bachelor's Degree, and lack of businesses within the Village itself to provide jobs.

The Town of DeKalb and Village of Rensselaer Falls have the lowest median age of residents (31 and 31.8 years old).

2.6 Existing Land and Water Uses

2.5.1 Existing Land Use (Appendix A – Maps 8-13)

Town of DeKalb

In terms of acreage, the dominate land use within the town of DeKalb is Agricultural. The dominant land use in terms of number of parcels is Residential.

Vacant land accounts for almost 1/3 of DeKalb's total land use.

Other land uses include Community Services (2 properties) and Wild, forested, conservation lands and public parks totaling 89 acres.

There are no Industrial, Commercial or Public Recreation land uses within the Town's WRA.

Due to lack of Public Recreation and high amount of Vacant land use, the Town of DeKalb has opportunity to increase recreation for visitors and community members in close proximity to their waterfront without impeding on already developed land. The Town of DeKalb can also look into businesses and manufacturers (Industrial land use) that need large areas of land in close proximity to major thoroughfares.

Village of Rensselaer Falls

The Village of Rensselaer Falls contains as variety of land use with the predominant land use being Residential. Residential land use is scattered throughout the Village both around their major thoroughfares as well as near the waterfront and municipal boundaries.

There are also a number of parcels classified as Vacant Land in close proximity to water or near the municipal boundary of the Village.

Other land uses include Commercial, Community Services and Public Services.

There are no Industrial land uses within the Village's WRA.

Due to low amounts of available waterfront Public Recreation and the presence of vacant land, the Village of Rensselaer Falls has opportunity to increase recreation for visitors and community members in close proximity to their waterfront without impeding on already developed land.

Due to the atmosphere of the Village, it is not recommended that the Village look into developing more industrial land uses in close proximity to their waterfront.

Figure 11 - Indian Creek Nature Center, Canton NY

Town of Canton

Land uses for the Town of Canton within the WRA boundary include Agricultural, Residential, Vacant Land, and Wild, Forested, Conservation Lands and Public Parks, which accounts for the highest amount of acreage. This is due to the Wildlife Management Area (WMA) and the Indian Creek Nature Center being located within Canton's WRA boundary.

There are no Industrial land uses within the Town's WRA boundary.

Vacant land within the town of Canton presents the opportunity for increased residential properties, commercial land uses or Recreation and Entertainment being the heart of St. Lawrence County.

Town of Oswegatchie

The Town of Oswegatchie contains a variety of land uses within its WRA boundary. The dominant land use being Vacant Land. This is located along the Oswegatchie waterfront as well as along private drives in close proximity to the water.

The two other dominant land uses in terms of both number of parcels and acreage include Agricultural land and Residential land.

Other land uses include Commercial, Recreation and Entertainment, Community Services, Public Services, and Wild, forested, conservation lands and public parks.

There are no industrial land uses within the Oswegatchie WRA.

Although the Town of Oswegatchie has a healthy mix of land uses, there is still a high amount of vacant land along or in close proximity to their waterfront. The Town of Oswegatchie can view this as an opportunity to develop vacant parcels into renewable energy sources, residential property or manufacturing development (Industrial land use) that doesn't impede on viewsheds or environmental resources.

Village of Heuvelton

The Village of Heuvelton has diverse land uses within the WRA boundary including Residential, Vacant land, Commercial, Community Services, Industrial Land, and Public Services.

Due to the WRA containing Heuvelton's major thoroughfares there is a high number of Commercial land use. There is also a high number of Residential properties scattered throughout the Village's WRA.

The majority of vacant land use within the Village is located along the Vacant Rail line, near the municipal boundaries and south of the Oswegatchie River.

Industrial land use is focused near the Village's eastern and western boundaries.

Due to vacant land being located along the Rail line, the Village of Heuvelton should look into developing the rail line into a community asset such as a rail trail that would transform the vacant land into public recreation and decrease vacancy.

Village of Richville

The Village of Richville's dominant land use in terms of acreage is Agricultural land. The land use with the highest number of parcels within the WRA is Residential land.

Richville also has a number of properties classified as Vacant Land in close proximity to NY 8-12 and the municipal boundaries.

The WRA also contains Commercial land and Community Services land uses due to the WRA encompassing the Village's Main Street.

There are no Industrial land uses within the Village's WRA boundary.

2.5.2 Water-Dependent and Water Enhanced Uses

Water-dependent uses along the river primarily involve recreational activities such as swimming, and fishing. The river is navigable by power boats, kayaks and canoes at a number of points.

The River is also used for hydroelectric generation with two hydro dams located within the WRA.

Fish ways are also located within the River in both the Village of Heuvelton and the Town of Oswegatchie at Eel Weir State Park.

Figure 12 - Boaters on the Oswegatchie River

These water-dependent uses are typical of waters that are similar to the Oswegatchie River. These uses could be increased by providing an increase is available boating docks, fishing piers, trails along or nearby the River and kayak launches.

Signage within and along the waterfront could also increase overall usage of the water.

2.5.3 Underutilized, Abandoned and Deteriorated Sites and Structures

Scattered throughout the rural areas of the Waterfront Revitalization Area (WRA) there are abandoned and deteriorated structures related to the agrarian legacy of the WRA. These include barns, outbuildings, and commercial

structures as well as some homes. Structures like these can be unattractive, but they are also strangely compelling and have become part of a worldwide fascination with the decay and deterioration of the built environment. They represent an organic response to changing economies and while regrettable and sad, cannot be the focus of this analysis except where they may be part of a strategy to improve access to the Oswegatchie River or bolster the local economy.

This analysis will focus on underutilized, abandoned, and deteriorated sites that are or could provide access to the river and that could contribute to the social, cultural, recreational, and economic life of its communities.

Downtowns:

For the purposes of the LWRP the downtowns of all three villages – Richville, Rensselaer Falls and Heuvelton – within the boundary should be considered underutilized to make them eligible for grants and technical assistance for a number of reasons:

- To improve their infrastructure including multi-modal access and circulation systems,
- To improve river access for recreation and to stabilize and improve shorelines,
- For the protection and enhancement of water quality and
- For access to economic development assistance to encourage projects that will contribute to downtown revitalization.

Other underutilized, abandoned, and deteriorated sites within the WRA are summarized below.

Town of DeKalb

Snowshoe Island – Formed by an oxbow in the Oswegatchie River, Snowshoe Island is located north of the Village of Richville in the Town of DeKalb. Because it is seasonally flooded, this so-called island is undevelopable. But it is a rich area for flora and fauna. A nature and interpretive center at Snowshoe would fill a gap in recreational access to the Oswegatchie and prevent future development here.

Old DeKalb Cemetery – Located on CR 17 on the west side of the river, this historic cemetery is an important cultural resource in the Town of DeKalb and should be preserved, protected, maintained, and interpreted.

Old Pioneer Cemetery – According to Anne Cady, who inventoried the cemetery in 2008, it is accessed via a path off CR 17, just east of the river. An important historic and cultural resource in the Town of DeKalb, the cemetery is in danger of disappearing altogether. It too should be preserved, protected, maintained, and interpreted.

Coopers Falls – Coopers Falls is a significant historic and cultural heritage site on the Oswegatchie. Paddlers putting in at unimproved launch sites either below or above the falls can tour the area, but there is no public access by foot. Access, preservation of all artifacts and remnants of the grist mill, blast furnace, dam, and settlement here and their interpretation should be a priority.

Rest Area – An underutilized pullover located on NY 812 about 1.5 miles north of Coopers Falls and just south of the Kendrew Bridge is the area's only rural public access to the Oswegatchie. According to Bryan Thompson, Town of DeKalb historian, New York State took what is now NY 812 over from St. Lawrence County in the 1930s. Picnic tables and cast-iron charcoal grills were installed, and it was maintained as a public park until 812 was widened and the amenities were removed. It remains a popular spot and could be improved and expanded to include a hand launch, interpretation, and shoreline protection methods.

Kendrew Bridge – The Kendrew Bridge at the intersection of NY 812 and CR16 has the potential to provide a parking area and hand launch. It is currently used for these purposes on an informal basis which can be unsafe, causes erosion, and threatens the stability of the shoreline.

Village of Rensselaer Falls

Former Rail Line – An abandoned rail line on the east side of the river in downtown Rensselaer Falls is an unsafe and underutilized waterfront trail. Further, portions of the right of way have been "adopted" by adjacent landowners. Reclamation of the right of way, development of a parking area at the Rensselaer Street Bridge as well as at the Fire Department's right of way farther down the river and improvements in between should be considered.

Figure 13 – Village of Rensselaer Falls, NY

Dam – The remnant of a dam is all that is left of a box factory that was once located in the village. It is unsafe and a navigational hazard and should be removed.

211 Front Street – 211 Front Street is a former gas station turned auto garage that is privately owned. The auto garage is located on one of the Village's main thoroughfares and is extremely visible within the community.

221 Rensselaer Street – 221 Rensselaer Street is a vacant, retail storefront that is privately owned. The building was updated in the early 2000's but has sat vacant for several years.

209, 210, 211 Rensselaer Street – 209-211 Rensselaer Street is a row of buildings consisting of an apartment building, small dilapidated home and the old Masonic Lodge which are all privately owned by the same individual.

216 Rensselaer Street – 216 Rensselaer Street is a former grange and historical building that is currently in the process of changing ownership. Once ownership changes are finalized the building will be privately owned.

Birch Street Property – The Birch Street property is currently an underutilized lot owned by the Village. The Village has owned the property for several years.

Town of Canton

Heuvelton Street Lot – There is an opportunity to develop river access via a privately owned vacant lot in the Town of Canton at the edge of the Village of Rensselaer Falls below the falls and remnant dam.

Town of Oswegatchie

Figure 14 - River Road, Oswegatchie NY

River Road Access – where the road hugs the river is a popular area. But its use puts pressure on private property and shoreline stability. Brookfield Renewable Energy owns some parcels and has posted them for day-use only. Some privately owned parcels are posted against all trespassing. Accommodations for parking, hand launches and amenities at either end of this area where there is ample vacant land will protect the shoreline as well as owners' privacy and rights to the quiet enjoyment of their own property.

Backus Camp Road Access – About 2.5 miles south of the Village of Heuvelton on NY 812 where it intersects with Backus Camp Road on the west side of the Oswegatchie there is a rustic parking area delineated by a guide rail on its west side and large rocks on the east or river side. This parking area can be expanded with a hand launch, picnic area and other amenities to encourage interaction with the river, prevent erosion, and stabilize the shoreline.

Village of Heuvelton

Village Boat Launch – The Village of Heuvelton owns the study area's only free public boat trailer launch. There are no amenities aside from a hard surface trailer launch. The launch area also serves as a public park and Village festivities, including the annual Labor Day festival, take place there. It should be eligible for grant funding to include additional amenities consistent with its role in the community.

East Water Street Waterfront – The Village of Heuvelton owns waterfront property located between East Water Street and the northern bank of the Oswegatchie River. Though this property is relatively narrow along the water's edge, it is underutilized by the community and has potential to be transformed into a gathering space for small events and community festivals. Given its high visibility along one of the Village's most trafficked roads, the addition of amenities to this space could be a draw for visitors to stop and enjoy the waterfront while traveling.

Village Wastewater Treatment Plant – The Village's wastewater treatment will be decommissioned within 2-3 years pending negotiations with other municipalities. The treatment plant and associated buildings are located at 1 Horseshoe Road and within the WRA boundary for the Village. Following decommission of the plant, the buildings and remainder of property will be underutilized and directly abutting the Oswegatchie waterfront.

2.5.4 Public Access and Recreation

The Oswegatchie River once served as one of the North Country's main transportation corridors. Since rails and roads became the main conveyances for people and goods, communities turned their backs on the river. This is not unusual, of course and communities around the nation have been studying ways to bring their waterways back to the center of their communities (Maps 15 --- 19 depict Public Access, Recreation and other Community Services such as post offices, government offices and cemeteries within close proximity to the WRA).

Figure 15 - Oswegatchie River, Rensselaer Falls NY

The Oswegatchie River once served as one of the North Country's main transportation corridors. Since rails and roads became the main conveyances for people and goods, communities turned their backs on the river. This is not unusual, of course and communities around the nation have been studying ways to bring their waterways back to the center of their communities (Maps 15 --- 19 depict Public Access, Recreation and other Community Services such as post offices, government offices and cemeteries within close proximity to the WRA).

These efforts are frustrated by the prevalence of private ownership of rivers' banks outside of urbanized areas where waterfront parks are well understood as a public good. This is certainly true of the Oswegatchie River in the Waterfront Revitalization Area where there is precious little public access to the river from the land. This is a problem not only for the recreating public that may want to access the river from shore but also for recreational through-paddlers because they cannot exit the river for long stretches.

Complicating access to the water is the Oswegatchie River's overall "shyness." Outside of the villages of Heuvelton and Rensselaer Falls, the river makes itself available from roadways only in brief glimpses. These areas include the Richville Bridge Road which crosses the river and intersects with River Road in DeKalb. River Road follows the Oswegatchie around half of the area known as the Horseshoe and also Snowshoe Island.

The river does not show up again from a thoroughfare in the study area until NY812 after its intersection with US 11 north towards Heuvelton through Coopers Falls, although Coopers Falls is not visible from the road. River Road in the Town of Oswegatchie also follows the river very closely. On the other side of Heuvelton, West Union Street also

follows the river closely for a brief interlude. In the Town of Oswegatchie Eel Weir Road crosses the river and Taylor Road/Lee Road follows it closely for a stretch (see Scenic Resources).

The villages of Richville and DeKalb are not directly on the water, so have no river access. In the Town of DeKalb, there is an improved pull over area on NY812 about 1.5 miles north of Coopers Falls and about 0.3 miles south of the Kendrew Bridge. There is no hand launch or other improvements, but the rope swings hanging from a tree over the river are testament to the potential range of uses here. The Northern New York Waterfalls site refers to this as a possible launch spot as well as one closer to the bridge at the intersection of County Route 16. See https://nnywaterfalls.com/oswegatchieriver/coopersfalls/. Both of these are used by paddlers who want to access Coopers Falls.

In the Village of Rensselaer Falls, there is an abandoned rail line adjacent to the river that stakeholders hope will one day become a multi-use trail. A parking area and safety signage are needed to make this area accessible. The rail line connects to the Village Fire Department right of way on the river that could be used as a public access. A remnant of a box factory's dam is an unsafe obstruction in the river here and should be removed.

On Heuvelton Street on the north side of the Village of Rensselaer Falls in the Town of Canton there is an opportunity for a hand launch. This flat spot allows more access to the waters below the dam and falls shallows.

River Road in the Town of Oswegatchie runs very close to the water about a half mile after it departs from County Route 15, the Rensselaer Falls-Heuvelton Road, just north of Rensselaer Falls. It rejoins CR15 just east of the Village of Heuvelton. All of the land along the road is privately owned and some if it is posted. But some property is owned by Brookfield Renewable Energy, owner of the Heuvelton Dam, and is posted for day use only. There is very little parking and some areas have no parking signs, so access here is very limited. There appears to be a small parking area and put in at the northern end of River Road where it once again intersects CR15.

In the Village of Heuvelton a short portage is available around the dam, as required by the Federal Navigability Law. No other physical access to the water is provided in the center of the Village, but there are seating areas across East Water Street from Heuvelton Farm Center as well as in the heart of the Village with a nice view of the dam at South State and West Water streets. Views of the water are also available from the State Street Bridge.

Heuvelton owns the study area's only free public boat trailer launch. The launch is located off West Union Street southwest of the Village center. There are no amenities aside from a hard surface trailer launch. The launch area also serves as a public park and Village festivities, including the annual Labor Day festival, take place there.

Figure 16 - Heuvelton Boat Launch

Eel Weir State Park in the Town of Oswegatchie is a 16-acre state park directly on the Oswegatchie. There are 38 campsites and cabins, accessible picnic area with grills, accessible pavilion, accessible showers and boat trailer launch. A fee for entry is charged on a per vehicle basis and there are fees for camping and pavilion rental. The park is operated by NYS Parks and the DEC.

Blevin's Campgrounds & Cottages (formerly River Lane Campground) – is located across the river from Eel Weir State Park.

The St. Lawrence County Snowmobile Association and its associated local clubs maintain a trail that runs throughout the study area. The trail runs west out of DeKalb Junction and follows roads and rail beds through Rensselaer Falls, continuing on through the Village of Heuvelton, through Eel Weir State Park and to the Oswegatchie line at

the City of Ogdensburg. The Village of Rensselaer Falls owns land on the trial that could be a drop-off and pickup spot on the trail. Trail users can find supplies and amenities in Rensselaer Falls and Heuvelton.

Other recreational amenities in or in close proximity to the study area but not located on the river include:

Town of DeKalb

Hermon-DeKalb Central School – Sports fields, play structure

Village of Rensselaer Falls

State Street Park – Picnic tables, play structure

Pioneer Veterans Memorial Park – Gazebo, seating, veteran's memorial

Library and Village Office – basketball court

Town of Canton

Indian Creek Nature Center – 320 acres of woods and wetlands within Upper and Lower Lakes Wildlife Management Area between the Grasse and Oswegatchie rivers adjacent to the Village of Rensselaer Falls. Includes eight miles of trails, including a boardwalk trail with overlook of the WMA. Abundant flora and fauna, guided programs in spring and fall. Accessible privy. Publicly owned by NYS, operated by the non-profit Indian Creek Nature Center. Free to the public.

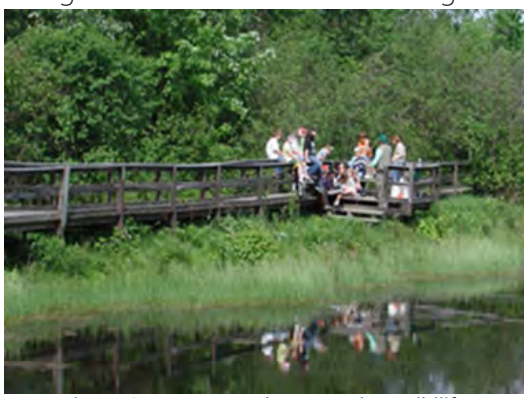


Figure 17 - Upper and Lower Lakes Wildlife Management Area, Canton NY

Upper and Lower Lakes Wildlife Management Area – 8,757-acre of wetland complex between the Grasse and Oswegatchie rivers adjacent to the Village of Rensselaer Falls and Indian Creek Nature Center. Primary purposes are wildlife management, habitat management and wildlife-dependent recreation. Hiking, hunting and trapping, fishing, three car-top boat launches, wildlife viewing, two accessible trails, one accessible hunting blind. Owned by NYS, operated by DEC. Free to the public.

Basswood Lodge – Located on CR 14, Basswood offers guided fowl hunting excursions including lodging.

Town of Oswegatchie

Eel Weir State Park – Located off CR 4, Eel Weir State Park is a 16-acre seasonal park that offers 38 campsites, picnic tables, pavilions, fishing, and hiking trails. The Park is typically open from Memorial Day to Labor Day. It is located directly on the banks of the Oswegatchie River and is two miles north of Black Lake.

Although it is not accessible from the Town of Oswegatchie, Ogdensburg's Maple City trail extends from the city following the river to the so-called Black Bridge, an abandoned rail trestle about 0.57 miles inside the WRA. The City of Ogdensburg was awarded $2.4 million in federal funding to replace the bridge and extend the trail to Route 812. The proposed bridge replacement has not proceeded because the Ogdensburg City Council has not reached consensus on implementing this project outside of the city limits.

Village of Heuvelton

Heuvelton Central School – Sports fields, 1-mile paved wooded walking path

Guy Conklin Park – on Central School grounds, play structures, tennis court

Heuvelton Boat Launch – pavilion with water and rest rooms (under construction), picnic tables

Heuvelton Dam – hand launch and small parking area just upstream of the dam above the fishway

Village of Richville

School Street Park – play structure, recreation area, restrooms, parking area

2.5.5 Zoning

Zoning varies throughout the WRA due to different municipalities having diverse or no zoning laws. The zoning for each municipality is described below

Town of DeKalb

The Town of DeKalb does not have zoning code in place. The Town does have site plan review for any new development.

Village of Rensselaer Falls (Appendix A - Map 20)

The Village of Rensselaer Falls zoning consists of three zoning districts: Commercial (C), Open Space (O), and Residential (R). All three districts are within the Village's WRA boundary.

The Majority of the Village's zoning and property within the WRA is Residential which is located both east and west of the river. Residential permitted uses include single- and two- family dwelling, modular homes, in-home Daycares, solar energy installation and accessory use or structures. Site Plan Review is required for mobile and manufactured homes, multi-family dwelling, in-home childcare for 7-12 children, bed and breakfasts, horse on less than 5 acres, chicken hens and agricultural use. Special Use Permits are required for childcare facilities, churches, healthcare facilities, medical facilities, nursing homes, cemeteries, communication towers and public or private utilities.

Commercial zoning is located along North Front Street as well as between State Street and Front Street. There are a variety of permitted uses for commercial zoning within the Village including commercial businesses, offices, artist studios, municipal buildings, laundromats, restaurants, arcades as well as all permitted uses for Residential zoning. Site Plan Review is required for funeral homes, vehicle sales, membership clubs and bars / taverns.

Open Space zoning is located directly adjacent to the River between the eastern banks of the Oswegatchie and Front Street including the vacant rail line. Permitted uses for Open Space zoning include public parks/playgrounds/ associated equipment, athletic facilities, outdoor recreation facilities and associated structures and furniture. Site Plan Review is required for municipal buildings and community centers.

An analysis of the Village's zoning was last completed in 2019 during the Comprehensive Planning process. Suggested updates regarding the Village's zoning included:

- Review and evaluate the Village's zoning ordinance and subdivision regulations to ensure consistency with this comprehensive plan.
- Illustrate zoning standards and guidelines graphically

Town of Canton (Appendix A – Map 21)

The Town of Canton's zoning consists of five zoning districts. The only two districts within the WRA include Rural and the Wildlife Management Area. All parcels directly abutting the Oswegatchie River are zoned Rural.

According to the Town of Canton's Code, the Rural Zones purpose to delineate agriculture, rural and open land areas and to provide acceptable compatible growth and diversity, yet maintain a rural character. Permitted uses within the Rural Zones are agricultural and agri-business as defined by New York State Agricultural and Markets Law, one- and two-family dwellings and manufactured homes. There are permitted accessory uses as well as special permits available for development within Rural Zones.

The Wildlife Management Area Zone's purpose is to recognize the area designated by New York State Department of Environmental Conservation as a Wildlife Management Area. The Town has no permitted uses within this Zone.

Uses are only permitted and designated by the DEC.

The Village of Canton is currently in the process of updating their Zoning. This Zoning update does not impact the zoning within the WRA.

An analysis of the Town's zoning was last completed in 2019 during the Comprehensive Planning process. Suggested updates regarding the Town's zoning included:

- Distinguish the land uses of small- and large-scale farm operations and update zoning to reflect those dif ferences.
- Amend local zoning regulations to plan for commercial-scale solar energy projects
- Review and evaluate the Town's zoning ordinance and subdivision regulations to ensure consistency with this comprehensive plan

Town of Oswegatchie

The Town of Oswegatchie does not have zoning in place. The Town does have site plan review for new development that is filtered through their Planning Board.

Village of Heuvelton (Appendix A – Map 22)

The Village of Heuvelton's zoning consists of four zoning districts: Commercial (C), Downtown Commercial (DC), Industrial (I), and Residential (R). All districts are within the Village's WRA boundary and all districts are adjacent to the Oswegatchie River.

Downtown Commercial zoning is located north and south of the Oswegatchie River, along State Street, which is the Village's major thoroughfare.

Commercial zoning is located along Water, Lisbon, Rensselaer and Clinton Street. The intent of the Commercial zoning district is to provide retail services, multi-family dwellings, town houses and public uses such as fire stations, post offices and municipal buildings. There are a variety of Permitted Uses such as day care centers, bed and breakfasts, schools, clinics, banks, and funeral homes. Conditional uses include substations, light manufacturing, food processing or public parks and playgrounds.

Industrial zoning is located north of Lisbon Street, southwest of Annette Street as well as one industrially zoned parcel along Rensselaer Street and a small number north of Commerce Street. It also encompasses the Village's vacant rail line. Permitted Uses for Industrial Districts including greenhouses, warehouses, public garages, auto sales, and other industrial establishments. Conditional Uses include substations.

The majority of zoning within the Village is Residential. Residential zoning is located throughout the Village and both north and south of the Oswegatchie River. Permitted Uses for Residential Districts include one and two-family dwelling units, mobile homes on a private lot and accessory structures. Conditional uses include multi-family dwelling units, rooming house or bed and breakfasts, home occupations, schools, libraries, churches, public parks and playgrounds, day cares, nursing homes or group homes.

Village of Richville

The Village of Richville does not have zoning in place. The Town does have site plan review for new development.

It should be noted that communities without zoning in place should look into formalizing zoning within their communities to protect the waterfront and other natural resources. Formalized zoning is an important component to ensure regulate land uses and new development.

2.5.6 Public and Underwater Land

Public Ownership

There are a number of properties in the WRA that are publicly-owned. Including:

Town of DeKalb

- County Route 17 – Old DeKalb Cemetery

Village of Rensselaer Falls

- 424 Rensselaer Street – Rensselaer Falls Fire Department
- 212 Rensselaer Street – Rensselaer Falls Village Hall
- State Street - Rensselaer Falls Cemetery
- State Street – State Street Park
- 217 Rensselaer Street – United States Postal Service

Town of Canton

- County Route 14 - NYSDEC Wildlife Management Area

Town of Oswegatchie

- 101 Horseshoe Road – Village of Heuvelton Wastewater Treatment Plant
- 65 Horseshoe Road
- State Highway 812 – Ogdensburg Cemetery Association
- Eel Weir Drive - NYS Eel Weir State Park

Village of Heuvelton

- 67 State Street – Village of Heuvelton pocket park
- 40 Water Street – Oswegatchie waterfront land
- Lisbon Street – Heuvelton Boat Launch
- Water Street – Land between Oswegatchie Waterfront and Water Street

Village of Richville

- 59 Main Street – Village of Richville Cemetery
- 160 Main Street – United States Postal Service
- School Street – School Street Playground

While the properties above are publicly owned and provide the opportunity for waterfront recreation and enjoyment, there are still areas for improvement and acquisition that would contribute to higher access within the WRA including the abandoned rail line and vacant properties along the waterfront that are privately owned.

A majority of the waterfront within the WRA abuts privately-owned land. Due to this, community members and visitors to the area have less opportunities to enjoy different parts of the Oswegatchie River. This also creates an issue with trespassing on private land to access the water front and other natural resources.

Figure 18- Private residence located on the Oswegatchie River

The municipalities included within the WRA should seek to work with private-property owners to find ways to increase waterfront access while also improving publicly owned properties within their respective WRAs.

Underwater Land Ownership

Ownership of the Oswegatchie River is held by the State of New York, unless ownership has been granted to any other person or entity. The beds the River are susceptible to private ownership only for special purposes.

State-owned underwater lands, including those in the Oswegatchie River are managed by the New York State Office of General Services (OGS). The OGS issues grants, leases, easements and other interests for these underwater lands. They also investigate encroachments on littoral rights (the right of an upland owner to access the navigable waters of the lakes or river) and make sure there is no interference with navigable channels. The OGS reviews NYSDEC and Army Corps of Engineers comments for proposed projects that affect State-owned bottom lands to ensure that the benefits of the public will not be deprived, and that the environment will not be adversely impacted. The OGS strives to achieve satisfaction on the part of all parties involved prior to the issuance of an interest (grant, lease or easement).

The State Office of General Services is the agency responsible for issuing grants, leases and easements for the use of underwater lands, and for other interests for docks and associated marine-related structures that are placed on State-owned underwater lands.

Following inventory of land ownership, it is evident that a majority of land surrounding the Oswegatchie River and within the WRA is privately owned. Involved communities should consider working with private land owners to put environmental easements in place to formalize areas of waterfront access. This in turn will assist with issues surrounding trespassing on private property and accessibility issues that have been vocalized in the past.

2.7 Surface Water Resources, Navigation and Harbor Management

2.6.1 Surface Water Resources

The Oswegatchie River is part of the St. Lawrence River watershed which contains 11,317 miles of freshwater rivers and streams. The Oswegatchie River comprises 3,590 miles of rivers and streams.

The Upper and Lower Lakes Wildlife Management Area are located within the WRA within the Town of Canton. The primary purposes of the Upper and Lower Lakes Wildlife Management Area are wildlife management, and wildlife-dependent recreation. The WMA is a large, developed, wetland complex. It is 8,757 acres in size and divided into three zones: refuge, restricted use, and public hunting.

Black Lake is located southwest of the Oswegatchie River WRA in Hammond and is the largest lake in St. Lawrence County. Black Lake drains into the Oswegatchie River and is known for its freshwater fishing.

Beaver Creek is located southwest of the WRA between the Villages of Heuvelton and Rensselaer Falls and flows through the northwestern portions of the Town of DeKalb.

2.6.2 Use and Navigation

Vessel use within the WRA is primarily comprised of small pleasure craft which are used for recreation and fishing. There are no commercial fishing vessels, and no commercial fishing industry or support facilities within the WRA.

Navigational aids are limited along the Oswegatchie River within the Study Area. An increase in navigational aids along and within close proximity to the waterfront would most likely increase vessel use.

2.6.3 Marinas, Docks and Bulkheads

There are no public or private marinas within the WRA. However, there are a number of boat launches within the Study Area. Boat launches include:

- Heuvelton Boat Launch - maintained by the Village of Heuvelton. The launch includes parking for 30 cars maximum with float-off and float-on launching for most boats.
- Eel Weir State Park - maintained by New York State Parks. The launch includes parking for 55 cars maximum with float-off and float-on launching for most boats.
- Although not located on or providing access to the Oswegatchie, there are three car—top boat launches in the Upper and Lower Lakes WMA

Figure 19 - Heuvelton Boat Launch

There are other boat launches outside of the WRA which could provide access to the Oswegatchie River including the Black Lake State Boat Launch.

An increase in launches would assist with the low number of access points along the Oswegatchie River. Construction of boat launches for both small vessels and kayaks / canoes should be implemented on publicly-owned land. If there are more launches in publicly-owned and accessible locations, there is an opportunity for an increase in visitation and utilization of the water.

2.6.4 Recreational Fishing

The Upper and Lower Lakes AMA contains the only DEC recognized fishing areas within the Study Area.

Even though there is a lack of DEC recognized fishing areas, there are a number of boat launches along the river that the DEC recognizes. These boat launches provide access for fishing primary fish (Small Mouth Bass and Walleye).

The first is in Eel Weir State Park near the Village of Heuvelton, to the west, in the Town of Oswegatchie. The boat launch has access to the Oswegatchie River and Black Lake. There is also a boat launch in the southwest portion of the Village of Heuvelton. From these two access points, paddlers can get below Eel Weir State Park to the Eel Weir Dam and use the portage around that to get to the Ogdensburg Dam. Downstream travelers can portage around the Heuvelton Dam and paddle to Eel Weir. The dam in Heuvelton also creates a human-made lake, with productive bullheads.

Although the boat launches are utilized as fishing areas, the municipalities within the WRA should work alongside the DEC to identify and determine fishing areas within each municipality. Not only will this provide increased recreation for those who live in the community, but could also draw fishing tourism from those outside of the area and be an economic driver. Black Lake just west of the Oswegatchie River is known as "A Freshwater Fisherman's Paradise". Since there a number of travelers to Black Lake on an annual basis, there is potential to draw tourism and make connections for fishermen on the Oswegatchie.

2.8 Natural Resources

2.7.1 Water Quality

The NYSDEC classifies all waters and waterways based upon existing and expected best uses. Classification is broken into a ranking system:

Class A – water suitable for drinking water.

Class B – best usage for swimming and contact recreation but not drinking water.

Class C – water that supports fisheries and suitable for non-contact activities.

Class D – the water does not support any of the above activities mentioned.

The Oswegatchie River is made up of 9 segments by NYSDEC falling into categories of A, B, and C streams. None of the portions of water are Class D streams. The first two segments begin at the mouth of the St. Lawrence River through Oswegatchie, Heuvelton and Rensselaer falls. This accounts 18.5 continuous miles.

The third segment spans from Rensselaer Falls to Richville and is classified as a Class C Stream totaling 15.7 miles. These are the only two segments that fall within the WRA boundary.

Although there have been no formal reports of water quality issues – it is crucial to note that there are a number of agricultural operations surrounding the River which may result in the runoff of chemicals and other products used in the farm industry which would affect the quality of water.

2.7.2 Wetlands and Habitats (Appendix A – Maps 23-28)

Wetlands (swamps, marshes and similar areas) are low-lying areas saturated by surface or ground water for extended periods of time sufficient to support distinctive vegetation adapted for life in saturated soil conditions. Wetlands serve as natural habitat for many species of plants and animals and absorb the forces of flood and tidal erosion to prevent loss of upland soils. In New York, wetlands are divided into two categories, those regulated by the NYSDEC, and those designated and regulated by the US Army Corps of Engineers (USACE) and the US Fish and Wildlife Service. A wetland can also be regulated by New York State and the federal government concurrently. Regulating authority is determined individually based upon the specific regulations that define the criteria by which a wetland is identified. The definition of what is classified as a wetland differs between these two entities.

Federal Wetlands – These wetlands are delineated based on the hydrologic condition of the land and the presence of hydric soils and wetland vegetation. Most of the federal wetlands in the City fall into this category. The federal government uses a broader definition of wetlands, regulating areas regardless of their size, in accordance with the Clean Water Act. These areas are mapped by the U.S. Fish and Wildlife Service as designated wetlands if they meet certain vegetation, hydrology and soils parameters. Federal policy is evolving regarding federal wetlands, particularly smaller isolated areas that are not associated with navigable waters of the United States.

- Any activity undertaken within Federal wetland areas requires a permit from the USACE. A Federal wetland does not need to be included on the National Wetland Inventory Map to be regulated by USACE; determinations of regulatory jurisdiction are typically made by the USACE through field investigations
- There are 7,245 acres of Federal wetlands within the WRA. This includes Freshwater Ponds, Freshwater Forested/Shrub Wetlands, and Freshwater Emergent Wetland.
- The NWI identifies the Oswegatchie River as both a Riverine and Lake in some points within Oswegatchie and Heuvelton

New York State Wetlands – The NYSDEC identifies freshwater wetlands based upon a number of factors, primarily

by the types of vegetation found in the area. Plants found in State-designated wetlands prefer wet soils or flooding conditions. Under State law, a State regulated freshwater wetland must be a minimum of 12.4 acres in size or greater, unless it has been determined by the NYSDEC Commissioner to have unusual local importance (See 6 NYCRR Part 663.2(p)). State regulations also apply to a 100-foot buffer area that is designated around the boundary of the wetland area.

- A permit from the NYSDEC is required, subject to their review and approval, prior to the disturbance of any State-designated wetland or the one hundred-foot area adjacent to the wetland. Activities subject to regulation include draining, dredging, excavation, filling, building construction, road construction or discharging sewage or other liquid waste.
- There are 4,851 acres NYSDEC wetlands within the WRA.
- The largest NYSDEC wetland within the WRA is the Wildlife Management Area owned by the Department of Environmental Conservation within the Town of Canton

Every municipality within the WRA contains both NYSDEC and NWI wetlands. This is both an opportunity and constraint. In terms of opportunity, this allows each municipality to maintain and enhance their wetland habitats leading to a healthier ecosystem along the Oswegatchie River.

Wetlands can sometimes be a restraint in terms of hindering new development such a solar, manufacturing, housing and recreation.

2.7.3 Topography and Soils

The WRA lies within the St. Lawrence Lowlands which makes up the northern three fifths of St. Lawrence County.

The majority of the WRA that can be seen is generally flat. There are steeper slopes along parts of the Oswegatchie banks but most of the land within the WRA is nearly level (0-3% slope) or gently sloping (3-8% slope). Small areas are classified as "hilly" with very few areas containing any rolling hills or slopes over 15%.

Less than 8 acres of the WRA is classified as Urban Land. Therefore a majority of the land is undeveloped. The highest percentage of soil (13.5%) is classified as Muskellunge silty clay loam, 0 to 3 percent slopes. There is a high number of soils within the WRA given its acreage. Other high percentages of soil include:

- Borosaprists and Fluvaquents, frequently flooded (10.7%)
- Adjidaumo silty clay, 0 to 3 percent slopes (6.0%)
- Insula-Rock outcrop complex, hilly (3.7%)
- Insula-Rock outcrop complex, rolling (3.5%)
- Kalurah fine sandy loam, 3 to 8 percent slopes (3.3%)

2.7.4 Flooding and Erosion

Regulated floodplains are areas that the Federal Emergency Management Agency (FEMA) has determined would experience a 0.1% chance of flooding during what is known as a 100-year storm event, when excessive precipitation would lead to creeks and rivers overflowing their banks. Floodplains, or Special Flood Hazard Areas, are areas that have been designated by FEMA. Since 1980, the City has been a participating community in the National Flood Insurance Program (NFIP) by adopting and enforcing a local floodplain management law to reduce future flood damage. In exchange, the NFIP provides federally backed flood insurance to homeowners, renters and business owners in these areas.

Flood zone mapping is available on Flood Insurance Rate Maps (FIRM). Each community has a separate FIRM that may have been updated at different times. Available FIRMs for the municipalities are located within Appendix A.

FEMA has recently completed new Maps for St. Lawrence County. The maps are currently not available for use but should be available in late 2021 or early 2022.

It is suggested that the Flooding section of this document be updated when they are available and the new FEMA maps be used for Part II of the LWRP.

Town of DeKalb

There are no Flood Insurance Rate Maps for the Town of DeKalb available through FEMA at this time.

There are notable areas of flooding and erosion surrounding Snowshoe Island, Richville Bridge, and Kendrew Bridge. River Road in the Town of DeKalb is listed as a Hazard Mitigation Area. This is due to land west of the Oswegatchie River being of lower elevation. When rainfall is higher than usual, the River overflows into areas of lower elevation. In recent years the Village of Heuvelton has experienced flooding near their wastewater treatment plant where a sinkhole developed. The Village also experiences flooding along River Road. The Village's wastewater plant is now located outside of the WRA.

Village of Rensselaer Falls

Flood zones in the Village of Rensselaer Falls are illustrated on Flood Insurance Rate Map 361466B, which was last updated January 6, 1984. The majority of the Village is outside of 500-year Flood Zones. Zone A (areas of 100-year flood) surrounds the banks of Oswegatchie River and the land between Front Street and the river.

The Village has experienced stormwater runoff issues being down gradient from the Town of Canton. Though this occurrence is rare, green infrastructure practices can help. Green infrastructure works by slowing down the runoff, spreading it out over the land, and slowly soaking it into the ground, or in some cases reusing the water onsite. Green infrastructure is also sometimes referred to as low impact development. These techniques also help to remove pollutants from runoff, buy allowing plants to filter out pollutants as the water slowly infiltrates into the ground. Some examples of green infrastructure techniques include rain gardens, pervious pavement, rain barrels, and green roofs.

Town of Canton

Flood zones in the Town of Canton are illustrated on Flood Insurance Rate Map 361172 0075 B which was last updated August 17, 1998. Zone A (areas of 100-year flood) surrounds the banks of Oswegatchie River and the stream connecting the Lower Lake. The majority of land within the WMA and surrounding the WMA south of Route 68 and between Route 186 and Settlement Road are within Zone A as well.

Areas outside of Zone A within the WRA are classified as Zone X (areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

The Town of Canton has not reported major flooding issues within the WRA boundaries. This is mostly due Canton being of higher elevation than the Oswegatchie River and a lack of developed land within the municipalities' WRA.

Town of Oswegatchie

Flood zones in the Village of Heuvelton are illustrated on Flood Insurance Rate Map 360708 0025 C, which was last updated May 1, 1985. The majority of the Town is outside of 500-year Flood Zones. Zone A (areas of 100-year flood) surrounds the banks of Oswegatchie River, off stemming streams and the waterway that leads to Black Lake. There is one instance where Zone A stretches past the banks between Horseshoe and Hutchinson Road.

Village of Heuvelton

Flood zones in the Village of Heuvelton are illustrated on Flood Insurance Rate Map 360701, which was last updated April 30, 1986. The majority of the Village is outside of 500-year Flood Zones. Zone A (areas of 100-year flood)

surrounds the banks of Oswegatchie River and some of the land between E/W Water Streets.

Village of Richville

There are no flood zones illustrated on the Village of Richville Flood Insurance Rate Map 261467A, effective starting January 6, 1984.

2.7.5 Environmental Hazards and Constraints

New York State Department of Environmental Conservation DECinfo Locator tool is an online, interactive map that allows access to DEC documents and public data about the environmental quality of sites within New York State. The tool allows for environmental monitoring of environmental hazards or known constraints within NYS communities.

According to the DECinfo Locator Tool, there is only one State Superfund Program site within the WRA boundary. The Corning Inc. site is located on McAdoo Road within the Town of DeKalb. The site at one point was 950 acres in size, following remediation and site management, the site was redefined and is now a 3.97 acre Soluble Oil Pot (SOP). The SOP is located in a wooded area between the Oswegatchie River and Gulf Creek along McAdoo Road. The property currently has an environmental easement and control elements include ground water use restriction, land use restriction and a site management plan.

There are no EPA Superfund sites within the WRA nor are there any Brownfield Cleanup Program sites or Brownfield Opportunity Areas (BOAs),

2.9 Historic, Cultural and Scenic Resources

The project team is indebted to Town of DeKalb historian Bryan Thompson for information and insights for this project and specifically for this Historic and Cultural Resources element. Particularly useful in this context is his article The Oswegatchie River: DeKalb's Blue Highway as well as works about Coopers Falls, Richville, historic maps and information about historic cemeteries. There are many other fascinating works on the site as well as many tools genealogists and history buffs will find useful. The website https://www.DeKalbnyhistorian.org/, is a valuable resource for anyone who is curious about the history of DeKalb and environs.

There are many important and cultural resources throughout the WRA, many of which are described in this element. However, very few of these have been nominated for or listed on local, state or national registers of historic places. A region-wide resource survey would reveal many additional historic resources and would find that many are threatened. The very few listed structures are located in Rensselaer Falls and Heuvelton. But throughout there are other important resources such as the vernacular architecture of the remnants of downtown Richville, the collection of civic buildings at Kendrew and the ruins of the grist mill and development at Coopers Falls. While almost all the historic resources of the WRA are in private ownership, their listing on historic registers and inclusion in historic districts would offer rehabilitation benefits such as technical assistance and tax credits. There are no designated districts or architectural review boards to assist local governments in efforts to protect and preserve historic and cultural resources.

Preservation of North Country folkways and traditions have become more prominent priorities in recent years. Traditional Arts in Upstate New York, located in the Village of Canton, was founded in 1986 by Varick A. Chittenden to showcase the region's living traditions and folk culture. Rehabilitation of Pickens Hall in the Village of Heuvelton began in 2001. Today it offers local traditional foods, arts and crafts for sale and hosts a cultural museum on its second floor and performance space in its restored opera house on its third floor.

These are popular visitor destinations for shopping and interpretation. They contribute to efforts to build heritage tourism and economic development in the region. They also help to build the rationale for preserving architecture

and open spaces that are unique to the history and culture of the North Country and the WRA. The St. Lawrence County Chamber of Commerce includes a comprehensive listing of historical societies, museums, and other historic and cultural attractions.

2.8.1 Historic Resources

The Oswegatchie River's era of human settlement can be traced back to the Native American peoples who plied waters of the river they called Dark Water – due to its tannic appearance. The Oswegatchie were once separate politically but connected culturally to the Haudenosaunee (Onondaga and Oneida Nations) and the Seven Nations of Canada political body in the 1600s and 1700s. After the American Revolution, the Oswegatchie started merging with the community of Akwesasne; this merger was complete by the end of the War of 1812.

The Aboriginal Rights and Research Office of the Mohawk Council of Akwesasne provided the context above and adds this acknowledgment of the role and history of the native peoples of the Oswegatchie River:

"We are grateful for the opportunity to meet here and thank all the generations of people that have taken care of this land before us.

"We acknowledge we are meeting on the traditional community of Ohsewe:katsi' a collective of Onondaga, Oneida, Mohawk and Huron Peoples and their ancestors. The name refers to the black water of the river and lake. These waterways connect to the vast traditional areas of the Haudenosaunee (Iroquois), Algonquin, Huron-Wendat, and Abenaki Peoples. Sadly, after the American Revolution, many Indigenous people of this community were displaced to the neighboring community of Akwesasne and continue to be there today.

"These traditional territories were never wholly surrendered and were only claimed by competing French and British Crowns, and later New York State. As we move towards healing past injustices, we must acknowledge the wrongs that have been done and work towards a unified path of co-existence and prosperity.

"We recognize and deeply appreciate the Indigenous connection to this place.

"We also recognize the contributions of the Akwesasne Mohawk, Haudenosaunee, and other Indigenous peoples have made, both in shaping and strengthening this community in particular, and other territories within the country as a whole."

The Oswegatchie continued to use the river as a highway even after the first European settlers arrived in the very early 19th century. Alexander McCollum's 1803 ledger for the general store he ran in the vicinity of DeKalb listed Native Americans as the majority of his customers.

The Village of Richville was originally founded on the Oswegatchie where Boland Creek meets the Oswegatchie. Flooding forced the villages to retreat from the water's edge to the Village's present location on higher ground. Salmon Rich settled the village in 1803 and so it became known as Rich's Settlement and later, Richville. Welsh settlers began arriving around 1850. They were fleeing religious persecution and also, apparently, overcrowding caused by an influx of Irish arriving in England and Wales in great numbers to escape the Potato Famine.

By 1858 there was a large enough population of Welsh in Richville that they established a church where they could worship in their own language. Their original church still stands at the corner of US 11 and Main Street. Services there were discontinued in 1919. In the early 1970s the NYSDOT proposed a bypass of the Village through the church. An uproar ensued, and the Welsh Society was formed to fight demolition of the church. The bypass route was shifted to accommodate the church and the little building was saved. Today an annual service is held in the Welsh Society building to pay homage to Welsh heritage in Richville.

Although it is certainly historic and a well-known sight at the southern gateway to the Village, the Welsh Society

is not listed on a register of historic places. Nor are any other buildings in Richville. There is one Richville property for which its eligibility for listing on the National Register of Historic Places is undetermined, according to the NYS Cultural Resources Information System (CRIS) A residential structure at 80 Depot Street is listed as having been built around 1900, No additional information is available. Since the main road bypassed the village in the 1970s it has transitioned from a commercial to a largely residential character.

There are two historic cemeteries in Richville, Wayside and Maple Grove. Wayside Cemetery is located in downtown and shares its space with the Richville Historical Association, which is housed in an historic former Baptist church building. Maple Grove Cemetery is located across US 11 from the north entrance to the village. Anne Cady has inventoried these and many other North Country cemeteries. These inventories are available here: http://freepages.rootsweb.com/~stlawgen/genealogy/Cemetery.HTM.

The Town of DeKalb was also founded on the Oswegatchie River. Alexander McCollum's store was the outpost's first and was located near what is now known as Old DeKalb but was the town's urban center at its founding, located on NY 812 between its offset intersections with CR 17. The place is still labeled DeKalb on maps, and a small cluster of houses and commercial structures attest to a livelier past.

There are two important historic cemeteries in the vicinity of DeKalb, the Old DeKalb Cemetery and Pioneer Cemetery. Old DeKalb Cemetery is located across the river from DeKalb. This large cemetery is maintained by the Town of DeKalb. Pioneer Cemetery is located accessed via a path on the DeKalb side of the river. Abandoned since at least 1860, it is not maintained and is in in peril of disappearing altogether. Anne Cady also inventoried this cemetery and unless something changes hers may be the final photos of the deteriorated headstones in this graveyard.

Proceeding north along the Oswegatchie is Coopers Falls. A development of Judge William Cooper, founder of Cooperstown on Otsego Lake, it at one time included a grist mill and sawmill. The first mills were washed away by a flood and were replaced by two stone mills in 1804 and a waterpower channel. Cooper's story is one of land speculation gone bust and his holdings, including a hotel – long since gone – he built above DeKalb village were sold in bankruptcy in 1823. Coopers Falls contains many relics and building fragments, according to Bryan Thompson, and these should be preserved and interpreted. Access to Coopers Falls is limited to those who can paddle in. Access by foot for interpretation and recreation should be established.

As an interesting side note, Judge Cooper's son was one James Fenimore Cooper who was said to sit on a rock overlooking the falls, contemplating his future. His future, of course, involved two other historic New York water bodies, Lake George and the Hudson River, where he placed his signature Leatherstocking Tale, The Last of the Mohicans. A marker was installed on NY 812 above Cooper's Falls by New York Folklore at James Fenimore Cooper's rock noting that he spent hours on the rock "dreaming dreams across the Oswegatchie River."

Proceeding north on NY 812, just over the Kendrew Bridge at Kendrew Corners is the Kendrew Cemetery. A cluster of potentially important buildings at Kendrew Corners about a half mile north of the Kendrew Bridge over the Oswegatchie is located just outside of the WRA. This cluster of buildings appears in the Maple Traditions Scenic Byway's inventory of intrinsic resources. The Kendrew United Methodist Church and Kendrew Grange, both currently active; and the Kendrew School, which is privately owned, are located within about 100 yards of one another at NY 812 and Stevenson Road. These are some of the last vestiges of the thriving rural community of Kendrew Corners and are the vernacular architecture of three different kinds of public buildings: school, house of worship, and community center.

Also near Kendrew Corners is a unique riverfront home. In history, everyone built their homes on the banks of the river – which at that time was the local highway or blueway. Over time, as the paved highway replaced the blue highway, owners abandoned or demolished their waterfront domiciles and rebuilt beside the paved highway. His-

torian Thompson points to the lone riverfront home, the old Wall homestead is a center hearth saltbox with a very long driveway to the modern road.

In the Village of Rensselaer Falls, the former Congregational Church building, located at 218 Rensselaer St. is listed on the National Register of Historic Places. The building was constructed in 1875 and now houses the Rensselaer Falls Historical Society. In the nomination the building is cited as a characteristic of religious architecture of its era and also includes Victorian era improvements such as stained glass windows and bell tower.

Two other structures are listed on the NYS CRIS as eligible for listing on the National Resister in the village. They are a two-story Second-Empire residence at 101 Rensselaer St. and the Rensselaer Street Bridge. No additional inventory information on the specifics of significance of either is available on the CRIS. Second Empire refers to a Napoleon-era housing style that featured mansard roofs and Italianate appurtenances. The bridge is a double-span iron truss bridge built in 1930.

The Register eligibility of four other properties in the Village is undetermined. They include residential structures at 102 Rensselaer St., and 316 State St., and commercial buildings at 209 and 210 Rensselaer St. One cemetery is within the boundary in the Village, Rensselaer Falls Cemetery is located on Front Street.

One of the study area's more eclectic attractions is located in Rensselaer Falls. River House Wares and Repurposing Studio boasts a fascinating and chaotic assortment of architectural salvage, cars and automotive parts. River House is located across Front Street from the river and near Ladies First Studio which is located in an 1846 grist mill. The NYS CRIS does not address either of these structures, but both are destinations in the village and regionally – and nationally – renowned. River House Wares was featured on an episode of the cable TV show, *American Pickers* in 2019.

Heuvelton has a number of National Register-eligible properties and properties for which eligibility is undetermined. There is one National Register Listed property in the village. Pickens Hall, 83 State St., was built in the 1850s by John Pickens, an immigrant from Ireland. It originally housed Pickens Mercantile Store and on its third floor, an opera house. Much later on it housed an IGA grocery on the first level with the upper floors used for storage. Later, vacant, it became severely deteriorated. Community members formed the Heuvelton Historical Association with the purpose of purchasing and revitalizing the building. Success took 15 years and almost $3 million.

Today, Pickens Hall is a regional destination and an arts and cultural anchor for the area. The building houses the non-profit Pickens General Store on the first level offering local foods and products as well as a wide selection of Amish-made, household, and hardware goods. Historic displays, a community space and meeting room are on the second floor and the third floor features the fully restored opera house which has also been thoroughly modernized for performances for up to 250 attendees. Ancillary uses include a green room, exhibit spaces and a kitchen. More information about the building and the project are available at pickenshall.com.

Figure 20 - Main Street, Heuvelton

Eligible properties in the Village are the hydroelectric dam, 85 Union St. and a private home at 51 Justina St. The dam, built in 1924, is an example of an intact small-scale hydro facility that is operating with its original equipment. The Justina Street home is a gabled clapboard wood frame residence.

Eligibility has not been determined for a spot on the east side of Annette Street where it crosses the railroad tracks. This is the spot where President Franklin

Roosevelt's private rail car was parked on a rail siding on Aug. 17, 1940 for the signing of US/Canada defense pact known as the Ogdensburg Agreement between FDR and Canadian Prime Minister William Lyon Mackenzie King. The pact recognized the threat to Canada by the Germans if Britain fell during World War II ad assured Canada the US would defend her.

Eligibility of a commercial structure at 98 State St. and the school at 87 Washington St. are also undetermined. Other properties for which eligibility for listing is undetermined are these residential structures:

- 9 Water St.
- 30 Lisbon St.
- 34 Lisbon St.
- 67 Lisbon St.
- 77 Lisbon St.
- 20 Annette St.
- 68 Washington St.
- 69 Washington St.
- 37 State St.
- 27 Justina St.

Hillcrest Cemetery, 18 Wilson St., Heuvelton, was founded in 1868. Oswegatchie cemeteries within the boundary include Mount Lona Cemetery located on NY 812 near its intersection with Mount Alone Road south of the Village of Heuvelton.

In the Town of Oswegatchie, the eligibility of the Old Dollar Road Bridge, east of Heuvelton, is undetermined. The bridge is a single-span truss bridge with a wood floor. The site was inventoried in 1980.

Also in the Town of Oswegatchie west of Heuvelton, two structures in Eel Weir State Park are inventoried but their eligibility has not been determined and no additional information is available for either. Both are listed as picnic pavilions but the placement of one suggests it may be the gatehouse building at the park entrance.

In the Town of Oswegatchie near the edge of the boundary across from Ogdensburg International Airport complex, there are two cemeteries, St. Mary's and Riverside cemeteries.

There are no additional historic resources in the Town of Oswegatchie.

2.8.2 Scenic Resources

Throughout the study area, almost all of the land on both sides of the river is privately owned and access to the river without fee is very limited. But it is there to be enjoyed nonetheless and its scenic resources are high quality. This analysis of scenic resources begins in the Town of DeKalb and follows the study area north through the Town of Oswegatchie.

Those wishing to get a glimpse of the Oswegatchie River in DeKalb can take the Richville Bridge Road north off US Route 11 and make a left or right onto River Road. River Road follows the Oswegatchie for just over 0.75 miles west and to the east it tracks the river for a little over 0.10 miles before veering north. River Road picks the river up again at Snowshoe Island following it for another 0.25 miles.

The view from the Richville Bridge offers a long, open view of the river to the southwest where it disappears around a bend in the far distance. The view to the east is more enclosed as the river bends north closer by. The character of the river here is flat and in cold weather it is not unusual for it to ice over. The views around Snowshoe Island are

best characterized as glimpses because of the trees that shield the water from view in many places. The landscape in this area is comprised of vacant land, farmland, low scrub and low marshy areas.

There is no clear visual access to the Oswegatchie by road between Richville Bridge Road and Route 812 at the CR 17 bridge, a trip of almost eight miles by road through a typical flat and gently undulating North Country landscape that features homes, farms, and fields, rock outcroppings and isolated commercial or service structures. From time to time along NY 812 the water can be glimpsed, and deciduous scrub trees shield the water from view better in summer than in winter.

NY 812 in the WRA is a portion of the New York State-designated Maple Traditions Scenic Byway. The byway celebrates its intrinsic resources, including its the scenic beauty as well as its natural, recreational, and cultural resources. Among its notable intrinsic resources is the growing population of Old Order Amish in the DeKalb/Oswegatchie area. Drivers on US11 and NY 812 will want to be aware of the presence of their slower-moving horse-drawn buggies. It is not unusual to see the buggies tied up outside retail establishments such as the hardware store, in Heuvelton. Farm families can often be seen gardening and tending to their farms, their distinctive simple clothing –shirts with vests and jackets and pants for males, dresses and aprons for females all in discreet solid colors, predominantly black and white – drying on clothes lines.

Many Amish farms offer produce, quilts, crafts, maple syrup, and homemade goods for sale at roadside stands (there are no Sunday sales). Amish handcrafted quilts, aprons, quilts, baskets, and other crafts are also offered for sale at Pickens Hall & General Store in Heuvelton. The Amish are not unfriendly but are very protective of their privacy. Visitors must not photograph the Amish as it is a violation of their religious beliefs. Note that photographs of Amish on display and appearing in the media never include close-ups that make distinguishing features of their faces recognizable.

From the CR 17 Bridge, there are open extended views of the river in both directions. The river is placid here and the view to the south is long, to the north it disappears around a bend. The remains of the historic settlement of DeKalb here include two cemeteries, and a cluster of homes and commercial structures (see Historic and Cultural Resources).

The landscape on NY 812 heading north is generally forested with clearings for homes and farms. North of DeKalb and south of Coopers Falls the river can again be glimpsed from the road from time to time, and again, better in winter than in summer. A marker memorializes Coopers Rock in this area (see Historic and Cultural Resources). To visit the rock and see its view of the river drivers must pull over to the shoulder of the road. There is no protected parking nor is there a path or trail to the rock or to the river.

The river can be well enjoyed from an improved pullover on NY 812 north of Coopers Falls and just south of the Kendrew Bridge. Formerly maintained as a public park, there is parking there is evidence swimming, boating and fishing take place here. Without going into the water to look up and downstream, the view is somewhat enclosed. For nearly the next half mile the road is so close to the water that the river is almost always visible. These are generally short views across the water. Between the guiderail on the west side of the river and the marsh on the right, there is no place to pull off and park. Parking on the shoulders here may present a safety issue because of their width.

Stands of deciduous and evergreen/coniferous trees on the far bank are a pretty picture. To the east, wide views across the marsh offer a similarly enjoyable viewshed. Just south of Macadoo Road, about 0.10 mile south of the Kendrew Bridge a dirt road or path mysteriously veers off the road on the left only to re-emerge just beside the bridge.

At the Kendrew Bridge there are beautiful open views in every direction revealing a scenic North Country tableau with a landscape that gently rolls to the riverbank featuring open fields scattered with stands of deciduous trees.

Here, the river's current is evident. A small guerilla parking area on the east side of NY 812 offers motorists a safe spot to stop and absorb the scenery. From the bridge looking downstream it is possible to see for the first time in the study area recreational properties with docks and motorboats.

Beyond the Kendrew Bridge the landscape rises away from the river and the landscape becomes agrarian in nature, passing through larger farm fields and stands of trees along CR 14 on the way to the Village of Rensselaer Falls. From the Rensselaer Street Bridge, the views are of the village where homes and businesses can be spotted through the trees that line the banks of the river on both sides. The river is clearly gaining speed as it tumbles over the falls – said to have been suppressed by the damming of the river upstream at Gouverneur and downstream at Heuvelton. A remnant of a dam is in the river north of the Rensselaer Street Bridge. It's a hazard in the water but is picturesque.

On the east side of the river, travelling south on CR 15, views of the Upper and Lower Lakes WMA/Indian Creek are evident as the water meets the road. The view is wide and unenclosed. Just at the southern edge of the village a series of large farm fields are on the east side of the road; otherwise, the landscape here is wooded, low and somewhat marshy.

West Front Street runs close to the water and views of the water in a village residential setting prevail here. On East Front Street the roadway is not quite so close to the water. There are hopes than a trail will one day be established along an abandoned rail bed paralleling East Front Street to provide opportunities to enjoy the river up close (see Recreational Resources).

Leaving the village along Rensselaer Falls Heuvelton Road, CR 15, an area of nearly 0.3 miles offers increasingly open views of the river. The final 0.1 or so offers views eastward toward the village of Rensselaer Falls and west as the river bends to the south. Here, now on the St. Lawrence River plain the landscape is very flat. Views are wide open and expansive. Large farms and farm fields prevail on the rich river plain soil.

On the east side of the river, about 1.25 miles west of the Village of Rensselaer Falls, a left-hand turn onto River Road provides the most sustained views of the river outside of the villages of Heuvelton and Rensselaer Falls. River Road in the Town of Oswegatchie runs very close to the water about a half mile after it departs from CR 15. It rejoins CR 15 just east of the Village of Heuvelton. Recreational access here is very limited but the proximity to the river is very rewarding.

Through the River Road area, the river is fast with some small rapids. The landscape features homes, farms and forests on the east side of the road and river very near on the west. Much of the property through here is posted. Some property owned by Brookfield Renewable Energy is posted for day use only. The view across the river is terminated by forest.

Figure 21 - Heuvelton Dam, Village of Heuvelton NY

Exiting River Road and back on CR 15 the road hugs the river for much of the 1.3-mile trip into the Village of Heuvelton. The landscape transitions from open fields with the occasional farmhouse to a dense residential character.

On East Water Street in the village, the first left off CR 15 entering the village, there is a pocket park across the street from Heuvelton Farm Center with benches for viewing the river. The viewer is perched at the top of a bend in the river and the view east toward Rensselaer Falls is of the water, wide and slow here, disappearing into a stand of trees in the far distance. West toward the village center, the Heuvelton Dam is 0.1 miles away. In downtown Heuvelton, the river can

be best appreciated from the State Street Bridge where the view upriver is of the dam, first constructed in 1924 and still using its original equipment, and downriver of the commercial buildings built to the water's edge on the right and the residential properties abutting the river on the left. The dramatic view of the dam is compelling and passersby are invited to linger on benches in the village park on the northwest side of the river at the edge of the State Street Bridge. The setting is picturesque with the historic 1924 dam before the viewer and the spectacularly restored National Register-listed Pickens Hall behind (see Historic and Cultural Resources).

Heuvelton's State Street commercial corridor features traditional late 19th and early 20th century two- and three-story wood and brick commercial buildings with squat one-story infill structures. As the street leaves the study area the view back downhill from Lisbon Street toward the State Street Bridge is through the commercial district and is typical of North Country village centers.

South of the village on NY 812, the Oswegatchie is visually accessible on the west and south side via Backus Camp Road which runs east off NY 812, 3.4 miles north of the Kendrew Bridge. At the NY 812 intersection there is a parking area on Backus Road just at a bend in the river with open views in both directions. To the north is a beautiful view over open water of a dairy farm in the near distance with the iconic dairy barn and silo painted the traditional white.

Backus Camp Road runs quite near the water for 0.4 miles, but the shore becomes increasingly wooded and the road veers away from the water before reaching a dead end on private property 0.4 miles later. With the study area on the right, NY 812 climbs through farm fields toward Heuvelton, 2.6 miles away. The views toward the river are mostly expansive open views across the St. Lawrence River Valley and farm fields with the river corridor lined by trees defining the terminal view.

Two other dead-end roads reach the water off Winters Road on the south side of the river. Neither is named, so they may be private, and one appears to be gated.

From State Street in Heuvelton, moving west on Lisbon Street the dense village dissolves as the street becomes Horseshoe Road. The access road to the Heuvelton boat launch, the only free hard surface launch on the Oswegatchie in the study area, is 0.3 miles from the intersection of State and Lisbon streets. From the boat launch the State Street Bridge and cluster of commercial buildings terminates the view eastward. Across the river is a corridor of residential buildings on West Union Street.

West Union Street (NY 184) follows the river very closely for nearly a mile as the landscape transitions from village residential to agricultural before veering sharply away. Another mile further on, Wardell Road runs north off NY 184, turning sharply to the west as it reaches the river 0.2 miles away and follows the river closely for 0.5 miles. The views here are through stands of deciduous trees on one side and of farmland and farmhouses on the other. The road terminates at a farm 0.4 miles away.

The Oswegatchie is not visually accessible again until Eel Weir, about a four-mile trip from downtown Heuvelton via Taylor Road on the east side of the river. On the east side of the river there is a private campground, Blevin's Campgrounds and Cottages, formerly River Lane Campground. Across the river is Eel Weir State Park, a 16-acre waterfront park offering 38 camp sites, boat launch, pavilion, picnic area, play structure and water access for swimming, boating and fishing. The river is flat with some current – it is close to the Eel Weir Dam so the dam operations thee and at Heuvelton upstream impact waterflow rates.

The river is not wide here and the park and campgrounds are well within view of one another. The bend in the river here limits views up- and downstream. The view from the nearby CR4 Bridge are limited upstream by the curve. A long view downstream also terminates at a curve in the river, but father away. The character of the landscape on the north and east side of the river is residential along Lee Drive with views of the water until the road and river part 0.3 miles away. Lee Drive is the access road to Eel Weir Dam, and another 0.5 miles away at the dam, it terminates.

On the west and south side of the river from the CR4 Bridge the character is wooded rural residential with larger homes located away from the water's edge.

The river can be seen again from McIntyre Road, a 4.5-mile trip north of Heuvelton on NYS 812. Throughout this extent of the study area, the landscape is a patchwork of farm fields with some forest stands. The areas adjacent to the river are also forested. The increase in actively farmed land as compared with the upland areas in DeKalb and Canton is the result of the fertile and flat lands of the St. Lawrence River Valley.

McIntyre Road is the final visual access point for the Oswegatchie on the east and north side of the river. On the west and south side, 4.3 miles from the CR 4 bridge on CD 6 is Simms Camp Road. Simms Camp Road is lined by homes and leads to Simms Shore Road where a brief glimpse of the river can be had. Upstream the view terminates at a bend in the river 0.20 miles away. Downstream the view is longer. The balance of Simms Shore Road is developed by homes with no public water access.

The CR 6 and NYS 812 corridors become more densely developed with homes and subdivisions as one draws closer to the Ogdensburg City line. The Ogdensburg International Airport complex is 0.4 miles from the city line. Across NYS 812 from the airfield, is St. Mary's Cemetery and across from the airport terminal building is Riverside Cemetery. The shoreline is tree covered here and access to the water, visual or physical, is limited or non-existent.

There is no additional public access to the water by vehicle until the NYS 37 bridge near the Ogdensburg line. The view upstream into the study area is of a bucolic wooded landscape. To the right, the Maple City Trail passes under the highway next to a large inland marshy lake. The study area ends at NYS 37.

In addition to the extensive multiuse trails throughout the study area maintained by snowmobile club, the study area has ADA multimodal access to the Oswegatchie is via Ogdensburg's paved Maple City trail which terminates in Oswegatchie at an abandoned rail trestle. This trestle, known as the Black Bridge, could be an important trail connection linking Oswegatchie and Heuvelton to Ogdensburg and the St. Lawrence River with connections through the entire study area.

The City of Ogdensburg received a $2+ million federal grant to covert the trestle to extend the trail in hand. The matter came up before City Council in January 2020 and while Council did not kill the project no progress has been made so far. At the time, one Council member noted that the trestle is outside of the City limits and that he would like St. Lawrence County and the Town of Oswegatchie contribute to the project.

2.10 Public Infrastructure

2.9.1 Public Water Supply

Town of DeKalb

The Town of DeKalb receives their public water supply from the towns of Hermon and Russell.

Village of Rensselaer Falls

The Village of Rensselaer Falls obtains its primary water source is groundwater drawn from the Upland System. The system consists of subsurface collection galleries and wells located on Waterman Hill in the Towns of Canton, Pierrepont, and Russell and are located approximately six miles from the Village. The Upland System was constructed in 1917 and has had its most recent upgrade in 2002. IT consists of a 1.0-million-gallon reservoir, caisson and groundwater extraction wells located at Dinsdale and Barrett, and infiltration galleries located at O'Brien, Coller, and Barringer, approximately three miles of six-inch water transmission main, and six miles of eight inch transmission main. Water is chlorinated before being conveyed to the Village via six miles of 12-inch transmission main from Waterman Hill. Treated water is then conveyed to consumers through a distribution system that consists of two, 1-million-gallon water storage towers, a flow control station, miles of water mains, water services and shut-offs, valves, hydrants,

and other appurtenances. The system services 7,055 people through 1,500 service connections. Total water produced in 2018 was 195,092,800 gallons.

Town of Canton

A small number of users within the Town of Canton are served by public water supply. The majority of community members who live within the Town of Canton receive their water supply via private wells.

Town of Oswegatchie

The Town of Oswegatchie community members receive their water supply from private wells.

Village of Heuvelton

The Village of Heuvelton obtains water from two drilled wells. The main water source is a 250-foot deep well located near the School. The secondary / back-up well is located at the former cheese plant that the Village purchased a number of years ago. The Village water system services 327 connections.

Village of Richville

The Village of Richville currently does not have a public water supply. All water is supplied via private wells and private septic tanks for all properties.

2.9.2 Wastewater and Stormwater Management

The only municipality within the WRA that utilizes both a stormwater and wastewater system is the Village of Heuvelton. Residences within the Town of DeKalb, Canton, Oswegatchie and Villages of Rensselaer Falls and Richville use private septic systems.

Town of DeKalb

The Town of DeKalb has a wastewater sewer system within the hamlet of DeKalb Junction. In the remainder of the Town does not have a stormwater or wastewater system, private septic systems are used.

Village of Rensselaer Falls

The Village of Rensselaer Falls currently does not have a functioning stormwater system. The current stormwater system is not of use. The Village's wastewater system in 1997 and serves all Village residents.

Town of Canton

The Town of Canton does not have a stormwater or wastewater system in place. The Village of Canton does have both of these systems. All residences outside of the Village utilize a private septic system.

Town of Oswegatchie

The Town of DeKalb currently does not have a stormwater or wastewater system in place. All residences within the Town utilize a private septic system.

Village of Heuvelton

The Village of Heuvelton utilizes a stormwater and wastewater system.

Village of Richville

The Town of DeKalb currently does not have a stormwater or wastewater system in place. All residences within the Town utilize a private septic system.

2.9.4 Solid Waste Management

St. Lawrence County Solid Waste Department provides recycling and solid waste disposal services for residents at four transfer stations in Ogdensburg, Massena, Gouverneur and Star Lake. The Department also oversees three

closed landfills in Canton, Ogdensburg and Massena. The Canton Landfill, closed in 1991, is located on County Route 21, near Cousintown Road in the southern most portion of the Town of Canton. Owned by the county, it has a rubber membrane cap, and leachate collection.

The County also holds household hazardous waste events twice throughout the year (Spring/Fall) and provides two locations for pharmaceutical waste (St. Lawrence County Sheriff's Office and Massena Police Department)

Town of DeKalb

The Town of DeKalb has local solid waste collection at the town barn twice a year. The Town also provides one trash pickup in the fall for all Town residents. The Town also has an ongoing mattress recycling program.

Residents are able to hire private garbage pickup such as Casella Hauling if they choose to not use the County's solid waste disposal services.

Village of Rensselaer Falls

The Village of Richville does not provide solid waste collection services of any kind.

Residents are able to hire private garbage pickup such as Casella Hauling, Weaver's Trash Removal or Trash, Grass and Snow if they choose to not use the County's solid waste disposal services.

Town of Canton

The Town of Canton does not provide solid waste pickup for their Town residents. The Town does provide electronic recycling services located at the Town Garage.

Residents are able to hire private garbage pickup such as Casella Hauling, Weaver's Trash Removal or Trash, Grass and Snow if they choose to not use the County's solid waste disposal services.

Town of Oswegatchie

The Town of Oswegatchie does not provide solid waste collection services of any kind.

Residents are able to hire private garbage pickup such as Casella Hauling if they choose to not use the County's solid waste disposal services.

Village of Heuvelton

The Village of Heuvelton has a solid waste system in place for all Village residents. The system consists of a two bin pickup (waste and recycling) as well as leaf and limb pickup.

Village of Richville

The Village of Richville does not provide solid waste collection services of any kind.

Residents are able to hire private garbage pickup such as Casella Hauling if they choose to not use the County's solid waste disposal services.

2.9.5 Other Utilities (Electric, Gas, Internet)

National Grid provides electricity to all of the Sub Areas throughout the WRA. That includes the towns of Oswegatchie, Canton, and DeKalb and the villages of Heuvelton, Rensselaer Falls, and Richville.

The St Lawrence Gas Company, or Liberty Utilities, provides gas to many towns and villages within St Lawrence County. Included on that large list of municipalities are the towns of Oswegatchie, Canton, and DeKalb and the villages of Heuvelton, Rensselaer Falls, and Richville.

Internet providers within St. Lawrence County include Spectrum, Fios by Verizon Wireless and TDStelecom.com. Due to multiple providers, access to high-speed internet is widely available within the WRA.

2.9.6 Clean Energy Production

Clean energy production varies throughout the WRA. Due to the power of waterbodies within the North County, hydropower is a highly utilized energy source.

Other clean energy production and initiatives include:

Town of DeKalb

The Town of DeKalb hopes to begin three solar projects beginning in late 2021. There are plans for public street lighting within the Hamlet of DeKalb to covert to LED lighting in the near future. Most public buildings are converting to LED lighting as well. The Town has two charging station but none are within the WRA.

Village of Rensselaer Falls

There are no community solar installations within the Village of Rensselaer Falls WRA boundary but a number of residences do utilize private, on residence solar energy. The Village has switched to all LED lighting for public buildings.

Town of Canton

There are no community solar installations within the Town of Canton WRA boundary. 85 residents utilize private, on residence, solar energy. The Town has switched all public buildings to LED lights. The Town currently has 4 car charging stations.

Town of Oswegatchie

Although the Town of Oswegatchie does not have any clean energy production within the boundary. A new solar project is in progress directly adjacent to the WRA just north of Horseshoe Road west of the Village of Huevelton. The solar project is still in the planning process.

Village of Heuvelton

There are no community solar installations within the Village of Heuvelton WRA boundary but a number of residences do utilize private, on residence solar energy. The Village has switched to all LED lighting for public buildings.

Clean energy production is limited within the WRA. The amount of vacant, privately-owned land within the WRA allows for new opportunities for clean energy production especially in areas where the waterfront is not visible to the public or easily accessible.

2.9.7 Transportation Systems

Automotive:

The entirety of the WRA includes a well-developed network of roadways.

Roadway classification is a hierarchical method for categorizing roads and assists in balancing these roadway management priorities. It is also a useful tool for planning and prioritization of issues such as traffic calming, access management and accommodations for non- motorized traffic. Roadways are classified as expressways, principal arterials, minor arterials, collectors or local roads. Each street is given a designation, as defined by the Federal Highway Administration (FHWA), based on the type of service it is designed to provide. Within the Study Area, there are principal and minor arterials, as well as major and minor collectors with a few local roads.

Roadway	Annually Adjusted Daily Traffic (AADT)	Classification	Municipalities it Enters
NY Route 812	3,455/2,359 3,455 1,502	Principal Arterial	Heuvelton Oswegatchie DeKalb
US 11	5,322 5,395 5,322	Principal Arterial	Richville Canton DeKalb
E Lisbon St	1,760	Minor Collector	Heuvelton
NY 184	1,416	Minor Collector	Heuvelton
Rensselaer St	823	Minor Collector	Rensselaer Falls
Heuvelton Rd	1,146	Local Road	Rensselaer Falls
Route 11	794	Minor Collector	Rensselaer Falls
NY 68	6,418 5,307	Minor Arterial	Oswegatchie Canton
Eel Weir RD	1,079	Minor Collector	Oswegatchie
NY 310	3,442	Minor Collector	Canton
Russell-Canton	3,816	Minor Collector	Canton

Principal arterials include NY Route 812, and US 11. Route 812 travel within the Village of Heuvelton, the Town of Oswegatchie, and Town of DeKalb and traverses north to south. US 11 enters travels through the Village of Richville, and the Towns of Canton and DeKalb and traverses east to west.

The only minor arterial within the WRA is NY Route 68. This route passes through the Towns of Oswegatchie and Canton and travels northwest to southeast.

The Village of Heuvelton contains two minor collector roads, E Lisbon St which travels east to west, just north and parallel to the river with an AADT of 1760, and NY 184 south and parallel to the river with an AADT of 1,416.

The Village of Rensselaer Falls contains two minor collectors, Rensselaer Street and Route 11. Rensselaer Street travels from east to west with an average daily traffic amount of 823. Route 11 enters the Village from the south and has an average daily traffic amount of 794. The Village also has a local road, Heuvelton Road, which enters the Village from the north with an AADT of 1,146.

Canton has two major collector roads, NY 310 and Russell-Canton Road. NY 310 enters the Town from the northeast and has an AADT of 3,442. Russell-Canton Road runs north to south with an AADT of 3,813.

Oswegatchie contains one minor collector, Eel Weir Road, which services Eel Weir State Park and has an AADT of 1,079.

Public Transportation:

The St. Lawrence County Public Transportation System is the only provider of low cost public transportation within the county and thus the WRA boundary. The system began as the main function of Roethel Coach Lines which

was founded in 1969 but no longer runs bus services for commuters. The transportation system is managed by the County Planning department with its headquarters in Canton. The system is comprised of 19 routes that cover a majority of the County with routes including stops within the towns of Canton, DeKalb and Oswegatchie, and the villages of Heuvelton, and Rensselaer Falls. Routes pass through the Village of Richville, but there are no official stops within the Village itself.

The St. Lawrence County Public Transportation System mostly serves low income and disabled individuals, seniors, SUNY Canton and St. Lawrence University students and others who have limited options of travel to work, shopping, or medical visits.

2018 records show that the County's bus system provided 50,922 one way trips to rider's travelling a total of 583,192 miles. The high mileage is mostly due to the overall size of St. Lawrence County. The monthly volume ranged from 2,756 rider in February to 6,882 riders in October. This is due to the addition of new routes and available shuttles.

Rail:

St. Lawrence County has railway presence. There is a vacant rail line within the WRA starting within the Town of Oswegatchie and traveling south through the Villages of Heuvelton, Rensselaer Falls and the Town of Canton. The line continues all the way until it meets the CSX rail line. Community members and municipal employees have express conversion of the vacant rail line into a rail trail connecting the communities. Due to the distance between the communities within the WRA, it is thought that an off-road rail trail would be a safe and healthy way to get from Point A to Point B within close proximity to the waterfront.

The CSX rail line is spread throughout the North Country but it runs within close proximity to the Village of Richville and the Town of DeKalb. The CSX rail lines runs directly through the Town and Village of Canton.

Bicycle Infrastructure:

The Village of Heuvelton, Village of Richville, Town of Oswegatchie, and Town of DeKalb do not contain bike lanes.

The Village of Rensselaer Falls has one bicycle trail called the Indian Creek Tour. This trail takes the rider along the country roads between Canton and Rensselaer Falls and around the Indian Creek Nature Center.

The Town of Canton has three bicycle trails but none within the WRA.

An increase in bicycle infrastructure could assist with allowing for higher amounts of eco-tourism within the WRA.

Parking:

There is little public parking available within the WRA. A majority of municipalities do not have public parking lots within close proximity to the Oswegatchie River. An increase in public parking in close proximity to the waterfront could provide opportunity for increased visitorship and eco-tourism.

<u>Town of DeKalb</u>
The Town of DeKalb has no parking infrastructure except as designated by New York State along Route 812 and US Route 11.

<u>Village of Rensselaer Falls</u>
The Village of Rensselaer Falls has in recent years expanded their parking availability along Main St and continues to search for parking/trail opportunities within the Village to promote access to the river.

Town of Canton

The Town of Canton has a variety of public parking available, most of the public parking is located within the Village of Canton itself. There are no Town of Canon public parking lots outside of the Village.

Town of Oswegatchie

There is no designated public parking within the Town of Oswegatchie. Eel Weir State Park, located within the Town, offers parking for those visiting the Park.

Village of Heuvelton

The Village of Heuvelton is currently in the process of completing its first municipal parking lot at 100 State St. It will hold about 16 cars and includes handicapped accessibility.

Village of Richville

The Village of Richville has no municipal parking available.

Following the inventory of the WRA's transportation infrastructure, it is evident that there is lack of multi-modal transportation options (bicycle lanes, snowmobile lanes, off-road pedestrian trails, and proper space for Amish buggies). An increase in these options could attract more visitors and increase safety for community members who want to travel outside of their own municipalities. It also opens the door for a more diverse type of eco-tourism including snowmobilers from out of the area, families, hikers, and cycling groups).

An increase in public parking spaces with amenities (benches, restrooms, shade trees, information kiosks and water fountains) are an important component of transportation infrastructure. Public parking spaces encourage more travel throughout an area and provide convenience to those not familiar with the area yet wanting to explore.

2.9.8 Emergency Services

The St. Lawrence County Sheriff's Office is tasked with patrolling the entire county. The criminal division of the department surveys the county with deputy sheriffs, patrol officers, and uniformed sergeants. These officers are provided motor vehicles to aid them in responding to emergencies. Calls are taken 24/7 through the county dispatch system.

Town of DeKalb

The Town of DeKalb has one active volunteer fire department located on Route 11. The Town has no police force and relies on the Sheriff's Department for St Lawrence County and the New York State Troopers.

Village of Rensselaer Falls

The Village of Rensselaer Falls has an active volunteer fire department located within the Village at 424 Rensselaer Street. Their department has a total of 25 members. In the event of a police situation, the State Police or County Sheriff respond to police calls in the village.

Town of Canton

The Town of Canton has a department that provides fire and emergency medical services (EMS). The department serves both the Town and Village of Canton. They are located at 77 Riverside Drive in Canton. Outside of the village the Sheriff's Department and State Police provide coverage.

Town of Oswegatchie

The Town of Oswegatchie does not have a fire department or police force and in case of emergency, relies on the Sheriff's Department for St Lawrence County and the New York State Troopers.

Village of Heuvelton

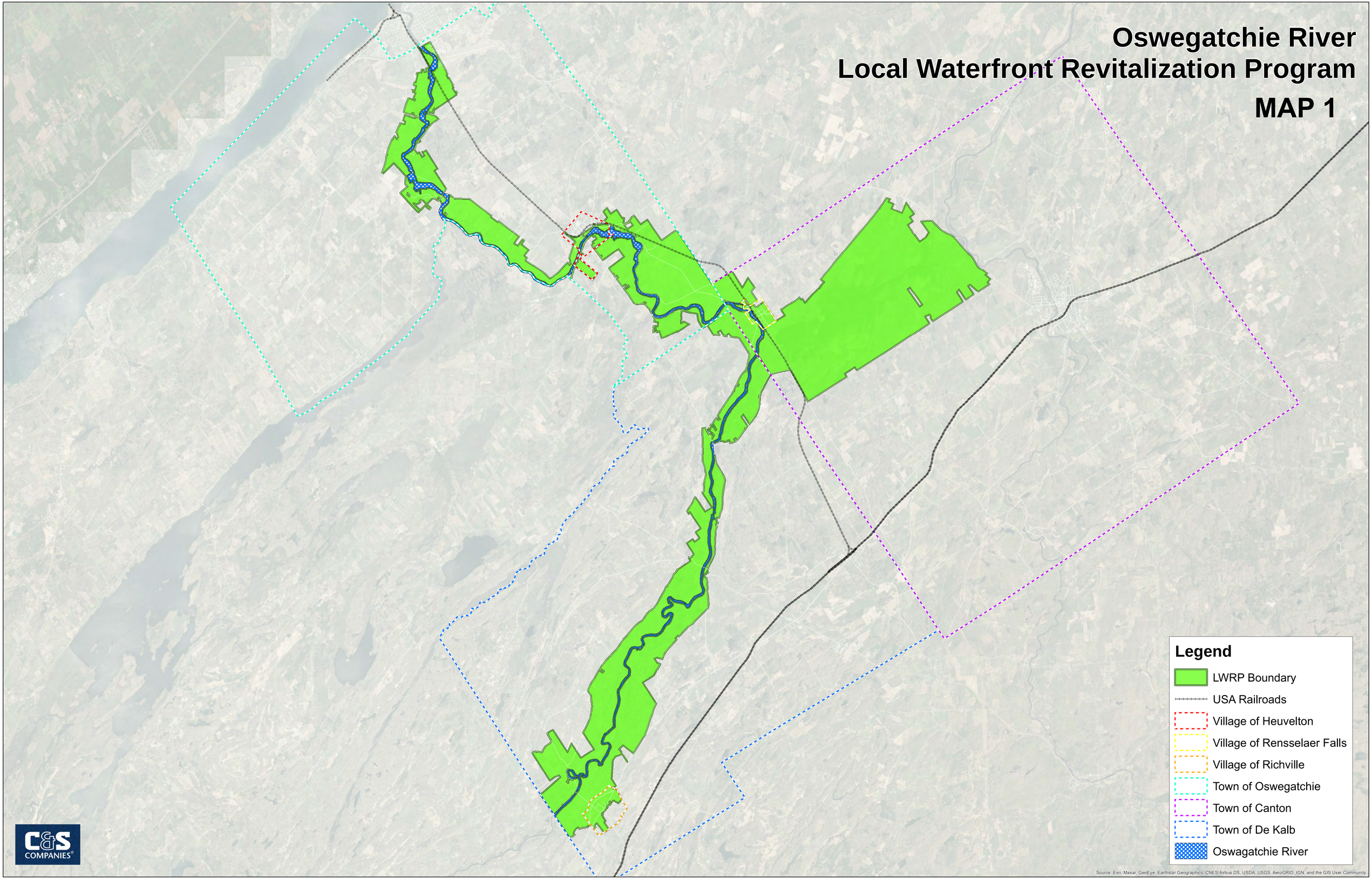
The Village of Heuvelton has an active volunteer fire department that is located in the Village at 95 State St. The Village has no police force and relies on the St. Lawrence County Sheriff's Department and the New York State Troopers.

Village of Richville

The Village of Richville has a volunteer department located within the Village at 71 Main St. The department has 45 members. It also provides their services to the Town of DeKalb if necessary. The Village has no police force and relies on St. Lawrence County Sheriff's Department and New York State Troopers.

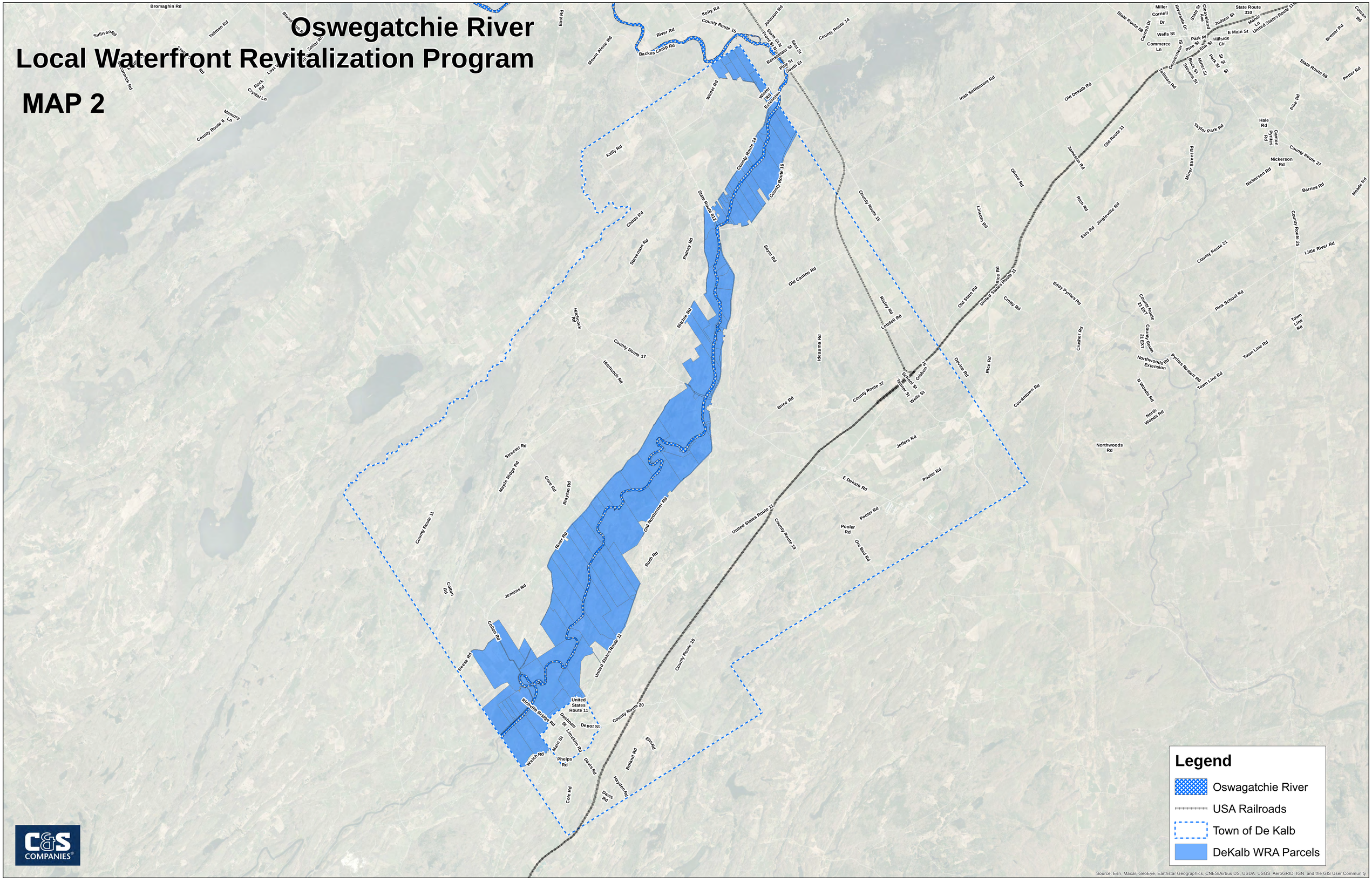
Appendix A – Maps

Oswegatchie River
Local Waterfront Revitalization Program
MAP 1



Oswegatchie River
Local Waterfront Revitalization Program

MAP 2

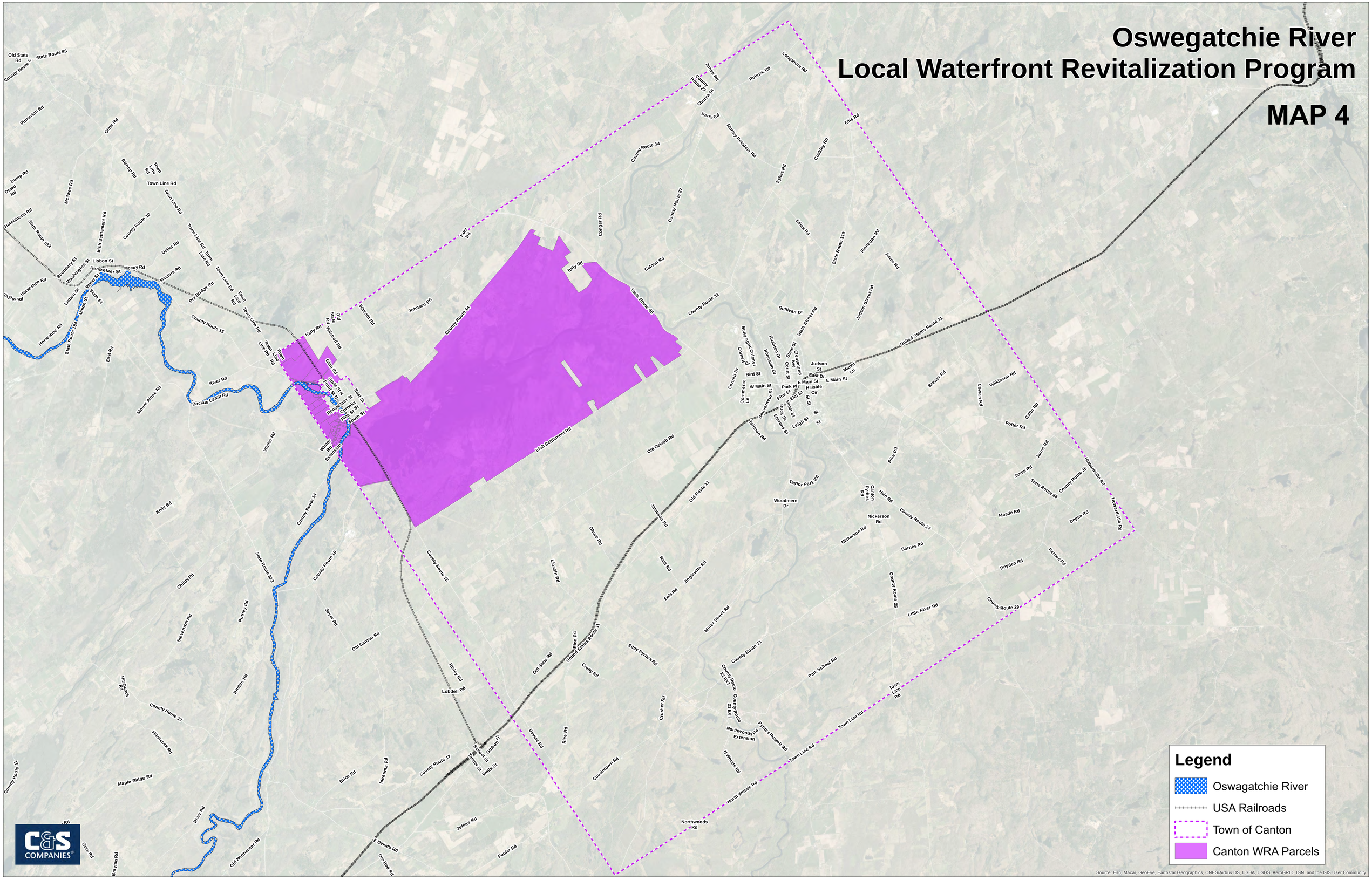


Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Oswegatchie River
Local Waterfront Revitalization Program

Oswegatchie River
Local Waterfront Revitalization Program

MAP 4



Oswegatchie River
Local Waterfront Revitalization Program

MAP 5

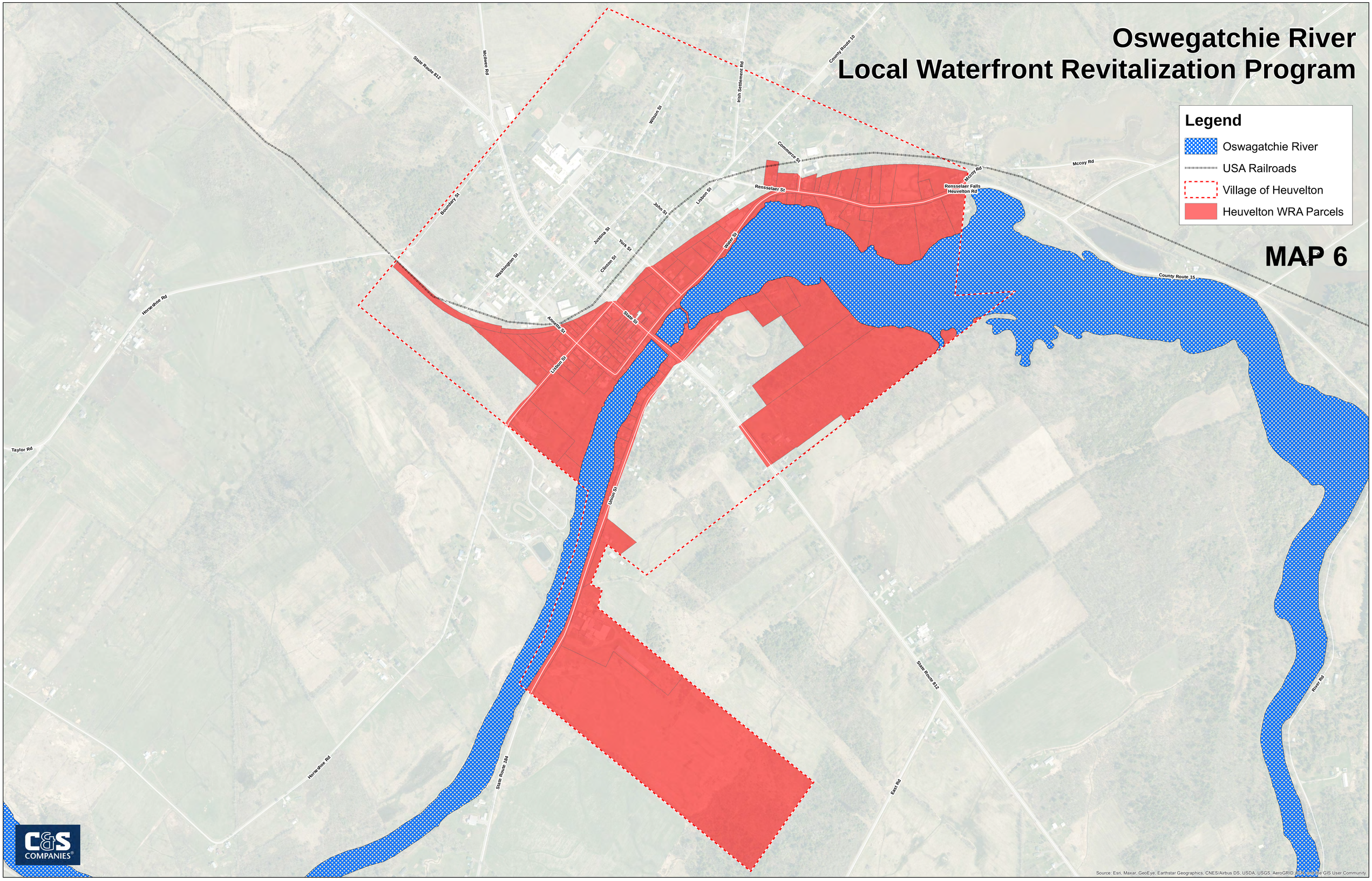
Legend

- Oswagatchie River
- USA Railroads
- Town of Oswegatchie
- Oswegatchie WRA Parcels

C&S COMPANIES

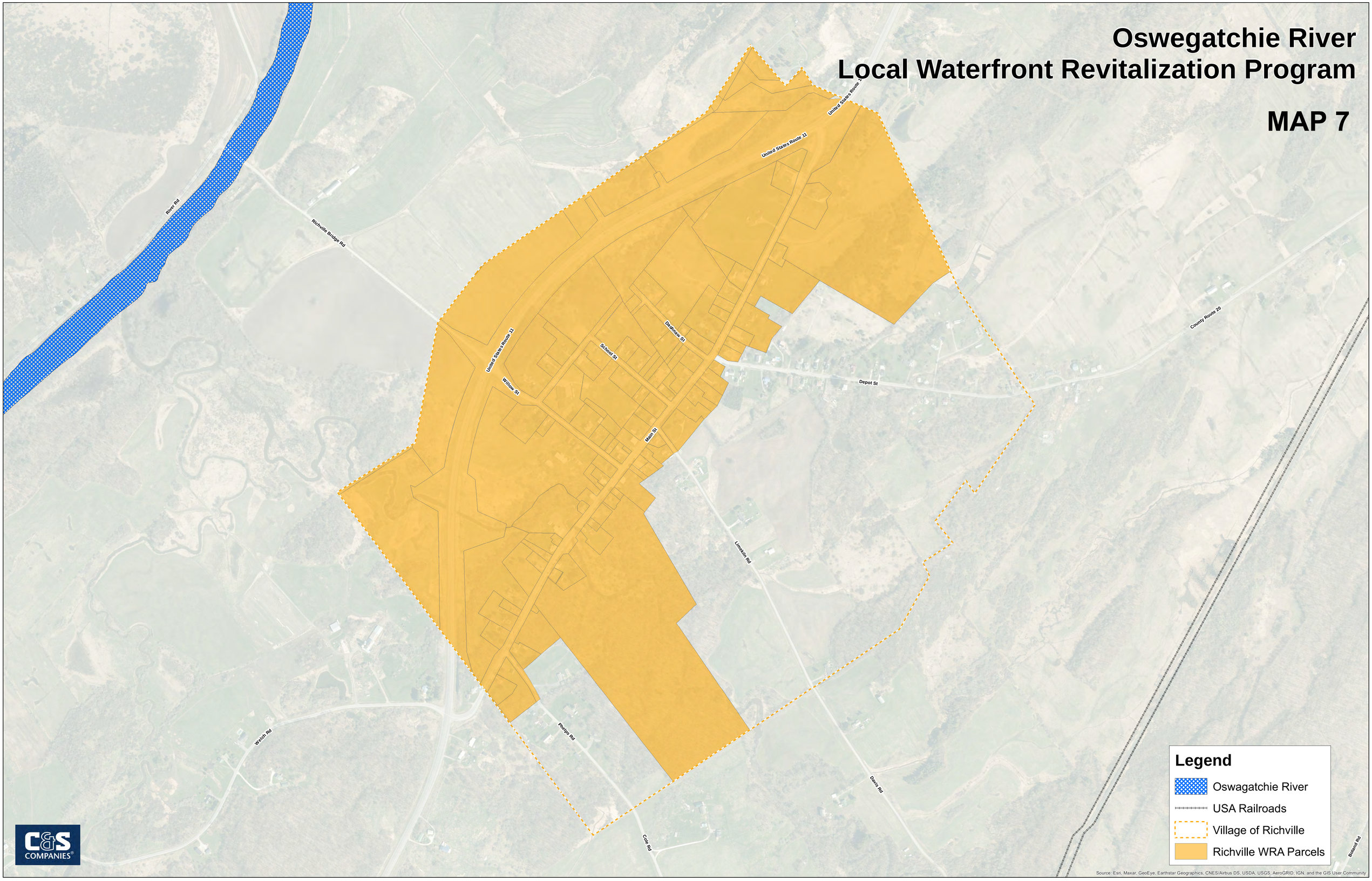
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Oswegatchie River
Local Waterfront Revitalization Program



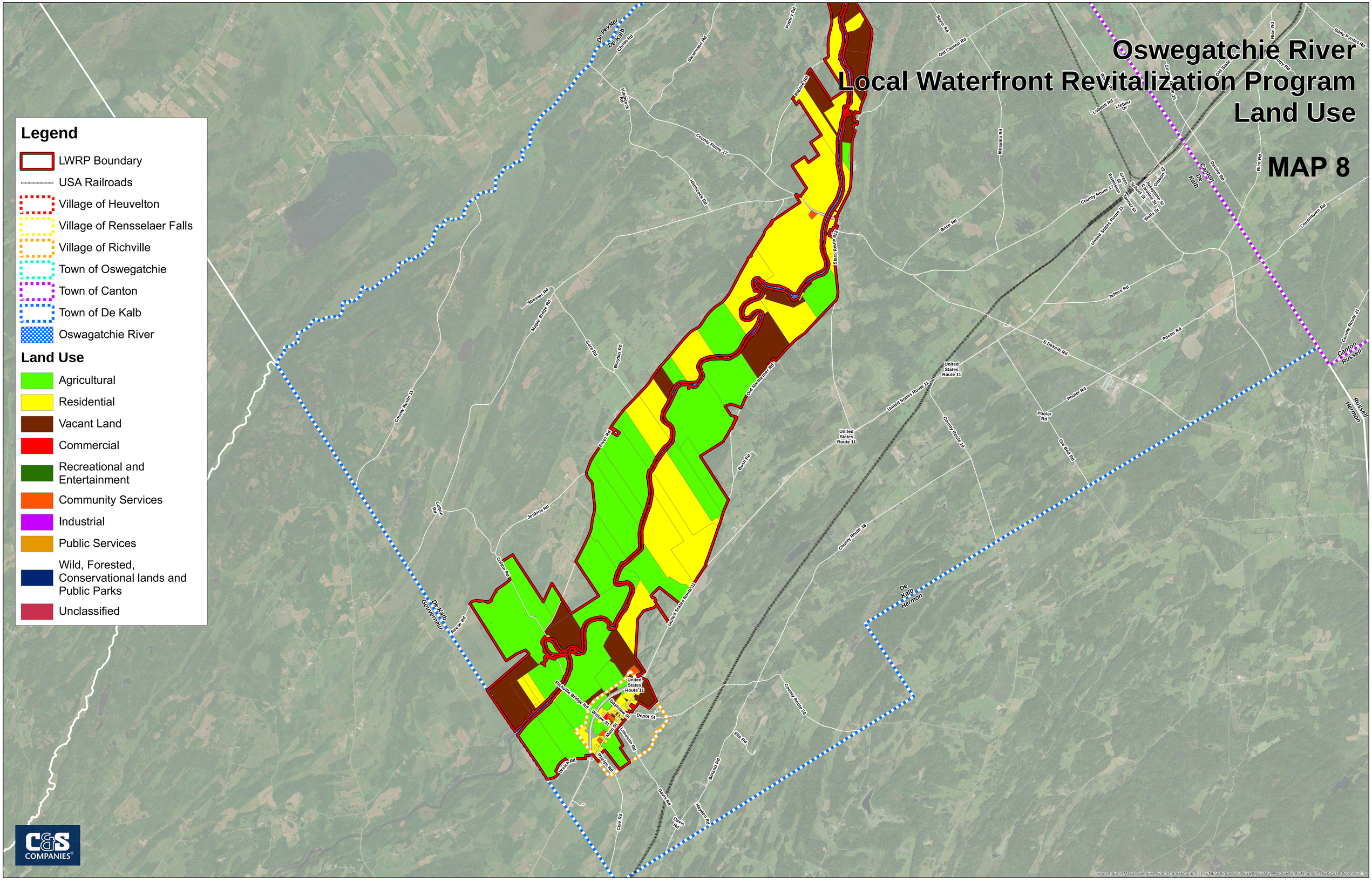
Oswegatchie River
Local Waterfront Revitalization Program

MAP 7



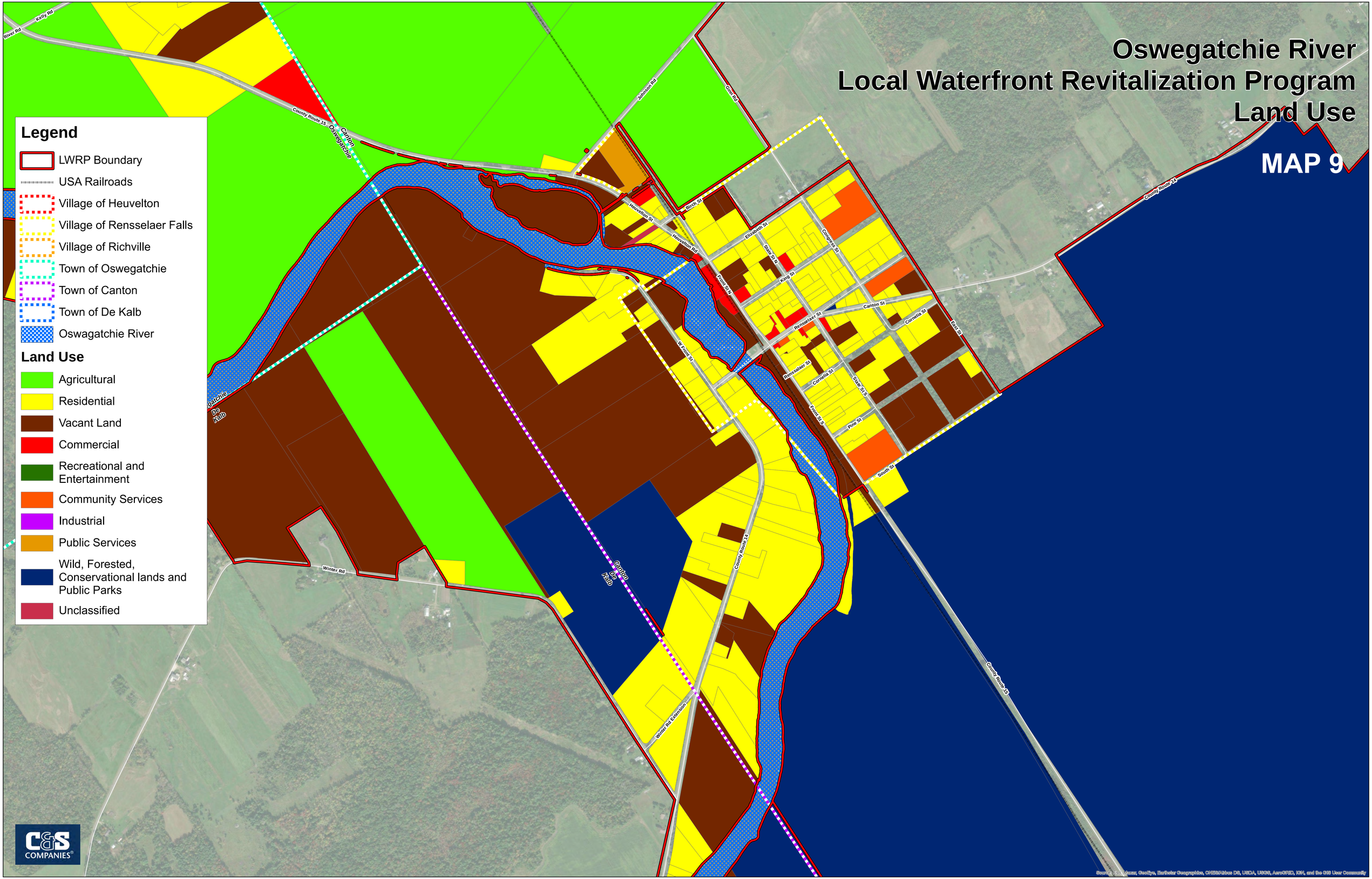
Oswegatchie River
Local Waterfront Revitalization Program
Land Use

MAP 8

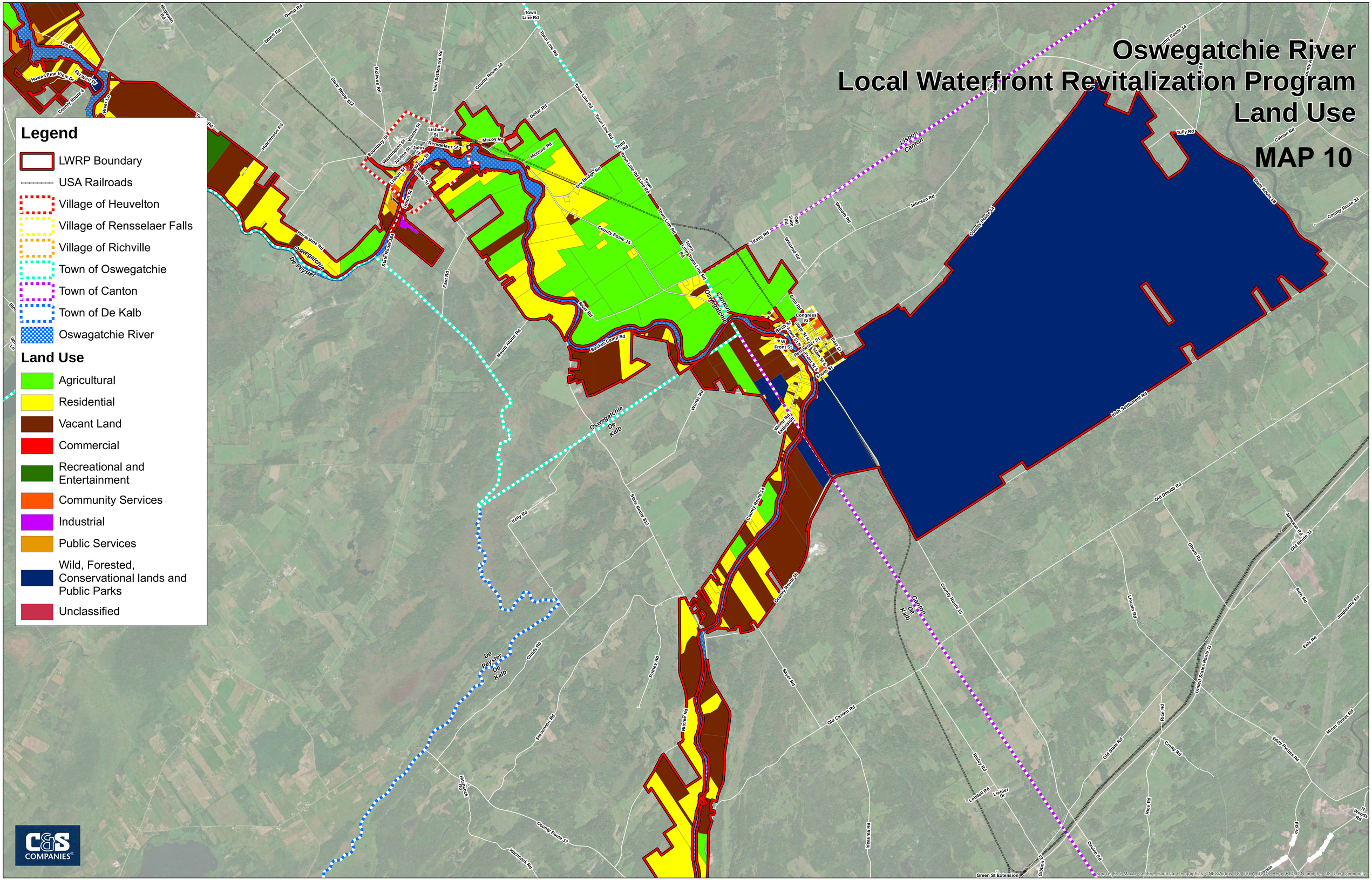


Oswegatchie River
Local Waterfront Revitalization Program
Land Use

MAP 9



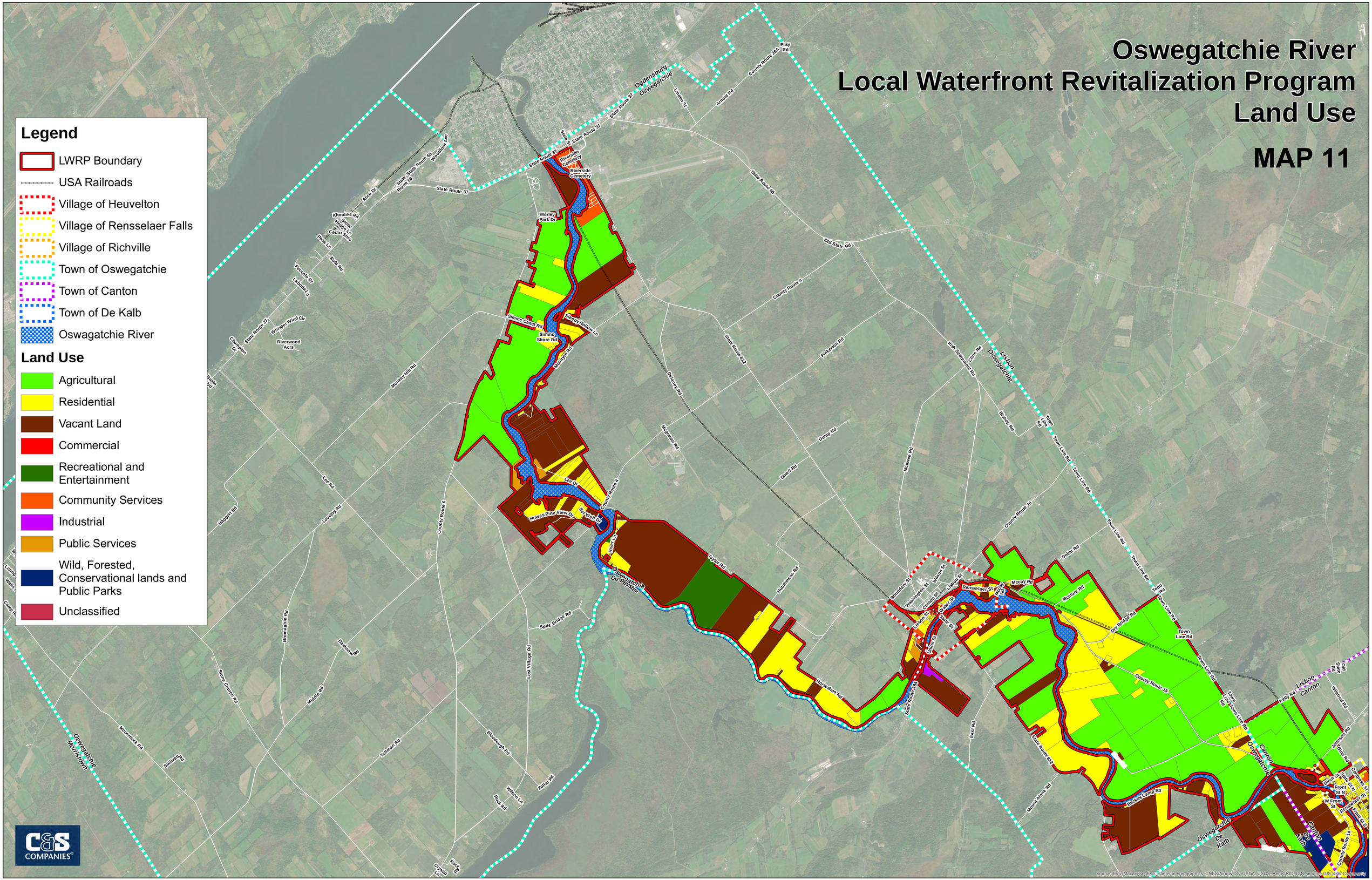
Oswegatchie River
Local Waterfront Revitalization Program
Land Use
MAP 10



C&S COMPANIES®

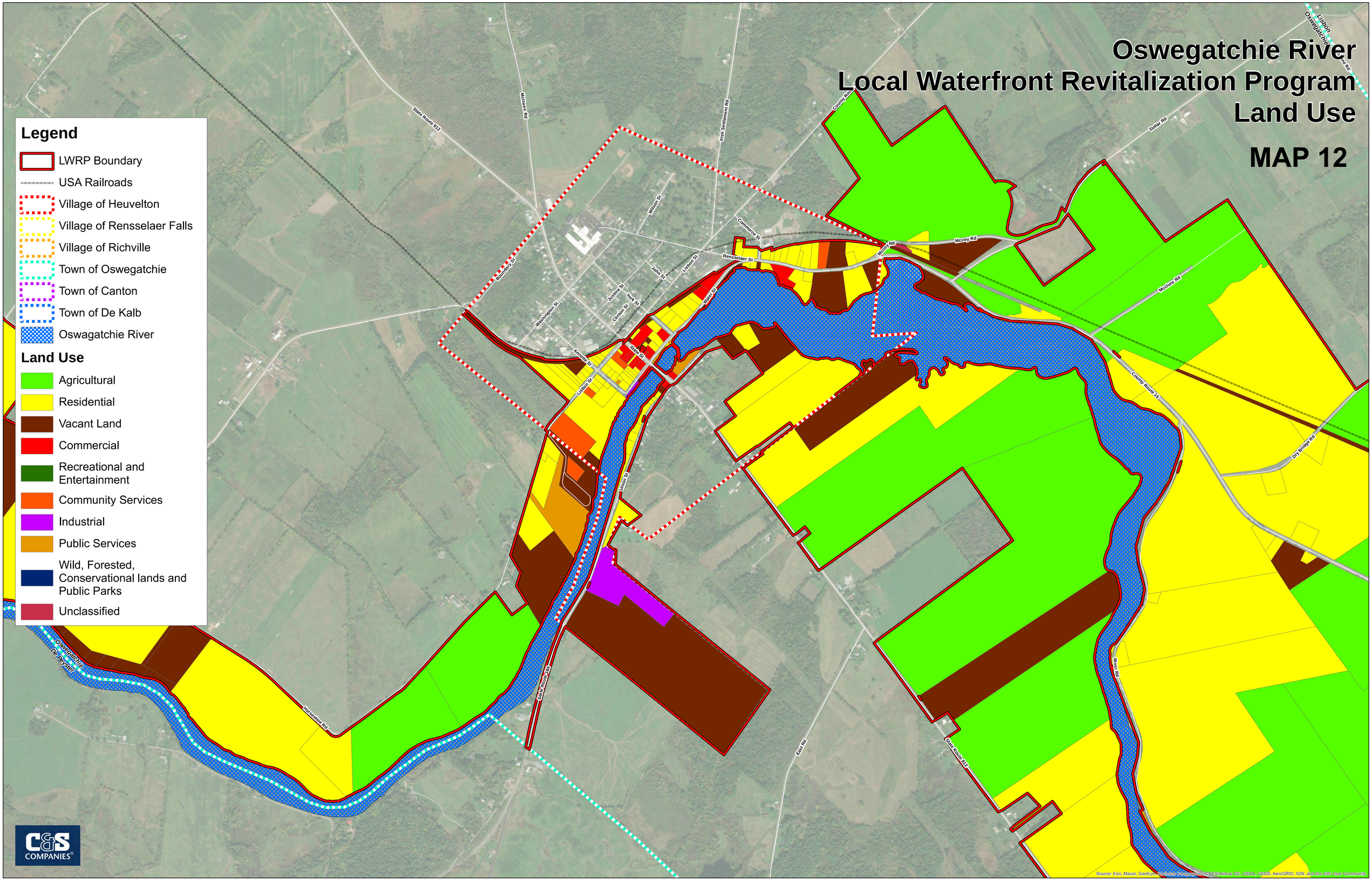
Oswegatchie River
Local Waterfront Revitalization Program
Land Use

MAP 11



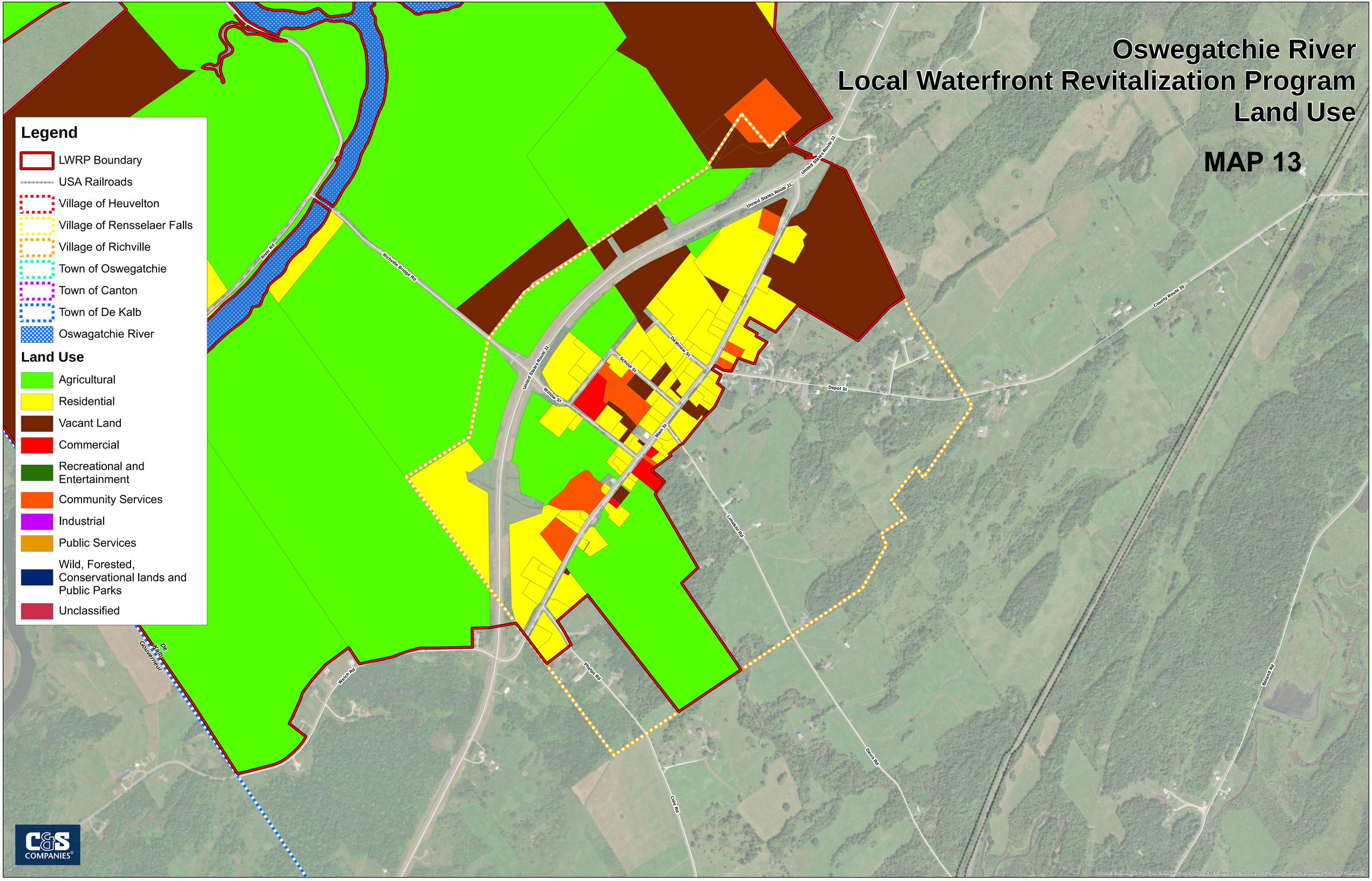
Oswegatchie River
Local Waterfront Revitalization Program
Land Use

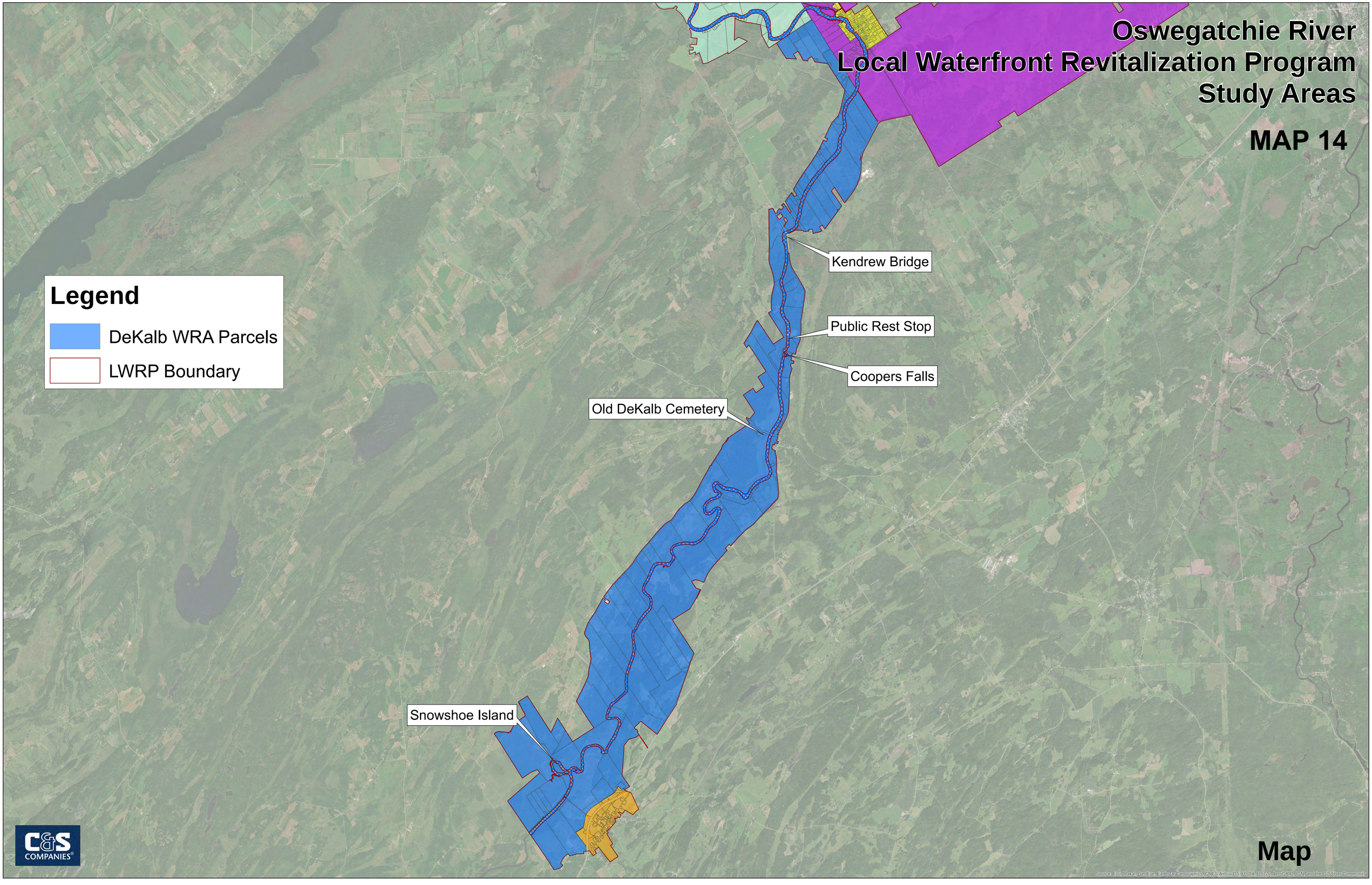
MAP 12



Oswegatchie River
Local Waterfront Revitalization Program
Land Use

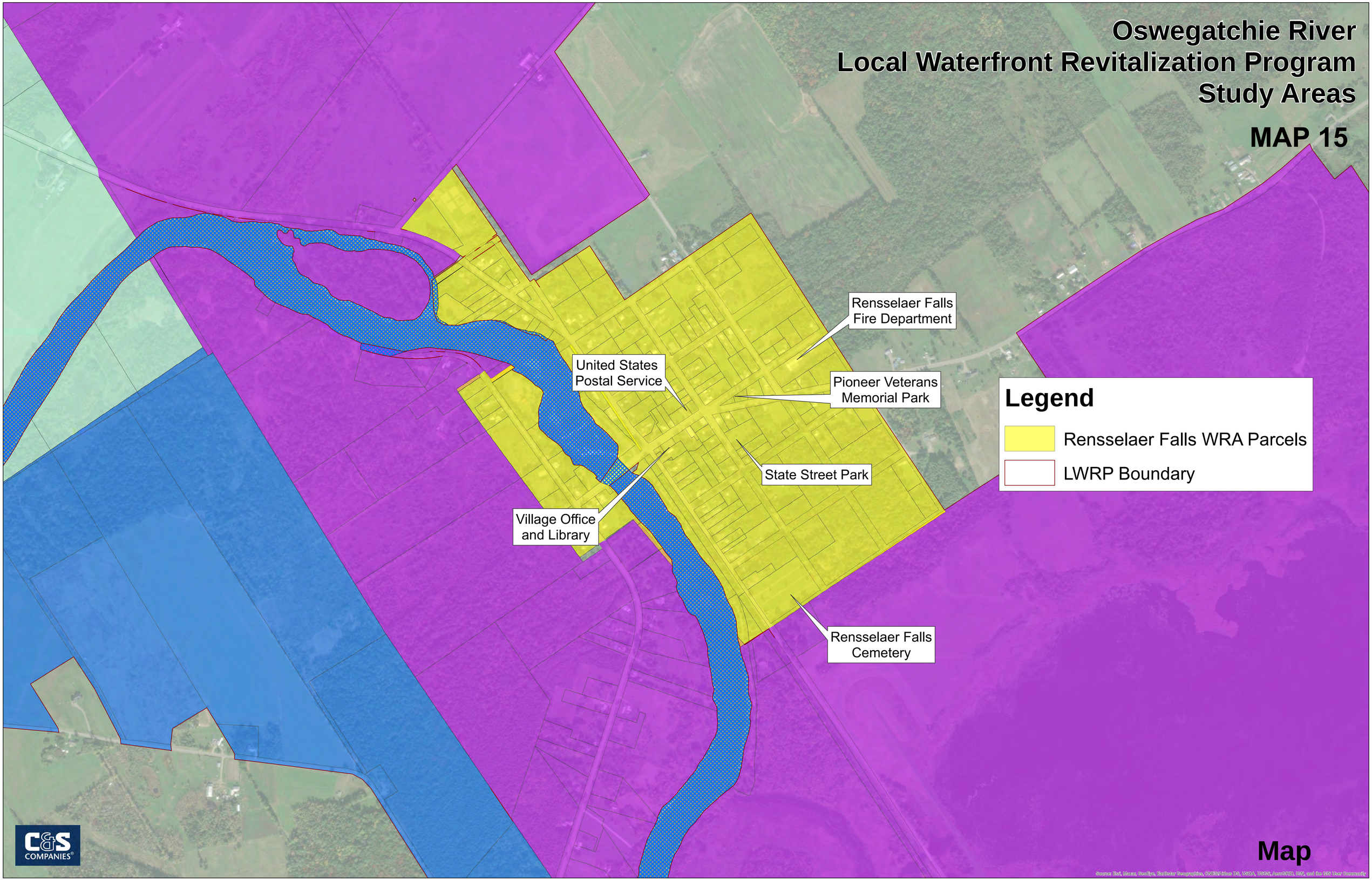
MAP 13




Oswegatchie River
Local Waterfront Revitalization Program
Study Areas
MAP 14
Legend
DeKalb WRA Parcels
LWRP Boundary
Kendrew Bridge
Public Rest Stop
Coopers Falls
Old DeKalb Cemetery
Snowshoe Island
C&S COMPANIES
Map
Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

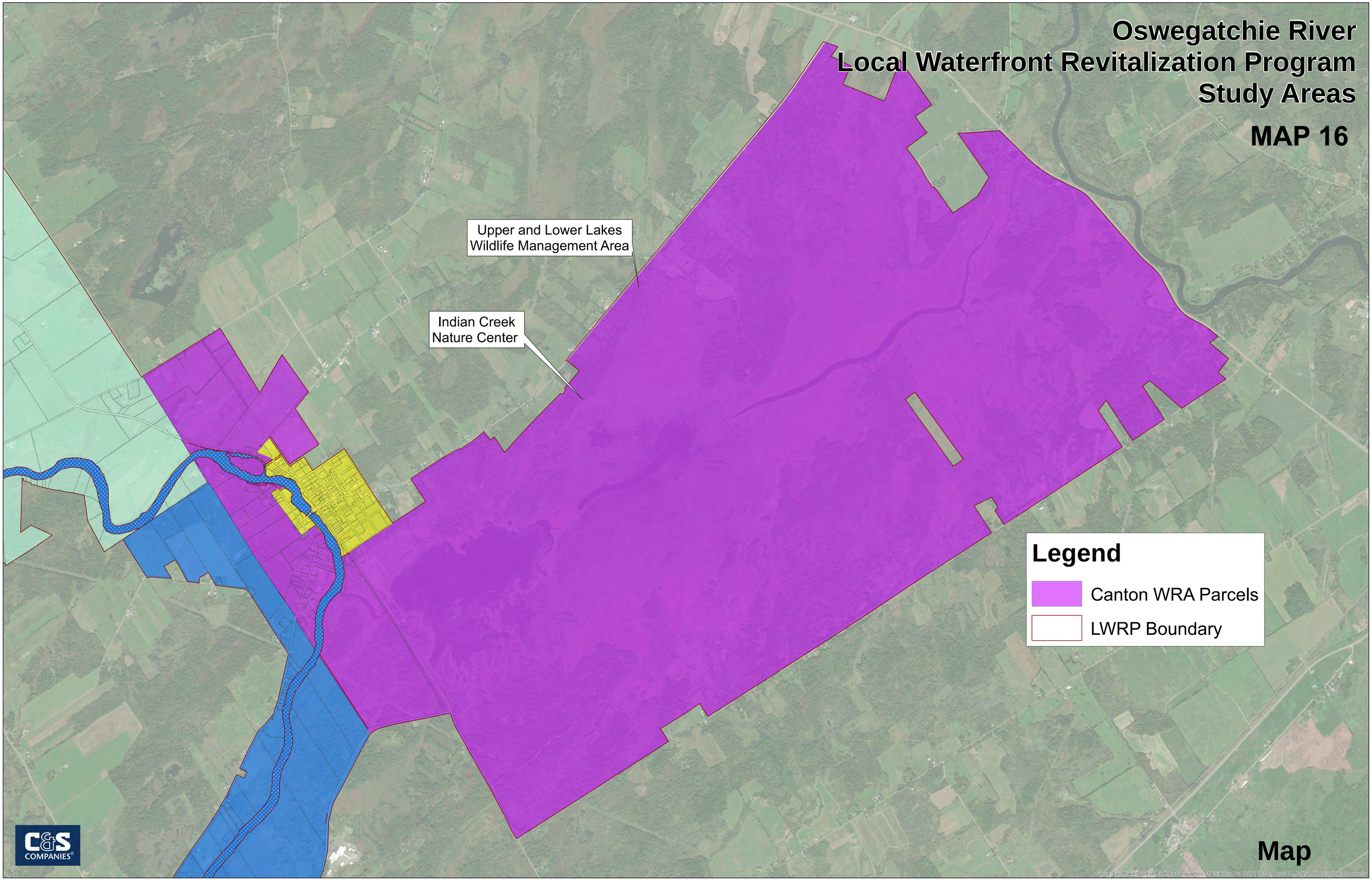
Oswegatchie River
Local Waterfront Revitalization Program
Study Areas

MAP 15



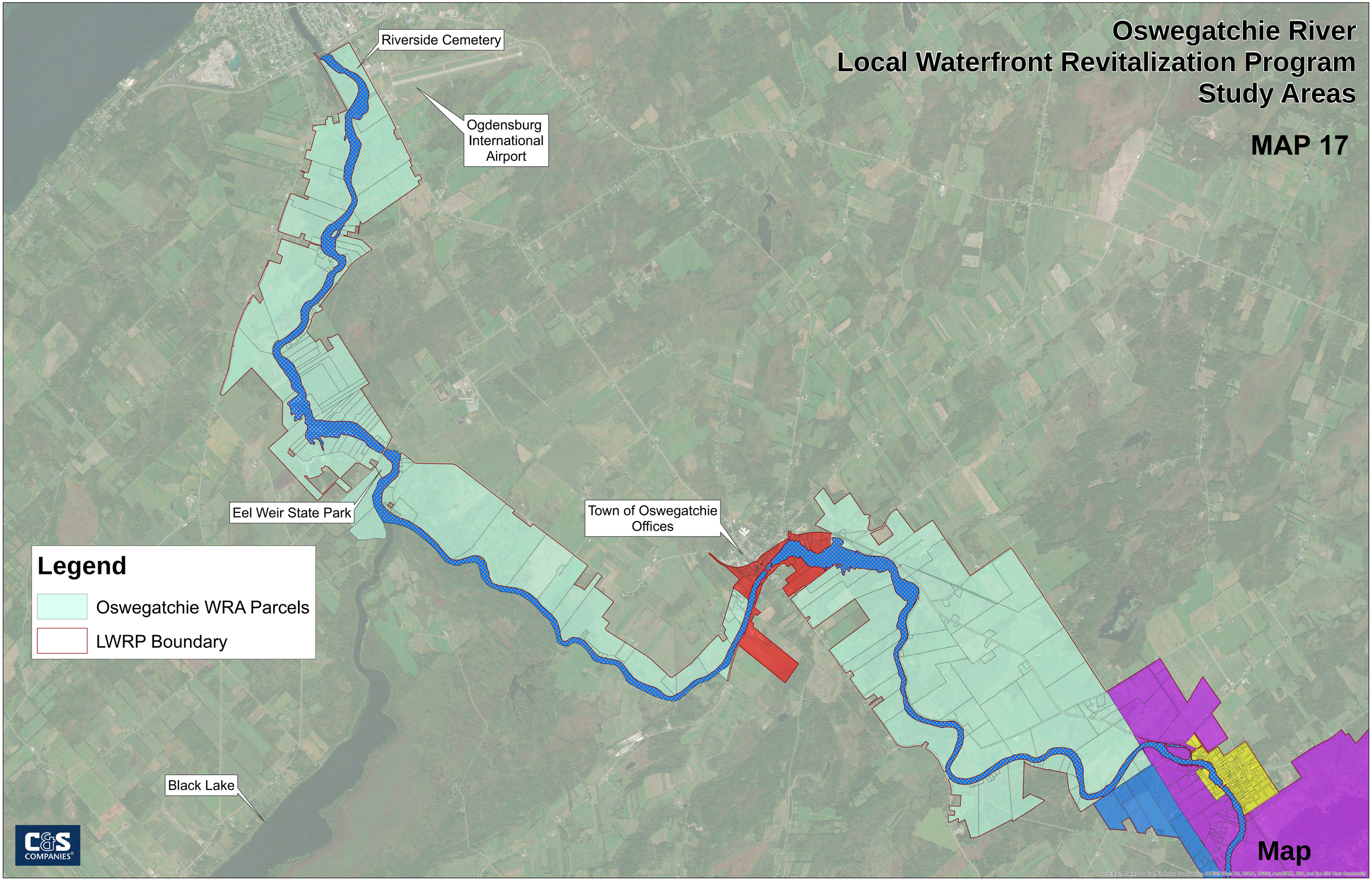
Oswegatchie River
Local Waterfront Revitalization Program
Study Areas

MAP 16



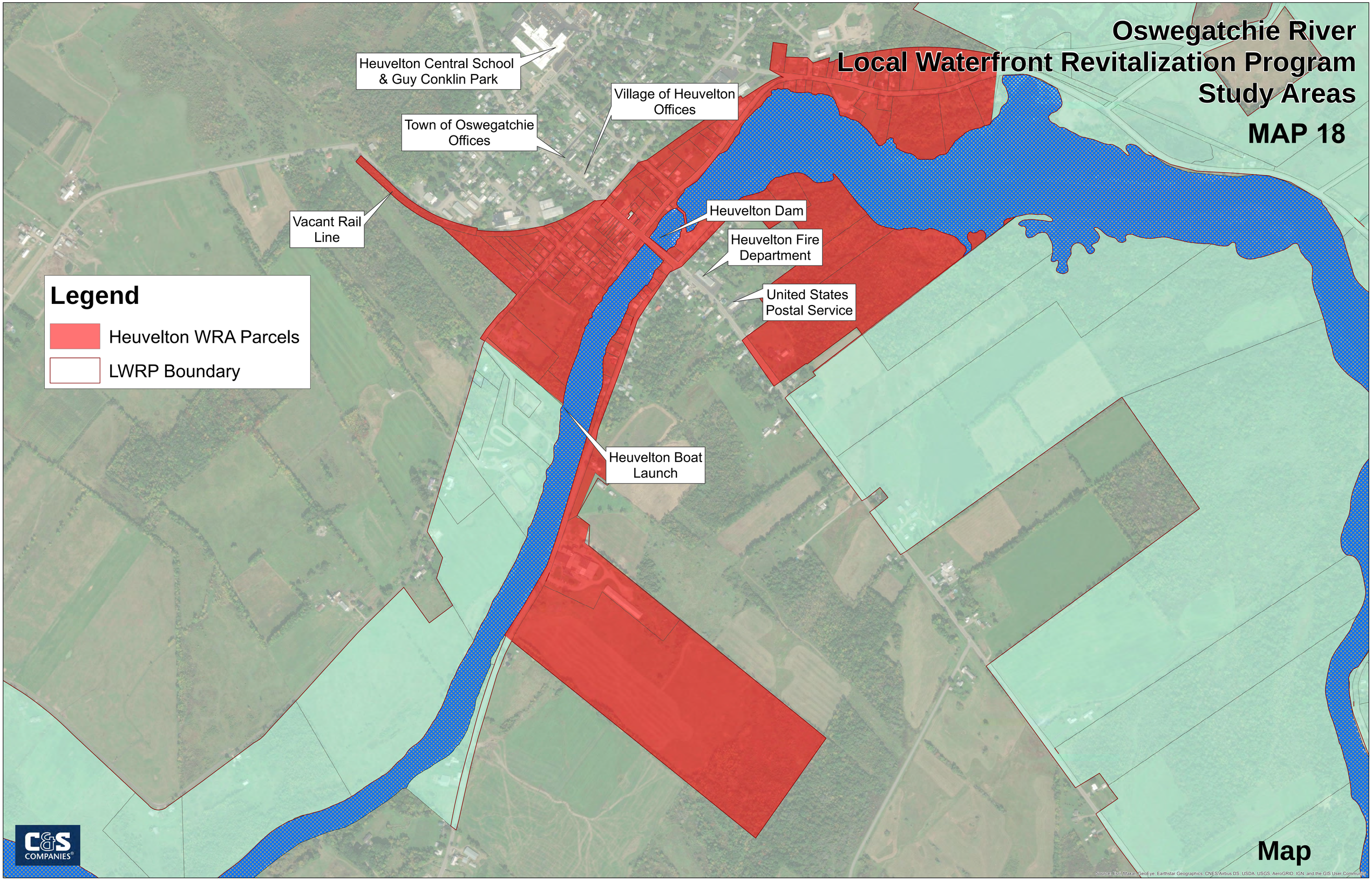
Oswegatchie River
Local Waterfront Revitalization Program
Study Areas

MAP 17



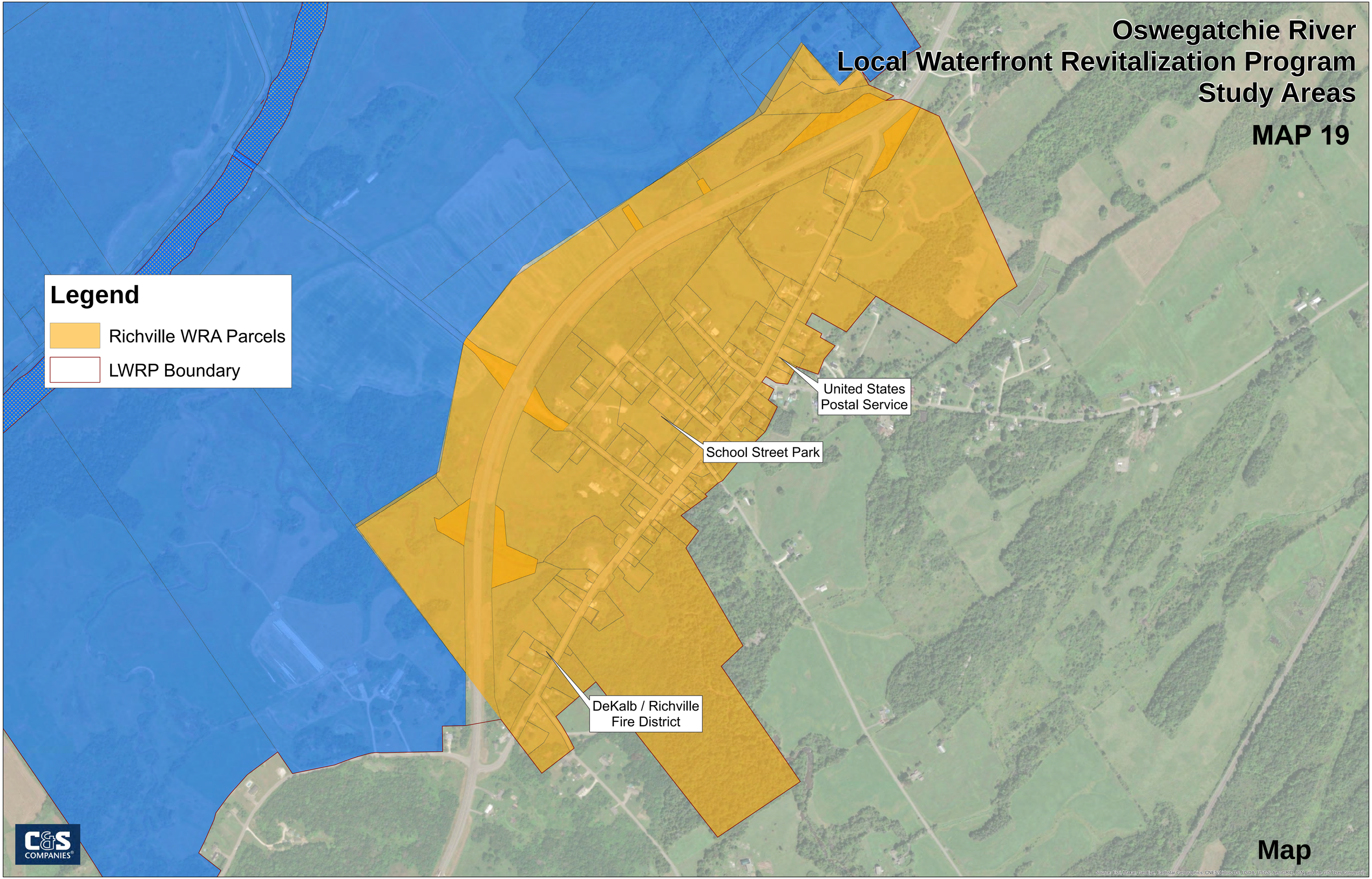
Oswegatchie River Local Waterfront Revitalization Program Study Areas

MAP 18



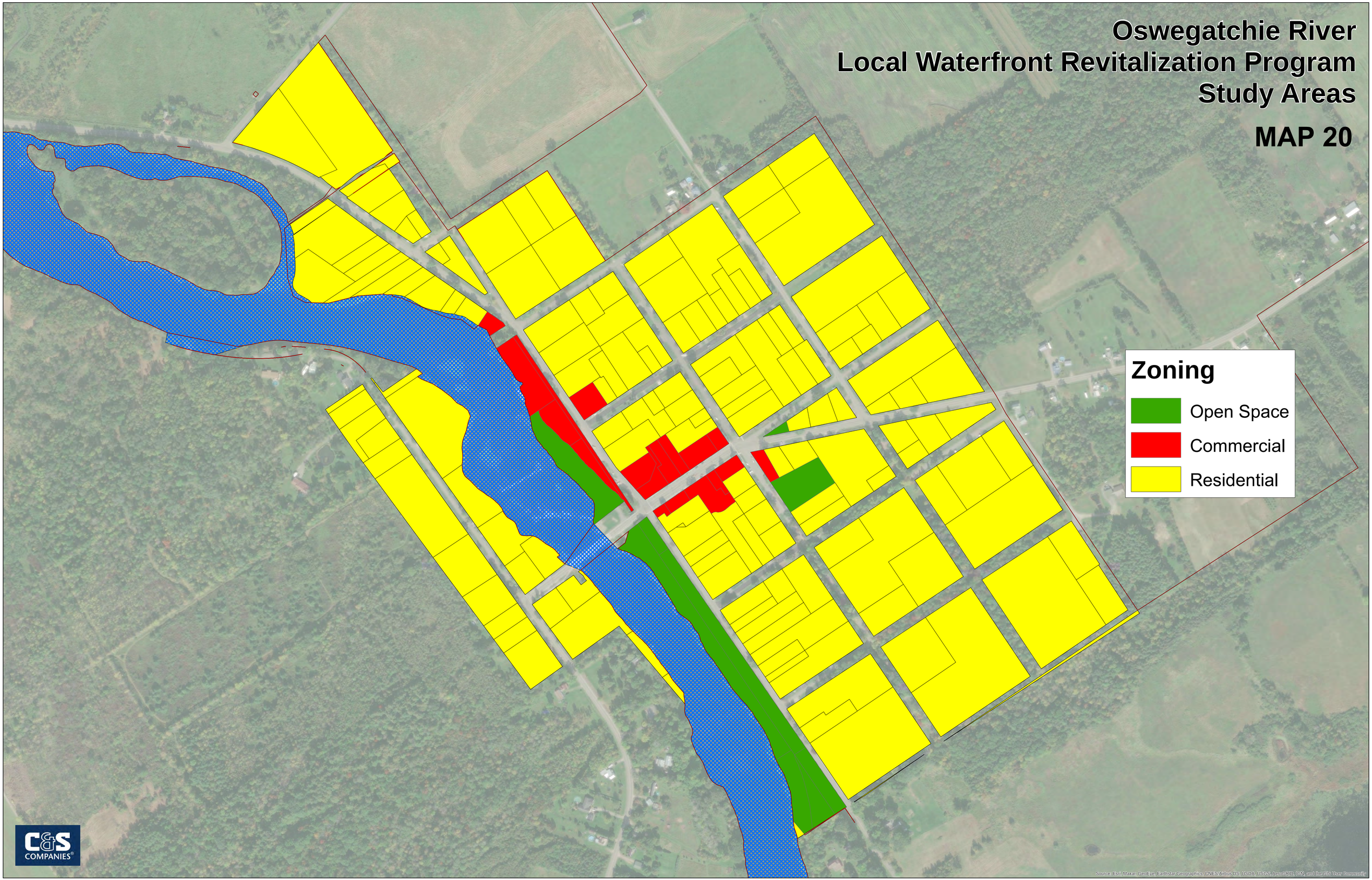
Oswegatchie River
Local Waterfront Revitalization Program
Study Areas

MAP 19



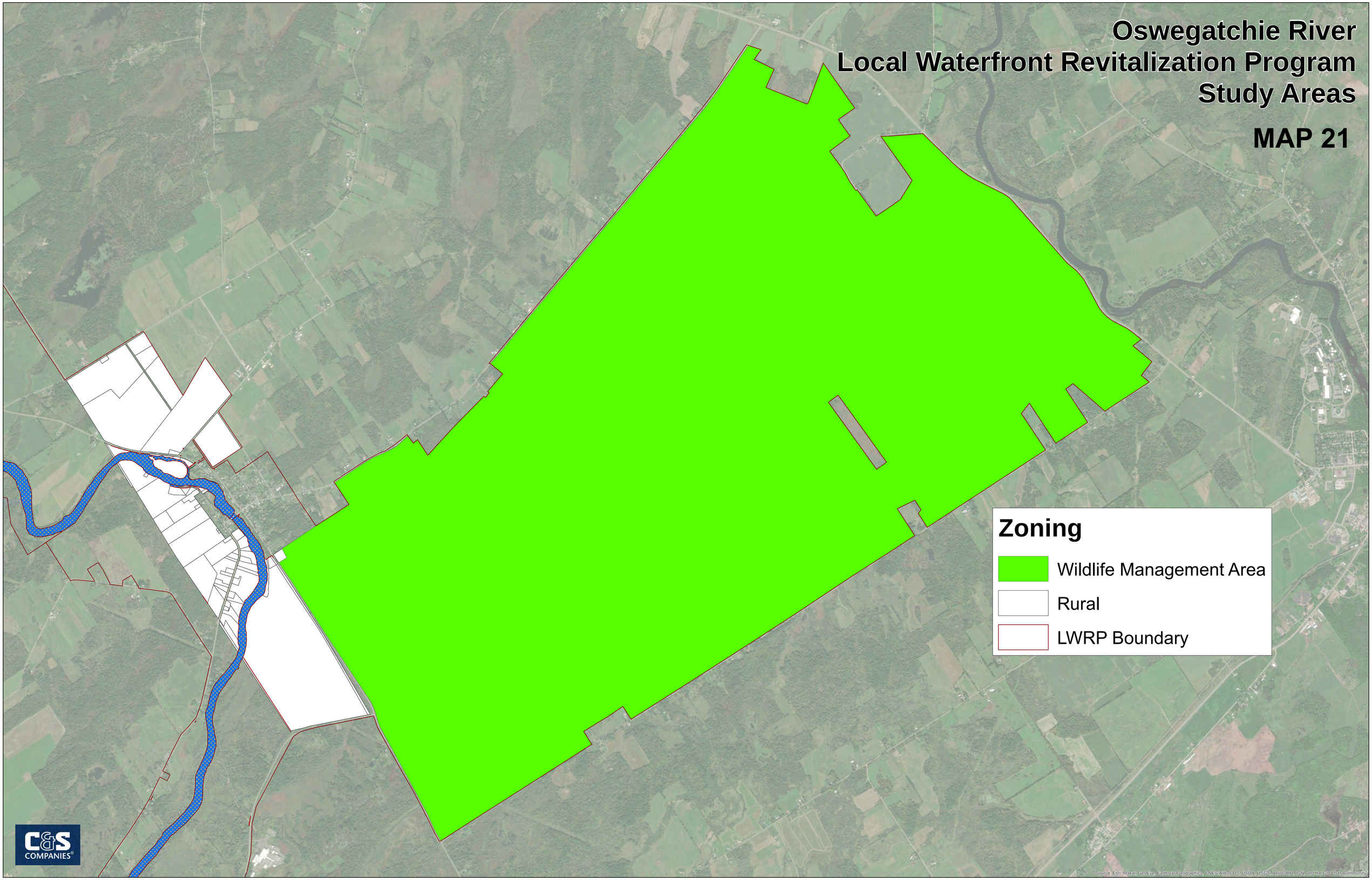
Oswegatchie River
Local Waterfront Revitalization Program
Study Areas

MAP 20



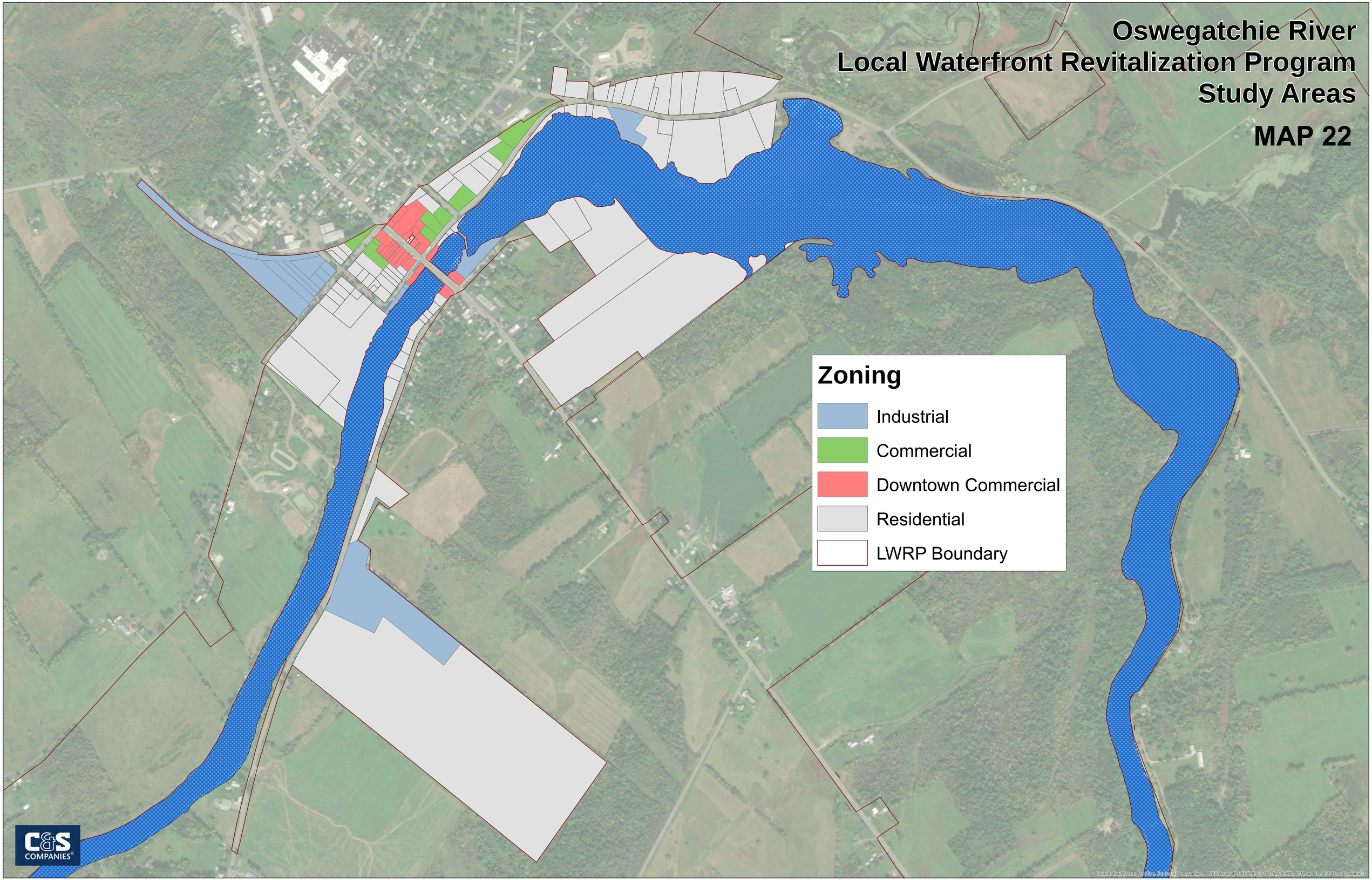
Oswegatchie River
Local Waterfront Revitalization Program
Study Areas

MAP 21

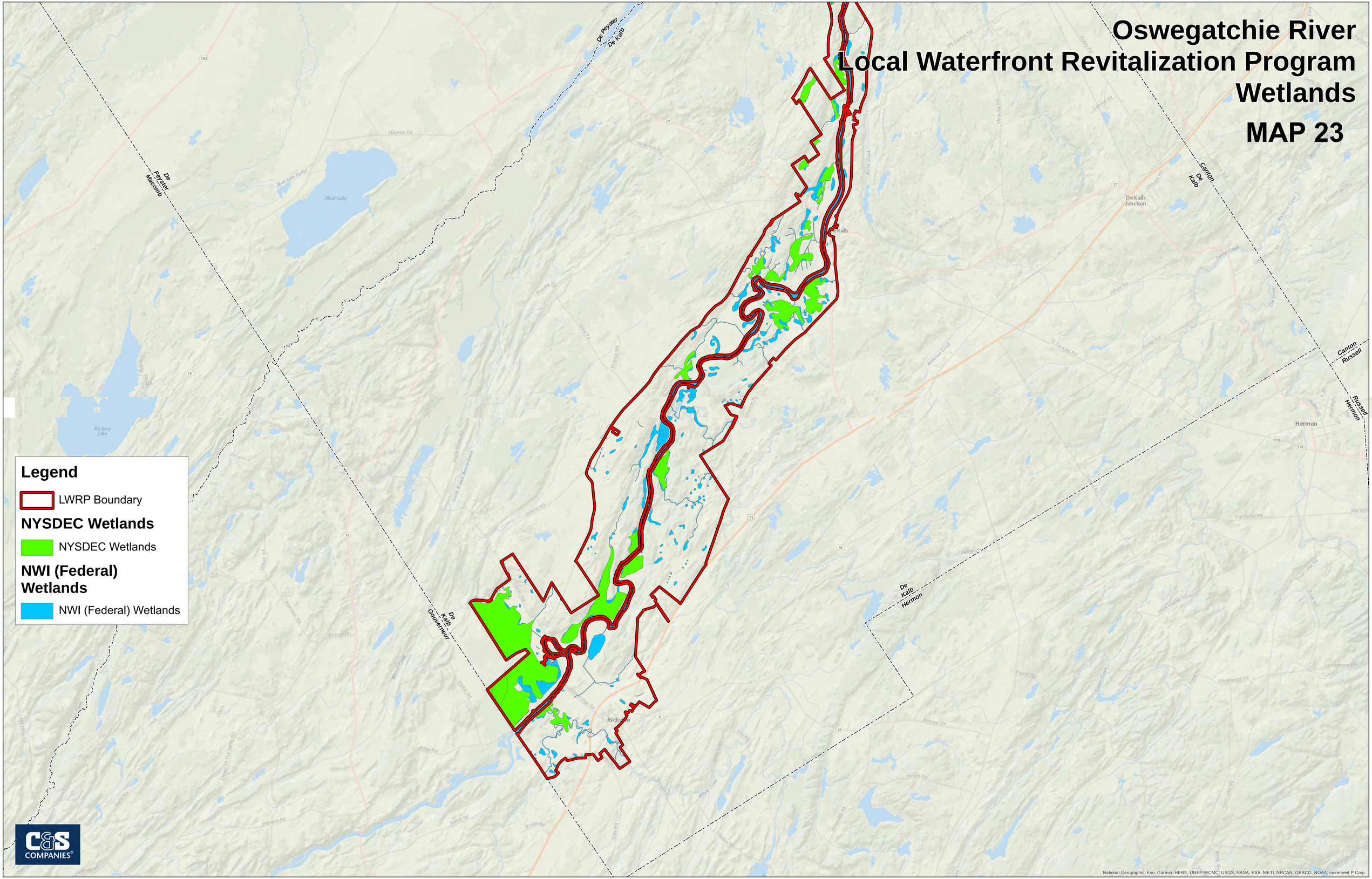


Oswegatchie River
Local Waterfront Revitalization Program
Study Areas

MAP 22

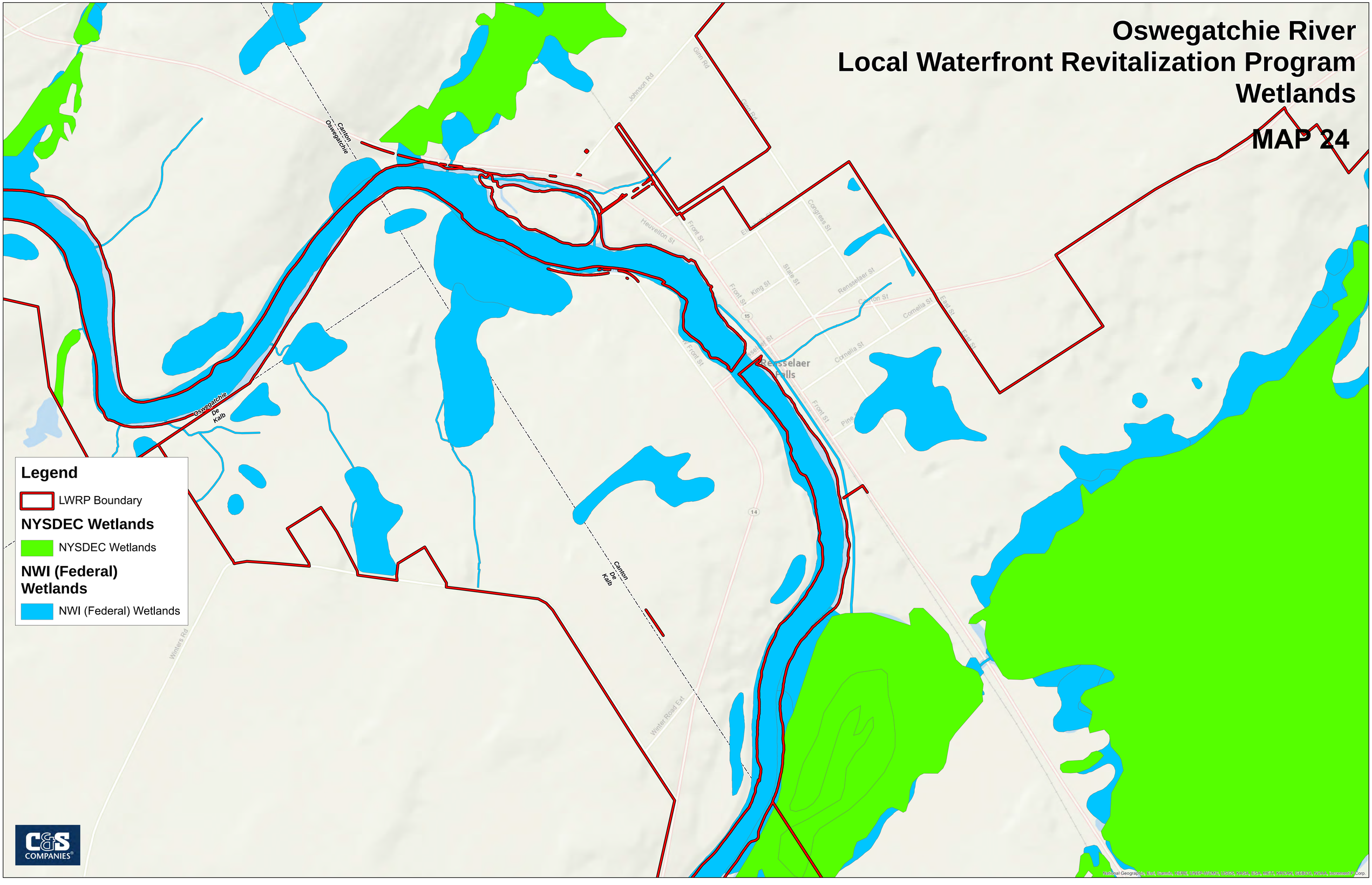


Oswegatchie River
Local Waterfront Revitalization Program
Wetlands
MAP 23



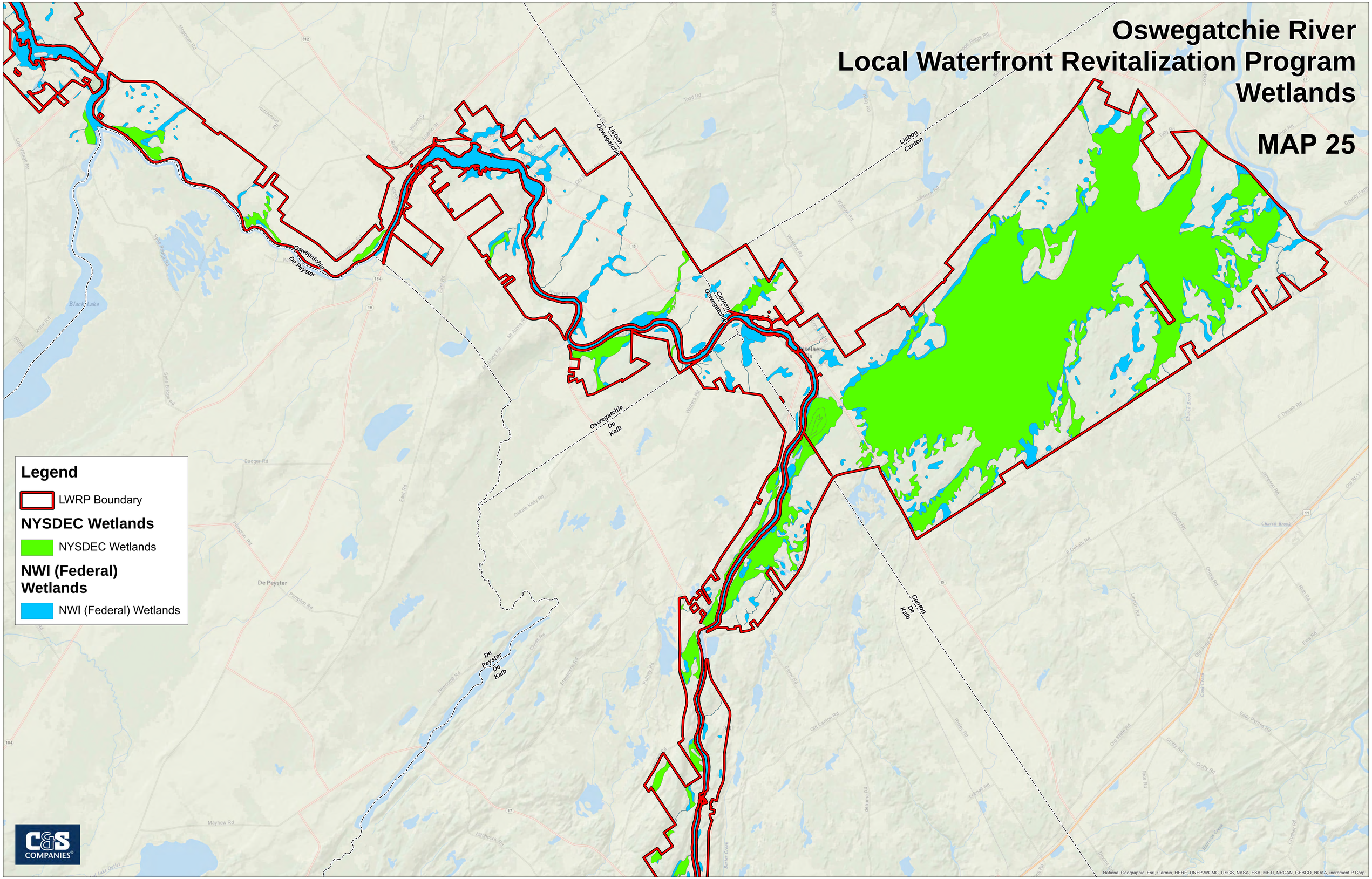
Oswegatchie River
Local Waterfront Revitalization Program
Wetlands

MAP 24



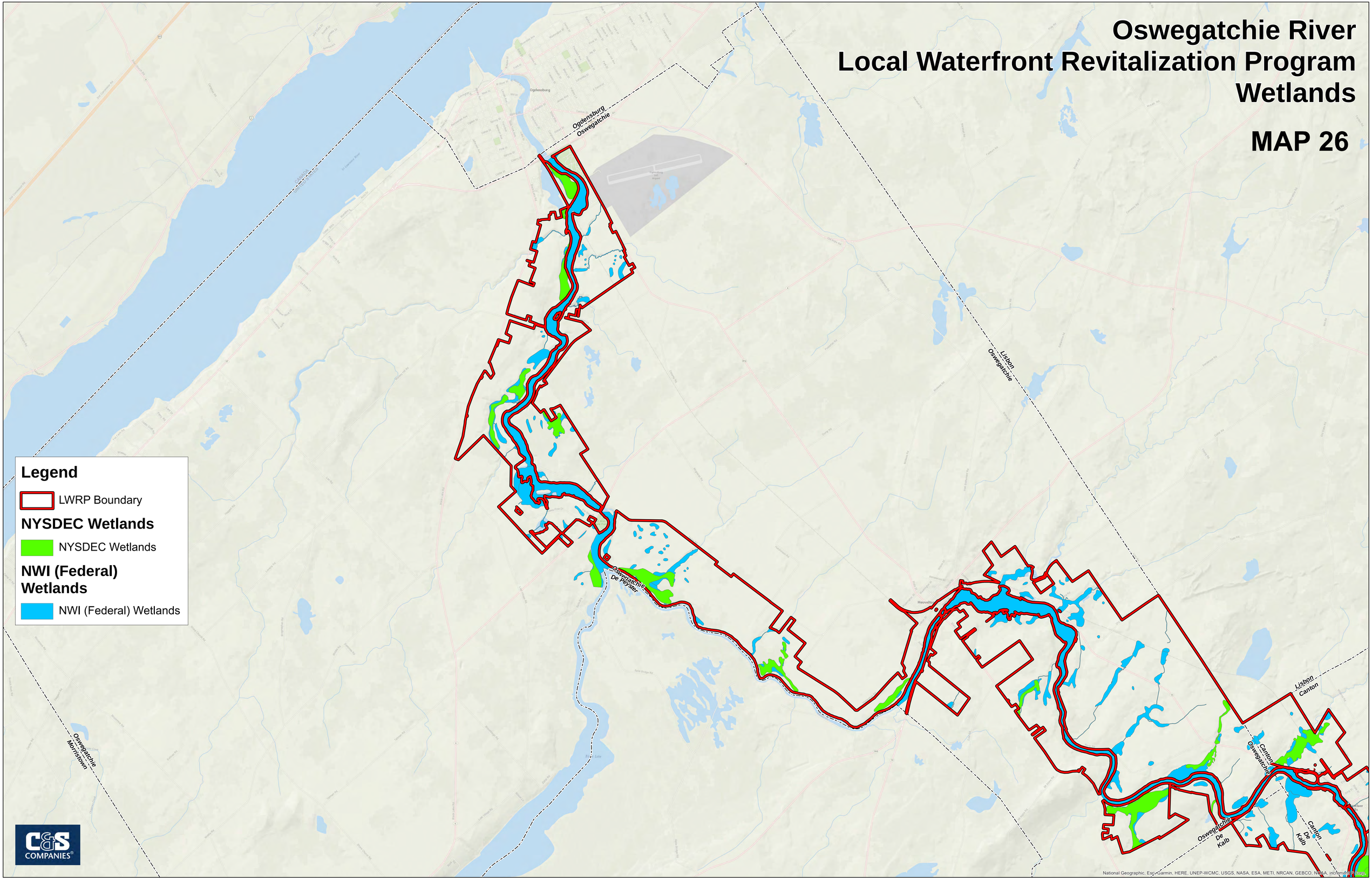
Oswegatchie River
Local Waterfront Revitalization Program
Wetlands

MAP 25



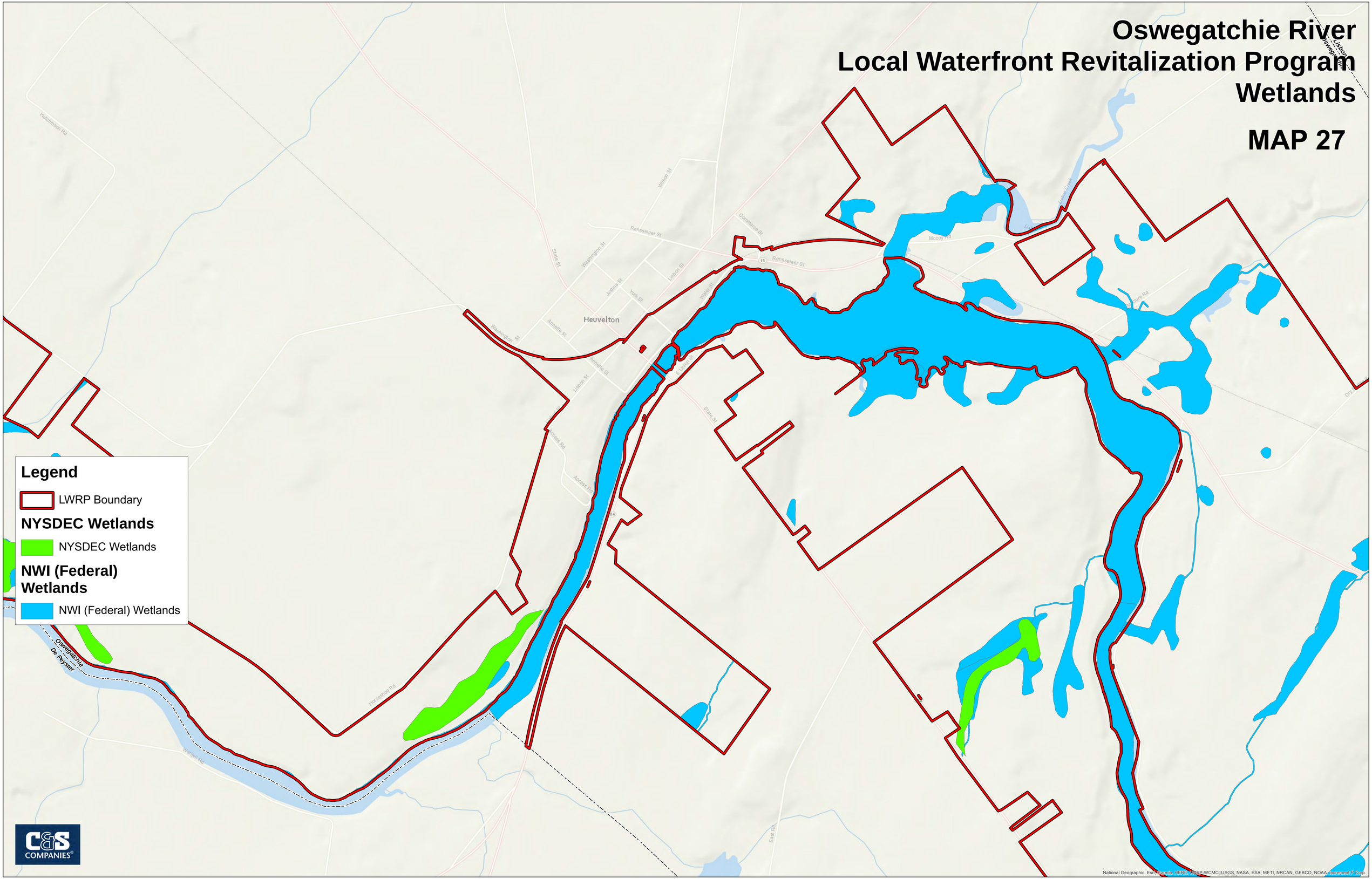
Oswegatchie River
Local Waterfront Revitalization Program
Wetlands

MAP 26



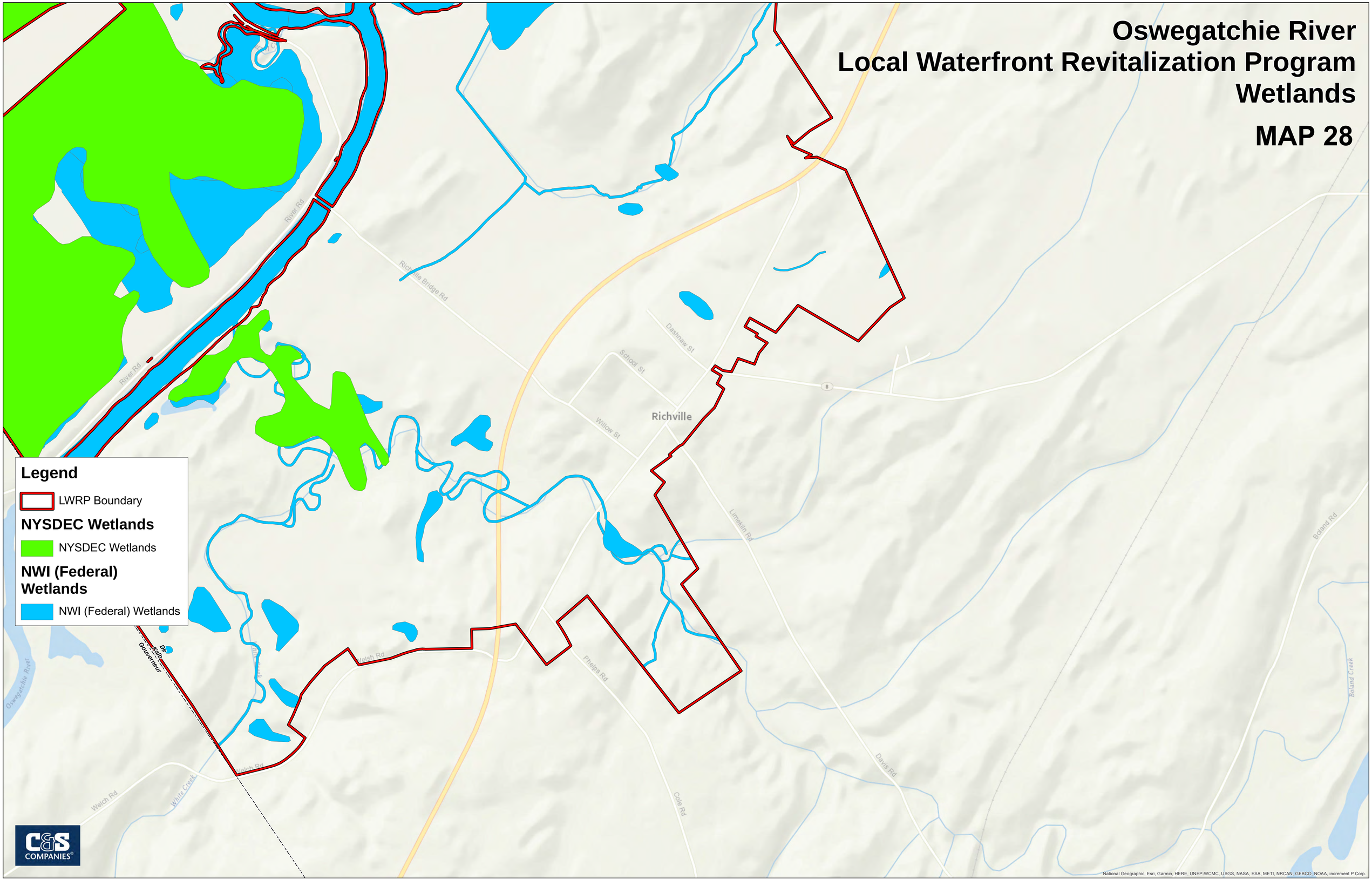
Oswegatchie River
Local Waterfront Revitalization Program
Wetlands

MAP 27



Oswegatchie River
Local Waterfront Revitalization Program
Wetlands

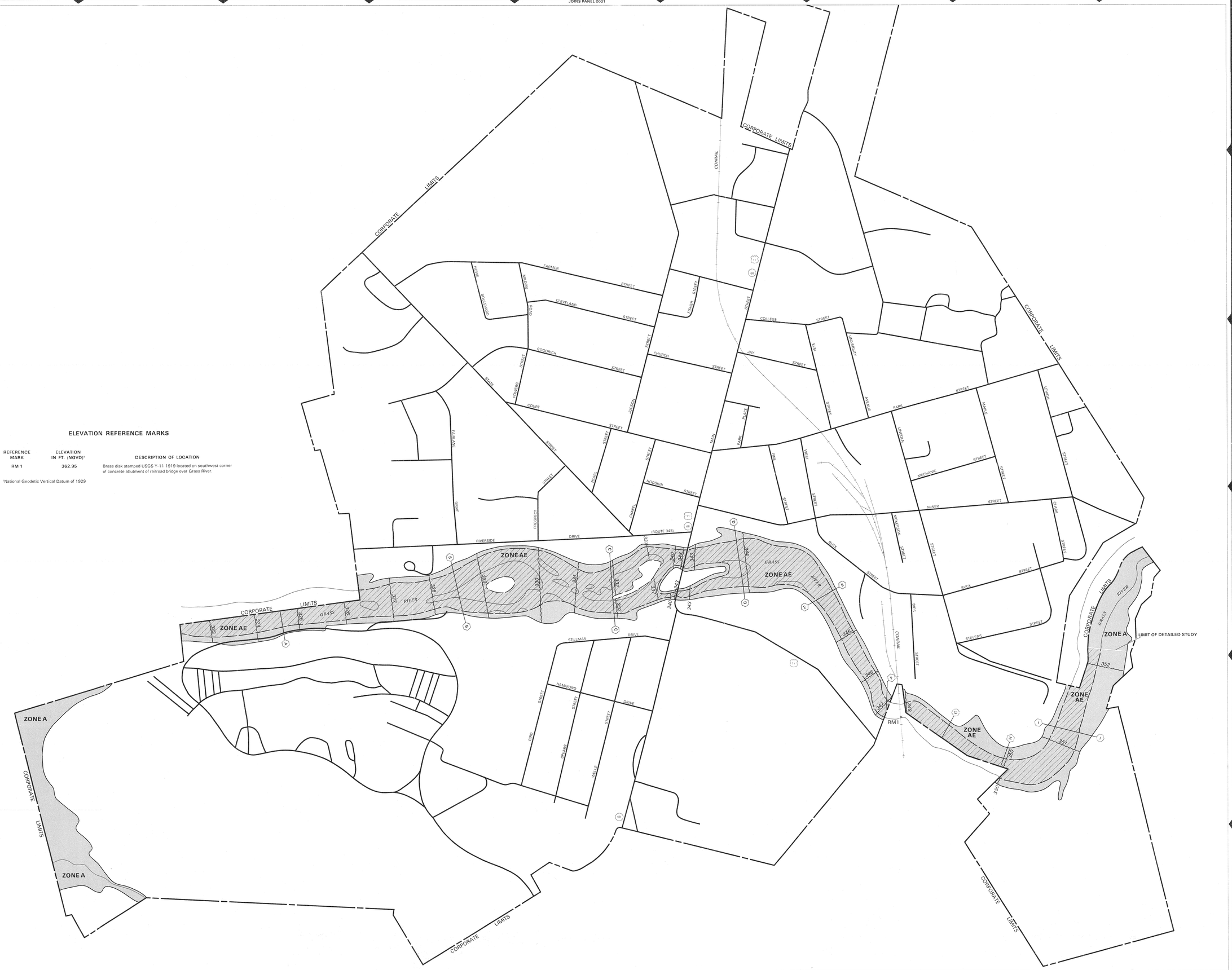
MAP 28



A B C D E F G H J

1 2 3 4 5 6

JOINS PANEL 0001



ELEVATION REFERENCE MARKS

REFERENCE MARK	ELEVATION IN FT. (NGVD)[1]	DESCRIPTION OF LOCATION
RM 1	362.95	Brass disk stamped USGS Y-11 1919 located on southwest corner of concrete abutment of railroad bridge over Grass River.

[1]National Geodetic Vertical Datum of 1929

LEGEND

SPECIAL FLOOD HAZARD AREAS INUNDATED BY 100-YEAR FLOOD

ZONE A No base flood elevations determined.

ZONE AE Base flood elevations determined.

ZONE AH Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.

ZONE AO Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding; velocities also determined.

ZONE A99 To be protected from 100-year flood by Federal flood protection system under construction; no base flood elevations determined.

ZONE V Coastal flood with velocity hazard (wave action); no base flood elevations determined.

ZONE VE Coastal flood with velocity hazard (wave action); base flood elevations determined.

FLOODWAY AREAS IN ZONE AE

OTHER FLOOD AREAS

ZONE X Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

OTHER AREAS

ZONE X Areas determined to be outside 500-year floodplain.

ZONE D Areas in which flood hazards are undetermined.

UNDEVELOPED COASTAL BARRIERS†

Identified 1983 | Identified 1990 | Otherwise Protected Areas

†Coastal barrier areas are normally located within or adjacent to special flood hazard areas.

Floodplain Boundary

Floodway Boundary

Zone D Boundary

Boundary Dividing Special Flood Hazard Zones, and Boundary Dividing Areas of Different Coastal Base Flood Elevations Within Special Flood Hazard Zones.

513 — Base Flood Elevation Line; Elevation in Feet*

D — D Cross Section Line

(EL 987) Base Flood Elevation in Feet Where Uniform Within Zone*

RM 7x Elevation Reference Mark

•M1.5 River Mile

*Referenced to the National Geodetic Vertical Datum of 1929

NOTES

This map is for use in administering the National Flood Insurance Program; it does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size, or all planimetric features outside Special Flood Hazard Areas. The community map repository should be consulted for possible updated flood hazard information prior to use of this map for property purchase or construction purposes.

Coastal base flood elevations apply only landward of 0.0 NGVD, and include the effects of wave action; these elevations may also differ significantly from those developed by the National Weather Service for hurricane evacuation planning.

Areas of special flood hazard (100-year flood) include Zones A, AE, AH, AO, A99, V, and VE.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the Federal Emergency Management Agency.

Floodway widths in some areas may be too narrow to show to scale. Floodway widths are provided in the Flood Insurance Study Report.

MAP REPOSITORY
Canton Municipal Building, 60 Main Street, Canton, New York 13617
(Maps available for reference only, not for distribution.)

INITIAL IDENTIFICATION:
AUGUST 16, 1974

FLOOD HAZARD BOUNDARY MAP REVISIONS:
AUGUST 6, 1976

FLOOD INSURANCE RATE MAP EFFECTIVE:
MAY 1, 1985

FLOOD INSURANCE RATE MAP REVISIONS:
May 2, 1994 - to update corporate limits, to add base flood elevations, to change special flood hazard areas and zone designations, and to update map format.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at (800) 638-6620.

APPROXIMATE SCALE
400 0 400 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

VILLAGE OF
CANTON,
NEW YORK
ST. LAWRENCE COUNTY

ONLY PANEL PRINTED

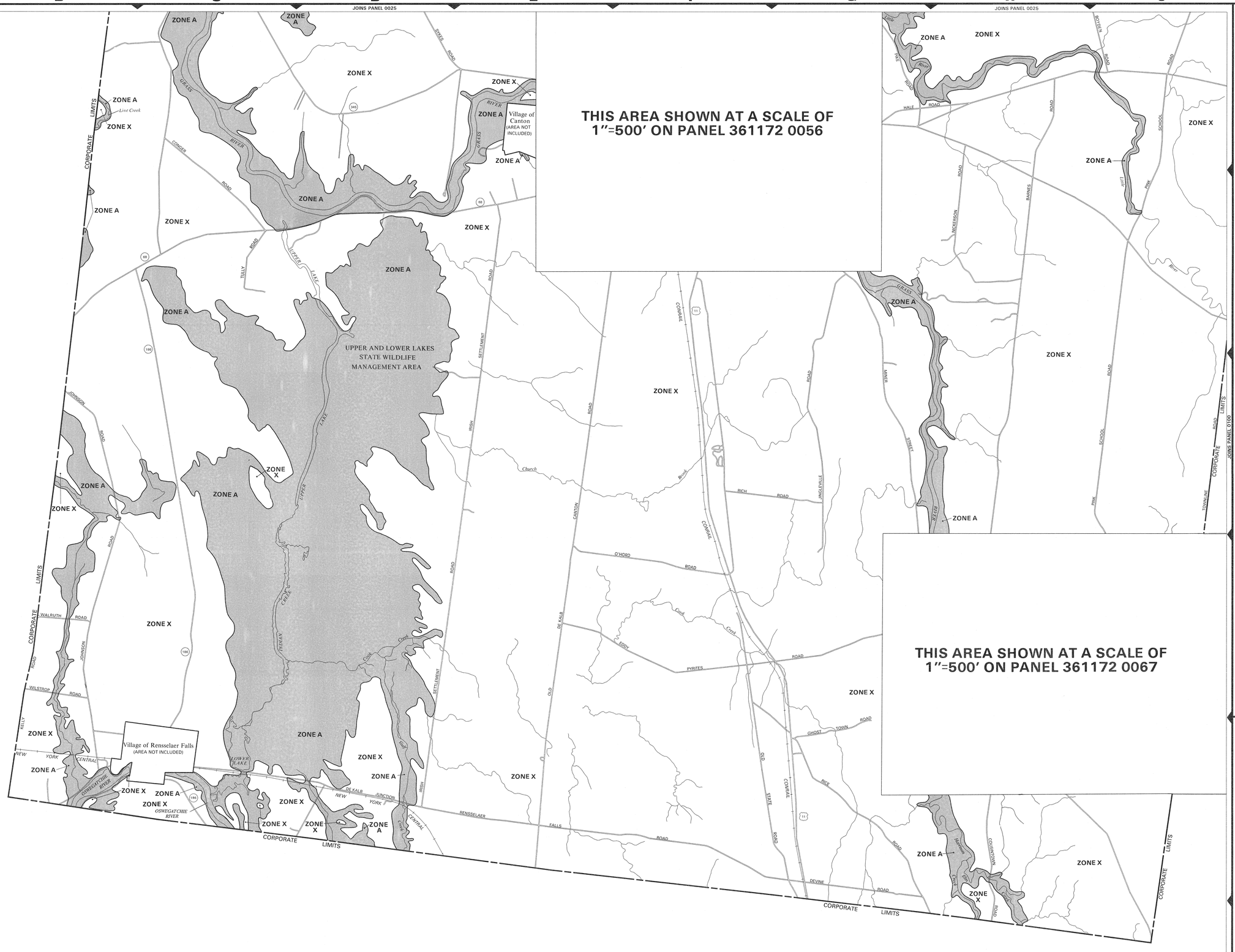
MAP LOCATOR DIAGRAM

*PANEL NOT PRINTED: NO SPECIAL FLOOD HAZARD AREAS

COMMUNITY-PANEL NUMBER
360697 0002 C

MAP REVISED:
MAY 2, 1994

Federal Emergency Management Agency



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ZONE A99 To be protected from 100-year flood by federal flood protection system under construction; no base flood elevations determined.

ZONE V Coastal flood with velocity hazard (wave action); no base flood elevations determined.

ZONE VE Coastal flood with velocity hazard (wave action); base flood elevations determined.

FLOODWAY AREAS IN ZONE AE

OTHER FLOOD AREAS

ZONE X Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 100-year flood.

OTHER AREAS

ZONE X Areas determined to be outside 500-year floodplain.

ZONE D Areas in which flood hazards are undetermined.

UNDEVELOPED COASTAL BARRIERS†

Identified 1983 | Identified 1990 or Later | Otherwise Protected Areas Identified 1991 or Later

†Coastal barrier areas are normally located within or adjacent to special flood hazard areas.

Floodplain Boundary

Floodway Boundary

Zone D Boundary

Boundary Dividing Special Flood Hazard Zones, and Boundary Dividing Areas of Different Coastal Base Flood Elevations Within Special Flood Hazard Zones.

513 — Base Flood Elevation Line; Elevation in Feet*

D — D Cross Section Line

(EL 987) Base Flood Elevation in Feet Where Uniform Within Zone*

RM 7x Elevation Reference Mark

•M1.5 River Mile

*Referenced to the National Geodetic Vertical Datum of 1929

NOTES

This map is for use in administering the National Flood Insurance Program; it does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size, or all planimetric features outside Special Flood Hazard Areas. The community map repository should be consulted for possible updated flood hazard information prior to use of this map for property purchase or construction purposes.

Coastal base flood elevations apply only landward of 0.0 NGVD, and include the effects of wave action; these elevations may also differ significantly from those developed by the National Weather Service for hurricane evacuation planning.

Areas of special flood hazard (100-year flood) include Zones A, AE, AH, AO, A99, V, and VE.

Certain areas not in Special Flood Hazard Areas may be protected by flood control structures.

Boundaries of the floodways were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the Federal Emergency Management Agency.

Floodway widths in some areas may be too narrow to show to scale. Floodway widths are provided in the Flood Insurance Study Report.

For adjoining map panels see separately printed Map Index.

MAP REPOSITORY
Town of Canton Code Enforcement Office, Canton Municipal Building, 60 Main Street, Canton, New York 13617. (Maps available for reference only, not for distribution.)

INITIAL IDENTIFICATION:
NOVEMBER 22, 1974

FLOOD HAZARD BOUNDARY MAP REVISIONS:
NONE

FLOOD INSURANCE RATE MAP EFFECTIVE:
JUNE 2, 1993

FLOOD INSURANCE RATE MAP REVISIONS:
August 17, 1998 – to update map format and corporate limits, to change special flood hazard areas and zone designations, and to add base flood elevations, roads, and road names.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at (800) 638-6620.

APPROXIMATE SCALE
2000 0 2000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

TOWN OF
CANTON,
NEW YORK
ST. LAWRENCE COUNTY

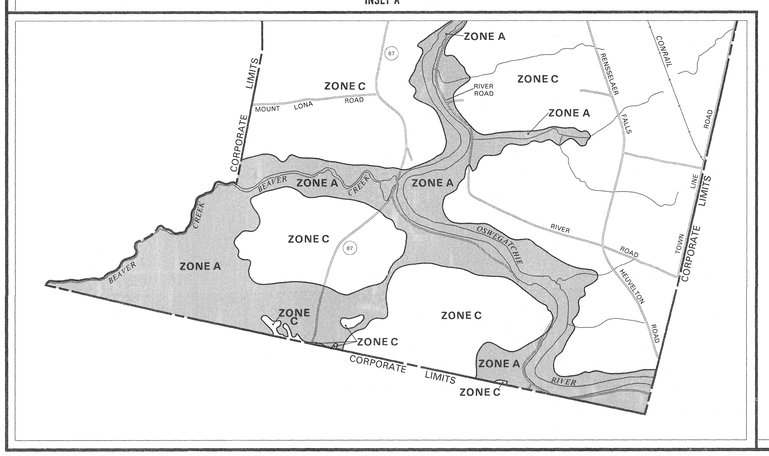
PANEL 75 OF 100
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
361172 0075 B

MAP REVISED:
AUGUST 17, 1998

Federal Emergency Management Agency

INSET A



KEY TO MAP

Zone Designations*	ZONE C / ZONE A / ZONE C
Base Flood Elevation Line With Elevation In Feet**	513
Base Flood Elevation in Feet Where Uniform Within Zone**	(EL 987)
Elevation Reference Mark	RM7×
Zone D Boundary	
River Mile	•M1.5

**Referenced to the National Geodetic Vertical Datum of 1929

*EXPLANATION OF ZONE DESIGNATIONS

A flood insurance map displays the zone designations for a community according to areas of designated flood hazards. The zone designations used by FEMA are:

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
A0	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors determined.

NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not necessarily show all areas subject to flooding in the community or all planimetric features outside special flood hazard areas.

INITIAL IDENTIFICATION:
SEPTEMBER 13, 1974

FLOOD HAZARD BOUNDARY MAP REVISIONS:
MAY 28, 1976
APRIL 4, 1984

FLOOD INSURANCE RATE MAP EFFECTIVE:
MAY 1, 1985

FLOOD INSURANCE RATE MAP REVISIONS:

MAP LOCATOR DIAGRAM

Refer to the FLOOD INSURANCE RATE MAP EFFECTIVE date shown on this map to determine when actuarial rates apply to structures in the zones where elevations or depths have been established.

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program, at (800) 638-6620.

APPROXIMATE SCALE
2000 0 2000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

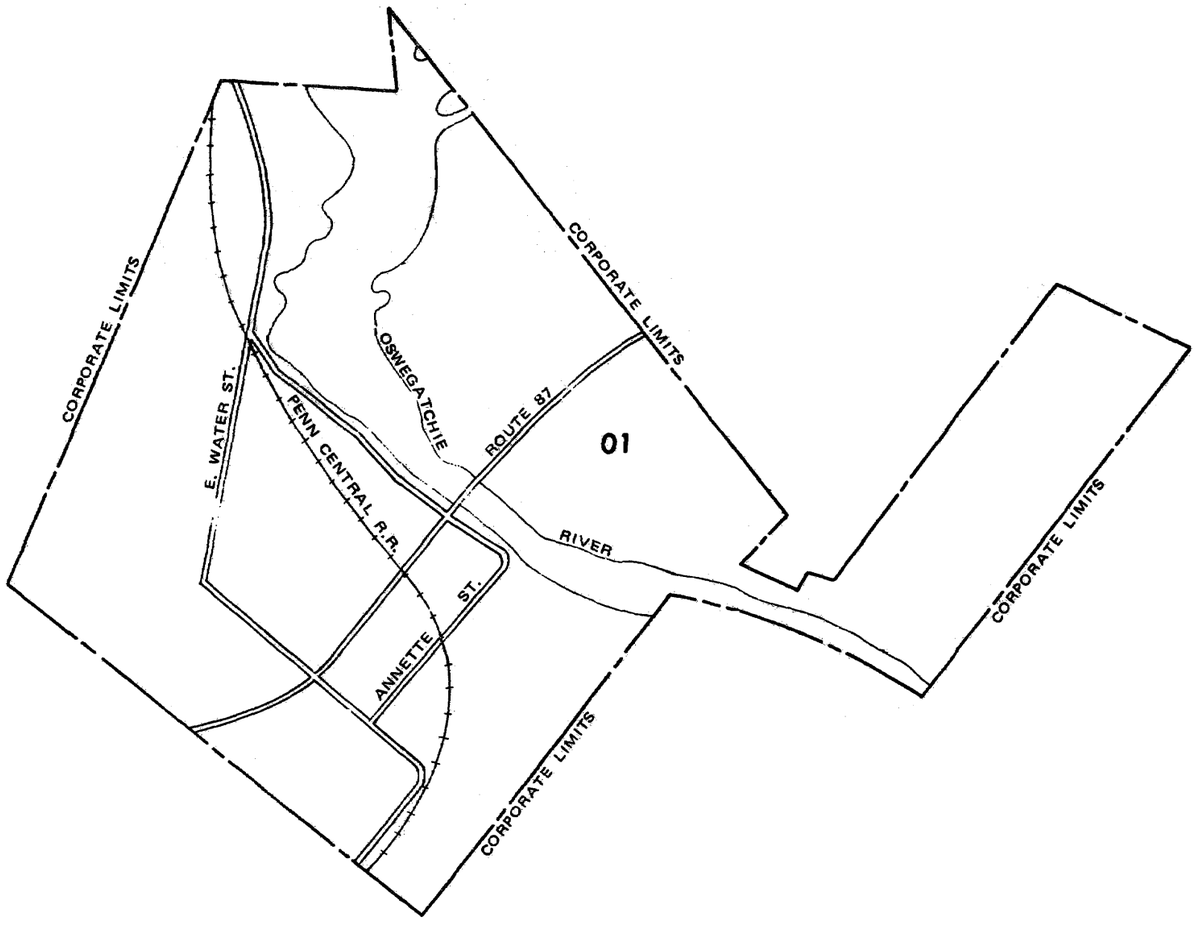
TOWN OF
OSWEGATCHIE,
NEW YORK
ST. LAWRENCE COUNTY

ONLY PANEL PRINTED
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
360708 0025 C

EFFECTIVE DATE:
MAY 1, 1985

Federal Emergency Management Agency



KEY TO SYMBOLS

ZONE DESIGNATIONS*

ZONE C
ZONE A
ZONE C

Base Flood Elevation Line with elevation in feet — 513 —

Base Flood Elevation where uniform within zone (EL 987)

Elevation Reference Mark RM7x

River Mile • M1.5

*EXPLANATION OF ZONE DESIGNATIONS

A flood insurance map displays the zone designations for a community according to areas of designated flood hazards. The zone designations used by FEMA are:

Zone	Explanation
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
AO	Areas of 100-year shallow flooding; flood depth 1 to 3 feet; product of flood depth (feet) and velocity (feet per second) less than 15.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by a flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Area between limits of 100-year flood and 500-year flood; areas of 100-year shallow flooding where depths less than 1 foot.
C	Areas outside 500-year flood.
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.
V1-V30	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factor determined.

NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not necessarily show all areas subject to flooding in the community or all planimetric features outside special flood hazard areas.

Refer to the FLOOD INSURANCE RATE MAP EFFECTIVE date shown on this map to determine when actuarial rates apply to structures in the zones where elevations or depths have been established.

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program at (800) 638-6620.

INITIAL IDENTIFICATION MAY 24, 1974

FLOOD HAZARD BOUNDARY MAP REVISIONS MAY 28, 1976

FLOOD INSURANCE RATE MAP EFFECTIVE APRIL 30, 1986

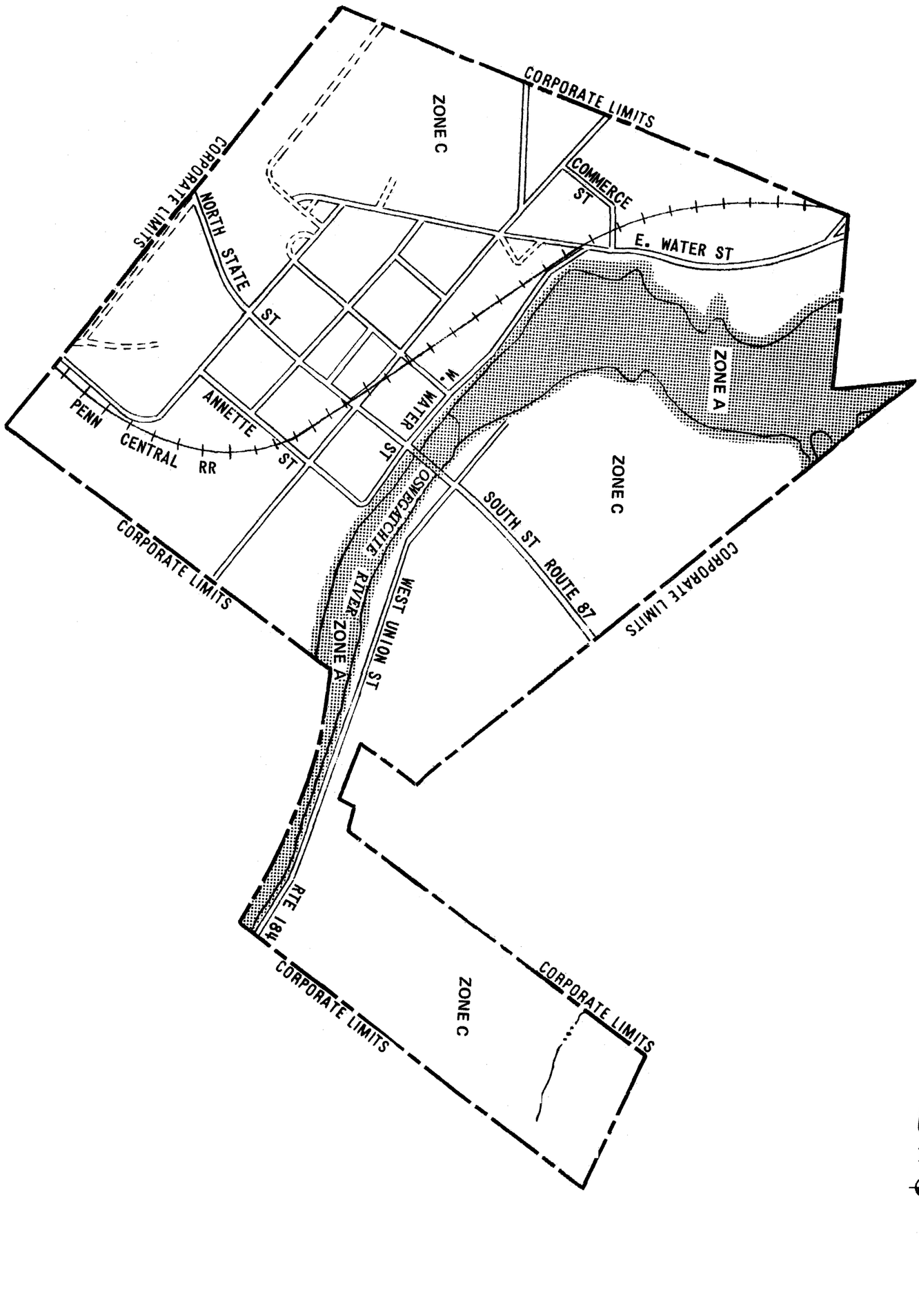
FLOOD INSURANCE RATE MAP REVISIONS

federal emergency management agency

FIRM
FLOOD INSURANCE RATE MAP 01
MAP INDEX

VILLAGE OF HEUVELTON, NY
ST. LAWRENCE COUNTY

COMMUNITY NUMBER 360701 B



federal emergency management agency

VILLAGE OF HEUVELTON, NY

ST. LAWRENCE COUNTY

APPROXIMATE SCALE

800 0 800 1600 2400 FEET

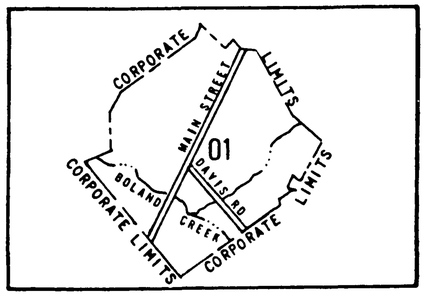
FLOOD INSURANCE RATE MAP

COMMUNITY NUMBER 360701

EFFECTIVE DATE

APRIL 30, 1986

01



KEY TO SYMBOLS

ZONE DESIGNATIONS*

ZONE C
ZONE A
ZONE C

Base Flood Elevation Line with elevation in feet	513
Base Flood Elevation where uniform within zone	(EL 987)
Elevation Reference Mark	RM7x
River Mile	• M1.5

*EXPLANATION OF ZONE DESIGNATIONS

A flood insurance map displays the zone designations for a community according to areas of designated flood hazards. The zone designations used by FEMA are

Zone	Explanation
A	Areas of 100 year flood, base flood elevations and flood hazard factors not determined
AO	Areas of 100-year shallow flooding, flood depth 1 to 3 feet, product of flood depth (feet) and velocity (feet per second) less than 15
AH	Areas of 100 year shallow flooding where depths are between one (1) and three (3) feet, base flood elevations are shown, but no flood hazard factors are determined
A1-A30	Areas of 100 year flood, base flood elevations and flood hazard factors determined
A99	Areas of 100-year flood to be protected by a flood protection system under construction, base flood elevations and flood hazard factors not determined
B	Area between limits of 100-year flood and 500-year flood, areas of 100-year shallow flooding where depths less than 1 foot
C	Areas outside 500-year flood
D	Areas of undetermined, but possible flood hazards
V	Areas of 100-year coastal flood with velocity (wave action), base flood elevations and flood hazard factors not determined
V1-V30	Areas of 100-year coastal flood with velocity (wave action), base flood elevations and flood hazard factor determined

NOTES TO USER

Certain areas not in the special flood hazard areas (zones A and V) may be protected by flood control structures.

This map is for flood insurance purposes only; it does not necessarily show all areas subject to flooding in the community or all planimetric features outside special flood hazard areas.

Refer to the FLOOD INSURANCE RATE MAP EFFECTIVE date shown on this map to determine when actuarial rates apply to structures in the zones where elevations or depths have been established.

To determine if flood insurance is available in this community, contact your insurance agent, or call the National Flood Insurance Program, at (800) 638-6620.

INITIAL IDENTIFICATION **JANUARY 10, 1983**

FLOOD HAZARD BOUNDARY MAP REVISIONS

FLOOD INSURANCE RATE MAP EFFECTIVE **JANUARY 6, 1984**

FLOOD INSURANCE RATE MAP REVISIONS

federal emergency management agency

FIRM
FLOOD INSURANCE RATE MAP 01
MAP INDEX

VILLAGE OF RICHVILLE, NY
ST. LAWRENCE COUNTY

COMMUNITY NUMBER 361467A

Appendix B – Community Participation Materials

OSWEGATCHIE RIVER LOCAL WATERFRONT REVITALIZATION PROGRAM (LWRP) – PART ONE

PUBLIC MEETINGS – JUNE 15th

2:00 and 5:30 PM via Zoom

C&S COMPANIES®

JOY KUEBLER
LANDSCAPE ARCHITECT, PC

THE PROGRAM AND PARTNERS

- Intended to aid in revitalization and protection of communities' waterfronts
- Partnerships
  - Local communities
  - Department of State
- Assists with
- Improvement of water quality and natural areas
- Guiding development to areas with adequate infrastructure and services away from sensitive resources
- Promoting public waterfront access
- Providing for redevelopment of underutilized waterfronts

THE LWRP PROCESS

HOW IT WORKS

Plan

LWRPs begins with a planning process that centers on developing a vision for the future of the waterfront.

Execute

LWRPs are approved on three levels of government through local adoption; Secretary of State approval; and federal concurrence from NOAA's Office of Coastal Management for coastal LWRPs.

Implement

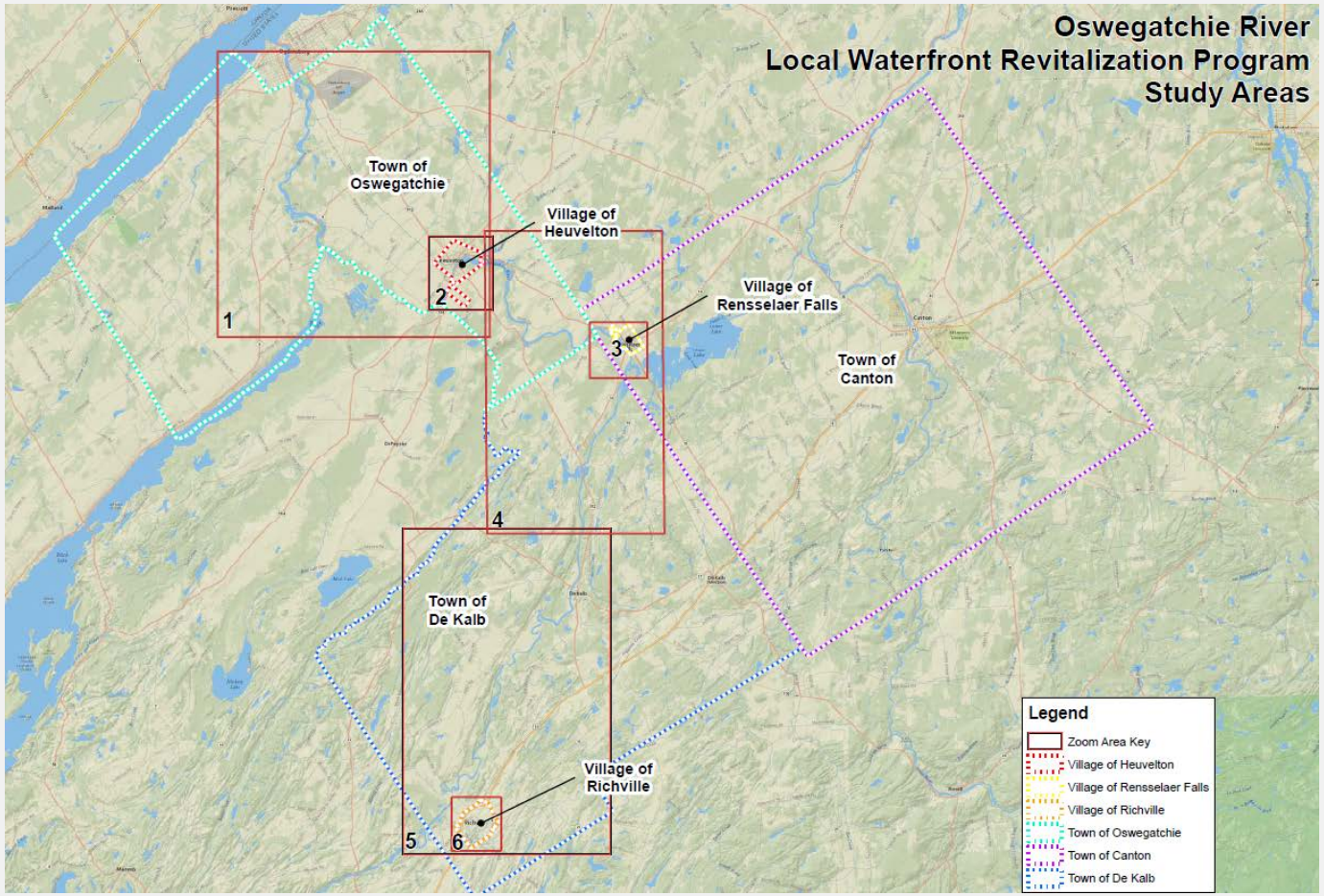
Once an LWRP is approved and in place, municipalities are eligible for implementation funds through the Local Waterfront Revitalization Program to begin to implement identified and prioritized projects.

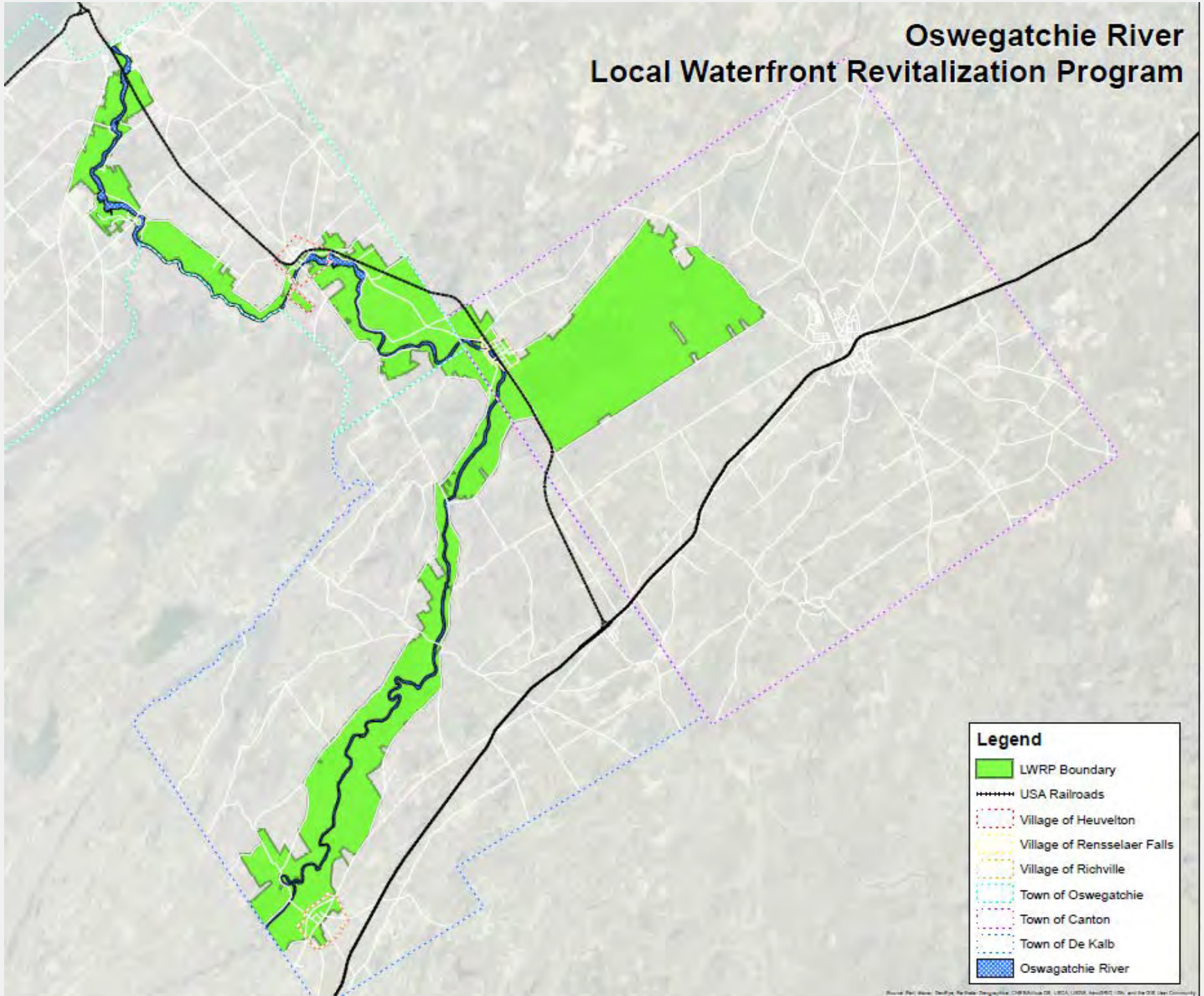
KEY OUTCOMES OF PART ONE OF THE LWRP

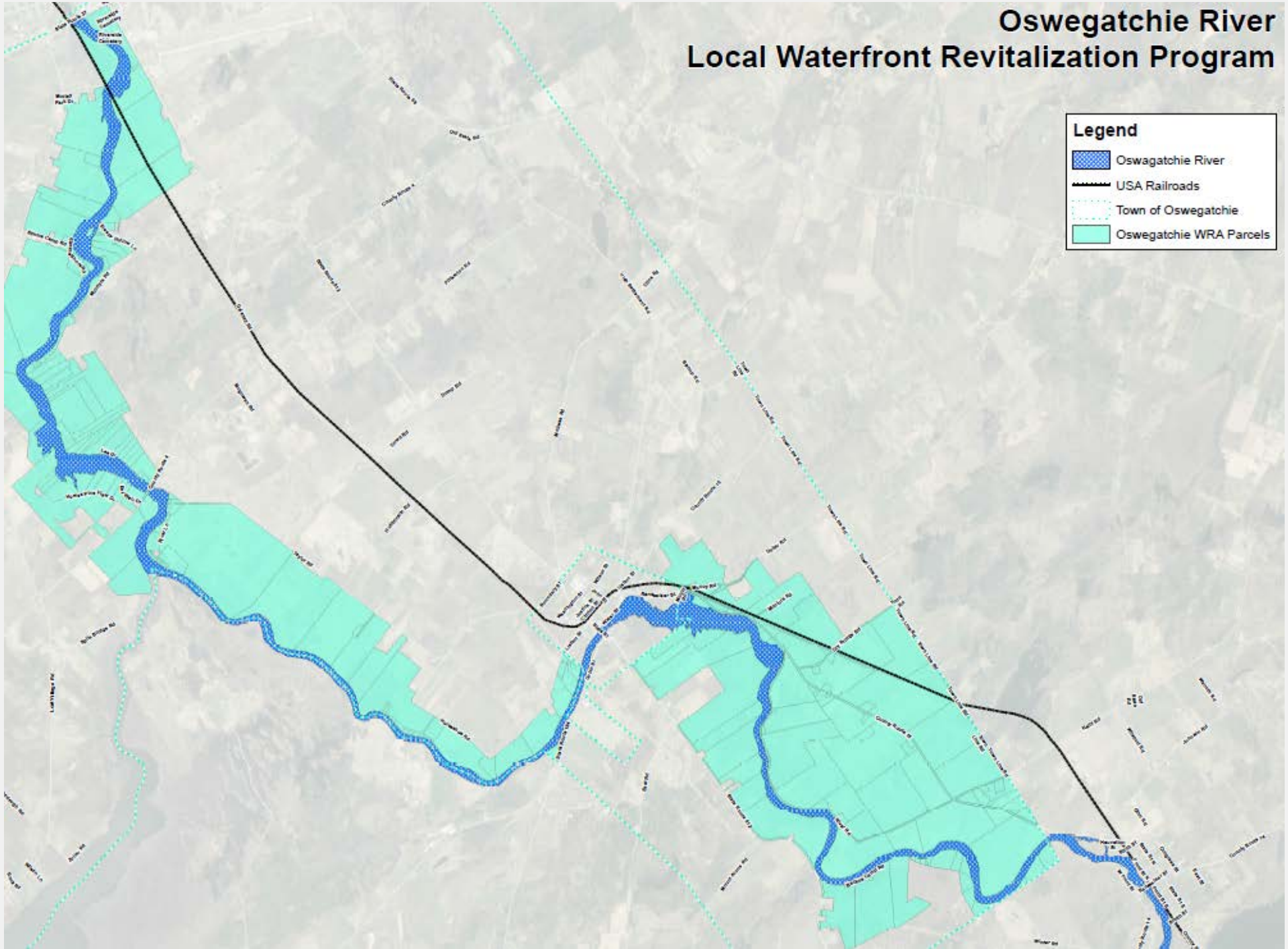
- Established Waterfront Revitalization Area (study area)
- Inventory and Analysis
  - Natural resources, historic and cultural resources, land use, zoning, underutilized sites, renewable energy, recreational resources, water quality, wetlands, floodplains, scenic resources, community character
- Strengths, weaknesses, opportunities and threats analysis within the established LWRP boundary
- Public input
- Mapping
- Materials for Part 2 of the LWRP
  - Part 2 is the identification of specific waterfront policies and potential projects

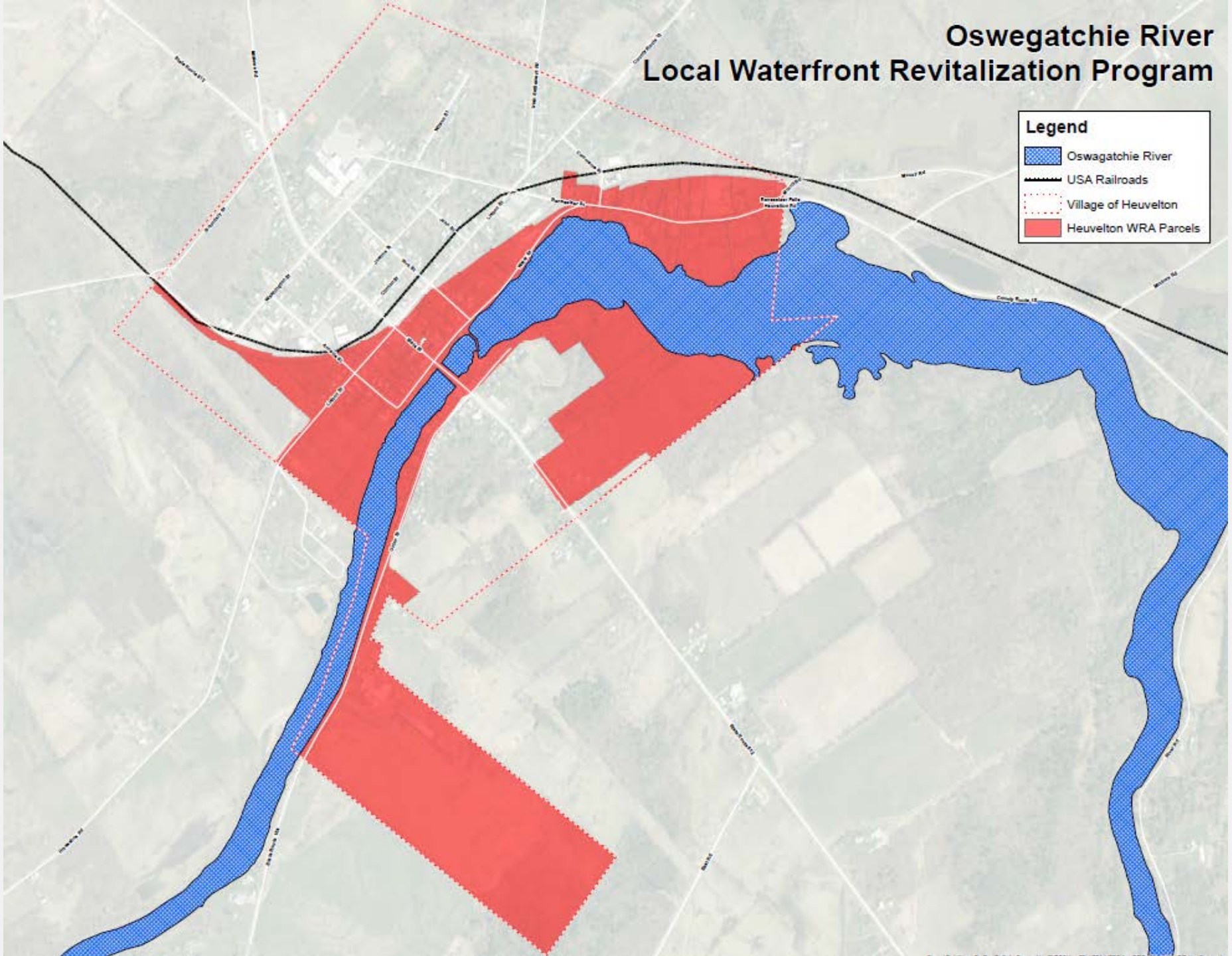
THE COLLABORATING COMMUNITIES

- Town of Oswegatchie
- Village of Heuvelton
- Village of Rensselaer Falls
- Town of Canton
- Town of De Kalb
- Village of Richville

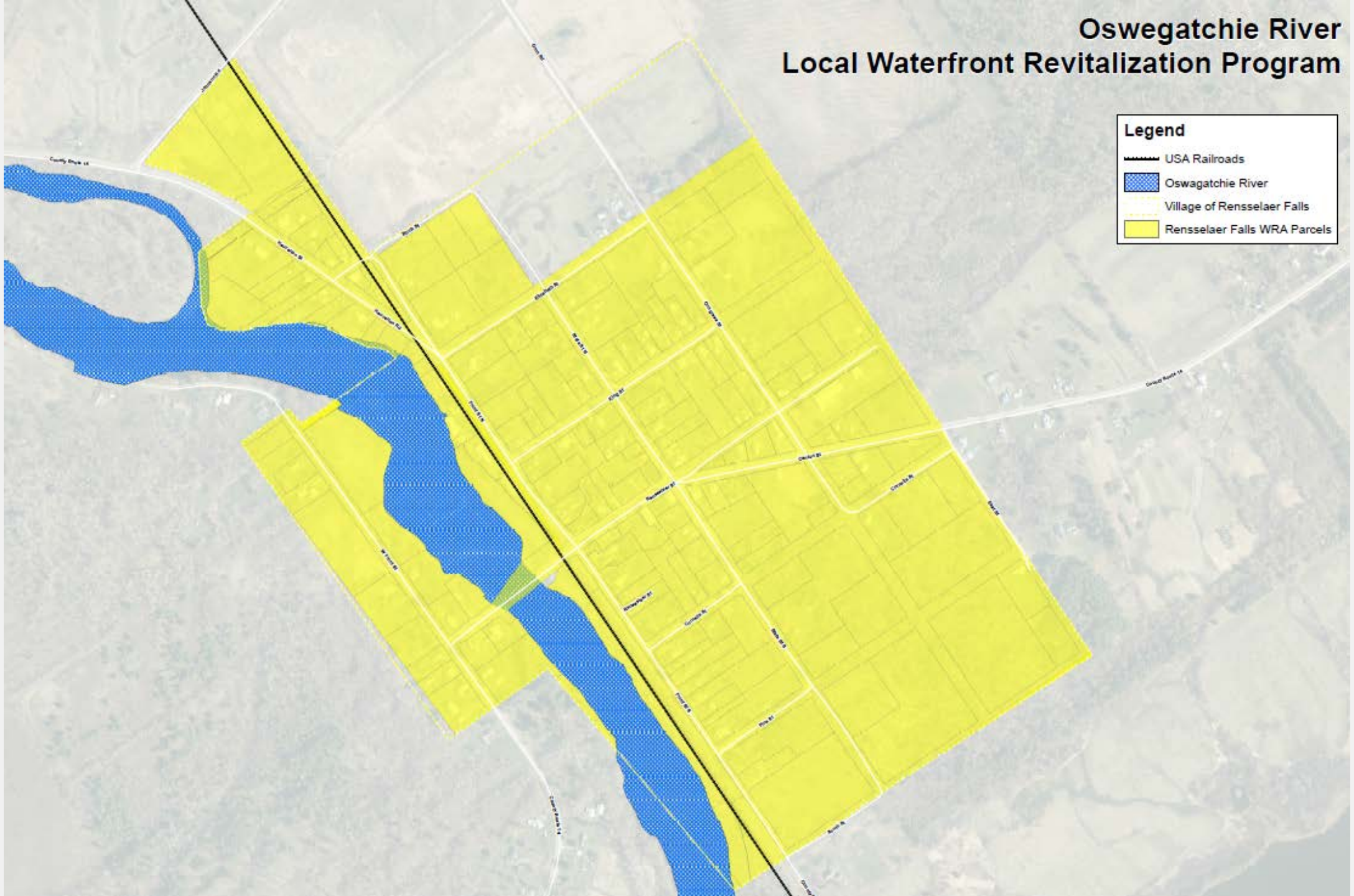



Oswegatchie River
Local Waterfront Revitalization Program
Legend
LWRP Boundary
USA Railroads
Village of Heuvelton
Village of Rensselaer Falls
Village of Richville
Town of Oswegatchie
Town of Canton
Town of De Kalb
Oswagatchie River

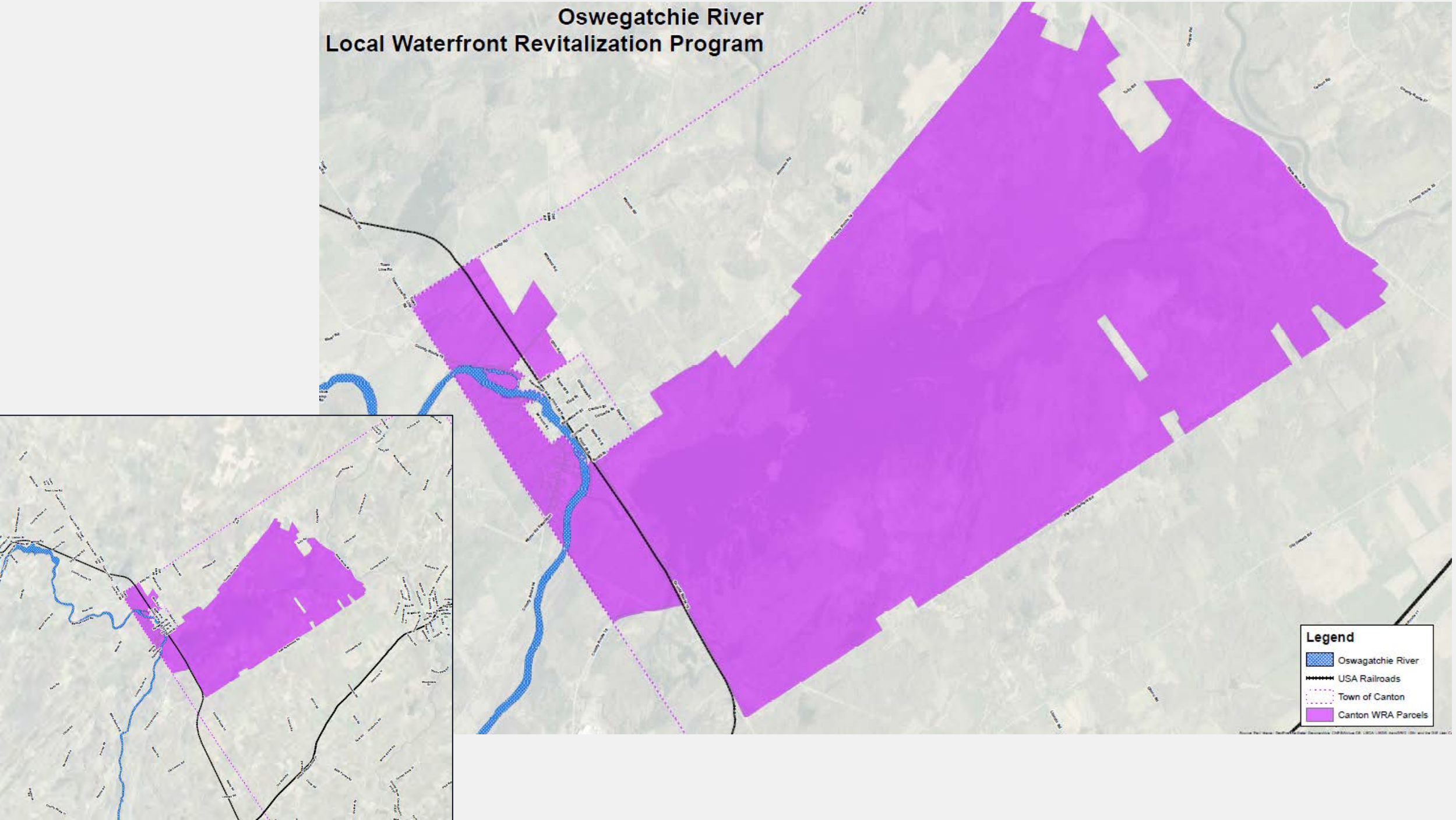

Oswegatchie River
Local Waterfront Revitalization Program
Legend
Oswagatchie River
USA Railroads
Town of Oswegatchie
Oswegatchie WRA Parcels

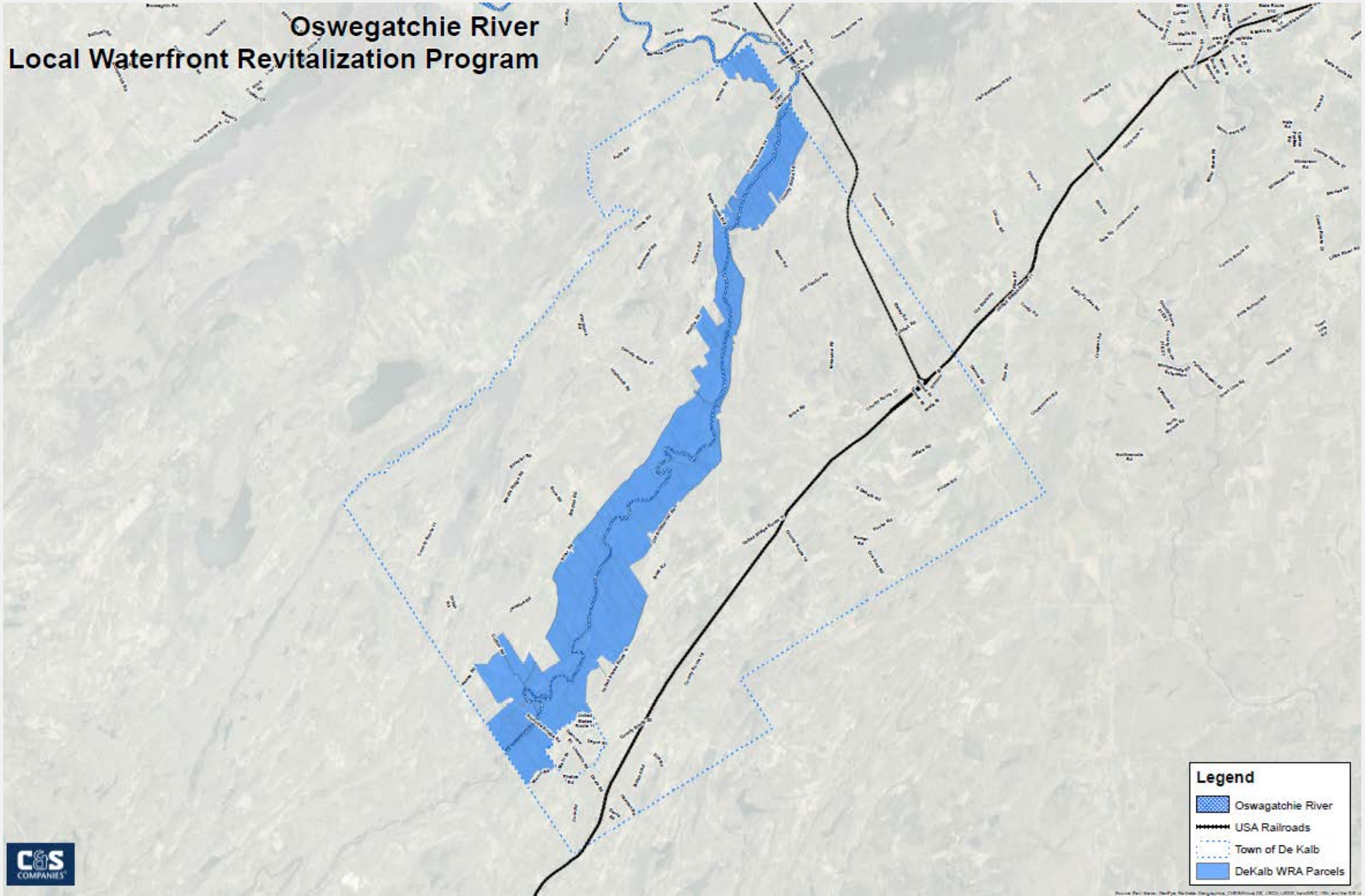

Oswegatchie River
Local Waterfront Revitalization Program
Legend
Oswagatchie River
USA Railroads
Village of Heuvelton
Heuvelton WRA Parcels

Oswegatchie River
Local Waterfront Revitalization Program

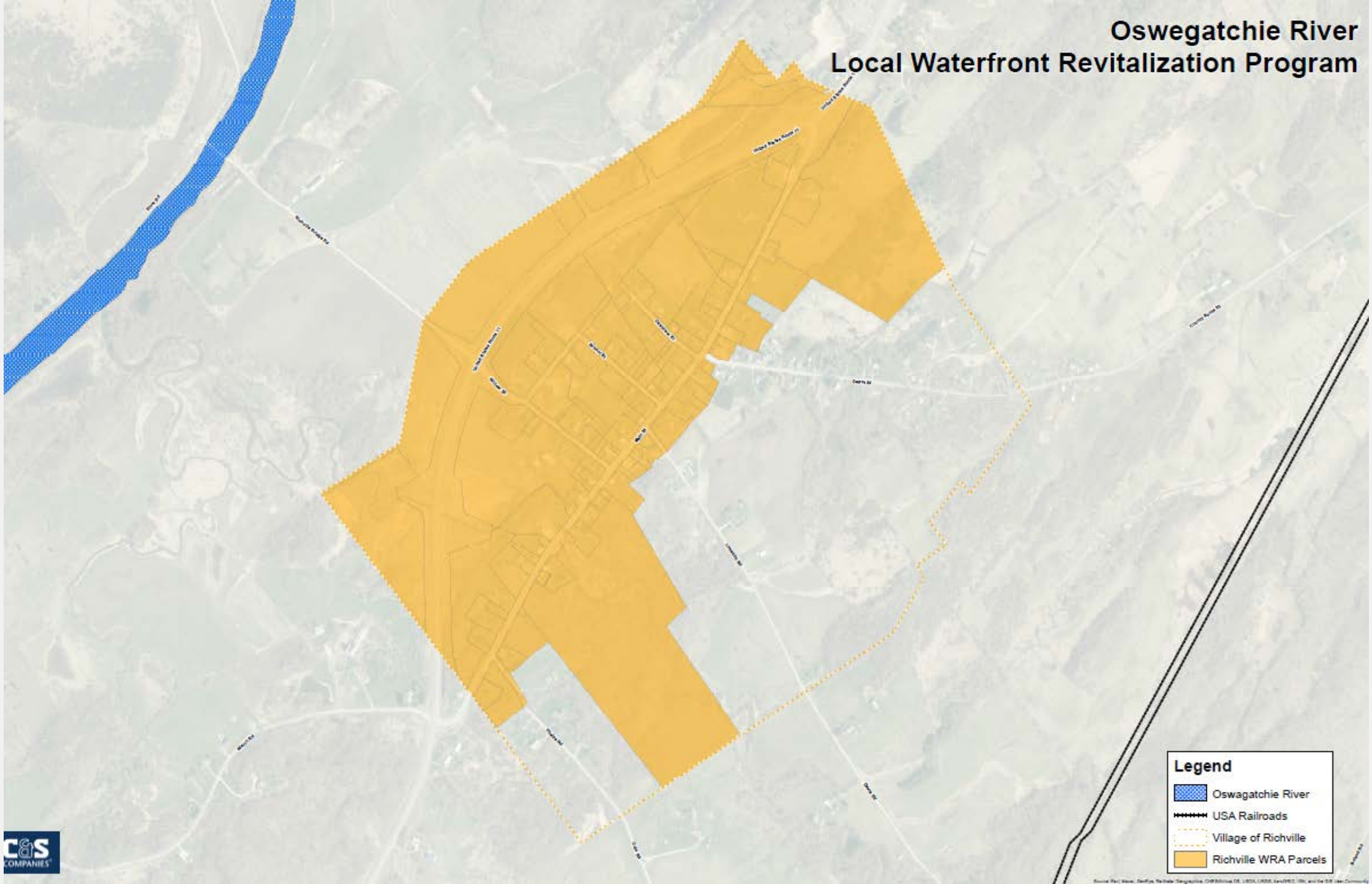


Oswegatchie River
Local Waterfront Revitalization Program




Oswegatchie River
Local Waterfront Revitalization Program
Legend
Oswagatchie River
USA Railroads
Town of De Kalb
DeKalb WRA Parcels
C&S
COMPANIES

Oswegatchie River
Local Waterfront Revitalization Program



INVENTORY AND ANALYSIS - FINDINGS

- High percentages of residential and vacant land along the waterfront throughout the WRA
  - Majority of waterfront land within the WRA is privately owned
- Water-dependent uses consist mainly of recreational uses such as boating, swimming, and fishing.
- Two power-generating dams.
- All communities have underutilized and/or vacant sites on their waterfronts
- The one bicycle trail within the WRA circumnavigates Indian Creek Nature Center

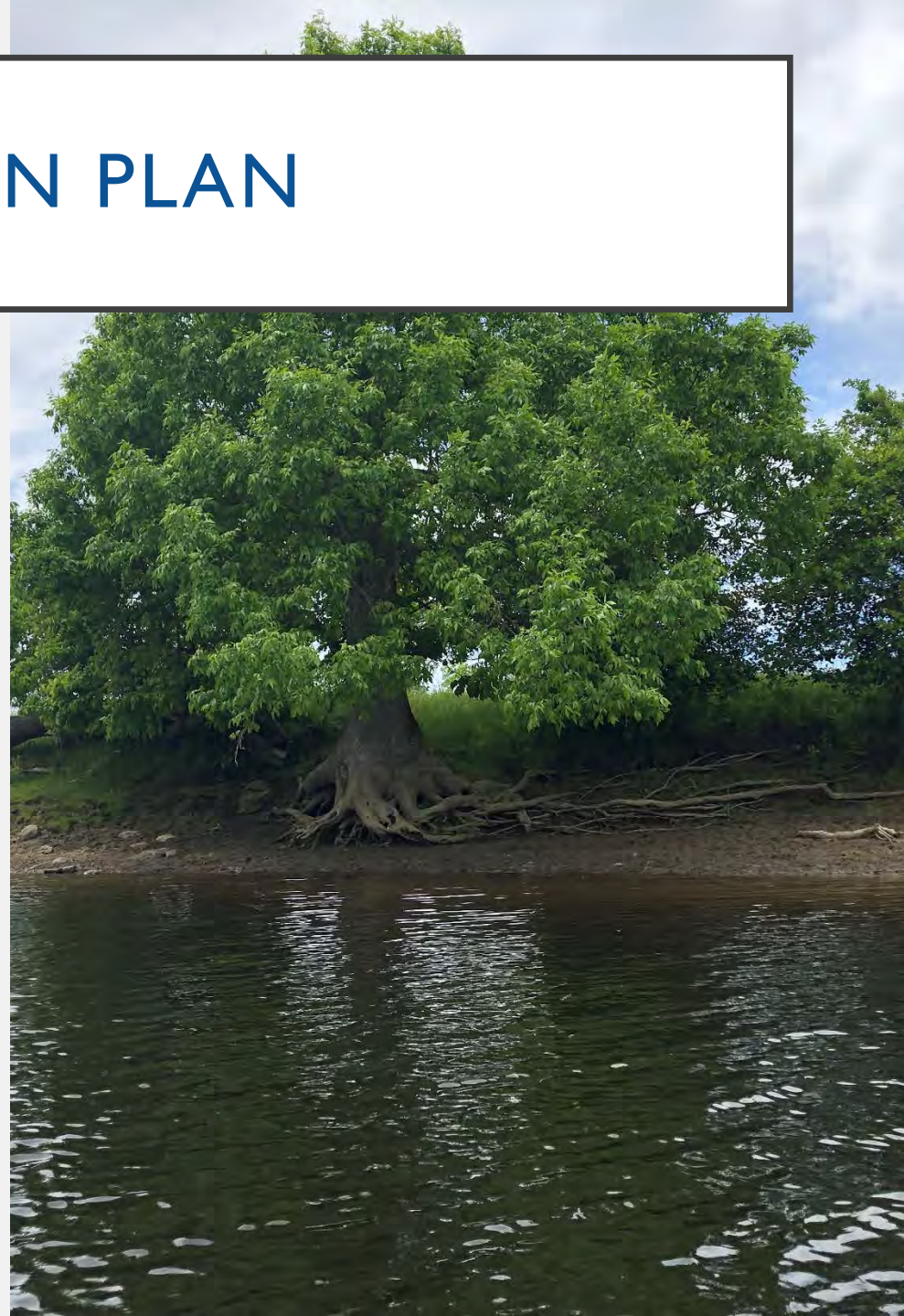
INVENTORY AND ANALYSIS - FINDINGS

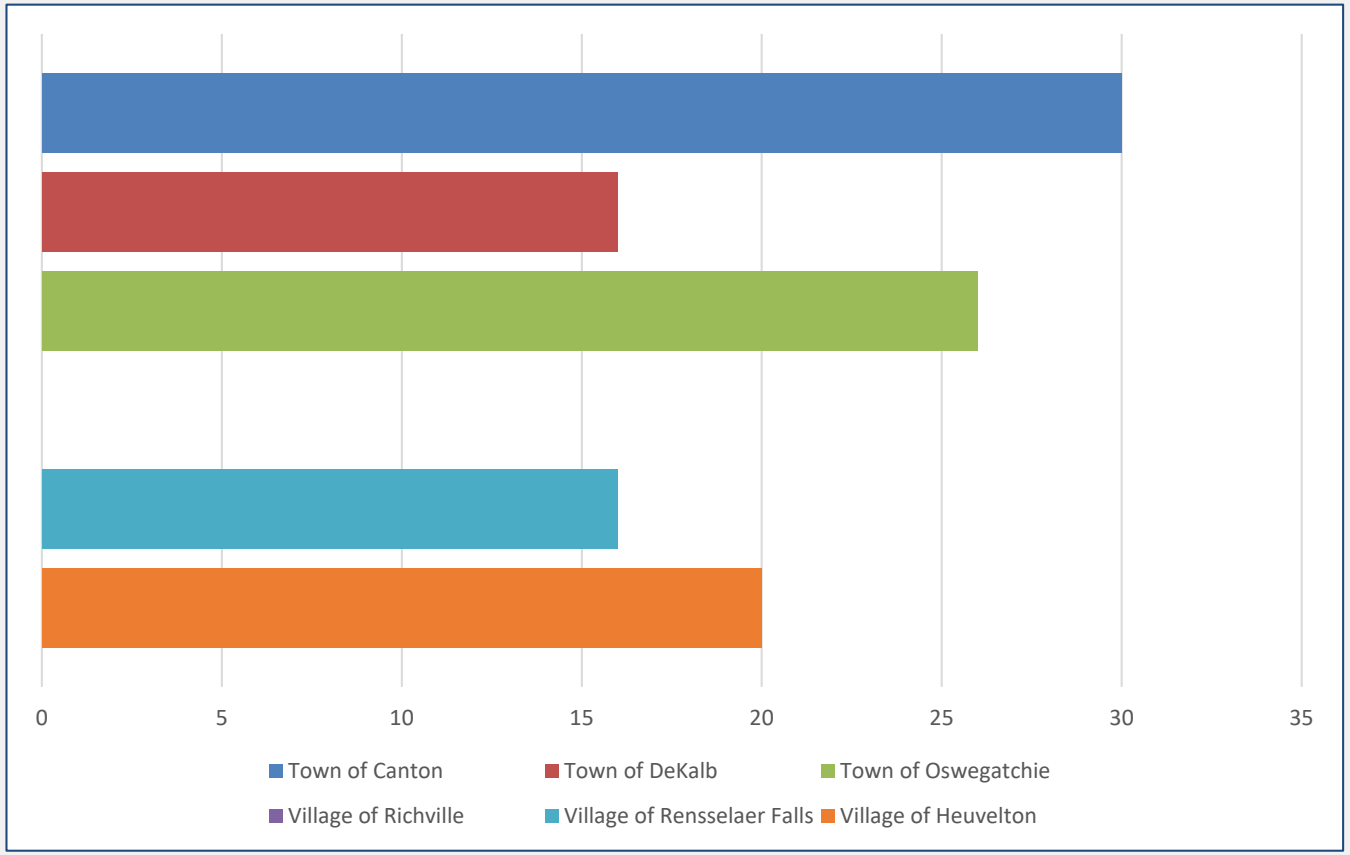
- Public access points are limited
  - Available public recreation increases traveling away from the water (public parks, schools)
- A majority of the WRA is within a FEMA floodplain
  - Multiple instances of flooding
- There are a high number of both NYSDEC and NWI wetlands within the WRA
- There is one State Superfund site within the WRA in the Town of De Kalb

PUBLIC PARTICIPATION

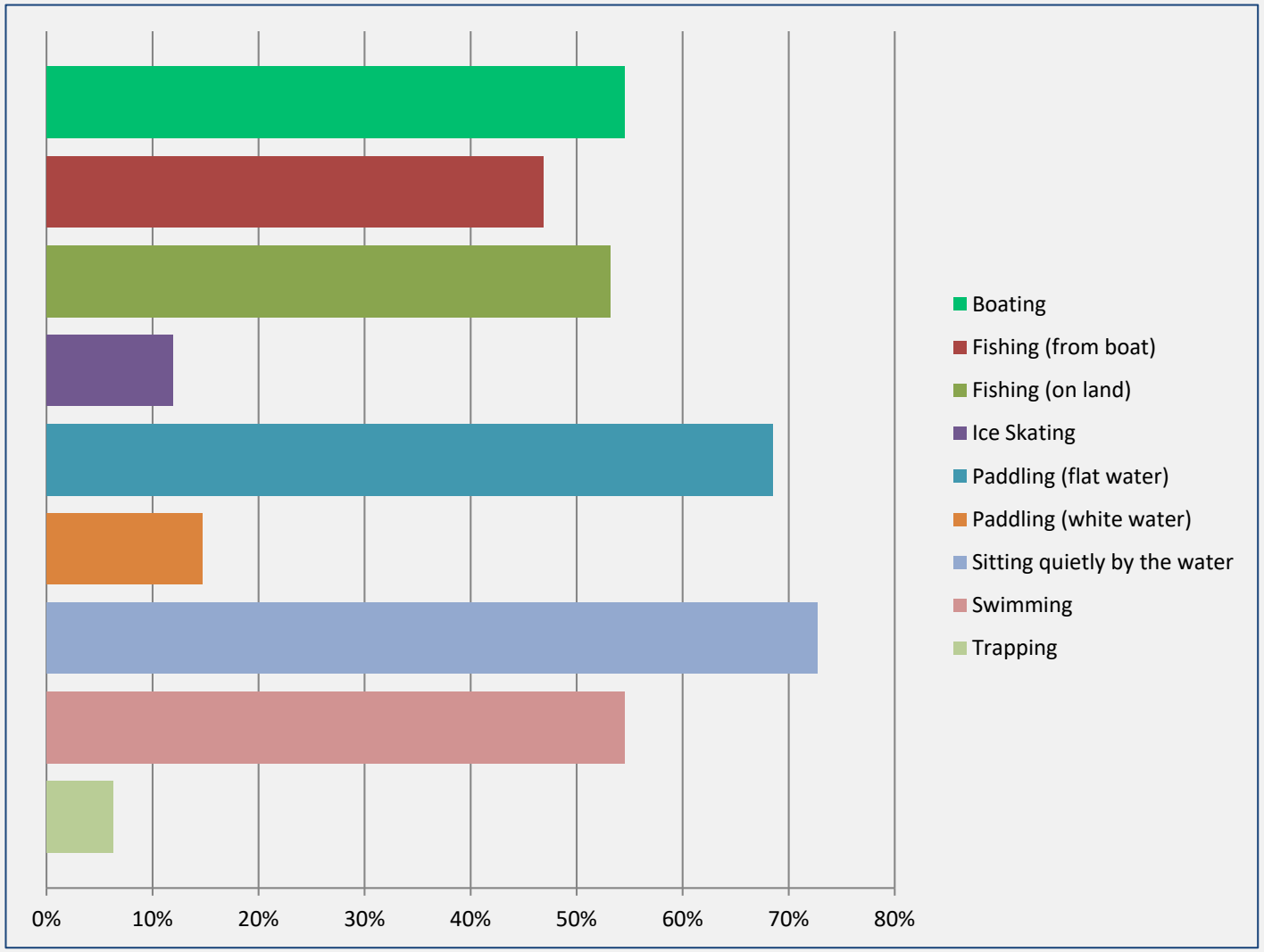
PUBLIC PARTICIPATION PLAN

- Covers limited scope of Part I LWRP
- Suggests techniques that might be applicable for Part II
- Names key individuals, organizations, and entities
- One virtual public information meeting (this one) re: Boundary & Inventory





- 70% of respondents live in corridor communities
- 26% live on the river
- The volume of responses is roughly consistent with the populations of the collaborating communities
- There were no responses from the Village of Richville.

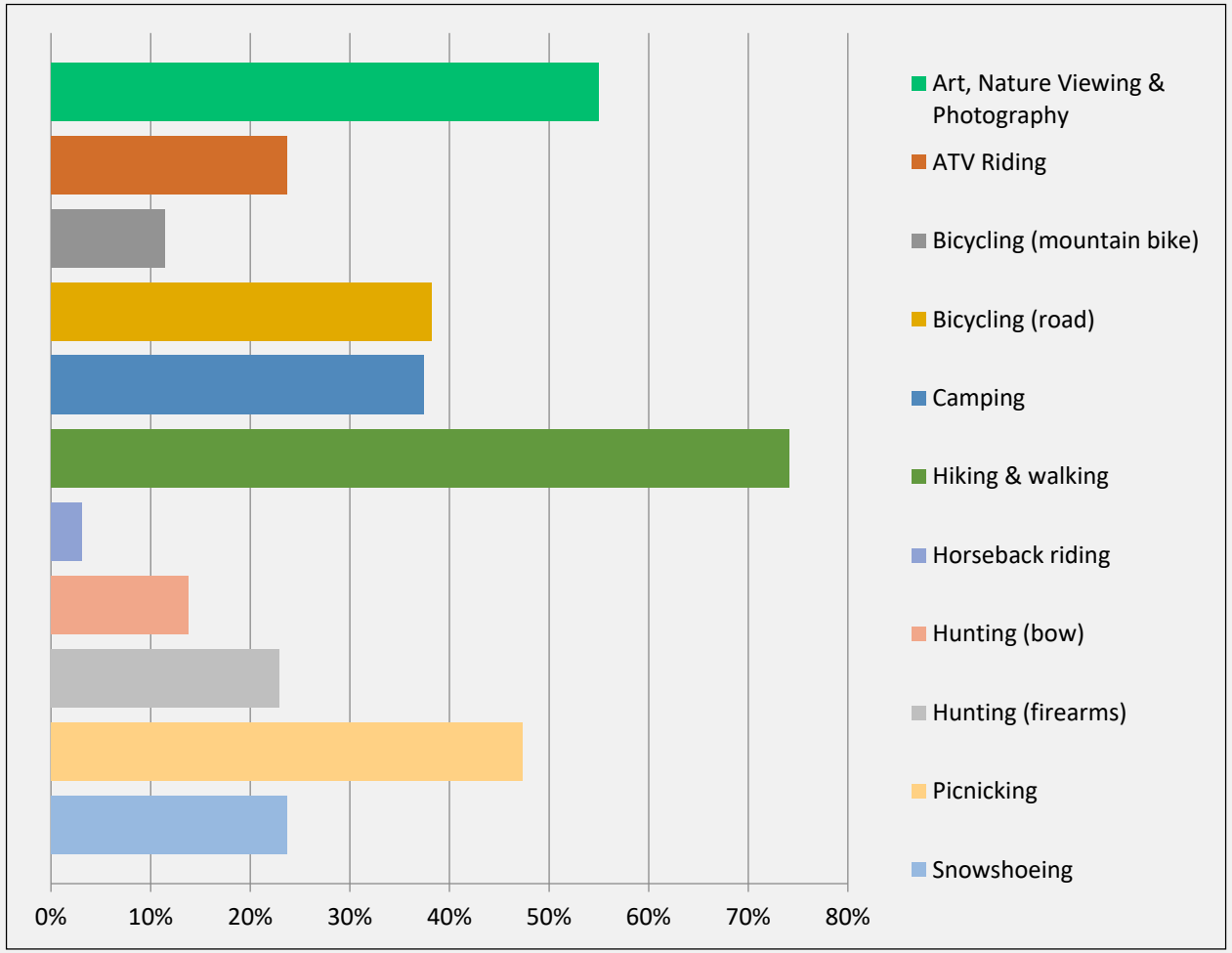


Most-popular waterside activities:

- **Sitting quietly by the water**
- **Flatwater paddling**
- **Fishing**
- **Boating**

Least-popular waterside activities:

- **Ice skating**
- **White-water paddling**
- **Trapping**



Most-popular landside activities:

- **Hiking and walking**
- **Art, nature viewing, photography**
- **Picnicking**

Least-popular landside activities:

- **Bow hunting**
- **Mountain biking**
- **Horseback riding**

Must-see spots

- **Coopers Falls**
- **Heuvelton**
- **Rensselaer Falls**
- **Kendrew Corners/Bridge**
- **Indian Creek Nature Center/Upper & Lower Lakes WMA**
- **Eel Weir Dam**

Projects and ideas for the LWRP:

- **Launch/Access**
- **Bridges, for access/ improvements to bridges**
- **Dams, improvements/access at dams**
- **Trails and paths**
- **Picnic areas**
- **Swimming**
- **Pollution, runoff**

STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS

Oswegatchie River
Local Waterfront Revitalization Program – Part 1
Public Meeting Minutes – 2:00 PM & 5:30 PM

- Meeting begins with Emma Phillips introducing the project team consisting of herself (project planner), Dan Riker (Project Manager) from C&S and Eve Holberg (outreach and planning) from Joy Kuebler Landscape Architect

- Ms. Phillips goes into detail regarding the purpose of the LWRP program
    - Intended to aid in revitalization and protection of communities' waterfronts
    - Partnerships
        - Local communities
        - Department of State
    - Assists with
        - Improvement of water quality and natural areas
        - Guiding development to areas with adequate infrastructure and services away from sensitive resources
        - Promoting public waterfront access
        - Providing for redevelopment of underutilized waterfronts

- Ms. Phillips discusses the key outcomes of Part 1 of the LWRP
    - Established Waterfront Revitalization Area (study area)
    - Inventory and Analysis
        - Natural resources, historic and cultural resources, land use, zoning, underutilized sites, renewable energy, recreational resources, water quality, wetlands, floodplains, scenic resources, community character
    - Strengths, weaknesses, opportunities and threats analysis within the established LWRP boundary
    - Public input
    - Mapping
    - Materials for Part 2 of the LWRP
        - Part 2 is the identification of specific waterfront policies and potential projects

- Ms. Phillips explains the involved communities and proceeds to show the overall WRA and individual WRA maps
    - Town of Oswegatchie
    - Village of Heuvelton
    - Village of Rensselaer Falls
    - Town of Canton
    - Town of De Kalb
    - Village of Richville

- Ms. Phillips then briefly reviews the key findings from the Inventory and Analysis:
    - High percentages of residential and vacant land along the waterfront throughout the WRA
        - Majority of waterfront land within the WRA is privately owned
    - Water-dependent uses consist mainly of recreational uses such as boating, swimming, and fishing.
    - Two power-generating dams.
    - All communities have underutilized and/or vacant sites on their waterfronts
    - The one bicycle trail within the WRA circumnavigates Indian Creek Nature Center
    - Public access points are limited
        - Available public recreation increases traveling away from the water (public parks, schools)
    - A majority of the WRA is within a FEMA floodplain
        - Multiple instances of flooding
    - There are a high number of both NYSDEC and NWI wetlands within the WRA
    - There is one State Superfund site within the WRA in the Town of De Kalb

- Ms. Holberg explains the Community Participation process
    - Covers limited scope of Part I LWRP
    - Suggests techniques that might be applicable for Part II
    - Names key individuals, organizations, and entities
    - One virtual public information meeting (this one) re: Boundary & Inventory

- Ms. Holberg then discusses then reviews the online survey results
    - 70% of respondents live in corridor communities
    - 26% live on the river
    - The volume of responses is roughly consistent with the populations of the collaborating communities
    - There were no responses from the Village of Richville.
    - Most-popular waterside activities:
        - Sitting quietly by the water
        - Flatwater paddling
        - Fishing
        - Boating
    - Least-popular waterside activities:
        - Ice skating
        - White-water paddling
        - Trapping
    - Most-popular landside activities:
        - Hiking and walking
        - Art, nature viewing, photography
        - Picnicking
    - Least-popular landside activities:
        - Bow hunting

        - Mountain biking
        - Horseback riding
    - Must-see spots
        - Coopers Falls
        - Heuvelton
        - Rensselaer Falls
        - Kendrew Corners/Bridge
        - Indian Creek Nature Center/Upper & Lower Lakes WMA
        - Eel Weir Dam
- Projects and ideas for the LWRP:
    - Launch/Access
    - Bridges, for access/ improvements to bridges
    - Dams, improvements/access at dams
    - Trails and paths
    - Picnic areas
    - Swimming
    - Pollution, runoff

***There was one question from a participant during the 5:30 PM meeting regarding the Superfund site within the WRA. Ms. Phillips has since information regarding the Site to the participant**

- The groups then participated in a SWOT analysis of the WRA

Strengths:

- Affordable land prices and taxes for area residents, unlike many other water sites.
- Beautiful area near Kendrew Corners and Coopers Falls
- Beauty, rural setting
- Close access to most of SLC
- Eel Weir State Park
- Encourages healthy living both physical and mental
- Environmental access
- Flat water paddling experience
- Flora and fauna
- Great fishing
- Heuvelton
- Heuvelton, recent improvements around the river
- Historically significant areas
- Indian Creek Nature Center
- Low commercial density.
- Maple City Trail
- Private, not overused
- Provides a research area
- The Fall views
- The Fish Ladder in Heuvelton

- The river facilitates strong community connections.
- Ties the communities together
- Variety of water and land

Weaknesses:

- Ability for portage around dams
- Cooper's Falls has no public access
- Hard to get to beautiful vistas
- Lack of parking
- Lack of public access to the river for recreation
- Lack of public picnic areas
- Lack of trails
- Lack of wayfinding signage
- Large seasonal changes in water level
- Lots of vacant businesses (e.g. Rensselaer Falls)
- Numerous very large farms that cause run off into river
- Only one public campsite
- Overall access to river is limited
- Per vacant land, some might see that as a strength
- Possible family economic instability and transportation issues prevent enjoyment of the river.
- Subdivision laws per municipalities (both strength and weakness)
- The river is cut up by old dam systems. Shallow in certain areas.
- Threatened water quality from agricultural and population-dense sources.
- Trespassing and trash on private land
- Varying water levels.

Threats:

- At least one campground does not have a septic system and dumps into the river
- Camps have inadequate treatment systems for human waste – Black Lake contributes to this problem
- Climate change impacting water temperatures and water levels and therefore fish and wildlife
- Fish populations are not doing well on the lower Oswegatchie.
- Flooding
- Invasive species
- Lack of cooperation and understanding from landowners
- Lack of land use regulations, zoning
- Lack of regulations for camping on private lands
- Poison ivy heavy along river
- Private campgrounds without oversight
- Rainwater sewage flooding leading to runoff

- Septic systems – underperforming or failing
- Superfund sites or old factory sites that may contaminate
- Trespassing on private land
- Unauthorized use of private property to access the river
- Unsafe and poorly maintained 'public access' sites for swimming and boat launces

Opportunities:

- A bike trail along the roads that parallel the river - with some promotion - would be great.
- A lot more could be done with Eel Weir SP. It's little known, and under used.
- Access of all kinds: Parks, launches, parking areas
- Better signage and wayfinding
- Bird watching and natural trips
- Boat and kayak launch
- Business opportunities related to recreation – boat livery dining, etc.
- Canoe or kayak guided trips
- Canoe trail designation or similar
- Connection with St. Lawrence County Chamber Tourism Program-Brooke Rouse
- Create parking locations
- Create picnic areas
- Create public fishing locations
- Easements for waterfront access.
- Educate community members about protecting the river
- Guided tours
- Handicap access and support for aging populations. Access points with amenities
- Hiking trails along river
- Historically there was a connection between the Oswegatchie and Grasse River via Upper and Lower Lakes, could be improved canoe experience
- Including more communities along the Oswegatchie in the LWRP
- Investigate opportunities for easements for access or parking, etc.
- Marketing
- Partnerships
- Promotion of the Oswegatchie River fishery
- Promotion of the river for attractions and use,
- Public awareness and education campaign
- Public camping area.
- Rights of way that accommodate multi-modal transportation year-round including horse carriages and snowmobiles in addition to bikes and pedestrians
- Safe public parking
- Trail, old rail bed from Ogdensburg to De Kalb Jct.
- Update or develop zoning/comp plans
- Zoning to foster best use of waterfront

Other:

- Be careful about established and residents being disrupted by opportunistic commercial development.
- Cohesive vision among communities is needed
- FERC relicensing coming in two years
- Health of the fishery is important
- Look also at Hogansburg before /after
- Salmon River in Pulaski was able to foster and grow opportunities, but it takes time
- There needs to be better understanding of the opportunities presented by the Blueway and LWRP

Oswegatchie Intermunicipal LWRP Part I

The Town of Canton is leading the development of Part I of a Local Waterfront Revitalization Program with its partner municipalities in the towns of De Kalb and Oswegatchie and villages of Richville, Rensselaer Falls and Heuvelton.

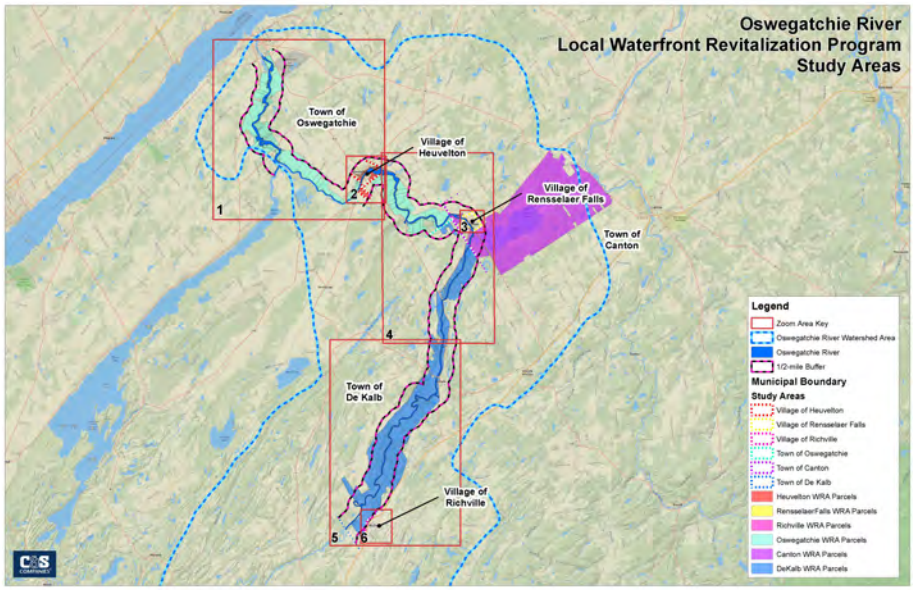
An approved LWRP reflects community consensus and provides a clear direction for appropriate future development. It establishes a long-term partnership among local governments, community-based organizations, and the State.

In Part I of the LWRP, we are inviting the public to tell us how they use the Oswegatchie and where the river corridor's special places are. In Part II of the LWRP, this input will help shape the recommendations of the LWRP.

Thank you for your assistance!

This Local Waterfront Revitalization Program is being prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund.

Oswegatchie River Blueway LWRP Part I Proposed Boundary



1. Using the study area map above as reference do you live in any of the LWRP communities?

2. If you answered yes to the previous question, in which community do you reside?

- ◯ Town of Canton
- ◯ Town of De Kalb
- ◯ Town of Oswegatchie
- ◯ Village of Richville
- ◯ Village of Rennselaer Falls
- ◯ Village of Huevelton

3. Do you live on the Oswegatchie River?

- ◯ Yes
- ◯ No

4. We'd like to know what sports activities are popular along the Oswegatchie River. Please check all activities in which you participate on and near the Oswegatchie within the study area.

- ☐ Boating
- ☐ Fishing (from boat)
- ☐ Fishing (on land)
- ☐ Ice Skating
- ☐ Paddling (flat water)
- ☐ Paddling (white water)
- ☐ Sitting quietly by the water
- ☐ Swimming
- ☐ Trapping

Other (please specify as many as you like)

5. Do you participate in any of these recreational activities on the Oswegatchie River within the study boundary?

- [ ] Art, Nature Viewing & Photography
- [ ] ATV Riding
- [ ] Bicycling (mountain bike)
- [ ] Bicycling (road)
- [ ] Camping
- [ ] Hiking & walking
- [ ] Horseback riding
- [ ] Hunting (bow)
- [ ] Hunting (firearms)
- [ ] Picnicking
- [ ] Snowshoeing

Other (please specify as many as you like)

6. An important aspect of the LWRP is the resource inventory. The inventory helps identify areas for leisure and recreational activities, economic development, and for revitalizion and preservation.

Where are the must-see spots along the Oswegatchie River within the study area? Be as specific as possible so we can find these special places! List as many as you like and tell us what makes them special to you.

7. In Part II of the LWRP, the public will be asked to generate ideas for the Oswegatchie River within the study area. If you have thoughts on projects or ideas for the Oswegatchie River you would like to share now, please do so in the box below.

8. If you would like to receive notifications of future LWRP activities please provide your name and email address below.

Name

email address

THANK YOU for taking the time to complete our brief survey!

Done

Powered by SurveyMonkey®

See how easy it is to create a survey.

Privacy & Cookie Policy

NYS LOCAL WATERFRONT REVITALIZATION PROGRAM
NEW YORK STATE DEPARTMENT OF STATE

PUBLIC ENGAGEMENT PLAN

TOWN OF CANTON
with
TOWN OF OSWEGATCHIE, TOWN OF DEKALB
VILLAGE OF RENSSELAER FALLS, VILLAGE OF HEUVELTON, VILLAGE OF RICHVILLE

OSWEGATCHIE RIVER INTERMUNICPAL

LOCAL WATERFRONT REVITALIZATION PROGRAM – PART I

Location:
OSWEGATCHIE RIVER CORRIDOR IN THE TOWNS
OF CANTON, OSWEGATCHIE, AND DEKALB
AND THE VILLAGES
OF RENSSELAER FALLS, HEUVELTON, AND RICHVILLE
ST. LAWRENCE COUNTY NY

Submitted By:
TOWN OF CANTON
COMMUNITY ECONOMIC DEVELOPMENT
MUNICIPAL BUILDING
60 MAIN ST.
CANTON, NY 13617

Prepared By: C&S COMPANIES

AUGUST 2020

NYS LOCAL WATERFRONT REVITALIZATION PROGRAM
PUBLIC ENGAGEMENT PLAN

TABLE OF CONTENTS

Public Engagement & Visioning Plan

I. Background

II. Purpose

III. Consultation Strategy Outline

IV. Community Participation & Visioning

V. Consultation Methods & Techniques

VI. Project Team Members & Staff

VII. Project Schedule

This document was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund

PUBLIC ENGAGEMENT PLAN

BACKGROUND

The Oswegatchie River is a unique North Country waterway. The character of the Oswegatchie varies tremendously in the 33 miles shared by the towns of Canton, Oswegatchie and Dekalb and the villages of Heuvelton, Richville and Rensselaer Falls. It is wilderness and town, farm, and city. Rocky rapids are interspersed with quietly meandering waters.

In 2015, the counties, towns, villages and hamlets of the Oswegatchie came together to develop a blueway trail plan as a strategy for economic development and sustainable tourism through recreational access to the Oswegatchie River and the many other year-round recreation resources along the river corridor. It describes how the Oswegatchie's communities poise themselves to attract visitors, who those visitors could be, and how they should find their way around.

Now, three towns and two villages have come back together to prepare a Local Waterfront Revitalization Program specific to their 33 miles of the river corridor Under the leadership of the Town of Canton and with funding from the New York State Department of State the communities have determined to develop the LWRP in two parts. In Part I, it will determine a boundary, develop the inventory and analysis element of the LWRP and hold its first public meeting. This Pubic Engagement Plan covers Part I and Part II of the LWRP.

PURPOSE

The LWRP will provide in-depth and thorough descriptions of existing conditions, identify new river access and development opportunities in the river corridor and develop a strategy to preserve and protect the natural character of the river while creating opportunities for economic and job development.

Key LWRP project objectives include:

- Establishment of a community participation process to begin to identify a common vision, goals, and objectives for the corridor.
- Development of a project boundary and rationale
- Completion of a comprehensive land-use assessment and analysis of existing conditions in the study area based upon the inventory developed for the Oswegatchie River Blueway Plan
- Identification of strategies for increased access to the Oswegatchie for recreation and protect its sensitive natural resources
- Scenic vista protection
- Shoreline stabilization
- Public education about the benefits of rivers generally and the Oswegatchie, specifically
- Tourism promotion, job creation and small business growth

- Increase opportunities for community participation in the planning process
- Coordination and cooperation among communities to allow for great collaboration among the communities that will benefit from the project.

Commitment to, and from, the community will be vital to achieve all these objectives and for the ultimate success of the projects. The programs will build on similar efforts already conducted in the region including the Oswegatchie River Blueway Plan. The purpose of this Public Engagement Plan is to ensure that the local community is given a voice in the redevelopment planning for the study areas. This will be accomplished primarily through public and stakeholder meetings, communication with individuals and groups interested in the future of the Oswegatchie River, and maintenance of a public project social media presence, the elements of which are described below. In addition, a Waterfront Advisory Committee comprised of members of local business owners, citizens, and community groups has been formed to assist in communicating events and milestones to the community.

COMMUNITY PARTICIPATION & VISIONING

Environmental sustainability is at the forefront of every one of this project team's plans and the team excels at envisioning opportunities for beautiful and stimulating environments that maximize investment dollars and enhance the overall aesthetic of a space, ultimately fostering a culture for economic development and sustainability. The project team understands that the context of place is a key component to any revitalization effort. The place's history, existing assets of the community, as well as the community's vision for the future should inform the plan from project commencement.

Identifying and leveraging the assets of the place, as well as the people most committed to the community, will allow the project team to design a plan rooted in its strengths while maximizing the community's potential for economic growth. Though this is a Local Waterfront Revitalization Program, project, it is also an important opportunity for community visioning for the corridor communities. Using a placemaking methodology that relies on strong public participation to build consensus is the hallmark of the participation strategy.

The project team will identify solutions that address the quality of life concerns of the community, while ensuring that the triple bottom line of economic, social and environmental benefits is met through these projects. Larger community initiatives – such as improvements to public and transportation infrastructure, future or proposed new developments and/or housing, and public amenities and recreational opportunities – will be considered part of the site analysis and will identify specific sites where the existing context of place can best support these efforts as well as where the plan will need to accommodate future linkages, opportunities and community needs.

CONSULTATION METHODS & TECHNIQUES

This project kicked off with a Steering Committee meeting on March 4, 2020. On March 22, less than three weeks after the kickoff meeting, pursuant to Governor Andrew Cuomo's Executive Order 202, New York State was placed on "pause" to stop the spread of the global COVID-19 pandemic in New York. That order, originally set to expire on May 15, was later extended and in May a phased re-opening of the state was initiated. The North Country is in Phase IV of re-opening and New Yorkers remain under orders to wear masks in all public

places where social distancing will be difficult or impossible and the sizes of gatherings is limited to 50 with social distancing norms in place.

While Phase IV reopening is certainly good news, there are news reports about soaring infection rates in other states that erode confidence that the pandemic will end soon, and things will go back to normal. To that end there is a continued imperative to practice social distancing and wear masks.

Even as the region reaches a Phase IV reopening, venues will operate at diminished capacities. Additionally, as cases of the virus continue to proliferate governments are preparing for a possible renewed outbreak that may force additional limits on gatherings in the autumn. For this reason, and to encourage participation in the project by people understandably hesitant to attend public gatherings of any kind, the project team has crafted this modified engagement process for the duration of the Part I LWRP. The objective of the plan is to ensure that ample opportunities for participation in safe settings are provided.

So while it is doubtful that the project team will be able to host a large-scale public meeting, there remain robust opportunities for outreach in on-line settings. In fact, an on-line approach may even be more effective than the traditional public forum scoped in the grant documentation. The project consultants have noted a marked lack of interest and citizen participation in traditional public engagement methods. Over the years, the team has moved from this traditional format to a Placemaking Strategy using methods like those Organizational Development and Team Building experts use for problem solving and strategic planning with diverse user groups.

This non-traditional strategy is an excellent way to interact with users that is approachable and engaging. It is also very well applied in on-line platforms. Costs and logistics would normally preclude holding numerous meetings at which a small and select group of people will attend. But in the on-line platform, smaller and more intimate meetings are more feasible and holding more of them is similarly more efficient. The project team intends to obtain creative ideas, build relationships, and inspire imaginations about the future of the intermunicipal LWRP's 33-mile Oswegatchie River corridor.

The Part I public meeting will be an initial kick-off meeting to explain the LWRP and the project's intent and scope, and to solicit initial public input on the completed boundary and inventory and analysis sections of the study, and to solicit input on the opportunities and issues that have been identified in Section I and II. The public meeting will be a series of public webinars. These webinars will be held over the course of one or two days at different times of the day. There will be one each morning, afternoon, and evening meeting.

The webinars will all feature the same PowerPoint presentation and appearances by consulting team representatives. Questions will be accepted through the Zoom portal's Q&A function. Questions that are not answered live will be responded to in post on the project Facebook page. The team will also provide the Q&A's to the participating communities for them to post on their websites as applicable. The sessions will be recorded and posted on the websites of participating communities along with the presentation.

Part II Engagement – When the project progresses into Part II specific engagement techniques could be developed in additional to traditional meetings:

- ***Small Conversations around Town:*** These small community discussions entail "meeting the public in public" where they are, rather than inviting them to come to us. The goal of

the project team is to hear local perspectives from as many viewpoints as possible. By going to community members where they are, we can have many casual conversations with real and valuable contributions.

In the event that additional virus outbreaks preclude these engagements, the project team will launch short surveys on Facebook and other social media platforms and via Survey Monkey.

- ***Understanding Your PLACE - tour techniques at node locations*:** Often times we look at our surroundings dispassionately from a distance as we move quickly through. A great way to understand any site is to truly experience it. It is amazing to discover what elements are remembered, imagined or interpreted that are different from reality. Our experience of a place comes from our interaction within it, and walking tours allow us to see the area with fresh eyes.
  - Tours should take place in each town and village engaged in the study
  - Tours will be planned to identify opportunities and constraints with real time discussion.
  - Paddling tours should be encouraged if they can be done safely

Each tour will include no more than 10 participants in addition to consultant team members unless the region is set back to previous reopening status in which case no more than 10 participants *including* consultant team members will be allowed. Participation will be by advance registration only. If one tour fills up, a second session of that same area will be organized.

For potential participants who will feel they will be unsafe with a physical presence, the following accommodations can be offered:

- An on-the-move forum in which all participants call in to a common conference line so those attending remotely can participate in real time. All participants, present and remote, will use the same meeting packet; and
- Meeting by Google in which a special remote session is organized over Zoom or a similar platform and the leader "drives" the project area via Google maps and Google earth for a real-time discussion. Meeting packets will be distributed by email.

Tours will be publicized on social media, by email and on the Village's website.

- ***Do something Special to showcase your efforts:*** If desired a more interactive form of outreach could be developed to strengthen community commitment. Examples include hosting an event or festival along the corridor to announce the planned improvements and allow the community to "try the design on for size". These events have been successful in taking planning ideas from paper documents to public enthusiasm very quickly.

- ***Community survey.*** Gauge community priorities for implementation. Surveys are distributed through Survey Monkey. A brief survey can be distributed several times during the project duration and a larger more over-arching survey can also be deployed.

- ***Marketing and Branding for Outreach and Awareness:*** Developing the initial branding for the project at the onset is vital to creating an approachable face to the project and building enthusiasm from the community for this approach to planning. A strong brand builds trust in the project and the vision, and the project team will work with municipal leaders and advisory committee to communicate an effective brand.

Social media should be used throughout the project as the digital medium for promotion of events as well as provide a way to introduce Visioning strategies through the practice of tagging articles and sharing content tied to tour "save the date" info and Facebook events. Social Media will be actively utilized as part of the outreach and participation efforts. Facebook status updates and the interactions of real time events will be centrally coordinated. In addition, the use of photo albums and YouTube videos following live events could extend the opportunity for participation long after the live events are complete.

PROJECT TEAM MEMBERS & STAFF

Town of Canton Supervisor Mary Ann Ashley
Village and Town of Canton Economic Development Director Leigh Rodriguez

New York State Department of State
Katherine Hogle

Consultant Team
The C&S Companies
Joy Kuebler Landscape Architect

Oswegatchie Advisory Committee
Town of Canton
Supervisor Mary Ann Ashley
Economic Development Director Leigh Rodriguez
Town of DeKalb
Town Board Member Connie Elen
Ginger Thomas
Village of Heuvelton
Mayor Barbara Lashua
Village of Rensselaer Falls
Mayor Michael Hammond
Village of Richville
Town of Oswegatchie

KEY INDIVIDUALS, ORGANIZATIONS AND ENTITIES

Organization	Contact name	Contact phone	Contact email	Contact Physical Location	Notes
Brookfield Renewable Power Inc.	Andrew Davis, Dir. Stakeholder Relations	518-615-9352	andrew.davis@brookfieldrenewable.com	Glens Falls	Owns dams at Heuvelton and Eel Weir
Black Lake Fish & Game Assn.	Mike Warren, president	315-523-0298	mwarren22268@hotmail.com	Watertown	4 seasons, many sports, including shooting and angling plus paddling, snowshoeing, etc.
NNY Bassmasters	James Moore	315-854-1991	moore_hunter@hotmail.com	Gouverneur	
DEC Region 6 Office	Randall Young, Regional Director	315-785-2239	randall.young@dec.ny.gov	Watertown	
DEC Region 6 Sub Office	Blanche Town	315-265-3090	blanche.town@dec.ny.gov	Potsdam	
NYS DOS	Kate Hogle	518-473-2460	katherine.hogle@dos.ny.gov	Albany	Project liaison
St Law Co Public Health	Dana Olzenak McGuire, director	315-386-2325	domcguire@stlawco.org	Canton	
St. Lawrence Valley Paddlers	Gene Newman, president	315-323-0946	gnewmanboats@gmail.com	Canton	
St. Lawrence County Snowmobile Association	Deb Christy, president	315-379-9515	dchristy@twcny.rr.com	Canton	Deb Christy also St. Lawrence Trail coordinator
St. Lawrence County Chamber of Commerce	Brooke Rouse, ED	315-386-4000	brooke@slcchamber.org	Canton	
St. Regis Mohawk Tribe		518-358-2272	communications@srmt-nsn.gov	Akwesasne	
US Senate	Hon. Charles Schumer	315-423-5471		100 S. Clinton St., Room 841 POB 7318, Syracuse 13261	
US Senate	Hon. Kirsten Gillibrand	315-448-0470		100 S. Clinton St., POB 7378, Syracuse 13261	

US House of Representatives	Hon. Elise M. Stefanik	315-782-3150		88 Public Square Suite A, Watertown 13601	
115th NYS Assembly Dist	Hon. Mark Walczyk	315-386-2041		3 Remington Ave. Canton 13617	
116th NYS Assembly District	Hon. Addie J. Russell	315-786-0284		70 Main St., Suite One, Canton 13617	
48th NYS Senate Dist	Hon. Patty Ritchie	315-393-3042		330 Ford St., Ogdensburg 13669	
St. Law Co D6	Larry Denesha	315-854-2733		DeKalb	
St Law Co D3	Joseph Lightfoot	315-393-3541		Ogds	
New York Rivers United	Bruce Carpenter, ED	315-3339-2097	bruce_Carpenter@newyorkriversunited.org	Rome	
St. Lawrence County Fisheries Advisory Board	St Law Co Bd of Legislators	315-379-2276		48 Court St., Canton 13617	
NYSOPRHP Region	Peyton Taylor, Regional Director	315-482-2593		Keewaydin State Park, 45165 NYS Route 12 Alexandria Bay, NY 13607	
Adirondack Mountain Club – Laurentian Chapter	David Katz, chair	315-386-4393	davidk@slic.com	Canton	
CGSW Racing			cgswracing@gmail.com	Ogda	