

The Hospital has a clinical lab, pathology lab, pharmaceutical facility, operating facility, and a 24-hour emergency room. The Hospital emergency room is kept fairly busy. In 1989, they handled 6,195 emergency visits, and the first nine months of 1990 brought 5,333 total visits. The emergency room visits peak in June, July, and August to about 700 to 800 and reach a low in December of 300 to 400.

Physicians

The E. J. Noble Hospital is the largest year-round employer in the community and is very beneficial to the Village economy. The Hospital payroll consists of about 10 million dollars a year. At one time the Hospital had 6 primary care physicians and the demand for service still indicated a need for additional physicians. Currently, they have 3 family practice doctors, 2 internal medicine physicians, 2 general surgeons, and a part-time pathologist. The Hospital shares a radiologist with the Gouverneur branch of the E.J. Noble Hospital. Hospital personnel are planning and working in conjunction with the North Jefferson Group to try and recruit new doctors.

Community physicians are available at satellite health care clinics located in Alexandria Bay, Theresa, and Hammond.

Services

The Hospital offers a wide variety of services. It has the facilities and the capability to provide general practice as well as physical therapy, diagnostic radiology, mammography, emergency services, EKG, halter monitoring, stress testing, IV therapy, respiratory therapy, speech pathology, and some surgical operations. A key to diversifying the health care services will be to work in conjunction with the satellite clinics, and the community physicians. Duplication of effort should be avoided whenever practical.

Dr. Gregory, the Medical Director of E. J. Noble Hospital, believes that specialized ambulatory programs provided by the Hospital could include cardiology, gastroenterology, oncology, hematology, and pediatrics. Surgical subspecialties could include ophthalmology, urology, and orthopedics. In addition, special ambulatory programs might include wellness centers, cancer detection programs, and Alzheimer units. (2)

Funding

The health clinics in the region are funded partly through a Federal program because the area has been designated as "medically underserved." However, the Hospital must find non-Federal funding for support and most of its funding comes from reimbursement programs: approximately 60 percent is from Medicare, 10 to 12

2. "The Thousand Island Sun", October 31, 1990.

percent from Medicaid, and the remaining 20 to 30 percent is from Workman's Compensation, insurance, and working capital.

This funding is not always adequate to meet the Hospital needs, and it probably never will be. The Hospital has received generous donations from the E.J. Noble family that have helped fulfill financial needs in the past. Fundraisers have also been held to help obtain money but the hospital has not been able to sustain itself and in January applied for bankruptcy. In April of 1991 the House of the Good Samaritan (HGS) in Watertown finalized a take over of the Village hospital in hopes of combining resources, consolidating services, and bailing the facility out of its dire financial situation.

Problems and Needs

The Hospital has some equipment that is old and needs replacing. The first of these is the old radiology unit and suite. It is the most important piece of equipment that currently needs replacing. The second piece of equipment that should be replaced is the portable X-ray unit, and the third is the monitoring units for intensive care. The monitoring units are not as pressing as the other two needs.

The cost of this equipment is very expensive and can be beyond the reach of hospital funds. Equipment leasing provides an affordable alternative to the purchase of equipment that may be used.

The Hospital has two major problems that relate to its location. First of all, hospital access is a major problem because on the North side any access other than by boat is blocked by the St. Lawrence River and the only other access is from Fuller Street. To reach Fuller Street, one must drive through the central business district and fight the tourist traffic. This is not easily accomplished. Parking can also be a serious problem.

Secondly, the Hospital is not centrally located within the service area. Patients from the outlying areas of Clayton and Theresa have a long drive to get to the Hospital.

The final problems are financing and recruiting of physicians. These problems were discussed in the Background section.

Current Improvement Proposals

The Medical Director for E. J. Noble has proposed three objectives to improve the quality and cost of health care. The first is to form an inter-hospital business partnership to purchase equipment and supplies in greater volumes. This will reduce the overall cost of the supplies and equipment.

The second objective is to become a teaching hospital. This means that students and house officers from a major learning institute would receive part of their medical education by rotating through Noble. Once the Hospital is linked into such a program, the quality of medical service is upgraded by the exchange of faculty from the learning institute.

The final objective is to think area-wide and insure the entire health care system consisting of the Hospital, the satellite clinics, and the private practices are integrated and succeed by working together. (2)

PLANNING CONSIDERATIONS

- Relocation of the Hospital should be considered and studied for cost-benefit.
- Providing adequate medical care is very important to the community.
- Insure the Hospital can adequately service the areas population.
- As the age of the population increases so will the need for elderly health care.

2. "The Thousand Islands Sun", October 31, 1990.

HOUSING

The Housing Section is divided into three areas. First, there is an inventory of the number and type of housing units in the Village. The second section covers the quality and appearance of the housing, and the third discusses the historic quality of different homes and buildings.

HOUSING INVENTORY

INTRODUCTION

The residential quality of a community is very important to its overall well-being. Quality of housing is an indicator of economic conditions, neighborhood integrity and public safety. In general housing in the Village is in adequate condition, though some pockets of decay do exist. This section will explore those qualities in greater detail.

BACKGROUND INFORMATION

This investigation of housing quality and condition in the Village was accomplished by reviewing several primary information sources. Census data and building permit information were consulted to identify trends over time. Condition and land use surveys were conducted to identify problem areas.

Though the Village lost population between 1970 and 1980, the number of housing units in the Village increased (Table 1). This is completely as a result of an increase in the number of seasonal units. Preliminary census figures for 1990 indicate that this trend has become magnified. The 1980 population was 1265, there were 515 year-round housing units and 68 seasonal units. In 1990 the population had dropped to 1,194; however, in the area of housing, year-round units climbed to 639 and seasonal units to more than 100 units.

HOUSING

HOUSING UNITS	Seasonal		Year Round		Total 1970	Housing Units	
	1970	1980	1970	1980		1980	1990
Village	22	68	549	515	571	583	658
Town	645	1313	533	890	1178	2203	3198

TABLE I

TOTAL HOUSING UNITS 1970 TO 1990

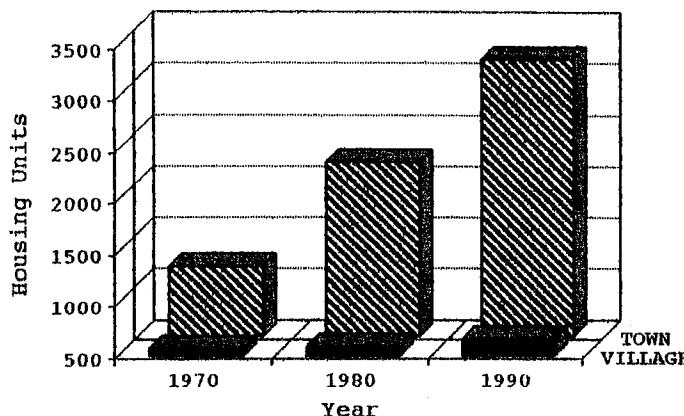


FIGURE I

VILLAGE HOUSING UNITS 1970 AND 1980

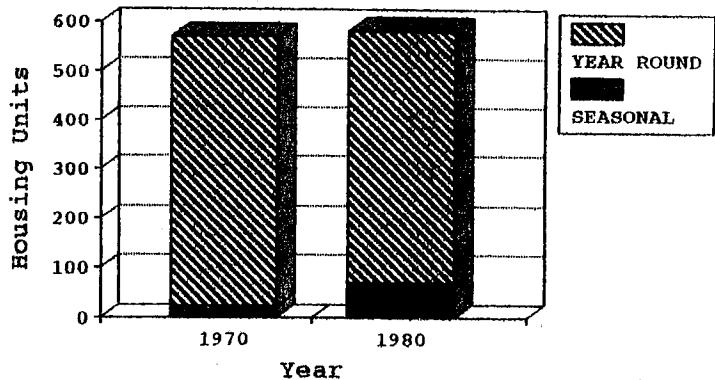


FIGURE I I

EXISTING CONDITIONS

As reflected in the Land Use section of this Master Plan, there are 454 parcels used residentially within the Village. As shown in the Community Appearance section of this Plan, the majority of those parcels are in fair to excellent condition. Further, that investigation reflects that there appears to be considerable reinvestment in stable residential neighborhoods occurring. This is evidenced not by property transfers but by several home improvement activities currently underway.

A significant trend and one iterated in both the land use and Community Appearance sections is the problem of commercial encroachment upon established residential areas. This problem is well illustrated in the Bethune Avenue area and the Holland/Second street neighborhood. As tourism continues to burgeon and as businesses that cater to tourists continue to expand to meet that growing demand, residential neighborhoods will continue to be compromised.

A second issue of concern is that of residential blight. There exist a few pockets of deteriorated housing that if left unchecked, have the potential to expand into currently healthy areas.

PLANNING CONSIDERATIONS

- As year-round and seasonal housing continues to grow, available developable land will be used. The implications for other land uses and the future of the Village should be examined.
- Commercial expansion into residential areas is becoming more and more of a problem with the growth of the tourism industry.
- Pockets of residential deterioration exist and should be corrected.

COMMUNITY APPEARANCE

INTRODUCTION

This section describes the existing appearance and condition of seven neighborhoods of the Village. Two areas of consideration were investigated: structures and open\ public spaces.

BACKGROUND\METHODOLOGY

The Planning Board utilized a scale of one (excellent) to five (dilapidated) to rate structural conditions. With regard to public spaces, a list of undesirable conditions was consulted and the areas that exhibited those conditions noted. This information was transferred to a tax parcel base map and is presented in Map 9 in the Appendices of this document. Descriptions of the condition scale and the undesirable conditions is also presented in the Appendices.

For the purposes of the Survey, the Village was divided into seven neighborhoods:

1. Islands
2. Route 26 and Highland Avenue
3. Riveredge\Holland and Second Streets, Anthony Street
4. Downtown Business Area
5. Outer Walton Street, Golf Course
6. Otter Creek Shore
7. Bolton Avenue, Route 12, Northern and St. Lawrence Avenues

Every structure and public space in each of these neighborhoods was assessed against the aforementioned condition scale.

EXISTING CONDITIONS

Islands

Generally, the Island properties are the most well-kept in the Villages. This is reflected by the high assessed values of the island. The grand and exclusive summer homes on these properties represent a significant visual asset to the Village and should be protected.

Route 26 and Highland Avenue

This area, located at the southeast gateway to the Village is a mixture of average\above-average structures. As an important entrance to the Village, Route 26 with its several well-kept businesses and dwellings should maintain its current quality appearance. Highland Avenue is composed primarily of fair to good single family homes. These are structures that would show considerable improvement from a new coat of paint and other minor cosmetic improvements. The sidewalk on Highland Avenue is asphalt, not concrete, and is buckled and cracked in several places. There are no sidewalks along one side of Route 26, which

presents a significant safety hazard to pedestrians in this area. The abandoned tourist cabin business on outer Route 26 is a significant eyesore that should be rehabilitated or removed.

Holland, Second, and Anthony Streets

This area includes the two largest resorts in the Village, Riveredge Resort and Bonnie Castle. While both of these complexes are attractive, they have some visual problems associated with them. The parking shortage at the Riveredge causes a congested and haphazard spill-over of vehicles onto Holland Street and adjacent properties. The Yacht Basin area of the Bonnie Castle entrance could benefit from some screening and curbline delineation of the boat storage areas adjacent to the driveway.

The residential portions of this section are characterized by primarily fair and good quality housing. The street/sidewalk margin on Second Street is unclear. The Holland-Second Street area is suffering decline that may be associated with the introduction of several commercial parking lots. Walton Street and Anthony Streets are also of a fair visual quality with a small number of structures deteriorating or dilapidated. High Street, Mance Lane and Carnegie Bay Road all show structures in fair to good condition.

Sidewalks are a problem in this neighborhood. The combination of curbing and sidewalk usually serve to define the boundary between the vehicular and the pedestrian environments. However, due to the poor condition of sidewalks, vehicles parking upon sidewalks, and the lack of definite curbs, this boundary is continually compromised. Again, this results in an unsafe situation for pedestrians.

Downtown

During the summer season, the downtown area is a vibrant, bustling commercial district and the structures reflect that condition. Most buildings are older, conventional structures in fair condition. There appear to be several fire code violations in the area. The sidewalks are in excellent condition. There is very little vacant or public space in the downtown area. Generally, signage, though tastefully executed, creates some visual blight by creating a commercial assault upon the streetscape. Modified and regulated signage requirements could contribute a great deal to the quality of the commercial environment.

Outer Walton, Bolton, Cornwall, High and Anthony Streets

The Anthony Street (southside) area is characterized by many fair and deteriorated structures. High Street is generally in better condition with a greater number of structures rated as good. It should be noted that the existence of fair or deteriorated structures seems to be a remnant from earlier conditions. There is an apparent mood of reinvestment in this area as is evidenced by several small home improvements projects that are currently underway. Walton Street contains several structures in the good and excellent categories. This neighborhood contains some sidewalk deficiencies in specific locations.

The Village Arena also exhibits considerable visual deficiencies including lack of landscaping, litter, deficient signage, and broken pavement and sidewalks.

Otter Creek Shoreline

This area appears to be one of the most well-kept in the Village. The neighborhood is a mixture of residences and businesses. The businesses do not seem to be impacting the residences adversely. The large majority of properties are designated in the fair to excellent condition categories.

There appears to be a problem regarding a lack of landscaping along Otter Street, primarily due to the fact that structures are located closely together. Another problem, and one mentioned in a previous section is the lack of sidewalks along outer Church Street. Some signage is of an inappropriate size and design, but generally does not appear to be a problem.

Bolton Avenue, Route 12, Northern and St. Lawrence Avenues

General land use within this area is single family residences. Some multiple residential is found within the area with one or two commercial uses. Mobile homes are found, particularly on St. Lawrence Avenue. Home construction is mainly wood frame but some homes are stone or partly made of stone. One large area of land is devoted to Cemetery use.

Generally the land uses within this area are attractive and tasteful. Yards are free of clutter, homes and buildings are in good to excellent condition and are well landscaped. Most structures in need of work are being repaired or remodeled. Streets are free of litter but many are in need of repair. Signs, for the most part, do not detract from the character of the neighborhood though sign controls could be applied with benefits. One other condition found in some parts of this neighborhood is the lack of sidewalks. Some sidewalks are in need of repair.

PLANNING CONSIDERATIONS

- Preservation of island properties should be considered a high priority. The aesthetic quality of these properties and the St. Lawrence River continues to be a principle attraction of the Village.
- Many neighborhoods suffer from substandard or insufficient sidewalks.
- In the commercial districts of the Village, and particularly where those districts interface with residential areas inappropriate signage can be a blighting influence.
- Commercial intrusion into residential areas is not only a problem from an aesthetic standpoint, but also adversely affects residential areas as a conflicting land use.

- Though the housing and commercial structures in the Village are generally in standard condition, pockets of deterioration do exist.
- The Municipal Arena is reaching a stage in its existence that requires a significant infusion of capital to maintain the facility as an attractive and functional community asset.
- The requirements of commercial enterprises regarding parking and vehicular access sometimes create lifeless and blank visual conditions.
- The Village should consider a capital program aimed at sidewalk construction and rehabilitation, possibly in conjunction with mandatory landowner participation.
- Well-considered sign size and design standards should be implemented.
- These impacts can be mitigated by incorporating appropriate landscaping, screening and buffering measures into site design.
- Programs aimed at the rehabilitation of these areas should be developed and implemented.

HISTORIC STRUCTURES

INTRODUCTION

The Village of Alexandria Bay has numerous historic buildings and homes that create a sense of place. Maintaining the cultural and historical characteristics of the Village will promote the success and vitality of the community by enhancing the Village attraction. As Arthur Fromer, a leading travel author and tour company operator once said, "Tourism does not go to a city that has lost its soul,"(1) Therefore historical preservation is very important.

As the Village continues to grow and change its local historical assets should be preserved. Preserving these assets in the face of new development requires strong planning and growth management laws. Citizens and officials must work together to identify local assets and prepare a regulatory scheme that preserves those assets and promotes quality development that will provide continuity with change.(1)

BACKGROUND

The Village of Alexandria Bay began as a lumber trade site that relied heavily on the St. Lawrence River for shipment of the lumber. In the 1830's and 40's large wharves were built and the Village was an export center for farm and mercantile products. Azariah Walton was a leading merchant in the Village and purchased the 1,000 Islands for \$3,000 in 1851. It was about this same time that the Village began its acclaim for fishing and tourism. The Village was not officially recognized as a tourist area until 1872 when U.S. President Grant and Civil War hero Sheridan vacationed on Pullman's Island and during the same summer the Village hosted the State Editorial Association's Convention, catered by Charles Crossman. It drew a great crowd of people. In 1874 the first tour boat business began and by the early 1900's the area became well known for boat building. During the depression the Village hey day ended; but the reputation of the region for its beauty and excellent fishing endured. The area continued to attract wealthy patrons and tourists. In 1871 the first elaborate summer cottage was built by Henry Health. Following his lead, many elegant hotels and stately mansions were then built and some remain today.(2)

Numerous buildings, homes and churches in the Village were built in the mid 1800 to early 1900s and provide excellent examples of early architectural styles. The beauty and elegance of the structures add dramatically to the charm of the Village.

1. Kristie M. Williams, "Preserving Historic Resources", Land Use Law, June 1990, P.C.
2. Source: Various records from Mrs. Hazel Simpson, Town of Alexandria Historian, 1990.

EXISTING CONDITIONS

In January, 1989 a historic study of the Village was conducted by Frank Grasso and his Rochester Architecture Firm. The study culminated in plans for a historic district and downtown revitalization project along Market Street from James Street to the Cornwall Brothers Store. The plan was presented to the Village Historical Society and the Society members referred it to the Village Board for their review. A sketch drawing of the proposed Cornall Square is enclosed and the actual maps and drawings are on display at the historical society located in the Cornwall Brothers Store (See Figure 1).

Finally Table 1 is a list of some historical buildings in the immediate Alexandria Bay area. Only five are actually listed on the National Historic Register; but all contribute to the history and appeal of the Village. This list is not meant to be all inclusive. Such a list would be very long for there are numerous buildings in the Village and its immediate area that have historic value. The Village should take pride in its numerous historical assets and preserve them whenever possible.

The list of historic structures was accumulated from a variety of sources to include: Mrs. Hazel Simpson, the Town of Alexandria Historian; the Watertown Daily Times; the St. Lawrence Eastern Ontario Commission historical report; and the NYS Office of Parks, Recreation and Historic Preservation.

PLANNING CONSIDERATIONS

- Promote development that will maintain the Village heritage and character.
- Preserve historic structures and places in the Village possibly by the development of a historic district.
- Sign standards in the zoning could help to maintain the historic character.
- Promoting and preserving the unique character and heritage will have a positive affect on the tourism industry.

TABLE I: HISTORICAL BUILDINGS IN THE IMMEDIATE ALEXANDRIA BAY AREA

BUILDING NAME	LOCATION	DATE BUILT	HISTORY
1. George C. Boldt Castle *	Heart Island	1900-1904	This replica of the Rhineland Castle was being built for George Boldt's wife but construction was halted when she died.
2. Boldt Castle Yacht House *, **	Wellesley Island	1900-1904	This was built with Boldt castle to house the Boldt family's three yachts.
3. Cornwall Brothers Store *, **	2 Howell Place	1866	This stone building was originally used as a store but is now operated as a museum by the Historical Society.
4. Ingleside **	Cherry Island	1881	This Island has a three story cottage, boathouse, icehouse and pumphouse that was owned by the Rev. Rockwell, the civil engineer who laid out the Village corporation lines.
5. Casablanca*	Cherry Island	Circa 1892	This Victorian, shingle-style, summer home has a four story tower with a turret roof and stained glass windows.
6. Longvue **	Longvue Island	Circa 1920	This is an artificial island built up around four shoals.
7. Denamore Methodist Church of the 1,000 Islands *, **	Wellesley Island, County Route 100	1890	This 19th Century style church features a round tower with arched openings and a turret roof with shingles.
8. Bethune Apartments	18 Bethune Street	1890	This Large Victorian House was originally John Cornwalls family home. It is currently used as apartments.
9. Duplex Home	10 Bethune Street	Unknown	This is one of the earliest homes in the Village. It has a combination of Italianate and Greek Revival styles.
10. Clapboard & Stone Home	Church & Catherine Ave.	1924	This two and a half story home has stone on the first floor and clapboard on the second. All windows are original.
11. Reformed Church of the Thousand Islands *	Church Street	1848-1851	This stone church is the oldest in Alex Bay. The clock tower still works. Changes to the church include a 1923 side addition and stained glass windows added as memorials.
12. Sympatico Building * (Hawley Block)	Church & Walton Street	1890	This historic clothing store and apartment building has an unaltered store front.
13. United Methodist Church *	Church & Rock Street	1874-1875	This Church was built with an Italianate influence yet has Gothic Style windows.
14. Municipal Building Fire Department *	Church & Rock Street	1903	This is the site of the old Highschool but now is home to the Village office and fire department.
15. Bonnie Castle Manor Resort *	Holland Street	1877	This home was built by author Dr. Josiah Holland. It later became a seminary and training site for the White Fathers of Africa Missionary organization and is now a resort.
16. A. Graham Thomson Memorial Museum *	James & Market Street	Circa 1834-1838	This Greek Revival Style home was built by John W. Fuller, a prominent early Village settler.
17. Bailey's Building *	James Street	1896	This unusual wooden building built in the Italianate style was the VanBrocklin & Bailey store. Is currently a store & Apts.
18. Masonic Temple Hall	James Street	1890	Home to Lodge #297 which moved to Alex Bay in 1898. It is a unique brick building with marble columns.
19. The Homestead *	James Street	1835	This is the only Limestone house in Alex Bay, and the oldest. It was built in the Greek Revival Style by Azariah Walton.

©

20. Summer Mansions	Knobby Island	1880-1886	Two private homes, one was built in the Queen Anne Style and the other was built in the Victorian Style.
21. Walton Inn *	Market Street	1885	This was built as a private home for Charles Walton the son of Azariah Walton. It was later converted to an Inn.
22. Chamber of Commerce *	Market Street	1917-1930	This stone building was originally used for public restrooms.
23. Holland Library *	Market Street	1896-1899	Built in Richardson Romansque Style. It was named after Dr J.G. Holland who provided many books for the public in the old opera house which served as a library until the 1890s.
24. Monticello Hotel	Market Street	1860	Originally the home of John F Walton, the son of Azariah Walton and later was the residence of Harvey Cornwall. In 1922 it was developed into a hotel.
25. Simpson Building	Market & Fuller Street	1910	This sandstone building was originally a Village Bank and offices, was later rented by the Coast Guard until the 80s.
26. Summer Cottages	Manhattan Island	1841-1850	These are the oldest summer cottages in the Thousand Islands and are designed in the Gothic Revival Style.
27. Trolley Car Barn (now a storage bldg)	Otter Road	1901-1902	This limestone barn was used to store trolley cars when a trolley ran between Alexandria Bay & Redwood, 1902-1916.
28. Boathouse	St Elmo Island	1880	This has unusual architecture. The boat is kept under an octagonal turreted tower. The original matching mansion burned down and was replaced by a modern structure.
29. Store & Apartment Building *	Walton Street	1890	This is one of the few original, commercial buildings in the Village that remain intact.
30. St Cyril's Catholic Church *	Walton Street	1922	Romansque Revival style church built from native red granite that was quarried from the site.
31. Private Home	Rockwell Street	1860	Well preserved example of the Italian town house.
32. Pullman Estate	Pullman Island	1860	Was first owned by the RR sleeping car inventor. 1872 visited by General Grant & site of the 1st convention. A new home, Castle Rest, was built in 1881 but was razed in 1950.
33. Sunken Rock Lighthouse *	Sunken Rock Island (Bush Island)	1847	Well preserved, has an octogonal brick tower that was first sheathed with boards and later with steel. It was refitted in 1855 and is thirtyone feet high.
34. Church of the St. Lawrence	Mill Point on Fuller Street	1890	This stone and wood church was built facing the river so that boaters could drive up and dock for church services.
35. Thousand Island Manor	James Street	1880	Clapboard home originally owned by Raymond Cornwall. Currently used as a restaurant.
36. Edgewood Resort	Holland Street	1886	Originally a private club called Cleveland Point by its Ohio owner. In 1897 opened as a hotel, in 1917 burned & was rebuilt
37. Pine Tree Point	Anthony Street	Circa 1916	Originally was Anthony Point named after the inventor of film, then was Pt Marguerite & changed from cottages to an estate and in 1953 converted to Pine Tree Point Resort.

* OPEN TO PUBLIC OR PATRONS

** LISTED ON NATIONAL HISTORIC REGISTER, AS OF JAN 1990

ALEXANDRIA BAY HISTORICAL DISTRICT

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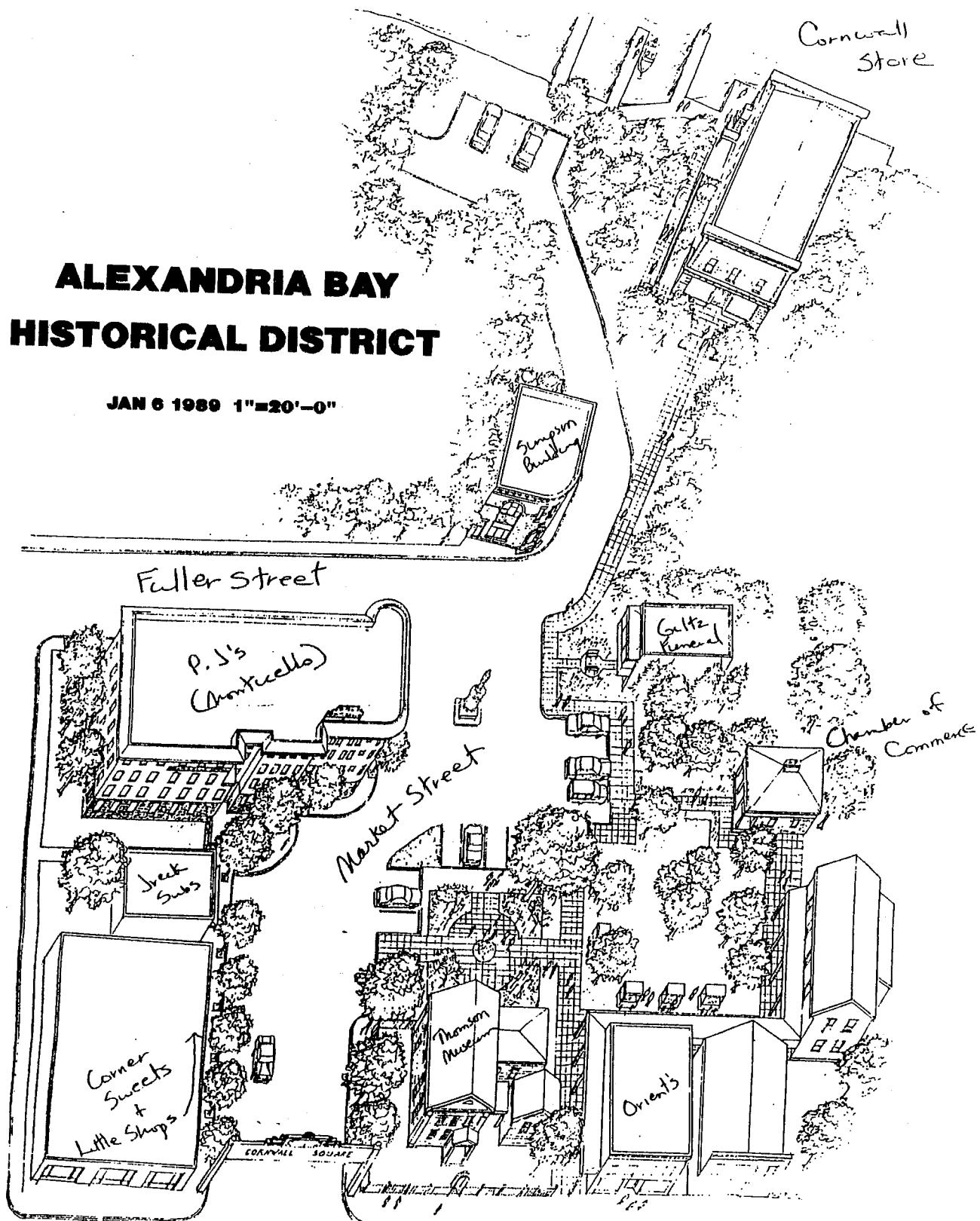


FIGURE 1 proposed Historic District, 1989

GENERAL ECONOMIC ANALYSIS

INTRODUCTION

The way in which funds are generated and dispersed has a significant impact on the way in which a community functions and develops. By targeting the local economy, a community may direct the way in which it develops. Looking at long range expenses, past and future, a community may develop appropriate policies to meet current and future needs. With this in mind, the following is an examination of several components of the local economy which help to generate revenues, components relating to the way in which the Village of Alexandria Bay collects and distributes revenues, and other factors affecting the Village's economy.

EXISTING CONDITIONS**Area Economy****Tourism**

It is clearly evident that tourism and tourist related activities are the dominant economic factor influencing the economy of the Village of Alexandria Bay. Many businesses cater entirely to seasonal visitors. While many more derive the majority of their business from either seasonal visitors or servicing those other business's based on the tourist trade.

The basis of this tourism industry is due to the natural features of the Thousand Islands area. The area draws visitors from areas throughout New York State, as well as other states and Canada.

Most of the visitors traveling to this area originate from central New York and southern Ontario. The area is also within 200 miles of Canada's two largest cities, Toronto and Montreal, and approximately 100 miles from the Canadian Capital, Ottawa. All of this adds up to the area being located within short travel times of a significantly large population base. Possibly less significant, but still worthy of note due to its impact, is the expansion of the Fort Drum Army facility and the expanded local population base related to its growth. It should be noted that this local population growth will tend to be younger in age and smaller in family size with interests in active recreation, sports events and family activities including family spectator shows and sports (Market Potential For Audience Support Facility, by ZHA, Inc., 1989).

Hotels/Motels

The Bonnie Castle Resort serves as the largest banquet facility in the area while the Edgewood Resort provides the greatest number of hotel/motel rooms (See: Table I). Facilities such as these help to attract approximately 400 conferences a year to the area. Conferences average approximately 60 attendees per event

(ZHA Inc., 1989). Associated with the tourism trade is revenue generated by the Jefferson County Occupancy Tax. This tax, instituted by law in 1988, places a surcharge on hotel/motel room charges. Funds collected are used by the county and the communities within the County for promotion of tourism. Each community receives a portion of the total funds collected based on the number of hotel/motel facilities within its boundaries. Alexandria, by far, receives more of these revenues than any other community within the County. These funds, distributed quarterly, and for local use for promotion of tourism, have averaged \$35,805.65 for the six quarters through November 30, 1989. Greatest amounts would be for the quarterly disbursement in August, the lowest in February, reflecting the seasonal nature of room rentals in the Town of Alexandria and the area around Alexandria Bay.

TABLE I : MAJOR LODGING FACILITIES IN ALEXANDRIA BAY, 1989

Facility Name	Hotel Rooms	Season	Banquet Seating	Room	Rates
				Summer	Off-Season
Bonnie Castle	135	Year Rnd	650	98-188	48-138
River Edge	122	Year Rnd	10	78-158	48-128
Captain Thompson's Resort	117	May-Oct		55-145	39-99
Pine Tree Point	83	May-Oct	200	57-125	44-110
Edgewood Resort	166	May-Oct	300	65-200	55-125
Thousand Islands Club (Wellesley Isl.)	105	May-Oct	230	80-120	60-100
TOTAL	728		1530		

* In addition to these facilities there are another 300 to 400 mid- to up-scale rooms in Alexandria Bay housed in smaller facilities.

SOURCE: ZHA, Inc; Jefferson County 1000 Islands Travel Guide.

Special Events

Four large events held in the Alexandria Bay area have been studied for their impact on the local economy (Economic Contribution Study of Festivals and Special Events In The Thousand Islands. April 1987). These are: Pirates Weekend, the Vintage Boat Show, Balloon Festival at the Edgewood Resort, and the Psychic Fair held at Boldt Castle. The event with the largest number of people attending and the largest economic contributor was the Pirates Weekend followed by the Psychic Fair (See: Table I - Festivals and Events). All four events drew people in the 24 - 44 age group as the largest age group and the non-local attendees tended to outspend local attendees.

These events and others like them are shown to contribute significantly to the economy of the Village.

Year-Round Industry and Employment

Clearly, one of the short comings of the local economy is the decided lack of year-round employment opportunities. Though larger resorts are beginning to remain active throughout the year, the jobs maintained at these locations are low paying service sector positions that do not serve the needs of household maintenance. Outside of retail, service and now some tourism establishments there are no year-round employment opportunities. The area work force therefore must seek employment outside the area. Agriculture does make a significant contribution to the area economy on a year-round basis, but these jobs are located outside of the Village. Many work force members enjoy full employment during the tourism season but have to avail themselves of unemployment insurance benefits in the off-season.

This situation is borne out by employment and occupational statistics. Unemployment statistics are consistently higher during the winter months as compared to the summer. Table III shows that 37.3 percent of the work force in 1980 was unemployed for longer than fifteen weeks. In 1980 median family income was \$16,029. The same figure for the State of New York was \$20,180. Table IV provides personal income statistics for the Village.

TABLE III: VILLAGE RESIDENTS
UNEMPLOYED IN 1979

LENGTH OF UNEMPLOYMENT	PERSONS	PERCENT OF LABOR FORCE
One to Four Weeks	25	6.6
Five to Fourteen Weeks	60	15.7
Fifteen Weeks or more	142	37.3
Total	227	59.6

SOURCE: United States Census, 1980

TABLE IV: VILLAGE OF ALEXANDRIA BAY
PERSONAL INCOME FOR 1979

Per Capita Income	\$5914
Total Persons Below Poverty	148

1979	FAMILIES	HOUSEHOLDS
Median Income	\$16,029	\$13,237
Aggregate Income	\$6,129,285	\$7,385,565
Number Below Poverty	28	24

YEARLY INCOME GROUP	HOUSEHOLDS	PERCENTAGE
Less than \$4,999	78	16.5
\$5000 to \$9,999	92	19.5
\$10,000 to \$14,999	106	22.4
\$15,000 to \$19,999	77	16.3
\$20,000 to \$24,999	48	10.1
\$25,000 to \$29,999	37	7.8
\$30,000 to \$39,999	17	3.6
\$40,000 to \$49,999	6	1.3
Over \$50,000	12	2.5

SOURCE: United States Census, 1980

Village Finances

Table V shows much of the way in which funds were collected and disbursed within the Village of Alexandria Bay between 1984 and 1988. Generally, both the total assessed valuation of taxable property and the total tax levy have continued to rise over the period at an average of five percent per year for the former, and 7.2 percent per year for the latter. Collection of taxes has remained good over the period.

Indebtedness has been reduced over the period. However, with new debts incurred as a result of new construction for the Village water system, total outstanding debt would be expected to be raised to a much higher level, particularly in the short term.

Actual expenditures have shown a somewhat uneven distribution over this time period, increasing through 1987 and then declining in 1988. 1988 was also the year in which Federal revenues were no longer received. The largest areas of expenditure follow this same pattern, those areas being: police, fire, other public safety, transportation and economic assistance. General government, health services, culture-recreation and home and community services expenditures have tended to steadily increase over the time period (see Figure I - Village Finances - Expenditures by Function).

EXPENDITURES BY FUNCTION FOR CURRENT OPERATIONS

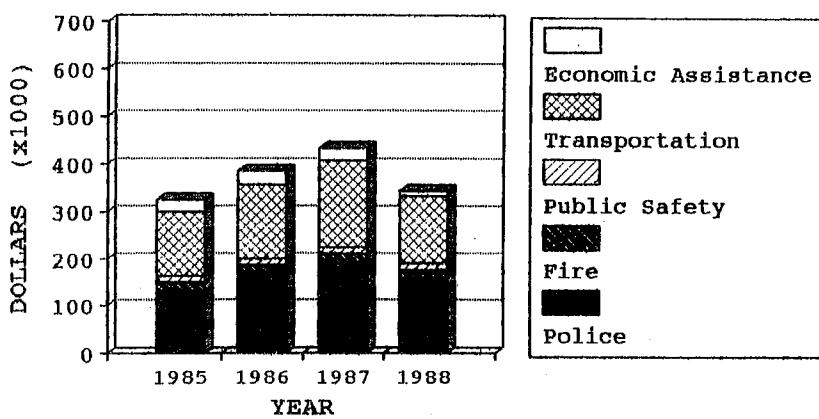
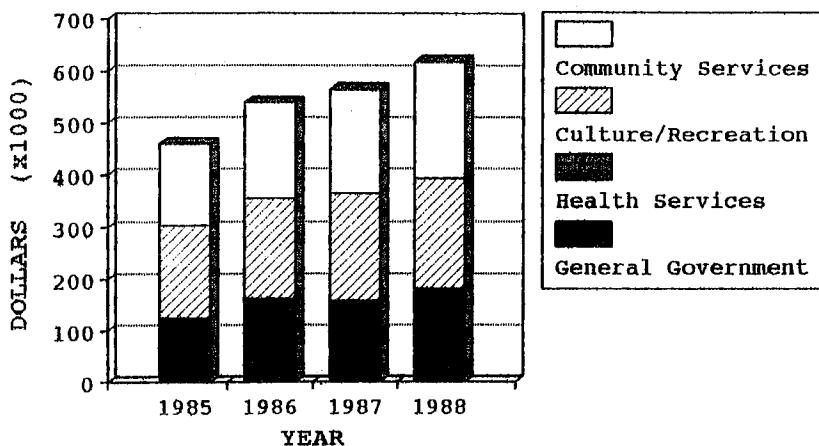


FIGURE I

PLANNING CONSIDERATIONS

- Water system costs would be expected to rise from current levels. Additional sales of water to outside-Village users will help to defray increased costs for in-Village users.
- Annexing areas currently being sold water, while increasing the overall Village tax base, would likely decrease water system revenues since rates would be reduced to that of in-Village users.
- Considerations might be given to establishing commercial water rates, to offset the increased burden on residential water system users. This might be justified due to the overall large capacity needed to serve large seasonal demand created by area resorts, hotels and motels.
- The scenic quality of the area, and other water related activities are prime attractors for area visitors and the basis for the tourist economy of the area. Development of services and facilities for tourists and residents needs to be balanced with preservation of those features which attract tourists.
- A significant number of visitors to the area are from Out-of-State. Southern Ontario is significant in that many area visitors originate from there. It is important to provide sufficient services and activities for such visitors to ensure that they can move about the area with ease; find the area appealing and familiar; and have ready access to the unique activities and features of the area without undue time constraints or due to insufficient information.
- Area resorts are the largest contributor to area revenues and impact most other area businesses.
- Business activity is extremely seasonal in nature. Activities and business enterprises which would extend the business season might be encouraged.
- Special events contribute significantly to the area economy. Consideration needs to be given to allowing and encouraging such activities in a way which enhances the area image. Other events might be encouraged to promote events during less busy times of the year.
- In recognition of the strong tourism and recreation economy and the need for manufacturing employment, the Village should work in conjunction with area development agencies to attract businesses in the leisure, boating and recreational equipment manufacturing sectors.
- The Village should support development of cottage industries (crafts, artists, woodworking, etc.) as an alternative to seasonal employment.

- The Village should commission a comprehensive economic analysis of the Village that would include surveying the Village businesses community to ascertain the needs of local operational and identify potential areas of expansion.
- Future studies of the impact of tourism visitation should focus not only on organized festivals and events but also on holiday weekends
- Victoria Day, Labor Day, etc. to ascertain the importance of those dates. Such a study would examine visitor origin, length of stay, expenditures, marketing effectiveness and other factors.

TABLE VI: LABOR FORCE CHARACTERISTICS, 1980

Persons 16 Years and Over	981	
Percent in the Labor Force	53.9%	
CIVILIAN LABOR FORCE	MALES	FEMALES
Employed	226	155
Unemployed	51	97
Not in Labor Force	169	283
Total	446	535

SOURCE: United States Census, 1980

VILLAGE OF ALEXANDRIA BAY
LABOR FORCE BY OCCUPATION TYPE

OCCUPATIONAL GROUP	NUMBER OF PERSONS	PERCENT OF LABOR FORCE
Managerial & Professional	98	25.7
Technical, Sales, and Administrative	86	22.6
Service Occupations	62	16.3
Precision Production	135	35.4
Total	381	100.0

SOURCE: United States Census, 1980

TABLE VII: NUMBER OF WORKERS PER FAMILY

	TOTAL FAMILIES	AGGREGATE INCOME
No Workers	41	\$396,160
One Worker	87	\$1,274,145
Two or More Workers	200	\$4,458,980

SOURCE: United States Census, 1980

TABLE V: VILLAGE FINANCES

(Numbers in \$000)

ASSESSED VALUATION	1984	1985	1986	1987	1988
Taxable Real Property	23242	23412	24041	24794	28101
State Equalization Rate	93.14	89.68	86.21	81.73	85.29
Full Value	24954	26106	27887	30336	32948
Constitutional Real Estate Tax Limit Provisions					
Limit For Operating Purposes	389	428	458	495	532
Tax Levy Subject to Limit	328	346	382	390	446
Total Tax Levy	430	433	469	483	564
Tax Collection Performance		100	93.7	100	100

INDEBTEDNESS	1984	1985	1986	1987	1988
Issued During Fiscal Year					
Bonds			29	98	56
Bond Anticipation Notes				16	18
Other Notes		18	18	25	1
Paid During Fiscal Year					
Bonds		67	64	69	86
Bond Anticipation Notes		19	36	10	14
Other Notes			9	43	9
Outstanding at End of Fiscal Year					
Total Dept Outstanding		980	918	934	900
Not Subject to Limit:					
Bonds		693	659	625	592
Subject to Limit:					
Bonds		139	139	200	203
Bond Anticipation Notes		130	94	100	104
Other Notes		18	27	9	1
Constitutional Debt Limit	1498	1603	1732	1861	1991

REVENUES	1985	1986	1987	1988
Real Property Taxes				
Taxes and Assessments	496.7	503.4	577.9	620.5
Other Tax Items	12.2	9.6	13.5	29.8
Non Property Taxes				
Sales Tax	148.5	166.8	175.4	197.2
Other Taxes	10.1	12.1	13.7	14.9
Intergovernmental Revenues				
State Aid	53.7	58.8	74.7	90.9
Federal Aid	37.3	75.3	16.6	0
Other Governments	8	8.7	9	11.5
Utility Revenues	188			
Interest on Investments		31.2	35	42.5
All Others	164	409.3	393.8	418
TOTAL	1118.5	1275.3	1309.6	1425.3

TABLE V: VILLAGE FINANCES

(Numbers in \$000)

EXPENDITURES BY OBJECT	1985	1986	1987	1988
Current Operations				
Personal Services	350.8	396.4	444.4	445.2
Employee Benefits	113.3	142.6	157.7	156.2
Contractural Expenses	365.5	426.7	448.2	430
Equipment and Capital Outlay	36.7	88.6	160.5	102.5
Debt Service				
Principal	85.7	109.7	122.4	108.7
Interest	57.8	53.3	50.6	48.1
TOTAL	1009.8	1217.3	1383.7	1209.9

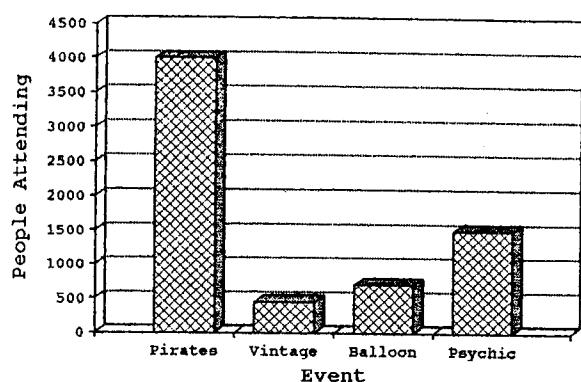
EXPENDITURES BY FUNCTION	1985	1986	1987	1988
General Government				
Current Operations	122.5	158.9	156.6	178.1
Equip. and Capital Outlay	3.2	9.6		23.2
Police				
Current Operations	129.3	167.3	187.6	159.2
Equip. and Capital Outlay	5	3.2	4.2	0.7
Fire				
Current Operations	23.2	20.6	23.8	17.2
Equip. and Capital Outlay	3	27.4	8.1	
Other Public Safety				
Current Operations	14.2	13.7	15.6	15.3
Equip. and Capital Outlay	11.2	14	1.8	1.8
Health				
Current Operations	2.8	1.9	2.1	3.8
Equip. and Capital Outlay				
Transportation				
Current Operations	137.9	157.2	183	144.1
Equip. and Capital Outlay	8	17.3	76.2	16.8
Economic Assistance				
Current Operations	25.5	29.4	28.3	11.6
Culture and Recreation				
Current Operations	179.1	194.8	207	212
Equip. and Capital Outlay	2	17.1	57.1	47.9
Home and Community Services				
Utilities:				
Current Operations	157.3	185.9	201.2	225.4
Equip. and Capital Outlay	4.3		12	9.9
Other:				
Current Operations	37.7	36.1	45.1	64.9
Equip. and Capital Outlay			1.1	2.2

SOURCE: Comptrollers Reports on Municipal Affairs.

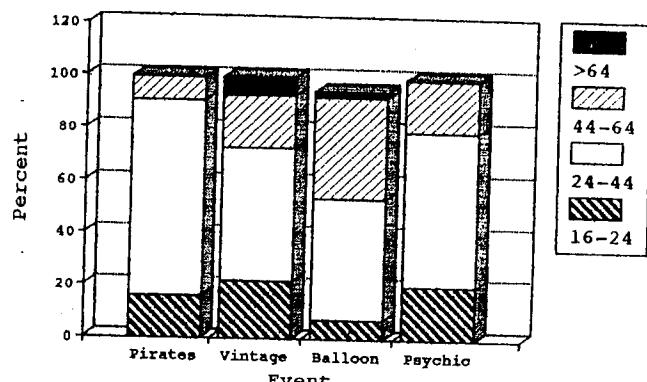
FESTIVALS & EVENTS

1987

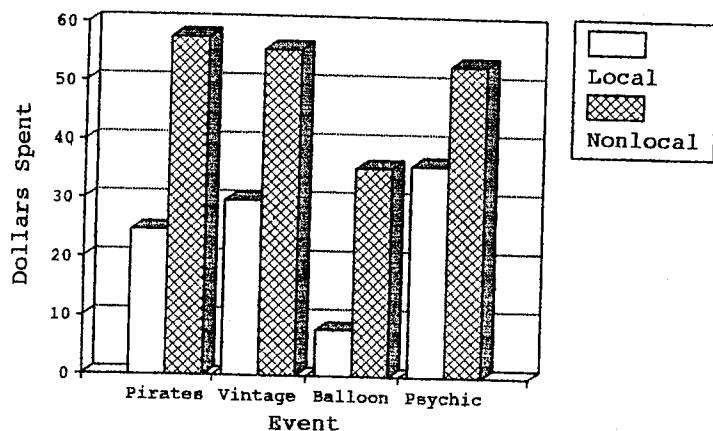
Total Attendance



Attendance by Age



Average Expenditure by Person



Total Dollars Spent

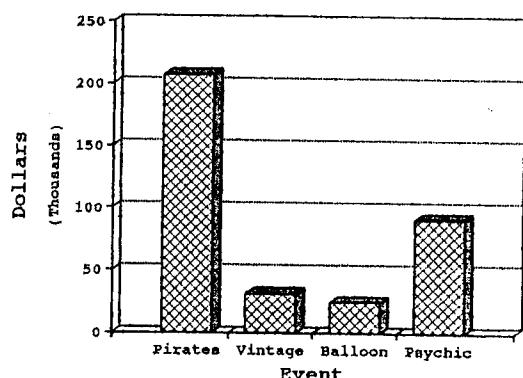


FIGURE II

PARKING

INTRODUCTION

The Village of Alexandria Bay is a tourist based community with a large seasonal population. During the winter months it is fairly quiet and hard to imagine that a serious parking problem could ever exist. The only parking problem during the winter is from the lack of snow removal. The situation is much different during the summer season. (See Table III: Parking Tickets Issued, in Police Department Section.) From Memorial Day until after Labor Day the Village is kept very busy with seasonal residents, tourists, and visitors. The fluctuation of residents and tourists places great demands on the village roads and parking facilities which are otherwise adequate. The summer demand for parking exceeds the available facilities, especially on the weekends and during special events when many tourists visit the Village.

The extent of the summer influx can be demonstrated by traffic counts conducted by the State Department of Transportation (SDOT) in 1989. (See Table 1 of the Transportation Section.) According to these counts the area along Route 12 just outside of the village has approximately 1,500 trips per day during the winter. The same location has 10,000-14,000 trips per day during the summer. This is a 560 -830% increase in traffic.

The large influx of travelers and tourists to the village is very beneficial and has a positive economic effect; however it becomes a problem if the tourists cannot find a place to park their cars. In fact, without adequate parking facilities visitors cannot even stop to enjoy the village. A goal should not only be to bring in tourists but also to get them out of their cars and walking around the village. Only then do they spend their money. Another scenario is that the tourist spends so much time fighting traffic and looking for a parking spot that they leave the village with a negative image. Attempts should be made to avoid this situation.

The shortage of parking facilities is not a new problem within the village. The 1964 Master Plan estimated that the Village was short 107 parking spots. Since that report the tourist industry has increased, many businesses have expanded and new businesses have opened. This growth has placed an even greater burden on the already crowded facilities. At this point the Village needs to increase the parking capacity to meet the current demands and to insure that growth of the parking supply and transportation system continue to coincide with the growth of the village.

EXISTING CONDITIONS

CURRENT PARKING FACILITIES

Public Parking

According to the Department of Public Works(DPW) there are a total of 350 public parking spots. An additional 210 are available, on certain occasions, at the Ice Arena. Currently, 110 of the 350 public parking spots are not metered. The Village is considering converting some of the unmetered spots to metered parking.

Private Parking

In December 1989 a parking survey was distributed to the Business Community to ascertain what type of private facilities are available within the village. The survey was distributed to 66 local businesses and 27, or 41%, were returned. A total of 503 on site parking spots were represented by these 27 businesses. The survey also indicated that eight, or 30%, of the respondents have no on-site parking and rely on the public facilities. It is questionable, from the survey results, whether many of the businesses have adequate parking for employees and customers.

AFFECTS ON THE COMMUNITY

It has been proven by transportation planners that the smaller a community the less distance people are willing to walk. This seems to be true in the village of Alexandria Bay. The visitors usually drive directly to the General Business District to find a parking spot. Many drive around until they locate a vacant spot close to their destination; and some park illegally.

This drive and search attempt to find parking downtown leads to traffic congestion. The streets with the worst congestion are Church, James, Walton, and Market Streets. These four streets form the major transportation network downtown and carry a large percentage of the village traffic. On-street parking is allowed along both sides of these four streets. This adds to the congestion by taking road space, adding parking maneuvers that halt traffic flow, drawing pedestrians to the road, and slowing down traffic while drivers look for a parking spot. Ideas should be considered to mitigate this. One method is to widen the street; however this may be impossible in most areas due to the proximity of housing to the roadway. Some relief could also be given by removing parking spots or at least limiting parking to one side of the road. The already existing parking shortage makes this idea seem impractical unless the parking spots are replaced elsewhere. A third idea is to limit the traffic flow on portions of these roads to one direction. This would decrease the number and type of turning movements at intersections, and provide wider clearance for the parked cars. Another idea is to try and minimize the vehicular traffic on these roads. This would have to be accomplished by diverting traffic elsewhere, by encouraging residents and resort patrons to walk, by the

use of a mass transit system, and/or by offering long term parking elsewhere so that visitors and employees have an alternative to driving and parking downtown.

A second major problem in the Village is a result of increased boating and fishing on the St Lawrence Seaway. The Village facilities for boat launching and docking cannot support the demand. Crossmon and Washington Street become congested from boat trailer parking and from traffic waiting to access the boat launch. The possibility of expanding the boat launch facilities and docking areas within the Village should be studied.

The shortage of parking has also created levels of conflict within the village as different groups compete for parking. For example, many residents rely on the use of on-street parking and must compete with tourists for the available spots. This is particularly true on Walton, Holland, Second and lower Church Streets. The village should consider how they wish to address this conflict. To prevent residents from parking on the streets neighborhood lots could be developed where land is available. To simply restrict residents from parking on the streets is difficult because many have no alternative; however it has been suggested that residents not be allowed to park downtown. A negative result of this action could be that the local residents stop shopping downtown. Another idea is to provide a mass transportation service so there is an alternative to driving and parking or walking downtown. This service could also be used by resort patrons and possibly tourists.

A second level of conflict is between the General Business District facilities. Many were built without adequate parking due mainly to a lack of available space. Those without parking facilities rely heavily on the public facilities for both their employees and customers. The problem is that many facilities share the same public parking spots and there are not enough. Businesses that do have adequate private parking lots contend with another problem. Their parking lots are often filled by nonpatrons. This is most evident at the Resorts where patrons are often without a place to park even if the lot was designed with enough spaces for the rooms available.

The parking situation and congestion is also a big problem for the public services. For example, the Fire Department has trouble maneuvering fire trucks through the Village because of the traffic congestion. The location of the Fire Hall, on one of the most congested corners, is part of the problem. The fire trucks on weekends between Memorial Day and Labor Day, are parked at the school to avoid being blocked in due to congestion outside of the fire station. Even with this precaution they still have trouble maneuvering trucks around corners, hooking up to fire hydrants when cars are parked too close, and driving through traffic to reach the business district and the hospital. This threatens safety and welfare in the village and steps should be taken to safeguard against these problems. Fire lanes and fire districts might help to insure fire safety throughout the village. Also, all intersections could be checked to insure that cars are not allowed to park so close to the corner that they affect the turn radius of fire trucks and large recreation vehicles. The Fire Department has

pointed out five intersections where cars are often parked too close to the corner. These five are: Church and James Street, Holland and Walton Street, Second and Walton, Walton and Church Street, and Cornwall and Walton Street. They also pointed out four problem areas within the Village: the intersections of Holland and Second Street, Walton and Holland, Catherine and Church Street, and the Bethune Street bottleneck. Finally, the area adjacent to fire hydrants should be checked to insure that no parking space is located closer than fifteen feet. Any car parked too close to a corner or fire hydrant should be ticketed, or towed, to insure safety is maintained in the event of an emergency. However, the police department is kept very busy in the summer issuing parking tickets and responding to accidents. July is the busiest month by far. (See Table 3 and Figure 2 of Police Department Section.)

The Hospital is another public service that suffers from the traffic congestion and parking shortage. In fact, this is one of the few Village areas that has a year round parking problem. During the winter patrons to the clinic or hospital who cannot find parking in the hospital lot must walk through the ice and snow to reach the hospital. This is very difficult for the elderly or sick. The hospital parking lot is even more congested during the summer and it can be nearly impossible for the hospital or clinic patients to find a parking spot.

The lack of parking for some of the Village Churches creates a problem during Church and Funeral Services. The church members must compete with tourists and residents for available parking. On-street parking that is located adjacent to these Churches becomes very congested. St. Cyril's Church and the Reformed Methodist Church, located on the corner of Church and Rock Street, are particularly a problem for the Fire Department. When this area gets congested with traffic it is difficult if not impossible to get the fire trucks out of the fire hall.

CONCLUSION

A shortage of parking is the overall factor that leads to traffic congestion and related problems within the village. One or more locations for additional parking should be found and developed; but careful consideration should be given to the location. The residential areas should be avoided to prevent excessive traffic in these areas. Any parking lot should be located as close as possible to the Central Business District. A number of small lots may be as effective as one large lot. If no areas are available at this time then other solutions as discussed previously should be considered. The Village should continually look for possible parking areas should any land become available.

According to Village surveys that were conducted in 1989, the business community, residents, and board members all agree that village parking and traffic flow are serious problems. Many feel that finding solutions to these problems should be given top priority before the situation becomes worse.

Planning Considerations

- Zoning Law provisions to insure adequate parking is developed for all new uses.
- Parking lot design standards, landscaping, and buffering.
- Determine appropriate and inappropriate areas for off-site parking lots.
- Requirements for loading zones.
- Possibility of developing satellite/long term parking for the Village.
- A parking study to determine the best method of mitigating the current parking shortage.
- Promote off-street parking placed to the rear of buildings.

TRANSPORTATION

INTRODUCTION

The transportation network is a very important element of a community which can help or hinder growth. The network must provide internal flow for localized activities as well as provide access to the outside world for goods and services not found within the community. A transportaiton system consists of different modes of travel: Roadways, waterways, airways, railways and pedestrian-ways. These should all be included in a transportation study to develop the overall picture of transportation opportunities. Map 9 of the Appendix shows the transportation systems available in the Town and Village. Areas of conflict, such as pedestrian and traffic conflicts, should be minimized. An important consideration when analyzing the transportation system is the land use patterns. Land use affects the flow and movement of localized traffic; for example some uses create increased traffic with higher turnover rates than others. At the same time the transportation system affects land development and land use; for example commercial activities normally develop on major roads such as arterials and collectors.

The purpose of a transportation study is to discover the problem areas and needs within the Village. This is used to guide the planning process and to establish safe, adequate travel throughout the Village.

EXISTING CONDITIONS

Roadways

There are four basic road types with various uses and characteristics: Major thoroughfares, arterials, collectors, and local streets. (1) Map 2 of the Appendix shows the road network within the Village. Map 10 of the Appendix shows the road network outside of the Village.

1. Major Thoroughfares - are roads that carry regional and inter-regional traffic to and from points that are not in the community. This function precludes them from having land access and parking. Major thoroughfares generally offer limited access at interchanges. Interstate Highway 81 is the only major thoroughfare in the area. I-81 is unique in that it directly accesses Canada to the north and supports international traffic. To the South, I-81 connects Alexandria to Watertown, Syracuse, and the NYS Thruway. I-81 crosses the Southwest corner of Alexandria and is approximately four miles from the Village limits.

(1) Emanuel Berk, Downtown Improvement Manual, ASPO Press, May 1976: pp 16-3 & 16-4.

2. Arterials - are roads that carry traffic out of the area. They connect major traffic generators and move large volumes of traffic; therefore land access is a very minor function. The normal speed limit on arterials within a community is 35 mph but it may be reduced to 25 mph during peak traffic periods. New York State Routes 12, 26 and 37 are the existing arterials. NYS Route 12 has been designated as a scenic highway and draws a lot of tourist traffic. Its scenic and historic character should be protected. Route 26 connects the Village with Route 37 and various villages. Route 37 links the Village with Watertown to the South and Ogdensburg to the North.
3. Collectors - are roads that collect traffic from local streets and channel it to the arterials. They also provide access to neighborhoods, local streets and local traffic generators such as the school and resorts; but their primary purpose is to move traffic from one road to another. Parking and access to residential buildings should be minimized and discouraged since land access is a secondary function of collectors. Traffic volumes on collector streets should not exceed 4,000 to 5,000 vehicles per day. The speed limit on a collector is normally 20 to 25 mph. Church Street, Walton Street, High Street and Bolton Avenue are Village collectors. County Road 1 is a town collector that leads directly to the Village. It connects to County Road 111 and then NYS Route 37. Other town collectors are County Road 2, 3, 15, and 192.
4. Local Streets - are those that provide direct access to abutting residential, business, and industrial properties. Their primary purpose is land access; therefore through traffic should be discouraged from using these streets. Proper design of local streets will insure proper usage and help to control traffic. Some design considerations include the street width and length, the street pattern and connector streets, curves and the surrounding area. All streets within the Village that were not previously discussed are local streets.

At the present time the Department of Transportation has no plans to improve or develop new road systems in or around the Village.

Airways

The Maxson Field Airport is a small facility located within the Town of Alexandria on Route 26, approximately 2 miles south of Alexandria Bay and 6 miles from I-81 (See Map 10 of Appendix). The airport is a privately owned - public use facility that accommodates single engine and small twin engine airplanes. The airport has 2 runways. One is a 2,600 foot turf runway and the other is a 4,200 ft x 60 ft paved runway. The airstrip is lighted and used for daytime and night time flights.

The airport has 1 based plane devoted to commercial flights and tours and seven year-round tenants. It has approximately 6 hangar spaces and numerous outside tie-downs available.

Waterways

The Village has four public dock sites on the St. Lawrence Seaway. The location and size of the public docks are as follows:

Upper James St.	- 500 ft.
Lower James St.	- 60 ft.
Bethune St.	- 60 ft.
Holland St.	- 60 ft.

The above listed docking facilities are free of charge and available for recreational use by tourists and residents. There are also many commercial and private facilities that offer recreational opportunities on the seaway and docking at a price to the user.

The attraction of the seaway to boaters and tourists places a great demand on the transportation system within the Village. Currently there are not enough docking facilities to meet the demand or enough parking areas to support the boat trailers. A direct affect is that traffic on Washington Street, Riverside Drive and Holland Street is often congested and backed up. The Village has been contemplating the expansion of the upper James Street dock for many years. The area to expand is available and the expansion would be beneficial; but funding continues to be a problem in the attainment of this objective.

Pedestrian Paths

The Village pedestrian ways in the Central Business District are well lighted and adequate for the community's use, but during the peak season the paths are crowded and pedestrians "spill" off onto yards and streets. This is particularly true on James Street where a conflict between pedestrians and vehicular traffic is often evident. Many of the Village sidewalks need to be widened and most sidewalks in the residential areas need repairs. Some neighborhoods do not have sidewalks (See Community Appearance Section). Snow removal on sidewalks is another problem. Due to a large number of absent seasonal residents, the sidewalks do not get cleared and pedestrians must walk on the Village Streets.

Pedestrian travel is the cheapest and most efficient means of transportation; therefore it should be encouraged by adequate and appealing design of pedestrian paths throughout the Village. Some areas of the Village have no sidewalks at all and many that exist are in bad condition. (See Map 10 the community appearance survey for more exact information).

Public Transportation

Currently the Village does not have a public transportation service in operation; however due to the seasonal traffic congestion and the severe parking shortage in the Village it is the general consensus that such a service is needed and could be successful. A successful public transportation service would help ease the traffic flow problems by minimizing the number of privately owned vehicles being driven within the Village. Many of the large resorts have already resorted to

providing transportation for their guests. This service provides the tourists with transportation without the hassle of fighting traffic and searching for a parking spot.

There are many different varieties of public transportation that could be provided and a careful analysis of each possibility should be done to determine which one alone or in combination with others is most likely to succeed. Factors to consider include the potential demand for the service, costs to run the service, revenues generated, and potential for reducing traffic congestion and enhancing safety. Once an alternative is selected a detailed transportation program should be prepared that identifies routes, schedules, equipment and facilities needed, costs, operational requirements, plan implementation and revenue sources. (1)

1. Taxi Service

At one time a privately owned taxi service operated within the Village on a seasonal basis. Although it was discontinued it is said to have been very successful.

The people most likely to benefit from, and use, a taxi service are the elderly village residents and the guests of the outlying resorts.

One advantage of a taxi service over the other types of public transportation is its flexibility. It does not operate on a fixed route or schedule and will go to any location at any time when it is needed by a customer. A disadvantage of the taxi service is that it has very limited room for riders. A taxi service will help the parking situation in the Village but it will not have as drastic an affect on the traffic flow problem as other forms of public transportation should.

2. Bus Service

A local bus service has a number of possible variations. The service can be developed with fixed-route service, demand-responsive service, subscription service, or a combination. It can be contracted and privately operated or municipally owned and operated. The number of buses and frequency of runs can vary and it can have dedicated or undedicated services. The funding of the service is also subject to a variety of methods and sources. One possibility is to provide a scheduled and dedicated route with stops at all of the large resorts, the central business district, a municipal parking lot or satellite lot, and the nearby State parks and campgrounds. The local businesses that benefit from the service could help with the cost and a small fee could be charged to riders. If a satellite parking lot is developed the users could be charged a fee that would cover parking and an all day bus pass. A satellite parking lot would be especially useful for employee, boat trailer, recreation vehicle, and long term parking. Two or three small buses would provide for the best frequency and variety

1. Emanual Berk, Downtown Improvement Manual, ASPO Press, May 1976, pp. 19-1 to 19-8.

of services; but even one bus to start would be beneficial. A successful operation would greatly relieve traffic congestion and the Village parking shortage.

An ideal situation for a Village the size of Alexandria Bay would be to develop shared use of the buses with the school or other local groups who may wish to rent the buses for off-season use. This would spread the use of the service over the entire year and over a larger group of people.

A bus service, especially if used jointly with a satellite parking area, is a great way to mitigate congestion by reducing the amount of traffic flow within the Village.

3. Trolley Service

An actual trolley service would probably cost too much due to the required infrastructure and equipment, but it would be in tradition with the Village history and would be an added attraction for the tourists. For the same affect at a lower cost the Village could use buses that look like the old fashioned trolley cars. This would be more appealing for tourists and visitors than riding an ordinary bus and thus it may add to the program's success. The idea should be considered and possibly a cost benefit analysis done.

4. Conclusion

To determine the actual feasibility and success of public or mass transportation in the Village, a pilot project such as a shuttle service could be established on a seasonal basis.

In the past a shuttle service along with satellite parking has been provided for visitors during special events. The outcome of this service was very successful and consideration should be given to providing such a service throughout the entire summer season. A few of the resorts in the Village provide public transportation for their guests. These individual attempts to mitigate a serious problem by providing patron transportation are indicative that a public transportation service is needed and could be successful on a seasonal basis.

An organized effort to provide public transportation would be more efficient and more likely to support a wide range of people; residents as well as visitors. Mass transportation could be a very positive development in the Village that may drastically relieve the Village's two most significant problems: Traffic congestion and shortage of parking.

PLANNING CONSIDERATIONS (1)

- Provide a safe and efficient transportation system for the Village.
- Plan and develop the traffic network to minimize through traffic on local streets and provide low speed circulation.
- The Village need for a Public Transportation system, such as taxi or bus service.
- Integrate and plan the entire transportation system: waterways, airways, roads, rail and pedestrian routes as a whole and not as separate systems.
- Reserve major thoroughfares and arterials for the movement of traffic rather than public access.
- Promote off-street rather than on-street parking which can interfere with traffic flow.
- Provide and promote alternatives to vehicle transportation; such as pedestrian paths, bicycle trails and public transportation.
 - a. Interconnect the Village highlights and gathering places with well designed pedestrian ways.
 - b. Plan pedestrian domains such as plazas, squares and public parks.
- Explore all possibilities to improve the existing transportation system and resolve conflicts.
- Strive to separate pedestrian and vehicular traffic.
- Develop all possibilities for water borne traffic and provide access to the St. Lawrence.

(1) John Ormsbee Simonds, Earthscape: A Manual of Environmental Planning & Design, Van Norstrand Reinhold Co., N.Y.; 1978, pp 141-170.

TABLE I :
ALEXANDRIA BAY TRAFFIC COUNTS ON STATE ROADS

ROADWAY	TRAFFIC VOLUME	YEAR	LOCATION
*NYS Route 12	4000	1984	West of Village
	5600	1988	West of Village
NYS Route 26	2000	1982	East of Village
	2700	1988	East of Village
	1650	1980	From Redwood to Alex Bay
	2050	1987	From Redwood to Alex Bay
Church Street	2650	1987	At NYS Route 26
	5400	1988	At NYS Route 26

* The daily traffic on Route 12 is very seasonal in nature.
 On a summer day the Route averages 10-14,000 trips per
 day while in the winter it drops to as low as 1,500 per day.
 SOURCE: State Department of Transportation, ADT's.

TABLE II :
ALEXANDRIA BAY TRAFFIC COUNTS ON COUNTY ROADS

ROADWAY	VOLUME	DATE	LOCATION
County Route 1	1095	6/20/89	At Swan Hollow Road
	941	6/20/89	At Village Limit
County Route 2	436	6/20/89	At NYS Route 26
County Route 3	662	6/21/89	At Plessis Vil. RTE 26
County Route 100	1253	6/19/89	At County Route 191 East
County Route 111	166	6/20/89	At NYS Route 37
County Route 192	1078	6/20/89	At NYS Route 26
	1398	6/20/89	At County Route 3

SOURCE: County Department of Transportation, 24 Hour ADT's.

MOTOR VEHICLE ACCIDENTS BY LOCATION IN 1989

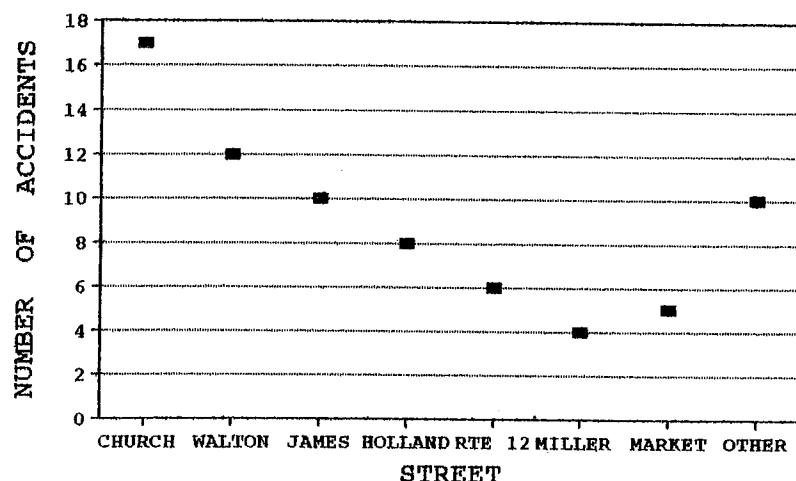


FIGURE I

CHAPTER TWO

GOALS AND OBJECTIVES

VILLAGE GOALS AND OBJECTIVES

INTRODUCTION

The essence of a community master plan is its vision for the future. The very term, "plan" implies forward or visionary thinking. The Village of Alexandria Bay in pursuit of establishing that vision of the future has prepared background studies and established planning considerations regarding several areas of community development and service. This background information enabled the village to make informed judgments or "visions" for the future development of the Village. Rather than presenting these visions in grand and colorful planimetric representations of the community's future, the Planning Board elected to represent the vision through a series of statements, or goals.

The goals presented herein serve two purposes. First, they collectively represent that future desired end. Second, and of equal importance, the goal statements provide a series of guiding principles that will assist the decision-makers of today and tomorrow. By applying these principles to the decision-making process, and using the advice they represent, the Village will be assured that each step into the future, each requirement, is one measure closer to the stated vision.

COMMUNITY GOALS

This section provides a list of the Village Goals and Objectives that were represented in the Village of Alexandria Bay Community Survey conducted in August of 1989. The survey was mailed to all Village residents. A good cross-section of year-round and seasonal residents were represented in 82 responses.

- The zoning law needs clearer language that the average person can understand, with less ambiguity in the language to make a more enforceable regulation.
 - Control but do not curtail growth and development.
 - Develop more local control over enforcement when feasible.
 - Preserve the sense of community and small town atmosphere.
 - Encourage and control development in the Village.
 - Maintain the present high level of community services.
- Obj.: Retain the hospital.

MASTER PLAN GOALS

The following goals and objectives resulted from thorough discussion and study of the information contained in Chapter 1 of the Master Plan. The implementation of these goals can lead to positive changes and the improved local control over development that is so desired in the Village. These goals should guide the development plans and decisions of local officials and should be referred to often. The Implementation Plan, formulated from this document, contains many good ideas that will bring about positive change when instituted. It is up to the local officials and residents alike to insure that the vision of a better community does not stop here.

LAND USE GOALS

- Relocate the Hospital to a quieter and more accessible site.
 - Obj.: In conjunction with the hospital administration, recruit a business or residential developer for the hospital property through a competitive proposal request.
- Relocate the Village police office and fire department to a better site.
 - Obj.: Pursue the sale of current facilities through request for proposal process, while simultaneously pursuing public, low cost financing for construction of a new facility.
- Enforce the zoning ordinance to eliminate illegal commercial encroachment.
 - Obj.: Provide training to administrative officials.
 - Obj.: Improve the authority of the ZEO to impose stop work orders, etc.
- Require adequate buffering between conflicting land uses.
 - Obj.: Spell out what is adequate for each zoning district.
 - Obj.: Require buffering in the Site Plan Review process.
- Restructure the zoning district boundaries, allowable uses and their intensities to reduce future conflicts.
 - Obj.: Amend the zoning regulation and map to minimize land use conflicts.
- Mitigate the potential adverse impacts upon existing residential property, while allowing the economic and service benefits of commercial development to continue.

- Obj.: Re-examine current zoning around residential zones with an eye toward a combination commercial-buffer-residential scheme and amend regulations accordingly.
- Improve access to undeveloped areas of the Village without compromising the arterial integrity of Route 12.
- Obj.: Explore and develop access points to subject lands from Village streets.
- Obj.: If legally possible take steps to relax the limited access restriction and replace this with local controls designed to insure highway function and allow highway access.
- Maintain current views and vistas and restore through attrition or reconstruction of the "Lost" vistas.
- Obj.: Provide additional review criteria in the Site Plan Review process that directs the Planning Board in its assessment of the impacts of development upon views, vistas, and distant scenery.
- Obj.: Conduct a Village study to determine the location of scenic views and vistas that should be preserved.

NATURAL RESOURCE GOALS

1. Soils and Slope

- To preserve and enhance the beauty of the landscape by encouraging the maximum retention of natural topographic features; such as drainage swales, slopes, rock outcroppings, and vistas.
- Obj.: Establish development requirements in the site plan review process and subdivision law that will protect the landscape.
- Obj.: State Environmental Quality Review.
- Minimize water run-off and soil erosion and sedimentation problems incurred during construction.
- Obj.: Employ accepted erosion control measures and require an erosion control plan from developers.
- Obj.: Require landscaping and the grading of land development projects should be consistent with topography, natural drainage and soil conditions.

2. Wetlands

- Protect and maintain the quality of wetland areas: the St. Lawrence River, Otter Creek, etc.
 - Obj.: Require appropriate setbacks and buffers in the zoning law.
- Minimize alterations in the size or quality of the natural water flows. Protect all wetlands from adverse dredging, or filling practices, solid waste management practices, siltation, or the additions of pesticides, salts or other toxic materials.
 - Obj.: Control pollution and runoff; and require adequate development plans.
 - Obj.: Insure development occurs in accordance with the requirements of DEC, the Army Corp of Engineers, and any other involved agencies.
- Protect the beauty of the St. Lawrence River, Otter Creek and the wetland area in the southeast portion of the Village from adverse development and other human impacts.
 - Obj.: Institute protection through Site Plan Review Standards.
 - Obj.: Define aesthetic beauty and the qualities that should be retained.

3. Fish and Wildlife

- Promote landscaping and the planting of trees and bushes that will attract wildlife.
 - Obj.: Require adequate landscaping in the Zoning and Site Plan Law for all new development.
- Protect natural areas that are important habitat for fish and wildlife.
 - Obj.: Conduct a wildlife study and identify the habitat areas.
 - Prohibit the destruction of natural habitat such as trees and wetlands except in cases of absolute necessity.
 - Obj.: Establish a tree replacement program.
 - Obj.: Require permit for removal of mature trees (establish control over the removal of trees in the Village).

Obj.: Site plan and subdivision lots should show existing and proposed trees or an entire Village wide survey locating important vegetative and wildlife areas should be done.

POPULATION GOALS

- Provide more stability or permanency in the population on a year-round basis.

Obj.: Promote year-round business.

- Promote an increase in the number of families with children.

Obj.: Provide good schools, recreation activities and promote the Village assets available for families.

- Retain the high school graduates.

Obj.: Provide career education in the local schools that will tie into the local economy.

Obj.: Develop year-round tourism or industries that will provide year-round and financially meaningful career opportunities.

- Promote slow and gradual population growth.

COMMUNITY FACILITY GOALS

1. Public Utilities

- Provide adequate fire flow pressure and improve water pressure in the southeast section of the Village.

Obj.: Upgrade water system transmission lines or restrict development in the low pressure areas of the Village.

- Insure Village facilities are upgraded along with any new development that will require significant increases in service.

Obj.: Require that some of the capital cost for extensions be borne by the new development.

- Continue to prevent storm water run-off from entering the sanitary sewer system.

Obj.: Monitor the sewer plant and water flow records.

- Improve the capacity of the one existing Village storage tank to meet the peak summer demands. (Being done)

- Protect the Village from the threat of the Zebra Mussel.
 - Obj.: Monitor water intakes and develop a plan to protect the Village water facilities from the Zebra Mussel.
 - Obj.: Firemen must adequately inspect, clean and protect the pump trucks and the fire boat from mussel colonization.
- Improve the water filtration facility to lower the turbidity level to acceptable New York State Department of Health standards.

2. Solid Waste

- Achieve a safe and healthy environment (cleaner).
 - Obj.: Develop a mandatory recycling program and promote maximum participation.
 - Obj.: Encourage the development of a solid waste management plan.
- The Village Solid Waste and Recycling Plan should be developed with consideration of the efforts of Town, County and State governments.
 - Obj.: Keep informed of updates and changes at the Town, County and State levels.
 - Keep the public informed, educated, and involved in the solid waste decision-making process.
 - Obj.: Use word of mouth, meetings, public notices and local announcements to keep the residents informed.
 - The Island residents should shoulder their fair share of the cost.
 - Obj.: Determine what a fair share is and charge them appropriately for services rendered.
 - Prolong the life of the landfill and minimize solid waste cost.
 - Obj.: Use the three R's: Reuse, Reduce, and Recycle.
 - Obj.: Conduct a cost-effective study to determine if the Village would do better staying in the solid waste business or contracting this service out.

3. Alexandria Central School

- Maintain a building size that can meet the number of programs mandated and the needs of the school system.

- Utilize the school building and athletic facilities for community events and clubs.
- Maximize the use of school facilities and properly integrate community classes and programs into the educational curricula.
 - Obj.: Strengthen adult education opportunities.
 - Obj.: Utilize any special areas of interest that local teachers possess.

4. Recreation

- Develop additional picnic and park facilities for residents preferably taking advantage of natural features such as the St. Lawrence River, rock outcrops, etc.
 - Obj.: Determine if any Village owned or vacant property is appropriate.
 - Obj.: Start with small undertaking and develop community involvement.
 - Obj.: Establish a riverfront walkway, possibly between the Village Park and the historic Cornwall Brothers Store.
- Develop an additional playground for children east of Route 12.
 - Obj: When a location is found start with small undertakings and improve it from year to year.
 - Obj.: Determine if any vacant property is appropriate and make aggressive attempts to purchase.
- Improve the boat launch and dock facilities to provide better recreational access to the St. Lawrence River.
 - Obj.: Insure adequate access is provided to boat launch facilities.
 - Obj.: Expand the Village dock.
- Renovate the municipal recreation center for year-round use, if possible, and to accommodate the handicapped and elderly.
- Develop an overall recreation plan for the Village that will tie together the Village natural resources, historic sites, parks and playgrounds.
- Additional public bathrooms are needed for summer tourists and visitors.

5. Fire Department

- Move it to a new location.
 - Obj.: Pursue the sale of current facilities through request for proposal (RFP) process, while simultaneously pursuing public, low cost financing for construction of a new facility.
- Improve Emergency Vehicle Access.
 - Obj.: Strictly enforce Village parking to insure that illegally parked vehicles won't hinder access.
 - Obj.: Remove parking spots determined to be a problem for fine vehicle access.
 - Obj.: Determine whether fire lanes would be beneficial if established and determine where they are needed.
- Improve Fireship Training of Volunteers.
 - Obj.: Conduct more training locally and possibly in collaboration with surrounding fire departments.
- Maintain a high level of Fire Service.
 - Obj.: Institute height restrictions that are within the means of fire department equipment to insure fire safety.

6. Police Department

- Improve retention of Trained Officers.
 - Obj.: Provide better pay or benefits.
 - Obj.: Require a specific number of years from police officers in exchange for the training and schooling cost.
- Develop efficient record keeping.
 - Obj.: Efficiently learn to use the new computer as well as develop an adequate filing system.
- Provide better local Police Training.
- Move Police Department to a better location.
- Provide better enforcement of all Village Laws.
 - Obj.: Make laws more understandable and enforceable.
 - Obj.: Educate the local police force on Village laws so that they are experts.

- Obj.: Train all zoning enforcement officers so that they know their job.
- Obj.: Pass a law to provide for the use of appearance tickets by the Zoning Enforcement Officer to save time and make his job easier.
- Obj.: Determine the feasibility of hiring/sharing a part-time NYS building code enforcement officer.

7. Hospital

- Retain Physicians.
 - Obj.: Determine what problems are causing the high turnover rate and then work toward a solution.
- Improve Emergency Vehicle access.
 - Obj.: Enforce Village parking.
 - Obj.: Explore relocation of hospital.
- Maintain a high level of Health Care.
 - Obj.: Make the local hospital a strictly municipal hospital and maintain it with municipal taxes. (If it is not possible to completely support it; then at least partially support it with municipal funds).
 - Obj.: Continue to provide community support and determine new ways to help the hospital.
- Integrate services with surrounding communities.
 - Obj.: Multi-municipal support of the facility.

HOUSING GOALS

1. Housing Inventory

- Enhance the current trend of residential reinvestment and improvement by improving the village - maintained properties.
- Establish a housing rehabilitation revolving loan fund.
- Continually monitor the interface between residential areas and conflicting land uses to assure that conflicts do not develop into problems that compromise neighborhood quality.

- Monitor non-residential development in consultation with population trends to insure adequate developable land is available to accommodate future population growth.
- Consider annexation of property to provide for residential growth as the commercial development grows and encroaches on available housing.

2. Community Appearance

- Improve the appearance of publicly owned and maintained spaces through organized maintenance and clean-up.
- Develop a sidewalk capital improvement program that couples landowner responsibility with Village initiative.
- Develop a suitable sign control regulation that insures message viability simultaneously with conformance to uniform design and size guidelines.
- Develop landscaping guidelines designed to improve the appearance of parking and vehicular access facilities.

Obj.: Include guidelines in Site Plan Review.

- Improve the buffering of residential from non-residential uses.

Obj.: Apply appropriate site plan review standards.

3. Historic Structures

- Maintain the cultural and historical characteristics of the Village.

Obj.: Promote Pirates weekend and any other fairs that celebrate the areas culture.

Obj.: Encourage structural design and improvements that match the historic character.

- Promote the preservation of historic buildings and sites.

Obj.: Develop a historical district or district overlay with additional requirements for developers.

ECONOMIC BASE GOALS

- Promote year-round business opportunities.

Obj.: Develop a tourism related, light industrial business such as boat manufacturing, souvenir crafting, or other North Country craft manufacturing.

- Conduct an Economic Development and Business Study that is designed to identify the assets and liabilities of doing business in Alexandria Bay and establishes strategies for future economic development.

PARKING GOALS

- Insure that adequate parking spaces are provided for all new uses.
 - Obj.: Address parking in the Zoning Law to insure that all new uses and developments have adequate facilities.
 - Obj.: Have the Village Board adopt a local law amending the zoning in regards to parking as proposed by the Planning Board.
- Develop adequate parking in or near the Village to support the existing facilities.
 - Obj.: Establish a plan to provide additional parking to relieve the parking shortage.
 - Obj.: The Village could lease the Thompson property, or other available property outside the village, for development of a parking lot.
- Encourage the influx of visitors and insure they do not leave the Village with a negative image due to parking problems.
 - Obj.: Issue courtesy tickets to visitors for first time parking offenses (for only a short time, possibly one hour). This would require the checking of license plate numbers.
 - Obj.: Develop a plan to provide adequate parking for the summer visitors.
 - Obj.: Provide employee parking outside of the Village with a shuttle service into the Village. This should be paid for by the businesses that need and use it.
 - Obj.: The Chamber-of-Commerce could have "meter-maids" that place quarters in meters when they expire so that the Village still receives the revenue and the visitors are spared from parking tickets.
- Insure that people attending church or funeral services have adequate parking.

- Obj.: Encourage those church's with a parking problem to provide mass transit or a share-a-ride program for church members.
- Obj.: Provide an on-street parking pass to church members for Sundays and restrict all others from parking adjacent to the church during services.
- Obj.: Encourage the Village or Local Businesses to work with the churches and develop a shared off-street parking facility where possible. The parking lot would be restricted for church use during church services.
- Provide adequate parking for boat trailers.
- Obj.: Develop a sattelite parking lot for the cars and trailers; preferably near the boat launch or offer return transportation.
- Address the problem of freight delivery which exists and insure that new businesses develop adequate loading and unloading zones whenever appropriate.
- Obj.: Schedule delivery of freight during off hours.
- Obj.: Put loading zone requirements in the Zoning Law.

TRANSPORTATION AND TRAFFIC FLOW GOALS

- Minimize through traffic in the residential areas.
- Obj.: Place "No Outlet" signs on dead-end streets.
- Maintain adequate access for emergency vehicles.
- Obj.: Evaluate Village on-street parking and remove any spots that hinder traffic flow or access to fire hydrants.
- Obj.: Encourage relocation of the hospital and fire departments.
- Obj.: Develop fire lanes where appropriate.
- Obj.: Annex Carnegie Bay and use this area to build a new fire, department, hospital, and municipal building.
- Obj.: Build a new complex for the fire department, hospital, and the municipal offices that would be located outside of the central business district.
- Obj.: Strictly enforce violations and illegal parking.
- Mitigate traffic congestion during the Fourth of July festivities and other special events.

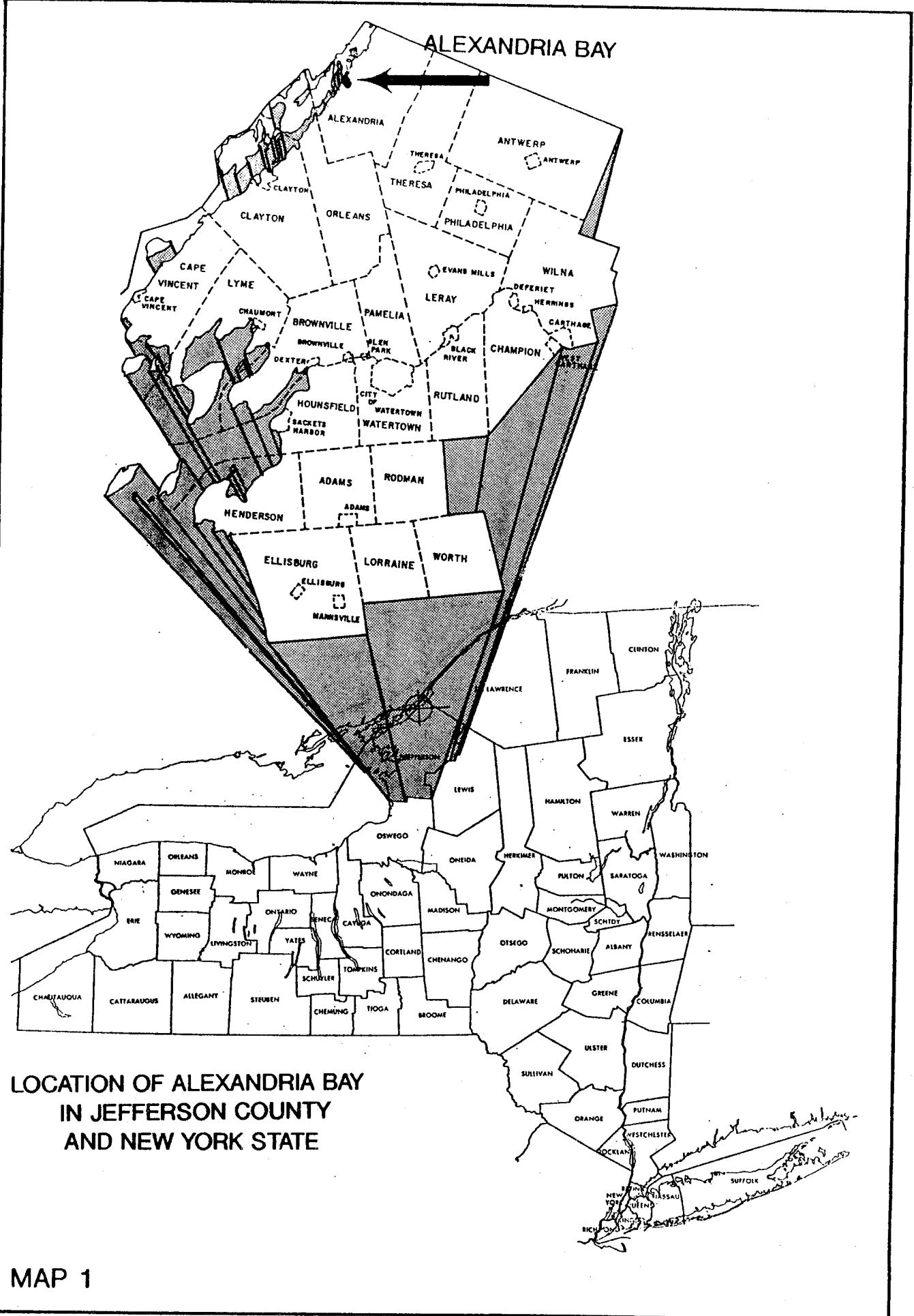
- Obj.: Develop a "Traffic Flow Emergency Plan" to keep traffic moving smoothly. Possibly have only one direction into and one direction out of the Village and have controllers guide the traffic flow. This has been used but should become a more documented, organized and consistent process.
- Obj.: Develop long-term parking outside of the Central Business District with a shuttle service to the downtown. Possible locations include: Thompson Mall, Bonnie Castle, The Village Ice Arena, or the Village golf course.
- Obj.: Encourage a private organization to develop and provide mass transit in the Village (taxi, bus, van, trolley, etc.).
- Provide adequate boat loading and docking facilities.
 - Obj.: Eliminate and replace, or improve, the boat launch at Holland Street (Maiden Lane) due to congestion and poor access.
 - Obj.: Increase the size of the existing South James Street dock.
- Encourage visitors and tourists to walk throughout the Village.
 - Obj.: Provide and maintain adequate walkways for pedestrians that are lighted and appealing.
 - Obj.: Provide benches for people to rest on and from which they can watch the surrounding activities.
 - Obj.: Provide well landscaped and shaded resting areas along pedestrian paths that offer an appealing place to relax and leave a good impression on pedestrians.
- Relieve seasonal traffic congestion in the Central Business District.
 - Obj.: Develop public or mass transportation to minimize traffic.
 - Obj.: Develop a shuttle service from satellite parking areas.
- Provide adequate snow removal in the winter for roads and sidewalks.
 - Obj.: Require residents, including seasonal, to provide snow removal on their property. Enforce any violations of this law by fines or removing snow and billing property owners.

CONCLUSION

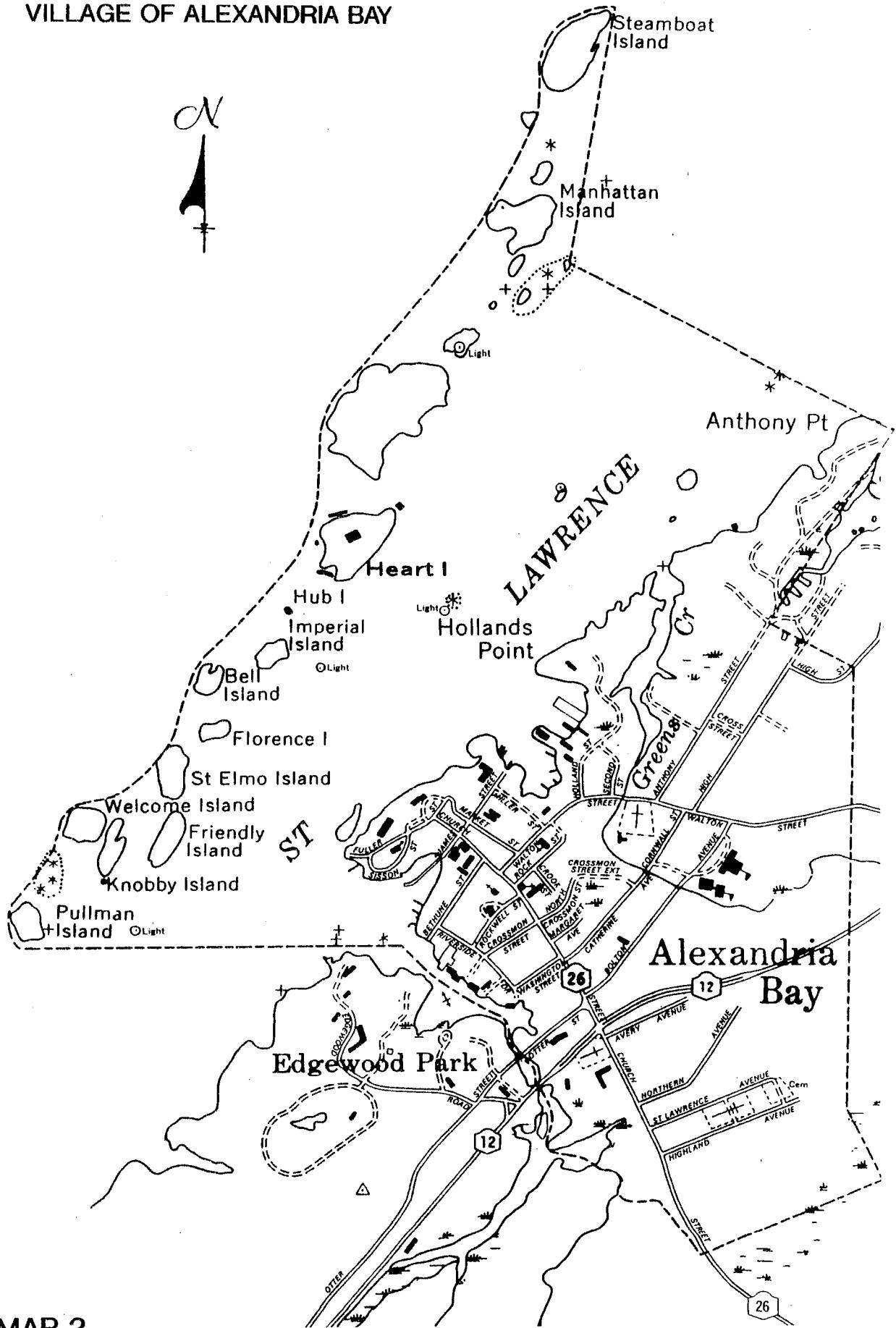
The Alexandria Bay Master Plan is the result of two years of study and discussion by the Village Planning Board with the assistance of the County Planning Department. The completion of the Master Plan is not the conclusion of the Village effort to guide growth and development. On the contrary, it is merely the beginning. The board's vision of a better community can only become reality when the proposed goals and objectives are implemented.

The users of the Master Plan should also remember that it is a dynamic document, which will require updates as conditions in the Village change or as new information becomes available. This document should be referred to often to help guide decisions and actions and it should be updated periodically.

APPENDIX



VILLAGE OF ALEXANDRIA BAY



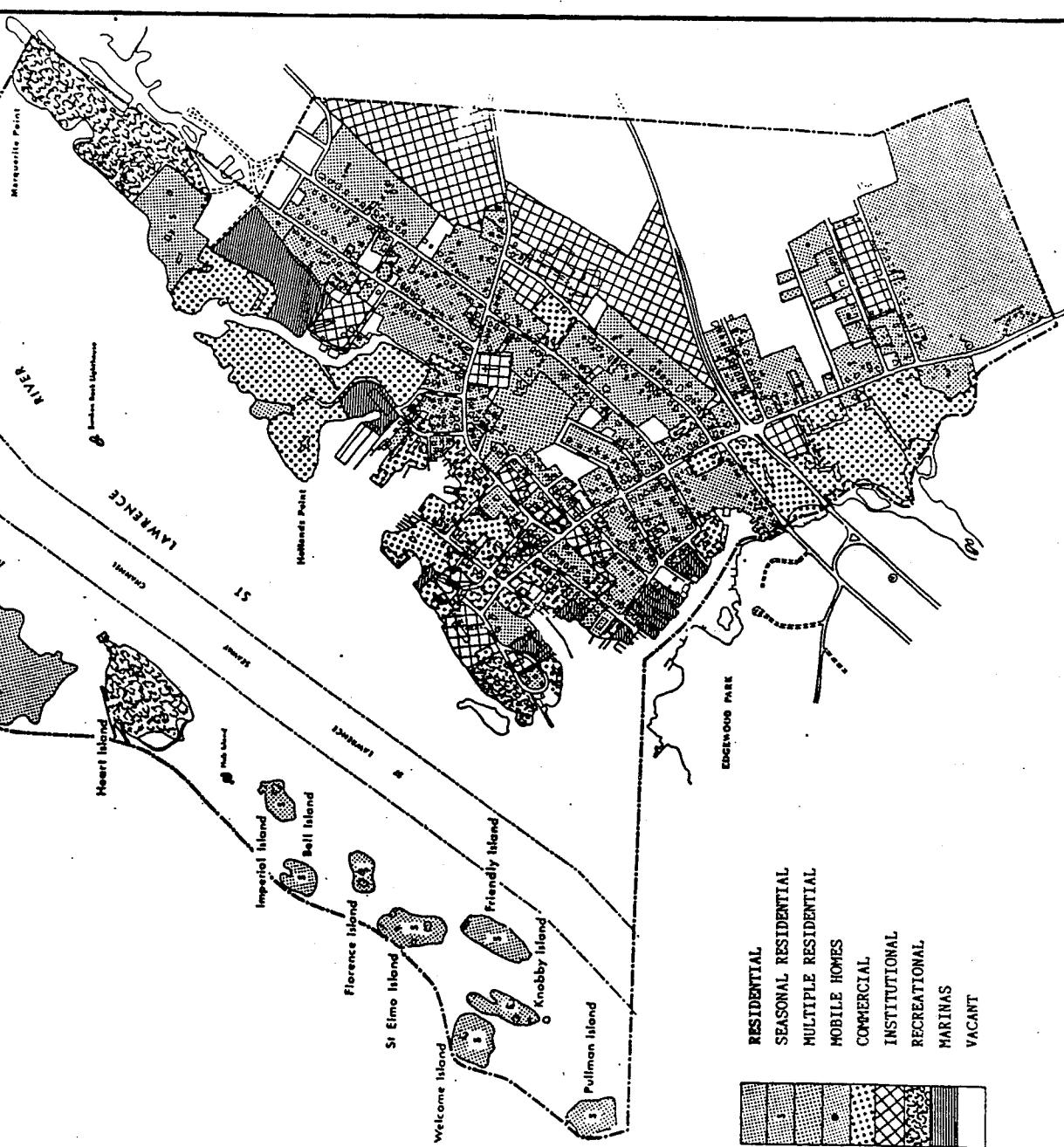
MAP 2

LAND USE MAP
VILLAGE OF ALEXANDRIA BAY
JEFFERSON COUNTY
 Land uses - Cemeteries & Parks
 Islands - Islands
 Roads - Roads
 Waterways - Waterways
 Waterfront - Waterfront
 Vacant - Vacant

North

Steamboat Island

Manhattan Island



MAP 3

TOPOGRAPHY OF THE
VILLAGE OF ALEXANDRIA BAY

JEFFERSON COUNTY

NEW YORK

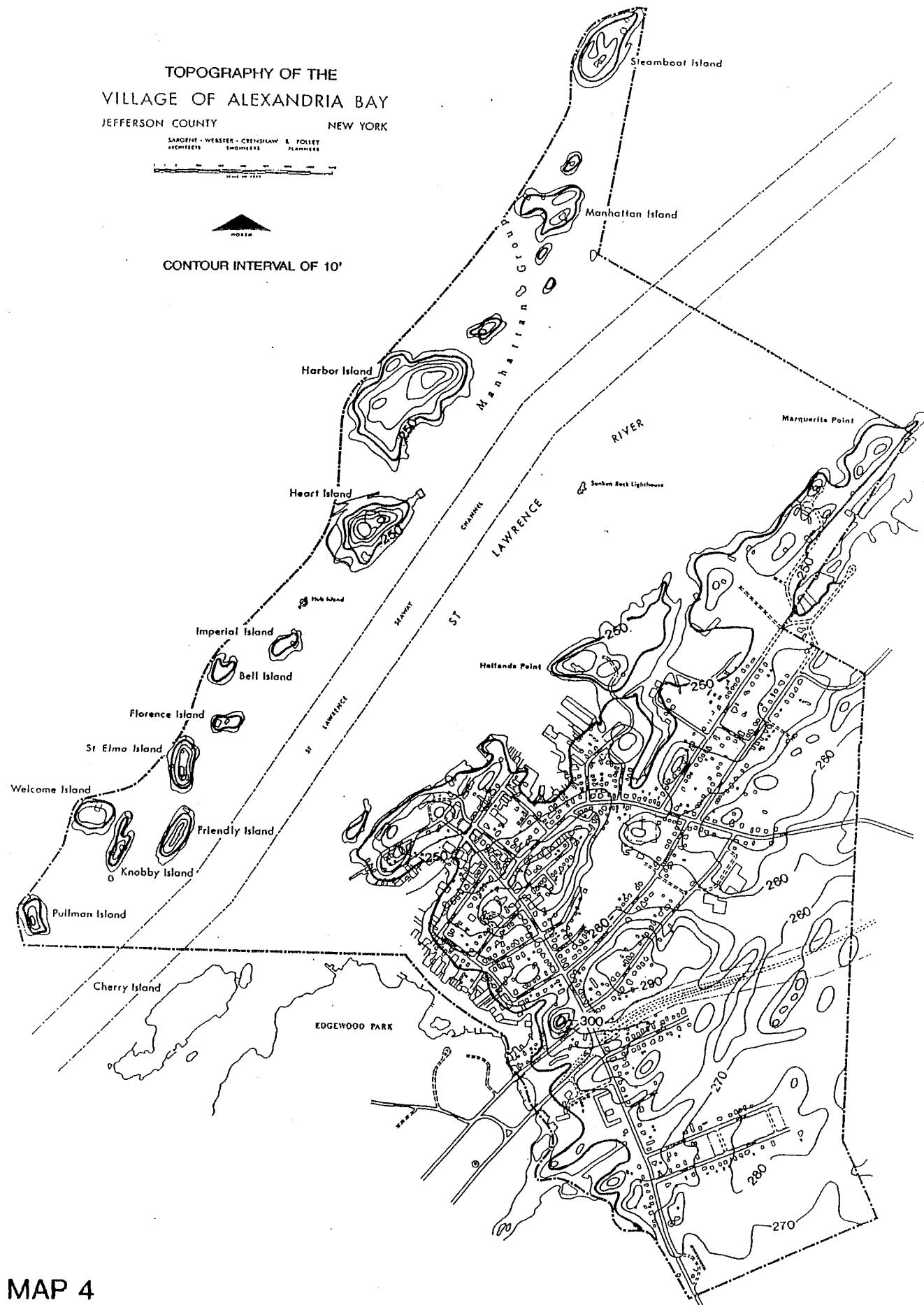
SARGENT - WEBSTER - CROWSHAW
ARCHITECTS ENGINEERS

E. FOLEY
PLANNER

Scale 1 mile
1:250,000



CONTOUR INTERVAL OF 10'



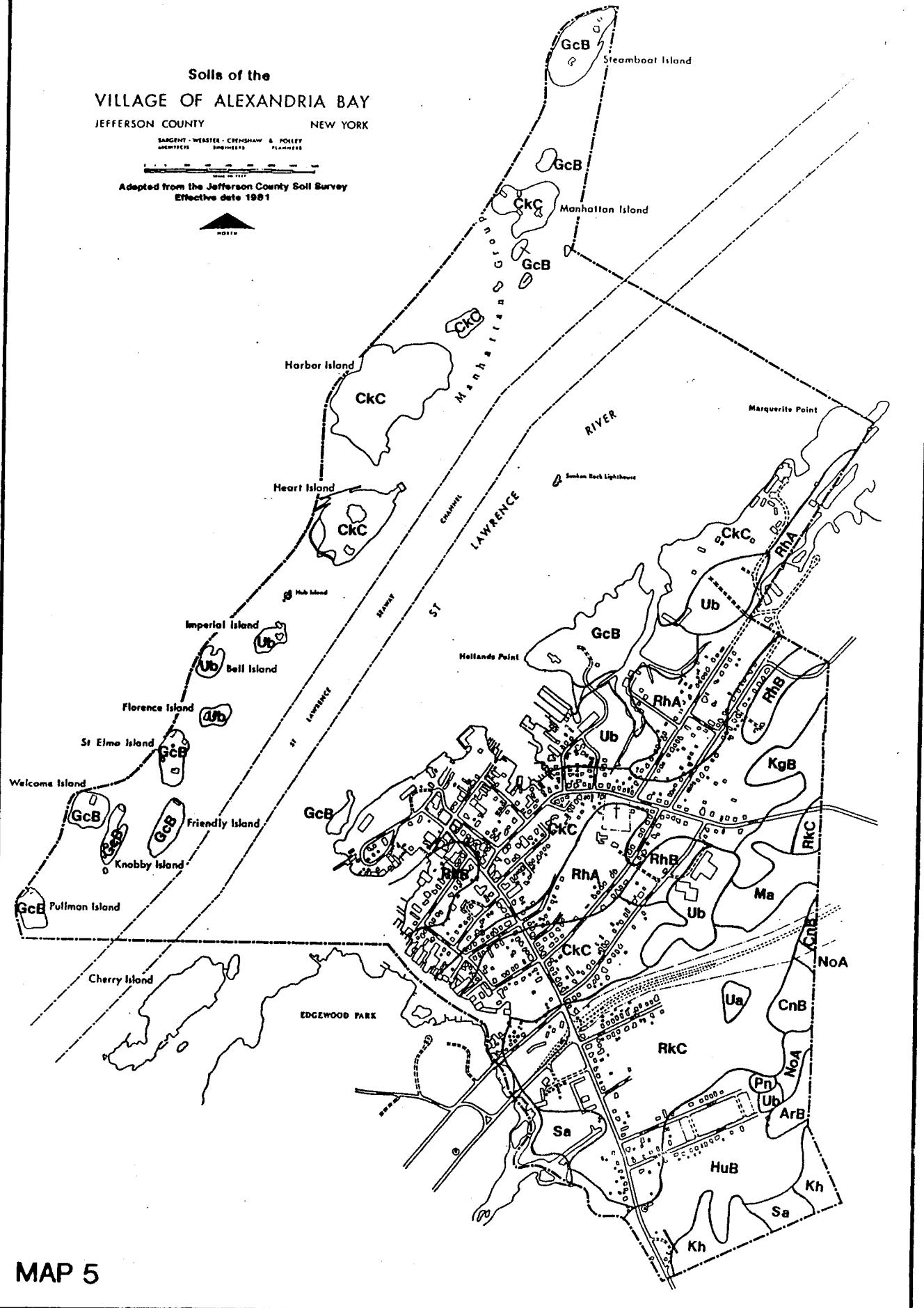
MAP 4

Soils of the
VILLAGE OF ALEXANDRIA BAY

JEFFERSON COUNTY NEW YORK

BAGGOT - WESTER - CRYNSHAW & POLLEY
AGRICULTURAL ENGINEERS

Adapted from the Jefferson County Soil Survey
Effective date 1981



MAP 5

TABLE I: SOIL CHARACTERISTICS FOR BUILDING SITE DEVELOPMENT

Soil Name and Map Symbol	Shallow Excavations	Dwellings Without Basements	Dwellings with Basements	Small Commercial Buildings	Local Roads and streets	Lawns and Landscaping
ArB -Arkport	Severe; Cutbanks cave.	Slight	Slight	Moderate; slope.	Moderate; frost action.	Moderate; droughty.
CkC -Chatfield	Severe; depth to rock	Moderate; slope, depth to rock.	Severe; depth to rock.	Severe; slope.	Moderate; slope, depth to rock, frost action.	Moderate; droughty, slope, thin layer.
CnB -Collamer	Severe; cutbanks cave, wetness.	Moderate; wetness	Severe; wetness.	Moderate; wetness, slope.	Severe; frost action.	Moderate; wetness.
CnC -Collamer	Severe; cutbanks cave, wetness.	Moderate; wetness, slope.	Severe; wetness.	Severe; slope.	Severe; frost action.	Moderate; wetness, slope.
GcB -Galoo	Severe; depth to rock.	Severe; depth to rock.	Severe; depth to rock.	Severe; depth to rock.	Severe; depth to rock.	Severe; thin layer.
HrB -Hollis	Severe; depth to rock.	Severe; depth to rock.	Severe; depth to rock.	Severe; depth to rock.	Severe; depth to rock.	Severe; thin layer.
HuB -Hudson	Severe; wetness.	Moderate; wetness, shrink-swell.	Severe; wetness.	Moderate; wetness, slope shrink-swell.	Severe; frost action, low strength.	Moderate; wetness.
KgA, Kh, KgB -Kingsbury	Severe; wetness.	Severe; wetness, shrink-swell.	Severe; wetness, shrink-swell.	Severe, wetness, shrink-swell.	Severe; frost action, low strength, wet.	Severe; wetness, too clayey.

Use with map 5

TABLE I: SOIL CHARACTERISTICS FOR BUILDING SITE DEVELOPMENT

Soil Name and Map Symbol	Shallow Excavations	Dwellings Without Basements	Dwellings With Basements	Small Commercial Buildings	Local Roads and streets	Lawns and Landscaping
Ma -Madalin	Severe; wetness.	Severe; wetness.	Severe; wetness.	Severe; wetness.	Severe; wetness, low strength, frost action.	Severe; wetness.
NoA -Niagara	Severe; wetness.	Severe; wetness.	Severe; wetness.	Severe; wetness.	Severe; wetness, frost action.	Severe; wetness.
Pn -Pits						
RhA,RhB -Rhinebeck	Severe; wetness, cutbank caves.	Severe; wetness.	Severe; wetness.	Severe; wetness.	Severe; low strength, frost action, wetness.	Severe; wetness.
RkC -Rhinebeck	Severe; wetness, cutbank caves.	Severe; wetness.	Severe; wetness.	Severe; slope, wetness.	Severe; low strength, frost action, wetness.	Severe; wetness.
Sa -Saprists	Ponded soils that are very poorly drained					
Ua, Ub -Udorthents	Cut and fill areas of human activity Excessively to moderately well drained					

Source:

Jefferson County Soil Survey 1981, Department of Soil and Water Conservation

TABLE II: SOIL CHARACTERISTICS FOR SANITARY FACILITIES

Soil Name and Map Symbol	Septic Tank Absorption Fields	Sewage Lagoon Areas	Trench Sanitary Landfill	Area Sanitary Landfill	Daily Cover For Landfill
ArB -Arkport	Slight	Severe; seepage.	Severe; seepage, too sandy.	Severe; seepage.	Fair; too sandy, thin layer.
CkC -Chatfield	Severe; depth to bedrock.	Severe; depth to rock, slope.	Severe; depth to rock, seepage.	Severe; depth to rock, seepage.	Poor; area reclaim.
CnB -Collamer	Severe; wetness, percs slowly.	Severe; wetness.	Severe; wetness.	Severe; wetness.	Fair; too clayey, wetness.
CnC -Collamer	Severe; wetness, percs slowly.	Severe; wetness, slope.	Severe; wetness.	Severe; slope, wetness.	Fair; too clayey, wetness, slope.
GcB -Galoo	Severe; depth to rock.	Severe; depth to rock.	Severe; depth to rock.	Severe; depth to rock.	Poor; area reclaim.
HrB -Hollis	Severe; depth to rock.	Severe; seepage, depth to rock.	Severe; depth to rock, seepage.	Severe; depth to rock, seepage.	Poor; area reclaim, thin layer.
HuB -Hudson	Severe; percs slowly, wetness.	Moderate; slope.	Severe; wetness, too clayey.	Moderate; wetness.	Poor; too clayey, hard to pack.
KgA, Kh, KgB -Kingsbury	Severe; wetness, percs slowly.	Slight (moderate; slope for KgB only).	Severe; wetness, too clayey.	Severe; wetness.	Poor; too clayey, hard to pack, wetness.

Use with map 5

TABLE II: SOIL CHARACTERISTICS FOR SANITARY FACILITIES

Soil Name and Map Symbol	Septic Tank Absorption Fields	Sewage Lagoon Areas	Trench Sanitary Landfill	Area Sanitary Landfill	Daily Cover For Landfill
Ma -Madalin	Severe; percs slowly, wetness.	Slight	Severe; too clayey, wetness.	Severe; wetness.	Poor; too clayey, hard to pack, wetness.
NoA -Niagara	Severe; wetness, percs slowly.	Severe; wetness.	Severe; wetness.	Severe; wetness.	Poor; wetness.
Pn -Pits					
Sand and Gravel Pits					
RhA, RhB -Rhinebeck	Severe; percs slowly, wetness.	Slight (Moderate-slope RhB only).	Severe; wetness, too clayey.	Severe; wetness.	Poor; too clayey, wetness, hard to pack.
RkC -Rhinebeck	Severe; percs slowly, wetness.	Severe; slope.	Severe; wetness.	Severe; wetness.	Poor; too clayey, wetness, hard to pack.
Sa -Sapristis					
Ponded Soils that are very Poorly Drained					
Ua, Ub -Udorthents					
Cut and Fill Areas of Human Activity Excessively to Moderately Well Drained					

Source:

Jefferson County Soil Survey 1981, Department of Soil and Water Conservation

FLOOD ZONE/WETLANDS MAP
VILLAGE OF ALEXANDRIA BAY

JEFFERSON COUNTY NEW YORK

SARGENT - WEBSTER - GREENSHAW & FOLEY
ARCHITECTS ENGINEERS PLANNERS

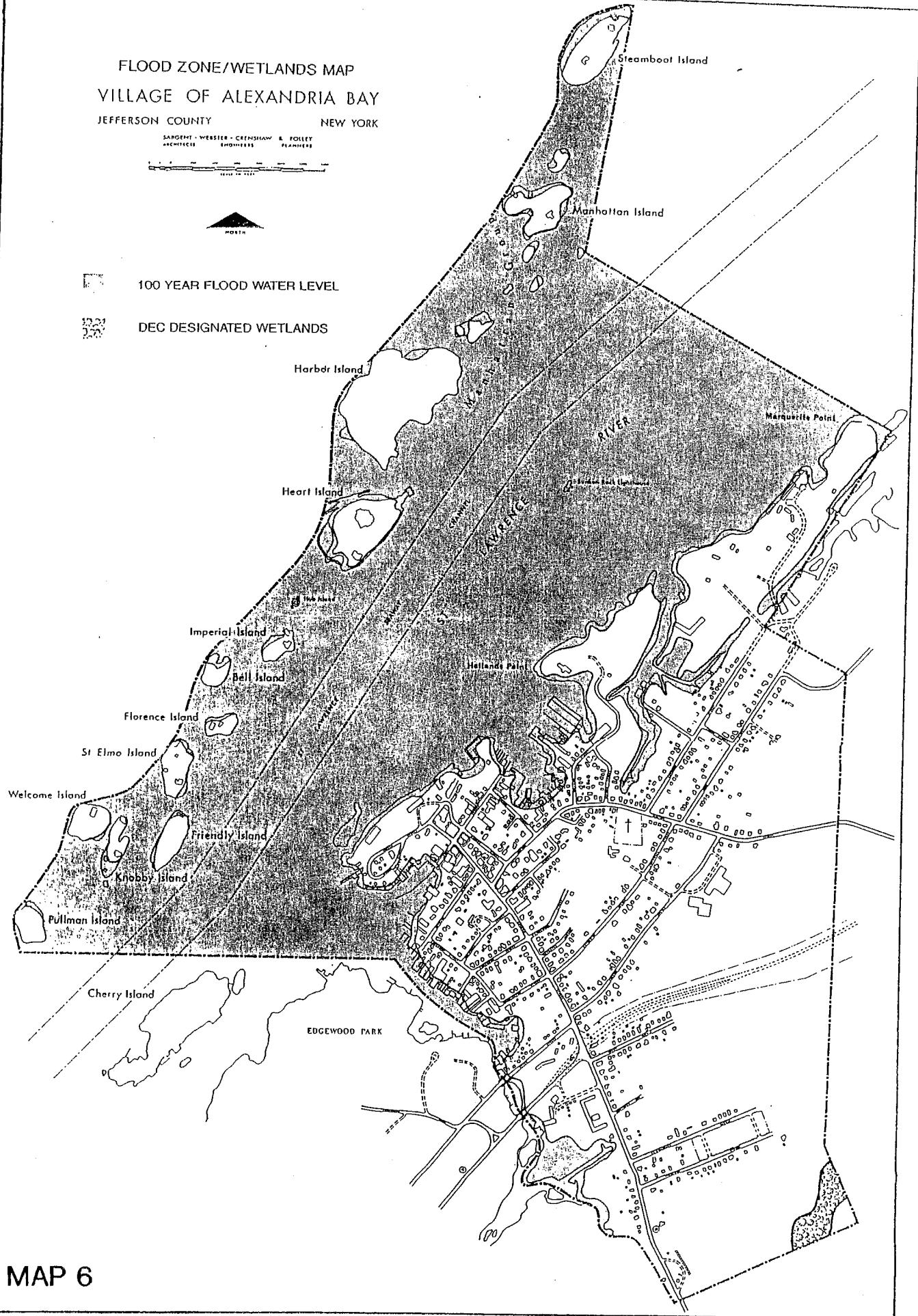
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100 YEAR FLOOD WATER LEVEL



DEC DESIGNATED WETLANDS

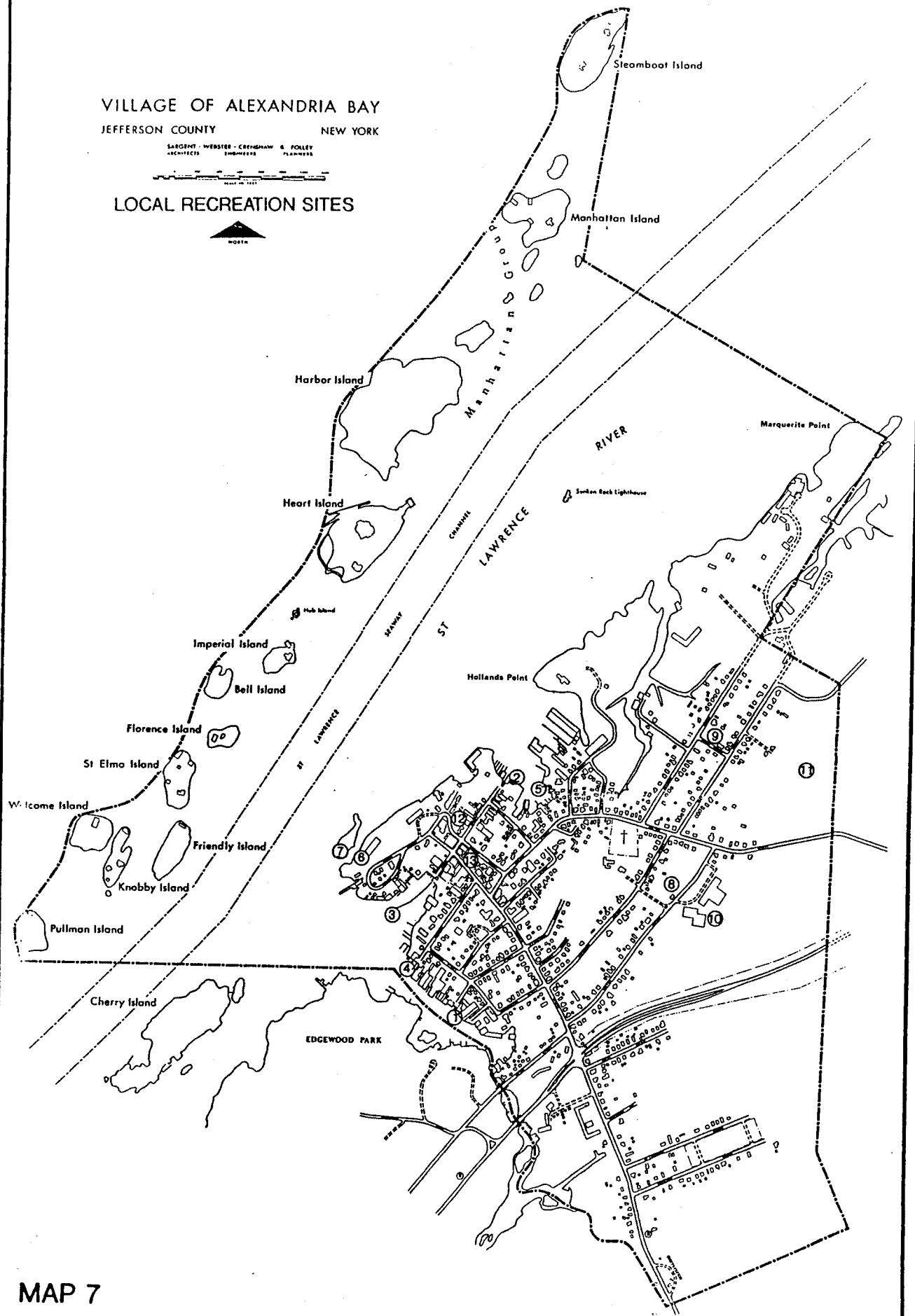


MAP 6

VILLAGE OF ALEXANDRIA BAY
JEFFERSON COUNTY NEW YORK

SACHER - WEBSITE - CEDARSHAW & FOLEY
ARCHITECTS ENGINEERS PLANNERS

LOCAL RECREATION SITES



MAP 7

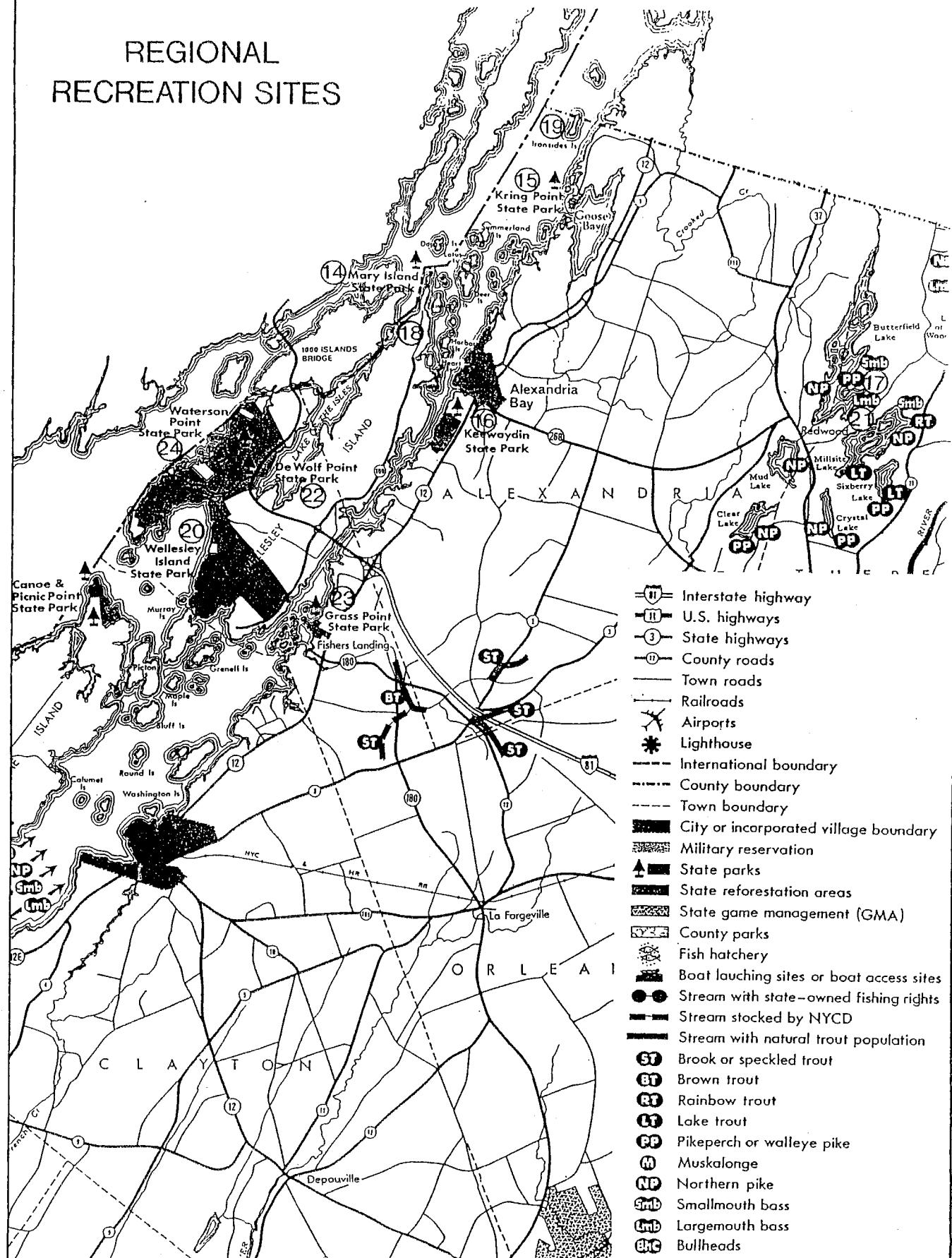
TABLE III: PUBLIC RECREATION FACILITIES IN THE VILLAGE

SITE NUMBER	FACILITY NAME	TYPE	SIZE/ ACREAGE	FACILITIES
1	Crossman Street Dock	Urban/Community	<1 acre	Public Dock & Boat Launching Ramp
2	James Street Dock, North	Urban/Community	60 feet	Public Dock
3	James Street Dock, South	Urban/Community	500 feet	Public Dock
4	Bethune Street Dock	Urban/Community	60 feet	Public Dock
5	Maiden Lane Ramp	Urban/Community	60 feet	Public Dock & Boat Launching Ramp
6	Scenic View Park	Urban/Community	3.2 acre	Picnic Area, Beach, Pavilion (7250 sq.ft.)
7	Casino Island	Urban/Community	.6 acre	Accessible By Foot Bridge Fr Scenic View Park, Picnic Are
8	Municipal Rec. Center	Urban/Community	1 acre	Indoor Ice Skating Rink
9	Captain Thomson Playground	Neighborhood	.46 acre	Playground Equipment
10	Alexandria Central School	School Playground	8 acres	Playground Equipment, Football, Baseball Field, Tennis Courts
11	Alexandria Bay Golf Course	County	18.4/ 30 acres	9 Hole Golf Course, 4 Tennis Courts, Campsites
12	Visitor Center	Tourist Info	-----	Bathrooms and Village Inform
13	Village Library	Community	<1 acre	Reading, Reference Materials

OTHER PUBLIC RECREATION FACILITIES NEAR ALEXANDRIA BAY

SITE NUMBER	FACILITY NAME	TYPE	SIZE/ ACREAGE	FACILITIES	DISTANCE FROM VILLAGE
14	Mary Island State Park	Regional	13 acres	Tent & Campsites, Picnic Are Fishing, Dock, Swimming	Boat Access Only
15	Kring Point State Park	Regional	61 acres	Swimming, Fishing, Boating, Campsites, Picnic Area, Dock	6 Miles East
16	Keewaydin State Park	Regional	179 acres	Pool, Marina, Campsites, Picnic Area, Fishing	1 Mile West
17	Butterfield Lake Access Site	Rural/Community	1 acre	Public Launching Ramp, Lake Access, Boating, Fishing	~7 Miles East
18	Town Dock	Rural/Comm.	1 acre	Public Dock & Launching Ramp	~10 Miles W
19	Ironsides Island Bird Sanctuary	Regional	30 acres	Conservation Area, Sanctuary for Blue Heron	Boat Access Only
20	Wellesley Island State Park	Regional	2636 acres	Trails, Campsites, Golf Cour Boat Dock, Picnic Area, Fish Minna Anthony Nature Center	8 Miles West
21	Perch River Game Management Area	Regional	7000 acres	Waterfowl, Hunting, Hiking, Cartop Launch, Historic Indi Mounds, Lake Access	~7 Miles East
22	DeWolf Point State Park	Regional	13 acres	Campsites, Boat Launch, Fish Swimming, & Picnic Area	~6.5 Miles West
23	Grass Point State Park	Regional	66 acres	Campsites, Swimming, Beach, Picnic Area, Fishing, Playground, Launch Site	~5 Miles West
24	Waterson Point Point State Park	Regional	6 acres	Boat Access Only, Fishing, Picnic Area, Snowmobiling, Campsites & Swimming	~7.5 Miles West

REGIONAL RECREATION SITES



MAP 8

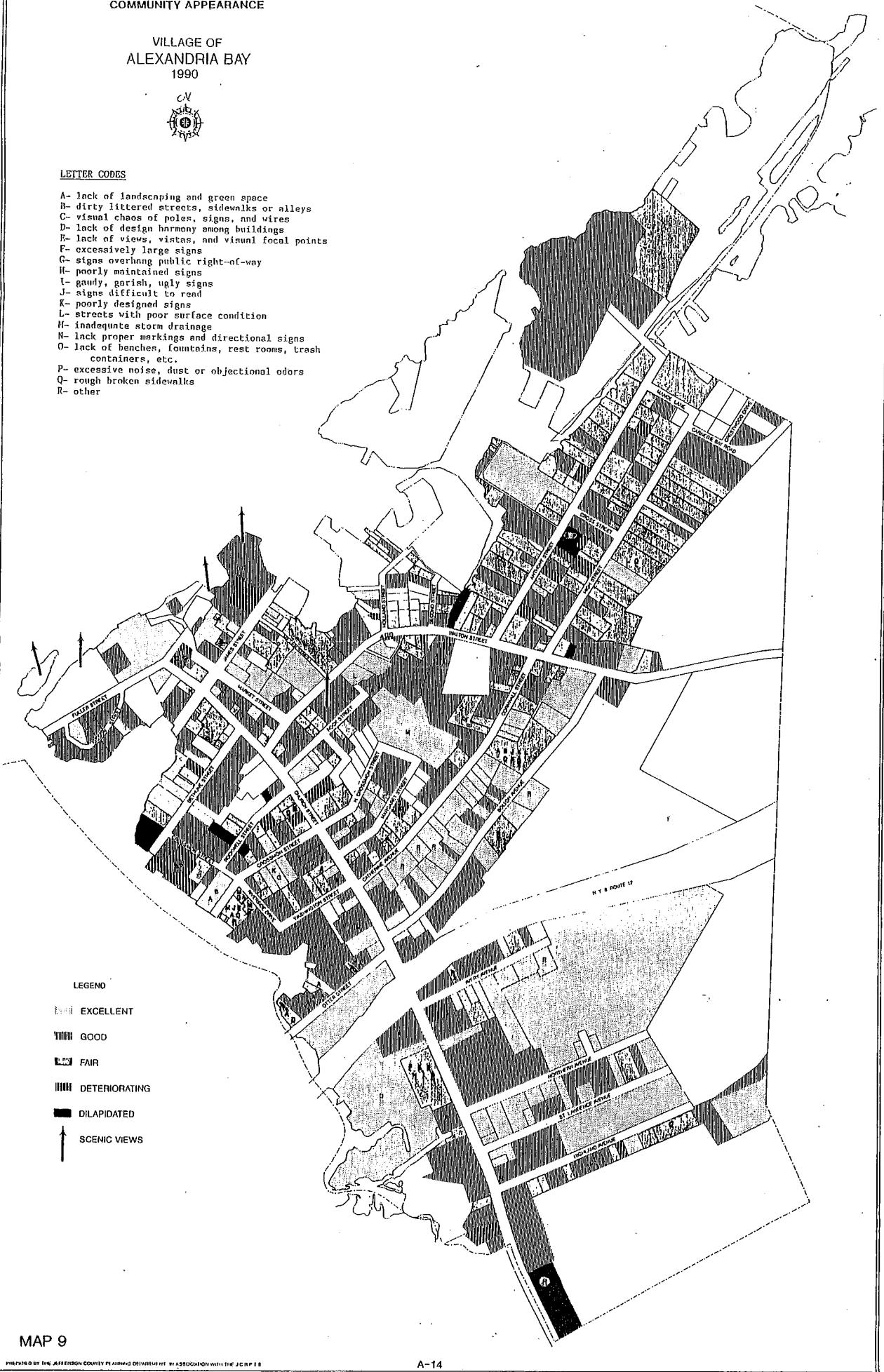
COMMUNITY APPEARANCE

VILLAGE OF
ALEXANDRIA BAY
1990

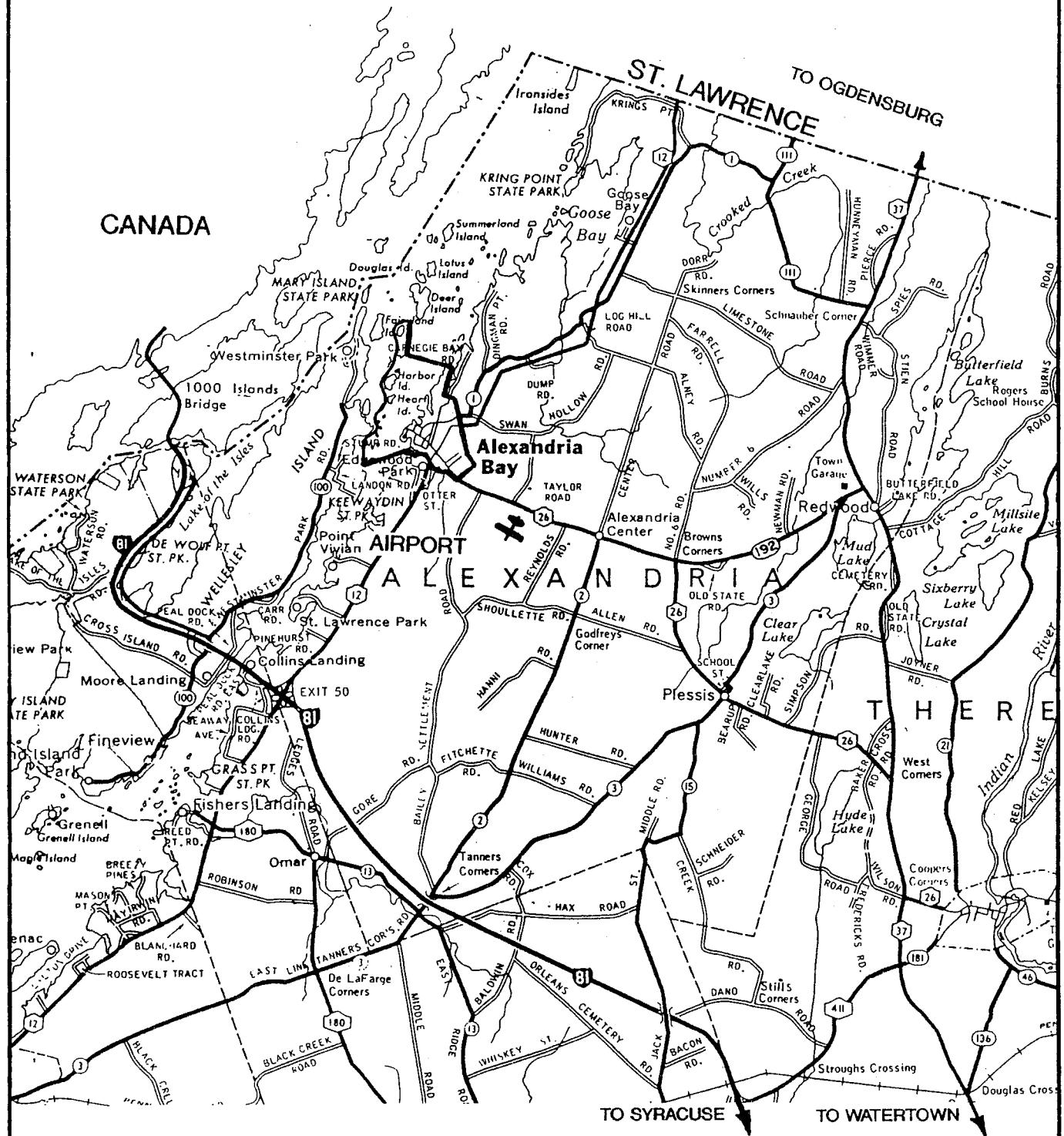


LETTER CODES

- A- lack of landscaping and green space
- B- dirty littered streets, sidewalks or alleys
- C- visual chaos of poles, signs, and wires
- D- lack of design harmony among buildings
- E- lack of views, vistas, and visual focal points
- F- excessively large signs
- G- signs overhang public right-of-way
- H- poorly maintained signs
- I- gaudy, garish, ugly signs
- J- signs difficult to read
- K- poorly designed signs
- L- streets with poor surface condition
- M- inadequate storm drainage
- N- lack proper markings and directional signs
- O- lack of benches, fountains, rest rooms, trash containers, etc.
- P- excessive noise, dust or objectional odors
- Q- rough broken sidewalks
- R- other



TRANSPORTATION NETWORK



MAP 10