

CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

Contents

Brief History 22
Early Development..... 22
DEMOGRAPHIC TRENDS 26
HOUSING TRENDS 29
EMPLOYEE TRENDS 34
LAND USE TRENDS 38
General Trends at a Glance:..... 43

Brief History

James LeRay acquired roughly 350,000 acres of land in Northern New York as payment for assisting the fledgling United States during the American War of Independence.

Although the area now known as the Town of Alexandria was explored and partially surveyed as early as 1804, little settlement was accomplished until after the border hostilities caused by the War of 1812-15 were concluded.

Early Development

Early development centered within the inland areas of the Town. Alexandria Center, Plessis, and Theresa High Falls received the initial attention of the land owner, James LeRay. The advantages of locating near the St. Lawrence River weren't yet widely known to early settlers. However, one settler moved from the Theresa section and established his business near the St. Lawrence River.

Village

The site of Alexandria Bay was selected by Cadwallader Child, in 1804, while surveying a road from the Friends' settlement to the St. Lawrence River, as an eligible place for a port. Later, a mile square was made by Mr. LeRay for a village and surveyed for that purpose by Edmund Tucker about 1818. Mr. Le Ray erected a tavern and warehouse, and for many years a thriving lumber trade was carried on while the supply lasted. This consisted of oak staves and square oak and pine timber. A considerable amount of valuable timber had been stolen from the Town in common with the whole waterfront of the State on the St. Lawrence River, before there was anyone to assert the title of the proprietors.

Alexandria Bay grew somewhat slowly, there being limited activity beyond the lumber trade to sustain it during the early days.

The first log house was erected by John W. Fuller, in 1818, and the first frame house by Dr. Jerre Carrier, in 1820. The latter occupied a site known as the St. Lawrence Hotel. The first store was erected by Dr. Jerre Carrier and John W. Fuller, and stood on the Point, occupying a site with the Centennial Ice-Cream Saloon. The first school was a primitive log structure, erected in 1821. It stood on the lot now occupied by the Reformed Church. This site was that of the Reformed Protestant Dutch church society, erected in 1848, and opened for public religious worship in 1851.

CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

By 1821 the increased population of the region warranted the formation of a Town. The historic Town meeting occurred in Plessis, establishing Alexandria stretching from the St. Lawrence River to include the present Theresa.

Fuller and Walton built the lower wharf (a structure built in the water for ships to dock alongside to receive and discharge cargo and passengers) at Alexandria Bay in 1832, while Walton and Hamblin built an upper wharf in 1840. The port became a landing-place for American steamers, and an important wooding station before coal became the preferred source of fuel. During 1852 to 1853, 12,000 cords were sold each year for use by the steamships.

By 1855, several prominent leaders had established churches, schools, hotels, and various businesses making the Town an attractive place to live and visit.

By 1864 Alexandria Bay had a forwarding and commission merchant, and general merchandise dealer, dealers in dry goods, groceries, drugs, liquors, and paints, a church, collector of customs, manufacturer of tin ware and dealer in stoves, a joiner and undertaker, and other merchants.

During this time, sportsmen began to hear of the excellent fishing in the St. Lawrence River. They arrived via early steamships, making Alexandria Bay one of the important wooding stations to fuel them. These early travelers spread the word about the beauty of the countless islands and the hospitality of hotels, but it is doubtful that many at the

time could foresee the extent of the tourist trade that would develop in the future.

Some time after the area's fishing popularity, its value as a summer resort also began to flourish. Its numerous islands and shorelines became known for their beauty and pleasant summer weather. In 1848 Mr. C. Crossman opened a hotel at the Bay, but it was not until 1872 that the rush to Alexandria Bay flourished. Some prominent persons made it their summer vacation place for years, a tradition that now goes back for generations.

Among these early visitors were Governor Seward, Martin and John Van Buren, Silas Wright, Frank Blair, Preston King, General Dick Taylor, and Rev. George Bathune. In 1872, President Grant and family and a party of their friends, accepted an invitation from George Pullman, of passenger train car fame to his island cottage. After the entertaining, people flocked to the Bay by the thousands.

This and other large events as well as the opening of two hotels (the Thousand Island House and the Crossman House) permitted tourists to come stay in the area and enjoy summers here annually.

The latter decades of the 19th century found many imposing residences on the islands. During the summer months, the river came alive with both private and commercial watercraft. The Village economy boomed. Necessary labor was available to meet the demands of the well-to-do summer colony.

CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

Alexandria Bay became a known destination for the traveling public. It was fashionable to stay there, take an island tour on any of the popular steamers, or to join one of the daily fishing parties. It was during this period that the excursions from cities brought hundreds to the islands via the railroad to Clayton, where they were met by boat. The Alexandria Bay waterfront was a busy place as passengers arrived with their large piles of luggage. Steamship companies were organized under both American and Canadian registry to compete for the trade.

With the advent of the gasoline engine, change came rapidly to the river scene. The Canada Steamship Line was the last to remove its passenger steamers, in the 1940's. World War II with its curtailment in man-power and fuel added further changes. No longer was it possible to maintain the luxurious private steam yachts that once were a familiar sight on the river.

The ship yards that formerly had serviced the excursion steamers and pleasure craft turned to the development of the gasoline motor and launch. Also, there became less demand for the St. Lawrence River skiffs for fishing parties, building them almost became a lost art by the 1970's, except for hobbyists.

The increased use of the automobile after World War I, becoming even more prevalent after World War II, necessitated improved highways, which with the interstate highway system allowed the Thousand Islands tourist trade to flourish after the decline and eventual removal of the passenger railroad system through the area.

The Thousand Islands Bridge, dedicated in 1938, further altered the Town and region in terms broadening the number people who could access and frequent the area and region as tourists, entrepreneurs, and even as workers.

The opening of the St. Lawrence Seaway in 1959 brought a further change of scene to the river. Many large lake and ocean going freighters pass through the area during the shipping season. Related to the Seaway, the United States Coast Guard station was increased from a four person station at Alexandria Bay to a twenty-one unit at Wellesley Island in 1970. This station was responsible for the St. Lawrence River in US waters and for 35 miles of the eastern shore of Lake Ontario. Duties include search and rescue operations, port security and recreational boating safety.

Alexandria's seasonal influx led to many motels being situated throughout the region near the river, with some along NYS Route 12, replacing the former grand hotels, rooming houses and over-night cabins. In addition, several New York State Parks in the Thousand Islands region were developed and enlarged. Facilities for hundreds and hundreds to camp by tent or RV are available along the St. Lawrence River. Trailer parks, developed in the 1960's and 1970's supplant the cabins of former years. Boldt Castle on Heart Island near the waterfront at Alexandria Bay continues as an important tourist destination.

CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

For many years, a bulk of the income earned in Alexandria Bay and portions of the Town was seasonal, depending in large part on the tourist trade. The Uncle Sam Boat Line, Bonnie Castle Marina, Hutchinson Boat Works, with their yacht basins and numerous restaurants, small shops and places of entertainment greatly influence the economy of the Village.



Village/Town History - Early Events Influential to Development

- 1804** - James Le Ray commissioned early exploration, surveying of Town (included road surveying)
Explorer/surveyor recommended Alexandria Bay as a good site for a port and settlement
Therefore, a one mile square was reserved for future development of a village
- 1811** - Le Ray had a road built from Red Tavern in Theresa to Hammond, intersecting a road from Black River to Philadelphia
First settlement occurred at Alexandria Center
- 1812** - War of 1812 delayed settlement and use of clearings and roads until war's end (1815)
- 1813** - Battle of Cranberry Creek (Privateers capture of British gunboats and supplies)
Three days later a battle ensued there in which local forces defeated a much larger group of British soldiers and sailors who had tried to recapture the bounty
- 1816** - Sales of land had begun, requiring payments to be completed in seven years (\$3 per acre)
- 1817** - Early settlers in Alexandria Center, Plessis, and Theresa High Falls
- 1818** - **Alexandria Bay plat was laid out; and a tavern and store erected (both of which employees were placed in charge)**
- 1818** - **First log house built in Alexandria Bay**
- 1820** - **First frame house built in the Village (along with the log house and the Le Ray Tavern served as landmarks for years)**
About 30 houses existed in the Town; Town was established from area taken from the Town of Brownville and Town of LeRay, and then named after Le Ray's son Alexander
- 1821** - new jurisdictions from its northern territory (Alexandria, Orleans, and Philadelphia)
- 1833** - **Customs house built in Alexandria Bay**
- 1837** - Patriot War - British steamer Sir Robert Peel captured on the south side of Wellesley Island
- 1841** - Theresa was split off from Alexandria, with nearly 2,000 inhabitants and more than 60 sq. miles of its area

CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

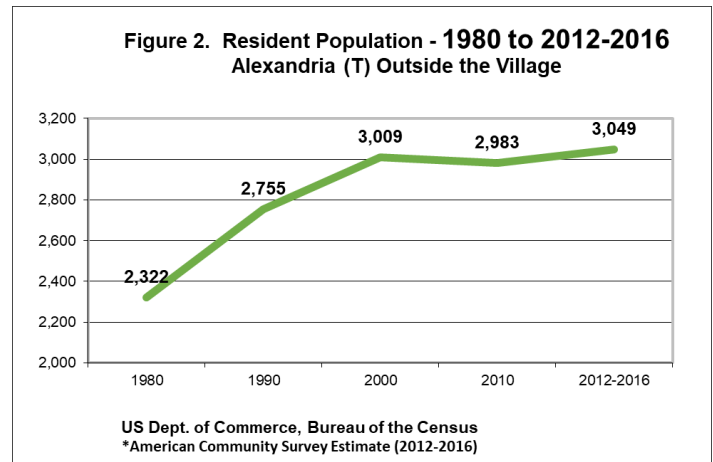
DEMOGRAPHIC TRENDS

The Census Bureau now studies communities every few years in the form of the American Communities Survey. Some of more detailed data historically gathered as part of the Census, is now gathered every four to five years. The purpose was to simplify the Census and capture more frequent reporting for detailed data as part of an annual survey.

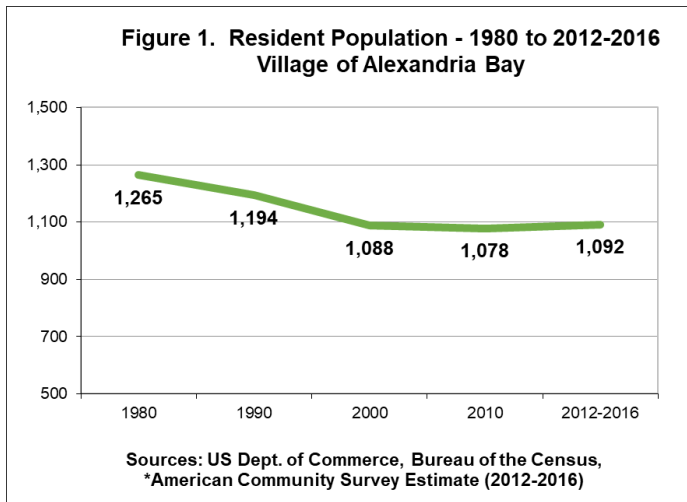
Resident Population

According to the US Census Bureau, the Village of Alexandria Bay lost 14% of its population from 1980 to 2012-2016 overall.

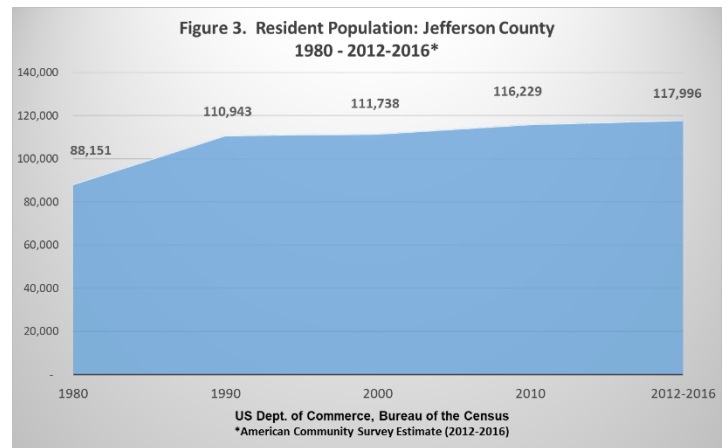
However, during the same time period, the



Countywide, the number of residents also increased from 1980 to 2012-2016, at a rate of 34%. A major driver of this growth was the activation of the 10th Mountain Division at Fort Drum in 1985, with another expansion of military and civilian personnel occurring between 2000 and 2010.



Town exclusive of or outside the Village increased by 31%. This population outside the Village experienced a 29.5% increase from 1980 to 2000, then a slight decline between 2000 and 2010, and an estimated increase of 2.2% from 2010 to 2012-2016.



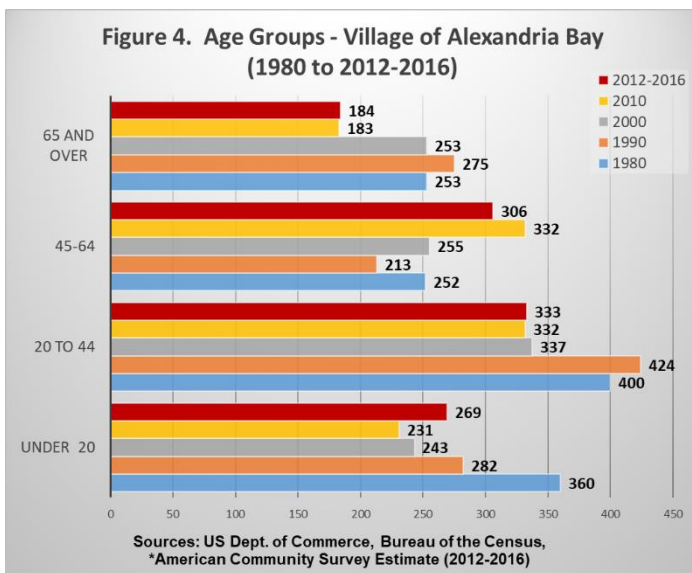
CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

Age Groups

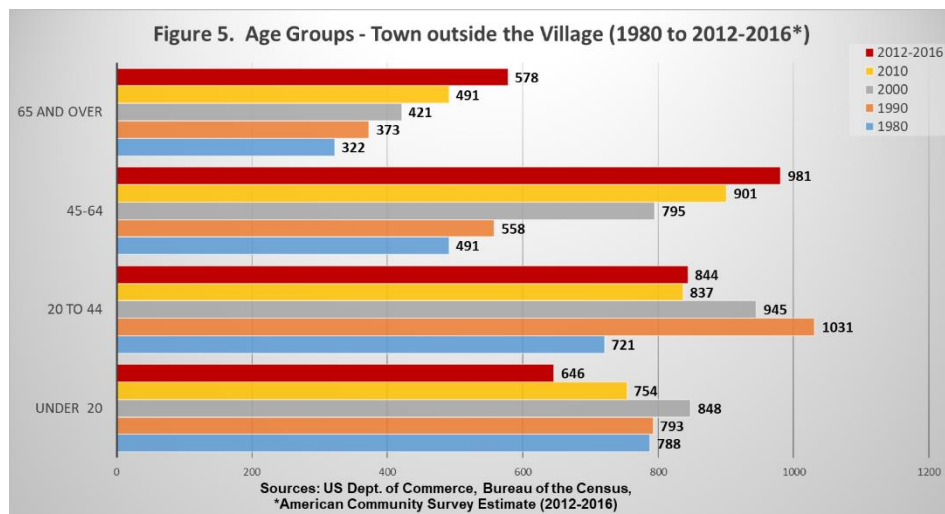
Age group trends can be used to track population tendencies over time, and understand shifts or changes in population. To some degree, they can potentially predict future population figures depending upon birth rates, death rates, in-migration, and out-migration. Economic forces as well as employment level shifts also have a strong influence on population levels in a given region, county, and state.

Similarly, the decline in the 65 and over age group may indicate that residents are moving out of the Village and leaving their current home upon reaching retirement age, either out of desire or necessity (perhaps the services are not provided nearby so they feel they must relocate upon reaching retirement age).

Conversely, for those living in the Town outside of the Village (Figure 5), while the under 20 population has declined, those age groups over 20 have increased overall. This increase in younger age groups is somewhat inconsistent with national trends where there are less people in the youngest age bracket and more within older age brackets. This could be attributed to the previously high numbers in younger age groups simply aging in place, resulting in higher numbers in the 45 – 64 year old segment by 2010. Also, it could be attributed to people “coming back” or “settling permanently” in the Town after a time away or after years of seasonal visits.



Within the Village of Alexandria Bay (Figure 4), three out of the four age groups have declined, with only the 45 to 64 age group experiencing an increase from 1980 to 2012-2016. Lower number of people within the youngest age group could indicate declining birth rates, while the declining numbers in the 20 to 44 age groups, could indicate some out migration.



CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

Those 65 and over residing in the Town outside of the Village have also risen steadily from 1980 to 2012-2016, following the national trend of increasing numbers of individuals at retirement age.

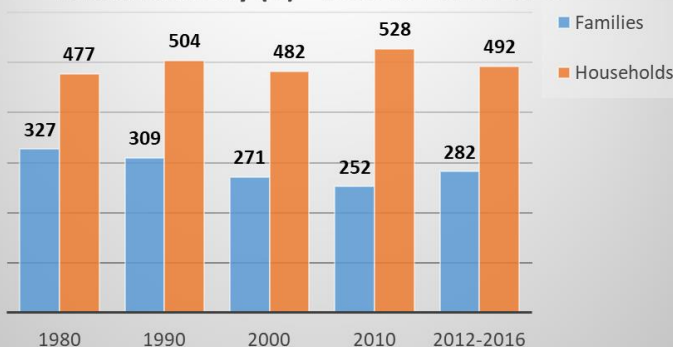
Families and Households

A family is defined by the US Census Bureau as a group of two or more people related by birth, marriage, or adoption and residing together. A household is defined as all people who occupy a housing unit (related or unrelated).

According to the US Census Bureau, the number of households in the Village of Alexandria Bay increased, but only slightly overall from 1980 to 2012-2016, increasing by 3%. However, while the number of families decreased each decade from 1980 to 2010, it has been estimated to have rebounded since then increasing 11.9%. The loss in families of 13.8% overall has clearly affected the younger age groups under age 45 noted on the previous page.

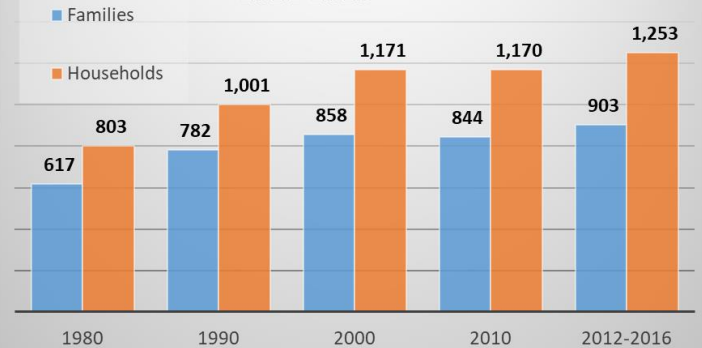
Conversely, areas of the Town outside the Village have experienced a 56% increase in the number of households from 1980 to 2012-2016, and a 46% increase in the number of families. While the number of households remained flat from 2000 to 2010 the number of families decreased slightly, similar to the loss of families from the Village. Since then, the 2012-2016 estimate shows the number of households and families have both increased outside the Village.

Figure 6. Families and Households Alexandria Bay (V) - 1980 to 2012-2016*



Sources: US Dept. of Commerce, Bureau of the Census, *American Community Survey Estimate (2012-2016)

Figure 7. Families and Households - Alexandria outside the Village: 1980 to 2012-2016*



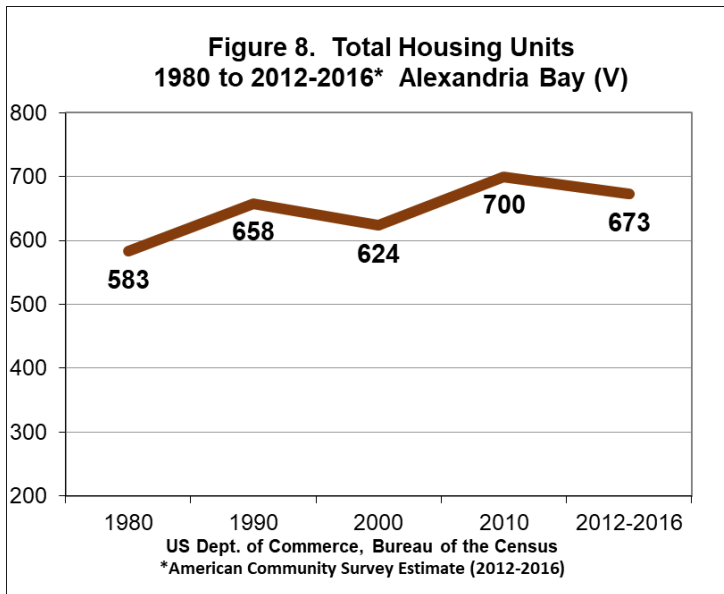
Sources: US Dept. of Commerce, Bureau of the Census, *American Community Survey Estimate (2012-2016)

CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

HOUSING TRENDS

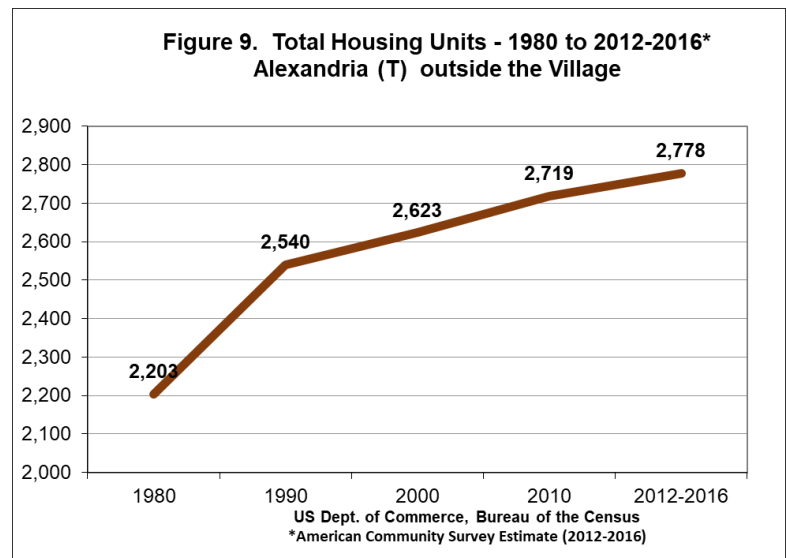
Housing Units

According to the Census Bureau the number of housing units within the Village increased by 15% from 1980 to 2012-2016 demonstrated by Figure 8.



This total includes seasonal and year round units, with seasonal increasing while year-round decreased overall during the time period which is illustrated on the following page.

Outside the Village of Alexandria Bay, the number of housing units increased overall, experiencing a 26% increase from 1980 to 2012-2016. However, the largest increase occurred between 1980 and 1990 by adding 337 units throughout the Town areas.

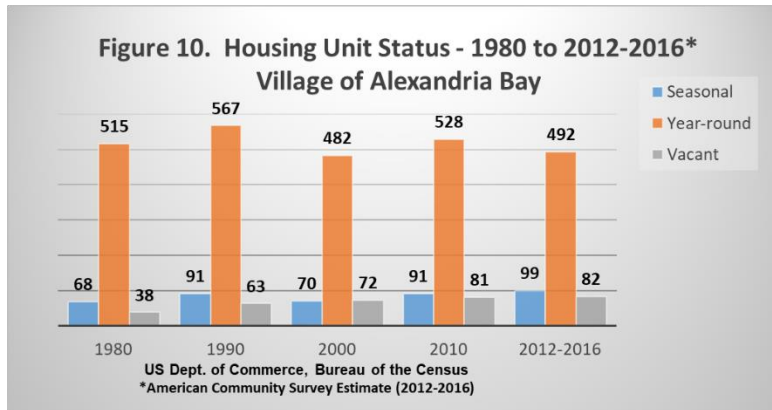


The individual trends for seasonal, year round and vacant units for the Town, Village and areas outside the Village are found on the following page. Housing unit types such as single family, multi-family, and mobile home trends can be found on page 17.

CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

Housing Unit Status

The number of housing units in the Village fluctuated over the past few decades as Figure 10 shows. Overall, the number of seasonal housing units increased by 46% from 1980 to 2012-2016. However, between 1980 and 1990, the number increased, then fell from 1990 to 2000, then increased again by 2010



and again in 2012-2016.

Year-round units in the Village decreased, but followed a similar pattern with less severity although the year-round total decreased from 2010 to the 2012-2016 estimate, which could have been attributed to some year-round conversions to seasonal use.

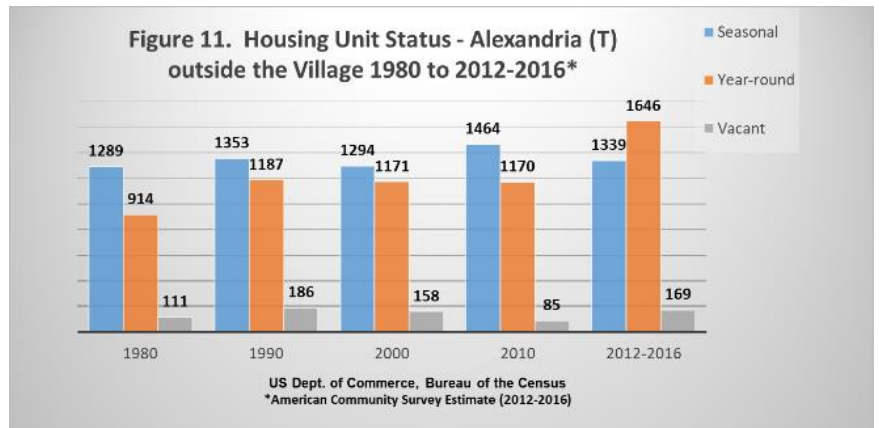


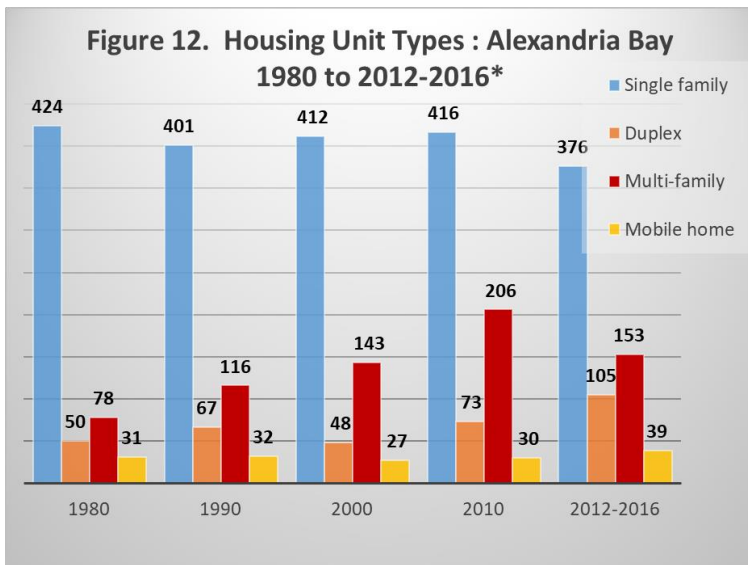
Figure 11 illustrates within the Town outside the Village, housing units followed a more consistent growth pattern, with a significant gain estimated after 2010 with the 2012-2016 number of year-round units. This could be due to newly constructed units and some conversion of existing seasonal units into year-round homes.

The following page examines housing units type trends within the Village, and outside the Village in the Town of Alexandria.

CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

Housing Unit Type

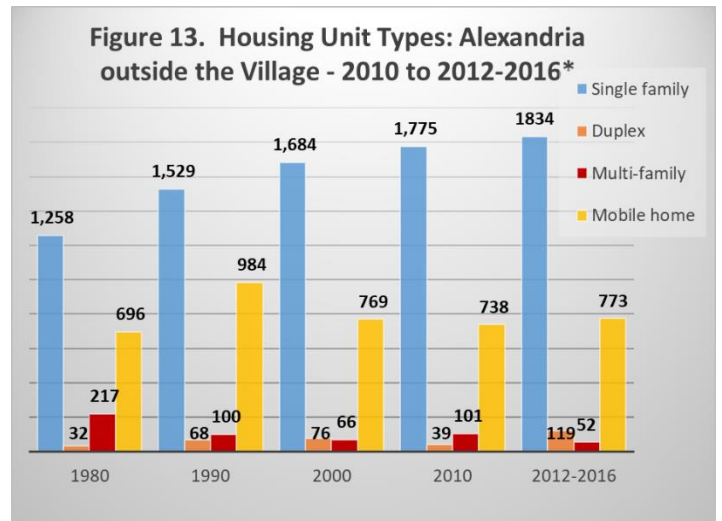
Examining the various housing unit types over the past 30 years, helps indicate housing changes in Alexandria Bay and outside the Village in the Town of Alexandria. Housing unit numbers include both year round and seasonal units. As expected, single family units make up the majority housing type as Figure 12 shows.



However, single family units decreased by 11% from 1980 to 2012-2016, while duplexes increased by 110%, and multi-family units increased by 96% overall. Mobile home units increased by 26% for the same time period.

The housing unit changes in the Village appear to demonstrate more affordable housing options on the rise. Another possibility is that the single family home

decline may be due to the decrease in the



number of families noted previously.

Within the Town outside the Village, single family homes also make up the majority of unit types, however, they've increased by 46% during the time period. However, the largest rise was in the number of duplexes, experiencing a 272% increase from 32 units in 1980 to an estimated 119 units in 2012-2016. This occurred while multi-family units decreased by 76% during the time period.

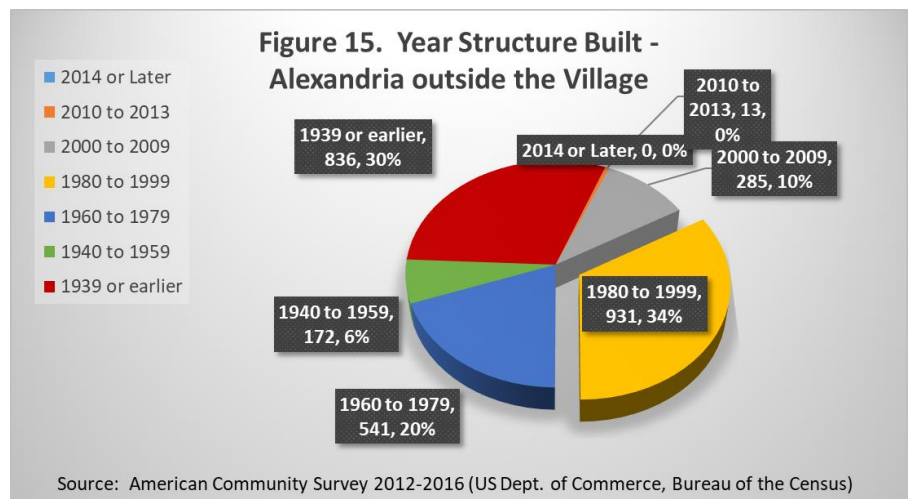
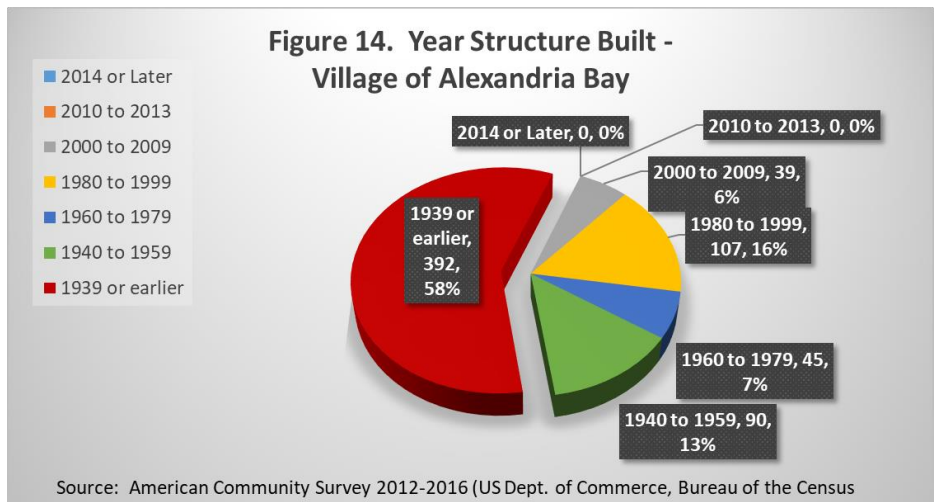
A slightly different snapshot of housing units types will be examined later in the chapter when land uses by assessment will be presented.

CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

Year Structure Built

Some of Alexandria Bay’s housing units were built quite some time ago. The largest percentage, or 58% were built prior to 1939, as Figure 14 illustrates. However, it also demonstrates that 22% of the housing units were built after 1980, so almost a quarter of the homes within the Village were built less than 40 years ago.

As expected, the age of housing units outside of the Village are not as old, as a large portion of the residential growth in that area occurred more recently illustrated by Figure 15. Only 30% of the housing units outside of the Village were constructed prior to 1940. Also, 10% were built between 2000 and 2009. The largest percent (34%) of the housing units in the Town were constructed between 1980 and 1999.

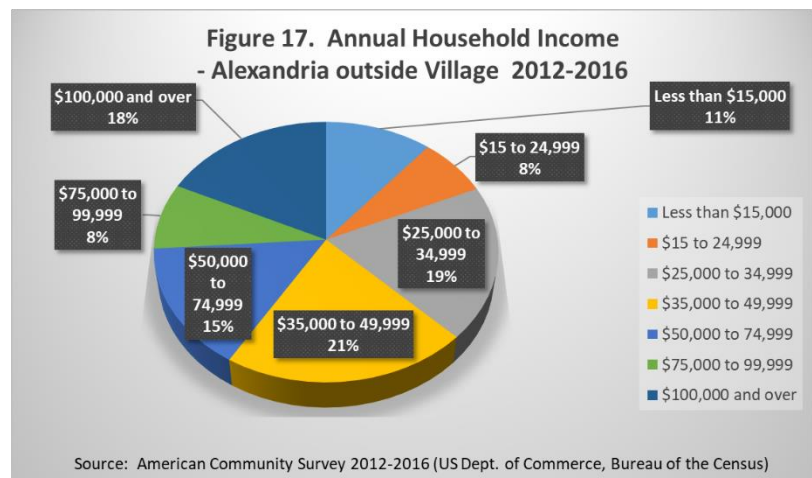
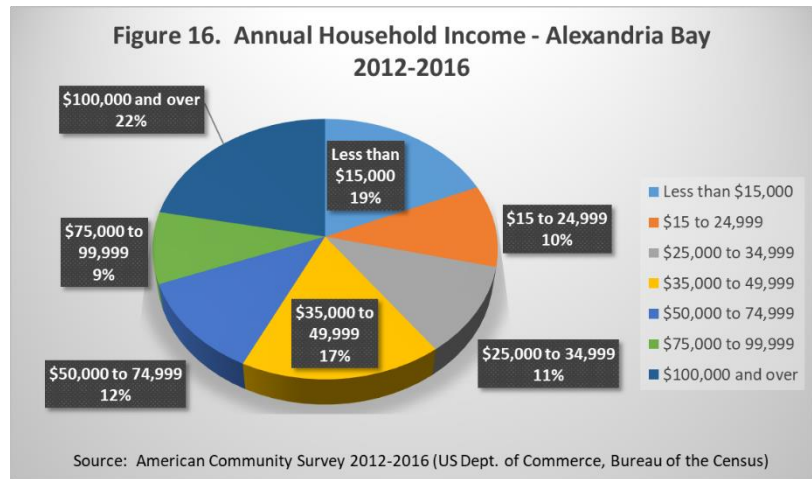


CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

Household Income

Village annual household income and for the area of the Town outside Alexandria Bay, gathered by the American Community Survey for 2012-2016 is illustrated below. Figure 16 illustrates that within the Village the largest estimated segment, or 22% of households earned \$100,000 and over. The second largest segment, or 19%, earned less than \$15,000. Third largest income segment was the \$35,000 to 49,999 income segment with 17% households. This variety demonstrates the diversity of incomes within the Village.

In the Town outside the Village of Alexandria Bay, the largest segment for household income was the \$35,000 to \$49,999 segment at 21% percent of households (Figure 17). The second largest segment, or 19% of households earned between \$25,000 to 34,999 within the estimated period. A close third largest, is the household annual income of \$100,000 and over with 18% of the households for the time period.

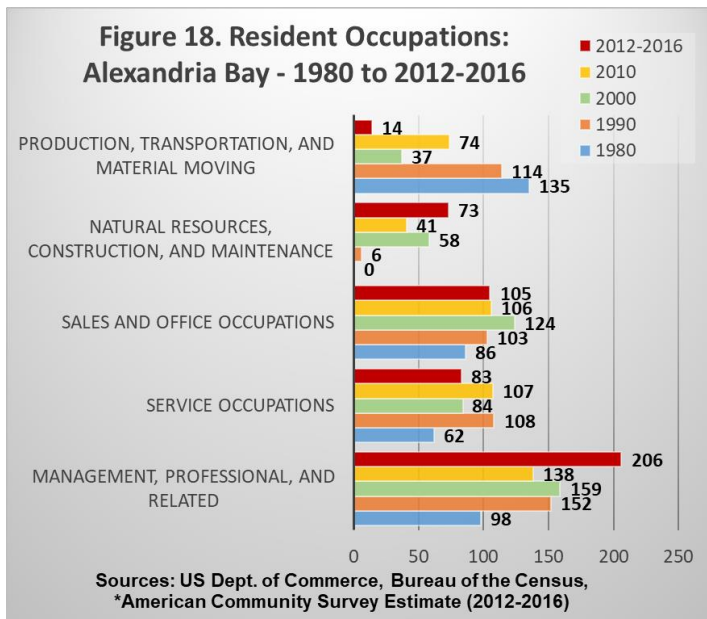


CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

EMPLOYEE TRENDS

Resident Occupation

The Census Bureau defines Occupation as the kind of work a person does on the job. In the Village of Alexandria Bay, two segments of residents experienced healthy increases in their types of occupations from 1980 to 2012-2016. Natural Resources, Construction, and Maintenance increased by over 1000% going from 0 in 1980 to 73 positions in 2012-2016. While Management, Professional and Related Occupations also increased by 108 resident occupations more than doubling (by 110%) during the time period.



Four out of five categories of occupations within the Village increased, except Production, Transportation, and Material Moving occupations.

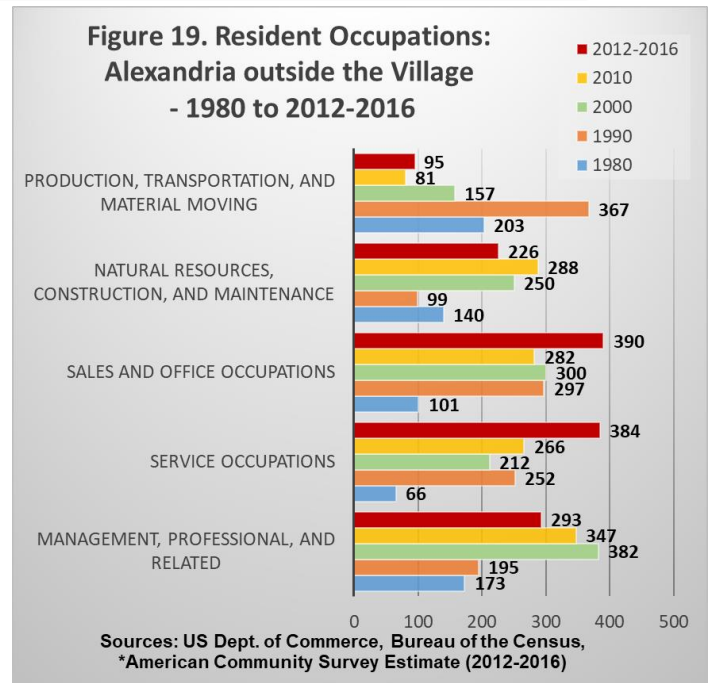


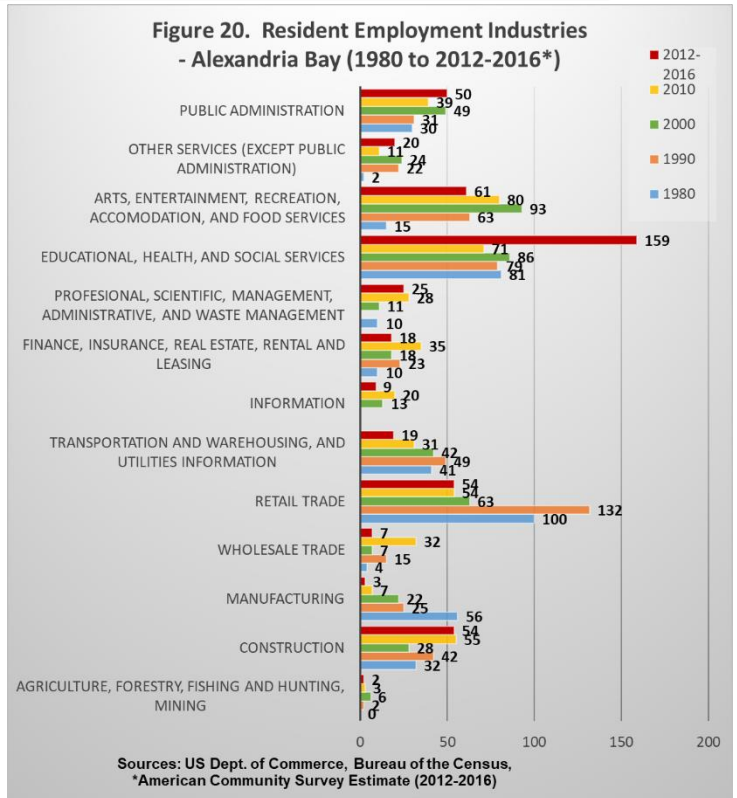
Figure 19 illustrates occupations held by residents in the Town outside the Village. Service occupations increased the most, with an uptick of 318 occupations, a 482% increase. Sales and office occupations increased 289 positions, an increase of 286%. Management, Professional, and related occupations increased by 69%, or 120 resident occupations. Again, the only loss in occupations was felt in the Production, Transportation, and Material Moving occupations that peaked in 1990 and lost resident occupations each decade since then.

CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

Resident Employment Industries

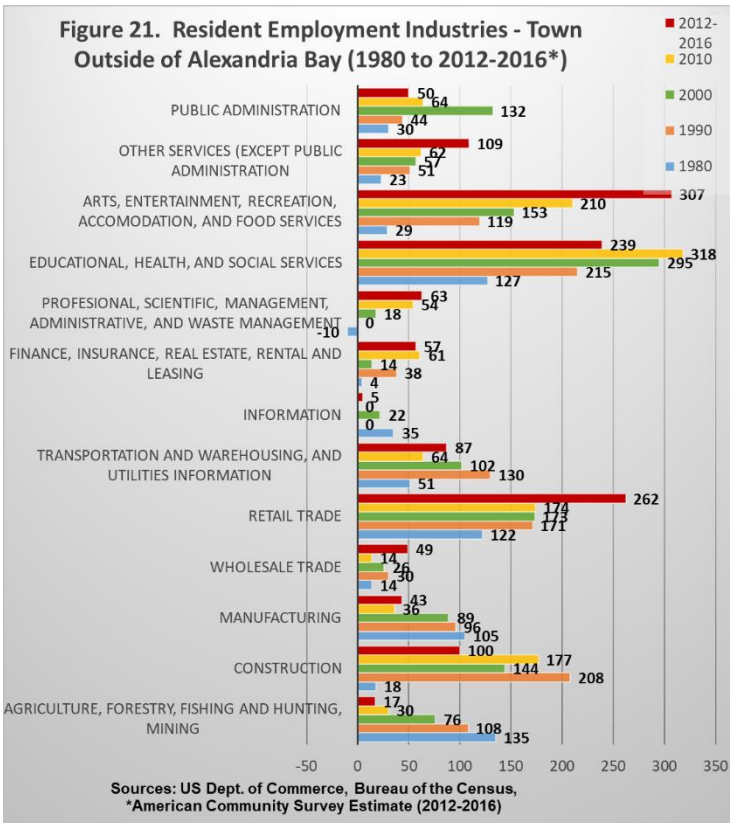
The Census Bureau defines Employment by Industry as the kind of business conducted by a person’s employing organization. Several trends have occurred regarding the Village and Town outside the Village employment industries from 1980 to 2012-2016.

Figure 20 illustrates the Village Resident Employment Industries from 1980 to 2012-2016. The largest numerical increase was felt in the Educational, Health, and Social Services sector with an increase of 78 residents employed, an increase of 96% during the time period. Other sectors that increased overall were Public Administration



(67%), Construction (69%) and Arts, Entertainment, Recreation, Accommodation, and Food Services (307%), Other Services (except Public Administration) (900%), Wholesale Trade (75%), and Finance, Real Estate, Rental, and Leasing (80%). Losses were felt in the Manufacturing (-95%), Retail Trade (-46%), Transportation and Warehousing, and Utilities Information (-54%), since 1980, and the Information sector (-31%).

Figure 21 illustrates the Town Outside the Village number of Resident Employment by Industry. Contrary to the Village, the largest numerical increase in the Town Outside the Village was felt in the Arts, Entertainment, Recreation, Accommodation, and Food



CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

Services sector with an increase of 278 residents employed, an increase of 959%.

Commuting Trends

The commute to work is one of the considerations when people chose to live somewhere and affects quality of life. Understanding how far commutes may be, along with travel time, and thereby when people may leave home to go to work are all factors when examining transportation needs.

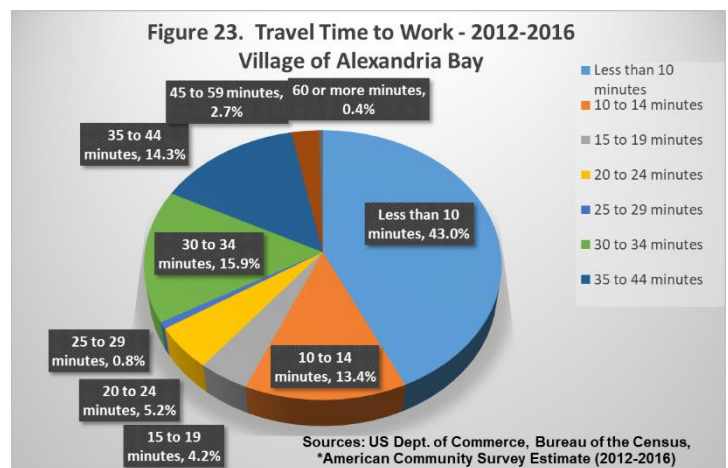
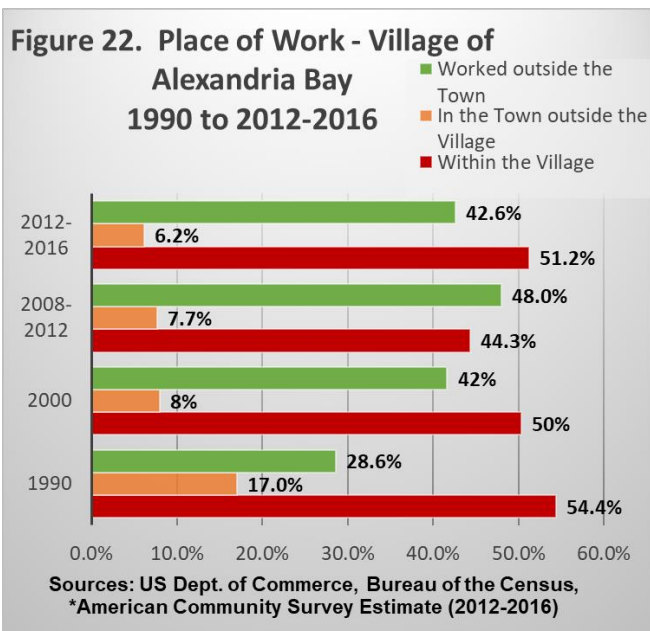
Place of Work

Residents of the Village work in various places, many of whom commute daily to and from their workplace. From 1990 to 2012-2016, those who live in, and work in the Village stayed fairly consistent, from 54.5% percent of residents working within the Village in 1990, to 51.2% during the latest estimate in 2012-2016. However, those who

live in the Village and work outside the Town increased from 28.6% in 1990 to 42.6% by 2012-2016.

Travel Time to Work

Figure 23 illustrates 43% of Alexandria Bay’s workforce travels to work less than 10 minutes a day. This is reasonable as over half the Villagers’ Place of Work is within the Village as Figure 22 shows. However, the next largest segment (15.9%) of the workforce travels between 30 and 34 minutes on their daily commute. The next largest segment (14.3%) travels a bit further with a 35 to 44 minute commute.



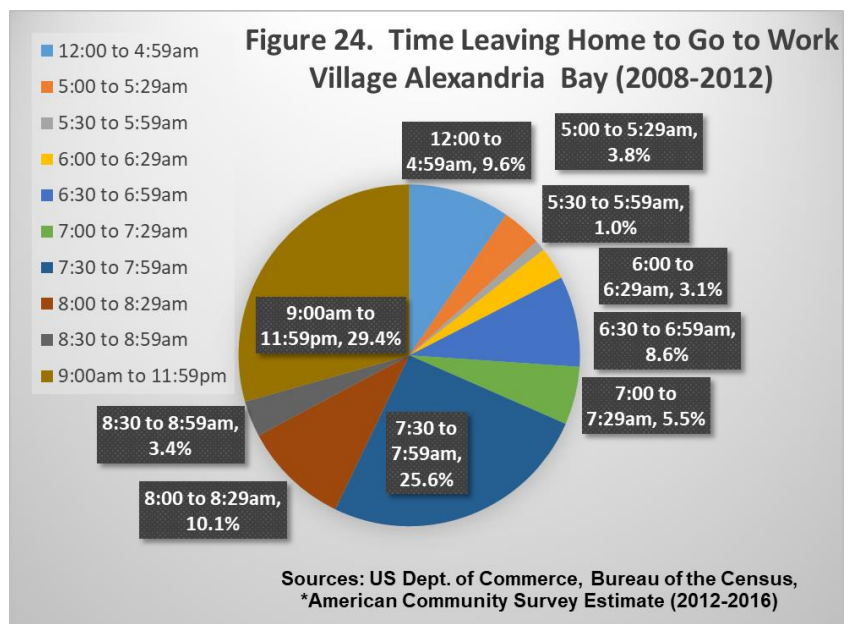
Commonly, commute times can be affected by routine traffic levels and congestion, habitual delays can cause commuters to leave earlier and lead to longer commutes on average. In the Town of Alexandria and the Village of Alexandria Bay, it is expected that most times of the year congestion is limited. However, during the summer, with more tourists and seasonal residents, higher traffic levels cause congestion which periodically extends travel times.

CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

Time Leaving to Go to Work

The Census Bureau's American Community Survey also asks when people leave home to go to work to gauge commuting trends related to departure times. Recurring traffic congestion at certain times can influence when people decide to leave home to go to work.

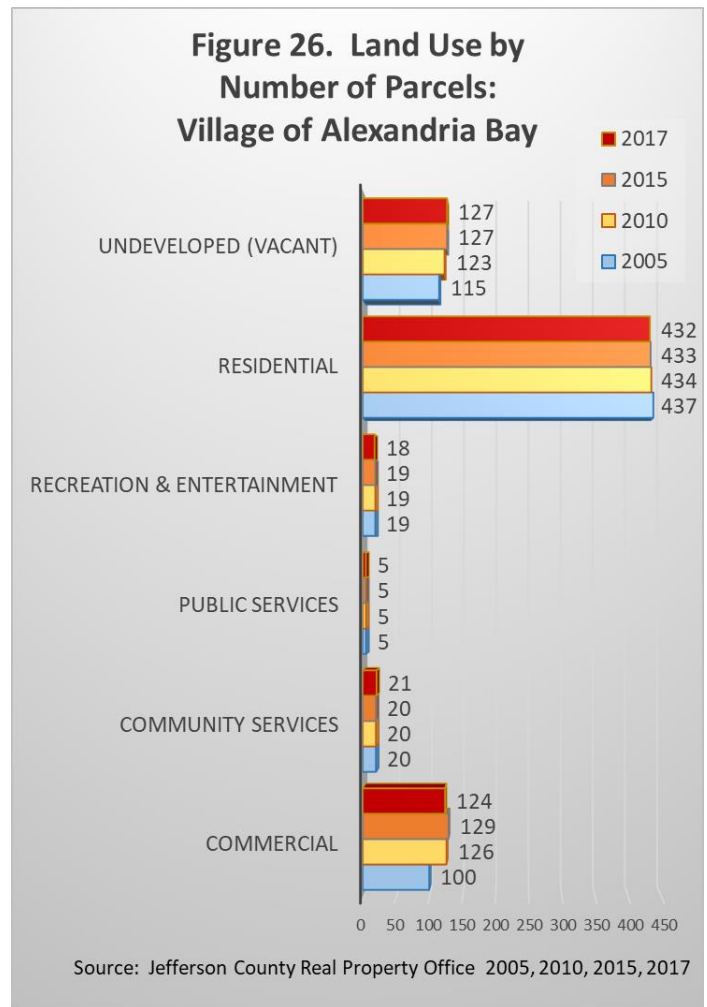
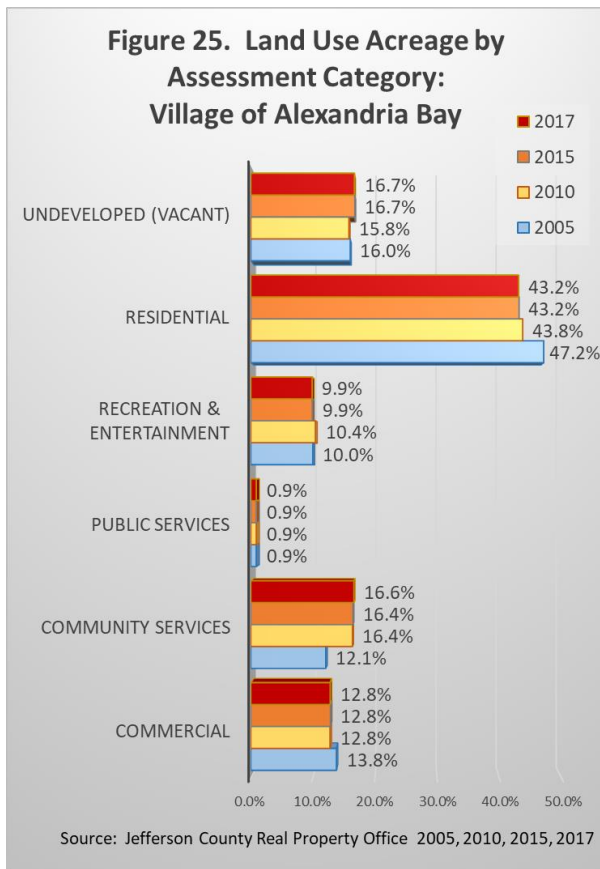
Many Villagers leave home to go to work between 9:00 am and 11:59 pm, with 29.4% doing so. This would appear to delay or diffuse the traditional peak morning traffic which would normally be between 7:30am and 8:30am: with 7:30 to 7:59 am comprising 25.6% and the 8:00am to 8:30 being another 10.1%.



LAND USE TRENDS

Land Use Trends

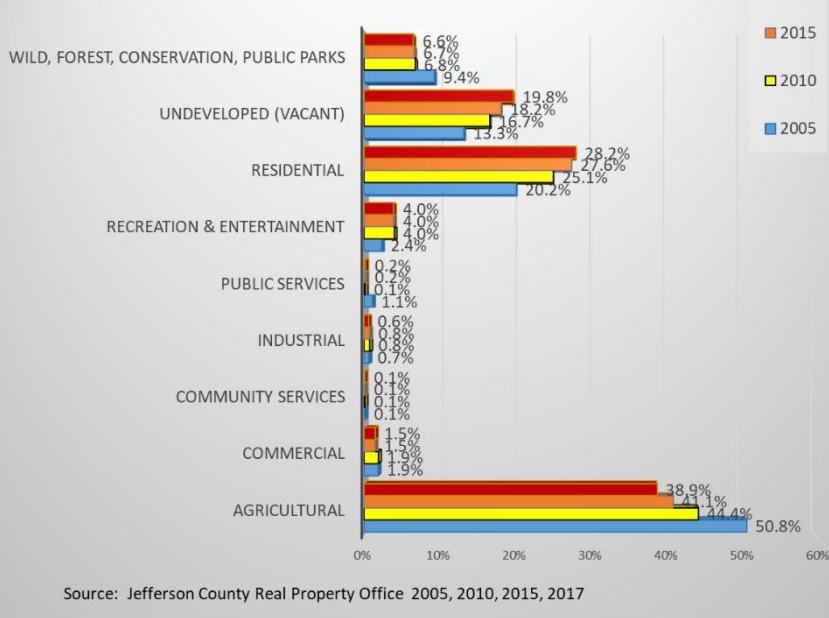
The Village of Alexandria Bay’s largest assessment category by acreage is residential, comprising 43.2% of the Village. The second largest category by acreage is undeveloped or vacant land with 16.7% of the Village’s acreage. Third on the list is community services, which represents the Village Offices, Highway Garage, River Hospital, churches, and cemeteries.



The number of parcels is another way to track land use patterns. Figure 26 shows the number of Village parcels by assessment category from 2005 to 2017. It demonstrated an increase in Commercial parcels which could signal some commercial investment, and the slight decrease in the number of residential properties could result from some of those being converted into commercial properties. Other changes of note would be the slight increase in vacant parcels during the time period.

CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

Figure 27. Land Use Acreage by Assessment Category: Town of Alexandria outside Village



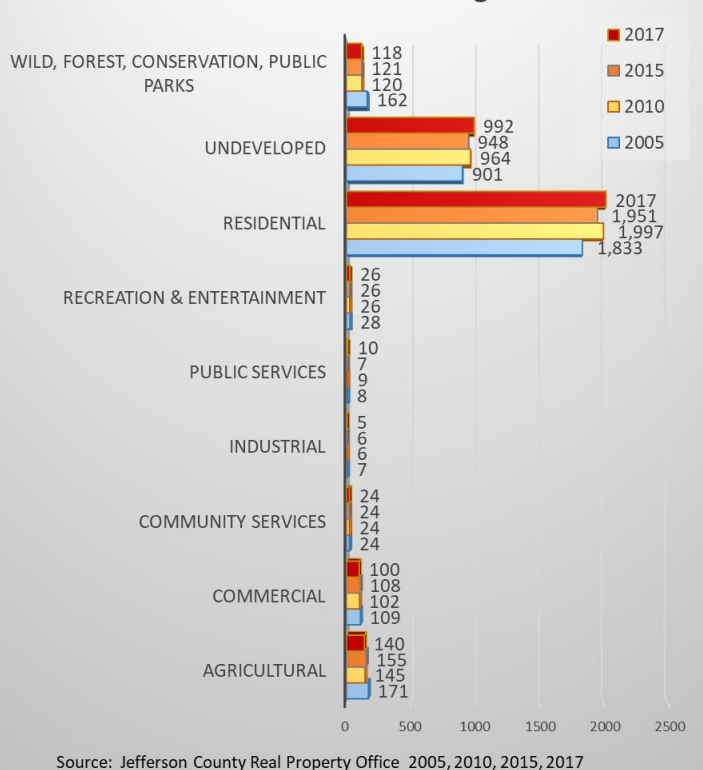
2005 to 1.5% of the acreage by assessment by 2017.

Outside the Village, Figure 28 illustrates the number of residential parcels experienced the largest gain from 2005 to 2017, an increase of 184 parcels. As expected from the loss of agricultural acreage shown by Figure 27, the decline by 31 in the number of agricultural parcels made sense. However, the loss in the number of wild, forest, conservation, or public parks parcels was not anticipated going from 162 to 118 parcels.

The Town of Alexandria outside of the Village of Alexandria Bay largest land use by type is agricultural land with 38.9 percent of the acreage. The second highest land use in acreage is residential land, comprising 28.2 percent of the acreage outside the Village. While commercial land may only make up 1.5% of the land area, it provides many services, employment opportunities and destinations for residents and tourists.

Also of note: from 2005 to 2017, Town land use outside of the Village lost agricultural land as a percentage, comprising 50.8% of the acreage in 2005 down to 38.9% by 2017. However, increases were felt in residential acreage (from 20.2% in 2005 increasing to 28.2% by 2017). Commercial land uses also decreased from 1.9% in

Figure 28. Land Use by Number of Parcels: Town outside the Village



CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

Figure 29 illustrates the residential land uses split into their more specific assessment categories: such as one family year-round, seasonal residences, etc. by acreage. This demonstrates the amount of land within each type of residential assessment category in the Village in 2005, 2010, 2015, and 2017.

Following the number of residential acreage decrease and number of residential parcels, the acreage of one family year-round residences decreased from 2005 to 2017, as did mobile homes in Alexandria Bay. Conversely, the number of seasonal residences (Figure 10, page 16) increased along with their acreage during the time period shown by Figure 29.

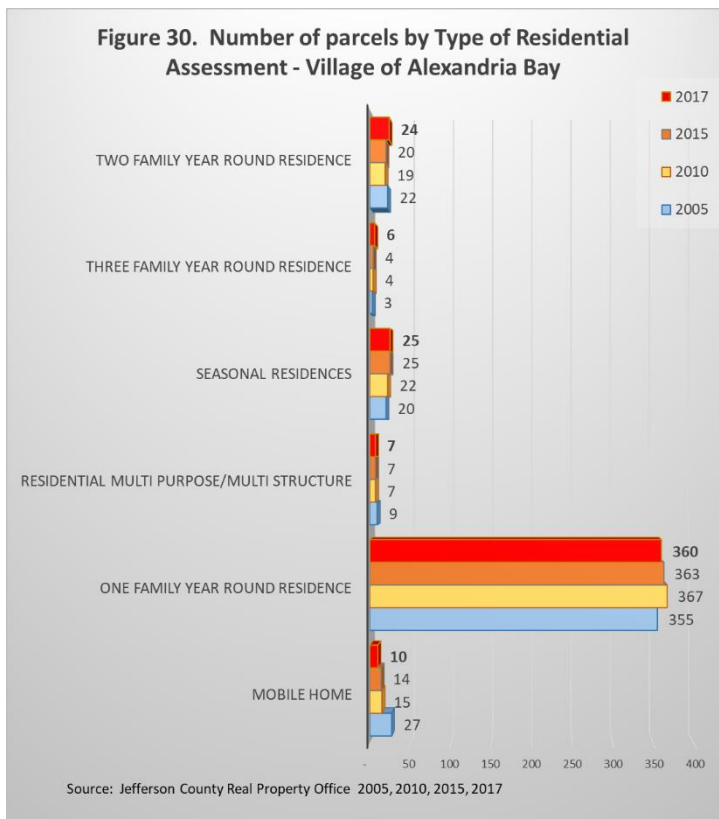
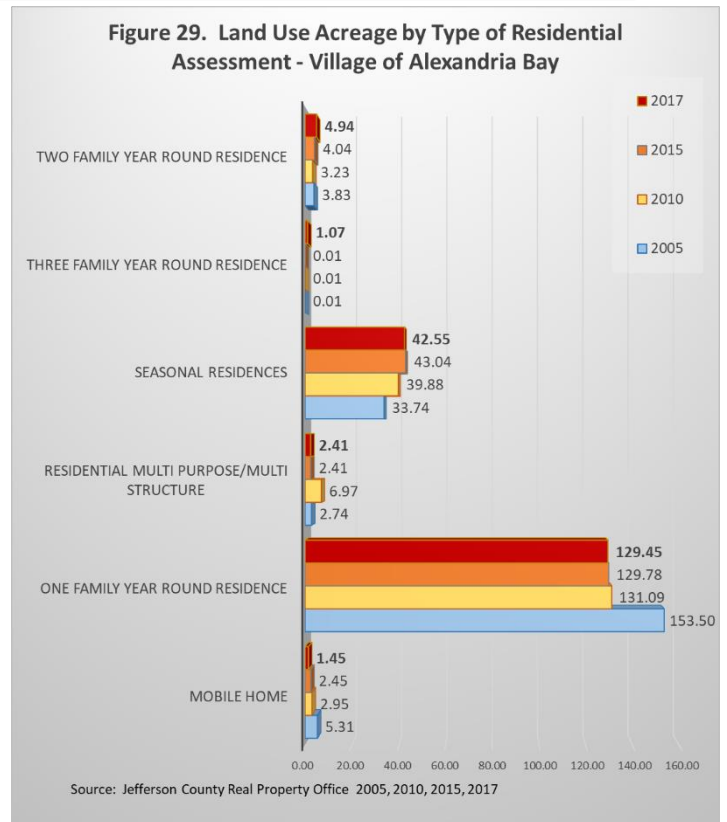


Figure 30 illustrates the number of parcels by residential land use in the Village. As expected from the acreages, one family year round dominated with 360 parcels. Other trends of note: seasonal residences increased by 20% from 2005 to 2017 with 25 and the decline in the number of mobile home parcels from 27 in 2005 down to 10 in 2017.

CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

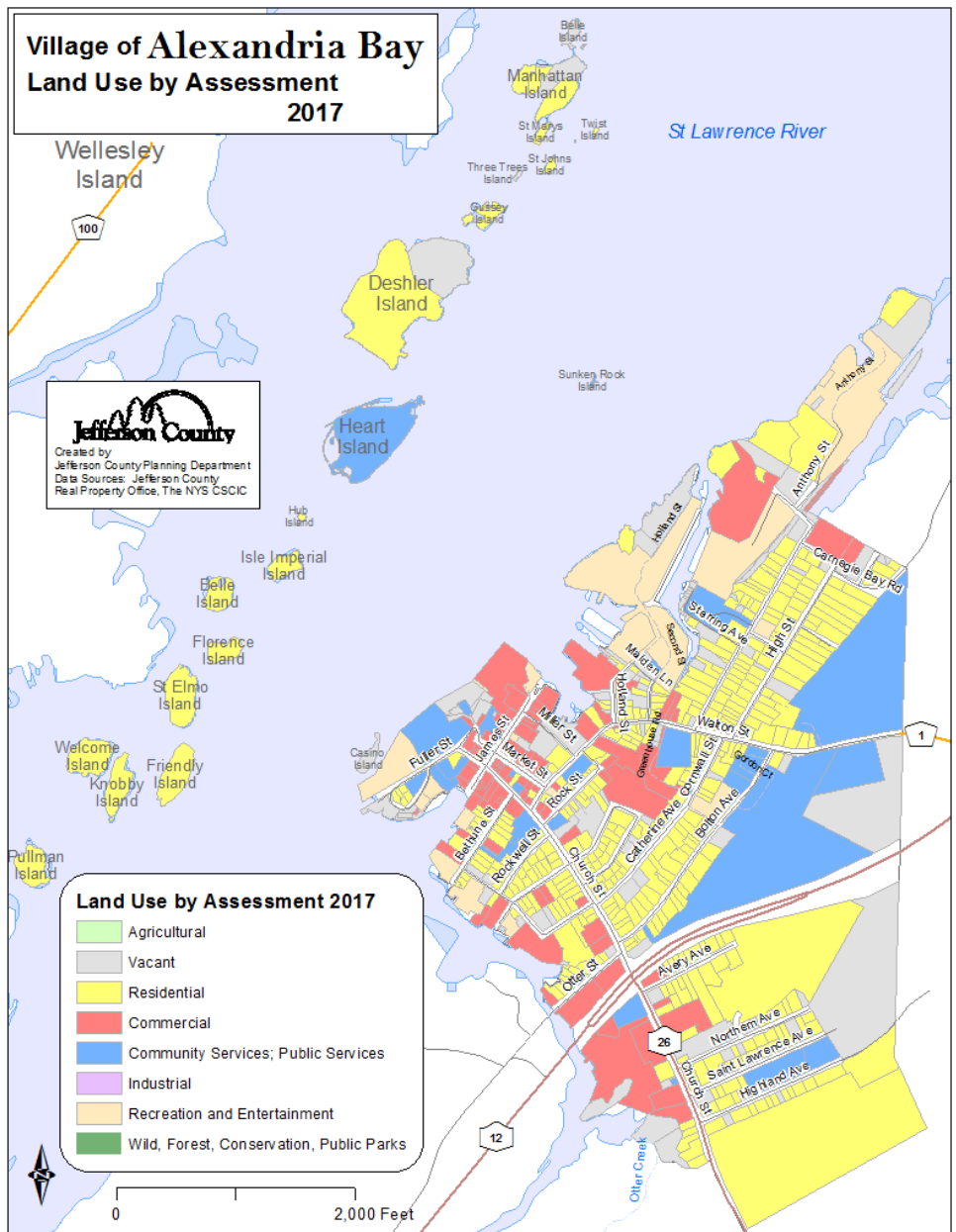
Landuse Patterns

As noted in the Brief History section, over the years, the Village of Alexandria Bay and

Town of Alexandria have experienced distinct patterns of more dense community settlement in the Village and hamlets in the Town, with spread-out and larger house lots and businesses throughout the Town in the more undeveloped agricultural and former farmed areas.

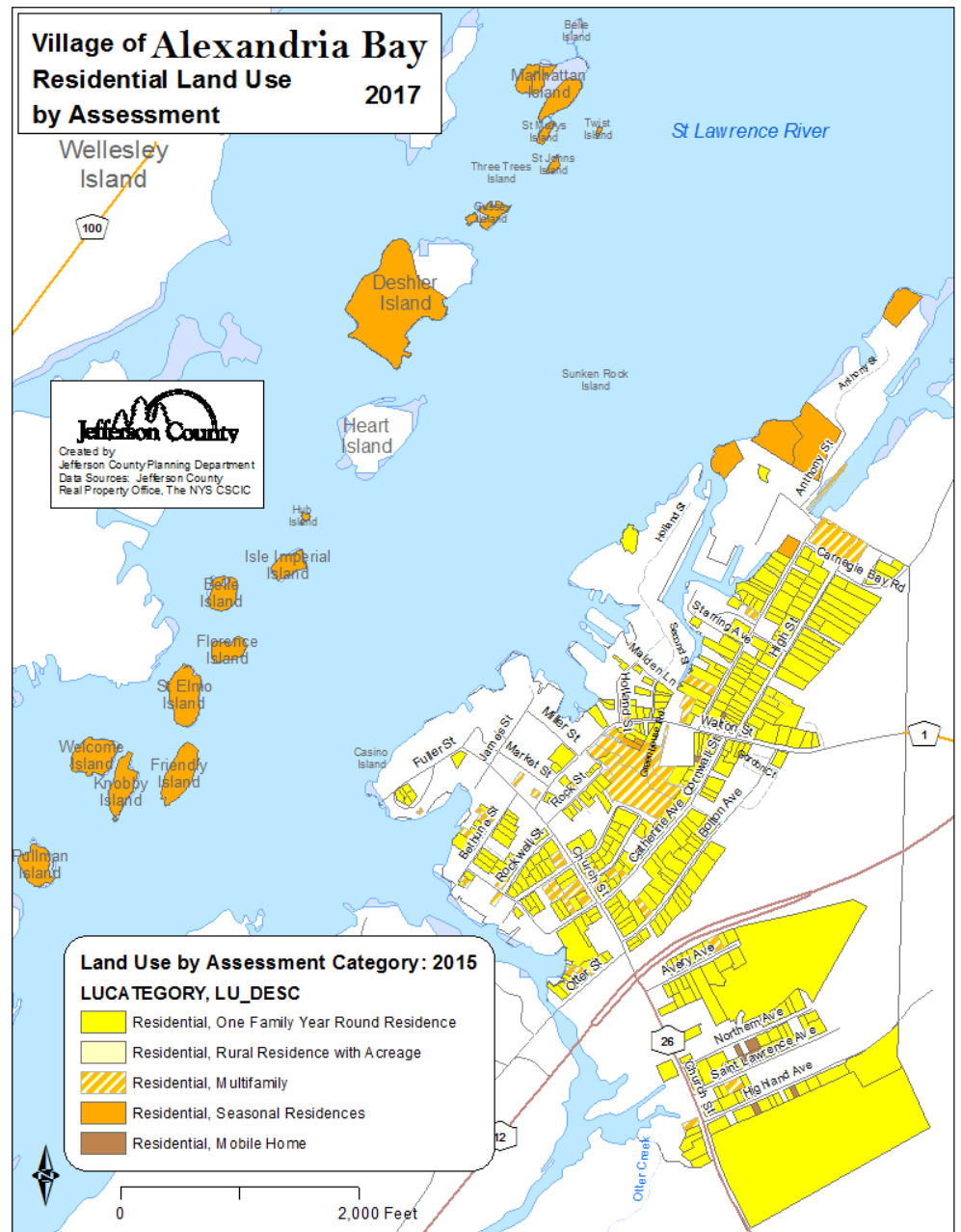
As the Land Use by Assessment Map shows, the abundance and variety of waterfront property and islands, however, resulted in many waterfront estates, and later cottages and homes. Throughout the last century such areas have still fostered seasonal homes, but now an increase in year-round homes is evident along shoreline areas. Arguably, the views and scenic qualities along the St. Lawrence River and other waterfront areas that attracted early settlement continue to attract residents, visitors, and investment.

The map illustrates 2017 land use by parcel assessment according to the Jefferson County Real Property Tax Services Office.



CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

Identifying and displaying the Alexandria Bay’s residential land uses into their distinct categories helps broaden our understanding of the Village. As the previous pages indicated, year-round homes appear to predominate, however there are a number of areas where seasonal homes comprise the main land use such as they do on the islands, and a few areas of shoreline.



General Trends at a Glance:

- ✓ Village population was relatively stable from 2000 to 2016 as was Town outside the Village population. However, outside the village it from 1980 to 2016 it increased overall by 34%.
- ✓ Younger age groups rebounded somewhat, while 45 to 64 age increased. However, the 65 and over segment not increasing, unlike the segment outside the village and most other community, county and statewide trends from 1980 to 2016.
- ✓ Village Number of households has been relatively stable, while families decreased and then rebounded as of the latest estimate. Outside the village families and households increasing from 1980 to 2016.
- ✓ Housing units on an upward trend, but tended to fluctuate from census to census and a loss from 2010 to 2016 estimate. Outside the Village housing units have increased each census from 1980 to 2016.
- ✓ Number of Village seasonal housing units have declined slightly overall, while year round increased some. Outside the village, year-round housing units have increased significantly now surpassing seasonal as of the latest estimate in 2012-2016.
- ✓ The number of Village single family units have declined, while duplexes have doubled overall and multi-family increased from 1980 to 2012-2016 estimate. Mobile homes have been stable. Outside the Village, single family increased each census while mobile homes have fluctuated some with a recent increase as of the last census estimate in 2012-2016. Mobile home numbers were also relatively stable outside the village.
- ✓ Over half the village housing units (58%) were built in 1939 or earlier. However, outside the village, only 30% were built in 1939 or prior. In fact 34% outside the village were built between 1980 to 1999, while in the village it was only 16%.
- ✓ The largest segment of annual household income in the Village was \$100,000 and over, with 22% of households. However, of those households outside the village, the largest segment was the \$35,000 to \$49,999 group with 21% of the households. Although the \$100,000 and over segment outside the village consisted of 18% of the households, while the \$35,000 to \$49,999 segment comprised 17% of households in the Village.

CHAPTER 2. BRIEF HISTORY, DEMOGRAPHIC, HOUSING, EMPLOYMENT, AND LAND USE TRENDS

- ✓ Four of the five Village resident occupation types increased from 1980 to 2012-2016, except manufacturing type occupations. Residents' manufacturing occupations outside the village also declined each decade until the most recent estimate.
- ✓ Increases in Village residents in the retail trade; wholesale trade; arts, entertainment, recreation, accommodation and food services; and other services type employment industries increased overall. For those residents outside the village: educational, health, and social services; public administration; arts, entertainment, recreation, accommodation, and food services; professional, scientific, management, administrative, and waste management; and construction employment industry types increased during the 1980 to 2012-2016 time period.
- ✓ Village residents who live and work within the Village declined slightly from 1990 to 2012-2016, while those who worked outside the Town increased at the highest rate. Over half still live and work and within the Village.
- ✓ Forty-three percent of those employed travel less than 10 minutes per day to get to work. The next largest segment spend 35 to 44 minutes per day for their daily commute to work.
- ✓ The largest segment of Villagers (29.4%) leave between 9:00 am and 11:59 pm to go to work, which means alternative schedules may be the norm for those who do so.
- ✓ The largest area of Land Use by assessment category in the Village is residential with 43.2% of the acreage in 2017. Commercial made up 12.8%.
- ✓ Residential also had the largest number of parcels by assessment category with 432 in the Village in 2017. Commercial parcels numbered 124 in 2017.
- ✓ The bulk of residential land use parcel acreage in the Village are one-family year round residences with 129.45 acres.
- ✓ Similarly, the highest number of residential parcels are the one-family year round type, while seasonal and two family increased from 2005 to 2017.