OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL

CITY OF OGDENSBURG
NEW YORK

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OSWEGATCHIE RIVERSHORE PARKS

AND

INTEGRATED SHORELINE TRAIL

PREPARED FOR: CITY OF OGDENSBURG, NEW YORK
JUNE 1, 1988

PREPARED BY: A JOINT VENTURE BETWEEN

EDWARD M. BASTA, LANDSCAPE ARCHITECT
ENVIRONMENTAL DESIGN & RESEARCH, P.C.

January 18, 1988

Mr. Douglas McDonald, Director
Office of Planning and Development
City Hall
330 Ford Street
Ogdensburg, New York 13669

RE: Oswegatchie Rivershores Parks and
Integrated Shorelines Trail

Dear Doug:

We are pleased to present our completed report on the Oswegatchie Rivershores Parks and Integrated Shoreline Trail that shall assist the City of Ogdensburg in developing and improving the Oswegatchie Shoreline.

Included in this report are suggestions and recommendations that we feel best suit the city in implementing physical improvements that can bring about improvements to the city's economy in terms of increased tourism and visitor use.

Also included is an implementation plan to assist you in obtaining available funding from various sources.

Your assistance and cooperation has been much appreciated and we look forward to continued involvement in the task of implementing these improvements.

Sincerely,

Edward M. Basta
David B. Crandall

EMB/sb

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INTRODUCTION

INTRODUCTION

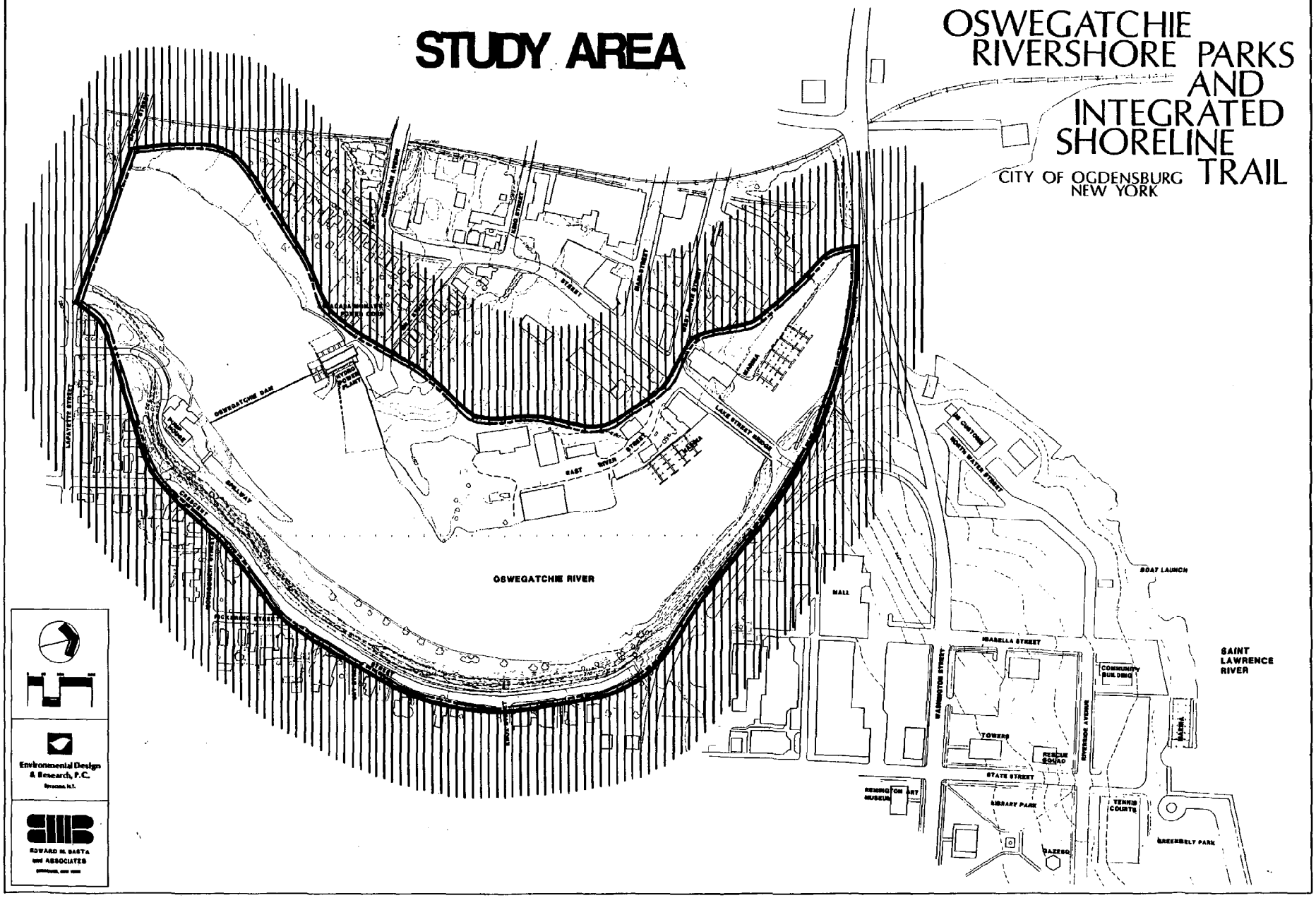
In November of 1748, on his first visit, Father Francois Picquet and his explorers referred to the confluence of the Oswegatchie River and the St. Lawrence River as the "magnificent natural port." Father Picquet's vision remains and the "magnificent natural port" endures. Two hundred forty years and countless volumes of water have passed through the Oswegatchie into the St. Lawrence River. The area remains one of Ogdensburg's assets, a scenic, historically significant area. From the existing pump house, along Crescent Park, to Greenbelt Park, one experiences many sequences of visual enjoyment along the rivershores.

It is the purpose of our report to present the elements of our study area, to identify specific problems, to analyze these problem areas, and to determine recommendations that shall assist the City of Ogdensburg in initiating physical improvements and procuring funding for these improvements.

STUDY AREA

OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL

CITY OF OGDENSBURG
NEW YORK



1. OVERALL STUDY AREA

Located in Northern New York, Ogdensburg is the only city in St. Lawrence County. It has a population of about 11,500. Originally a mill town, Ogdensburg's primary industry has gradually been evolving into light production and computer assembly due to the efforts of the Ogdensburg Bridge and Port Authority and others interested in Ogdensburg. Additional jobs have been created by the expansion of the Ogdensburg Psychiatric Center and new medium security prisons. Though tourism is a significant part of the area's economy, it has potential for expansion if efforts are directed towards capitalizing on the community's natural land cultural resources (i.e., Remington Museum, the natural port created by the confluence of the Oswegatchie and St. Lawrence Rivers, and the International Bridge to Canada).

The study area is located in the center of the city at the confluence of the St. Lawrence River and the Oswegatchie River. It is bounded on the North by the Lake Street Bridge Park, on the South by the Lafayette Bridge, and on the West by 3600 linear feet of rivershore, both publicly and privately owned. Key elements in this study area consist of the Oswegatchie River Dam, existing Ogdensburg pump house, Crescent Park and the Lake Street Bridge. Other important areas such as Remington Museum, Greenbelt Park, etc., can be reached from the study area by a pedestrian parkway.

2. PURPOSE OF STUDY

The purpose of this study is to provide a feasible plan of physical improvements to the rivershore for recreational use and scenic enhancement and to improve the quality of life for Ogdensburg residents and visitors. The study examined conditions present in the Oswegatchie River and St. Lawrence River confluence and analyzed them to determine how they interact with the needs of the City of Ogdensburg. Recommendations address potential improvements along the Oswegatchie outlet that will have positive impacts of Ogdensburg's economy.

Tourism and its related activity has always been a major economic factor in the growth and development of the City of Ogdensburg. With the decline of manufacturing jobs in the area, it is apparent that tourism should continue to have a significant impact on the economy of Ogdensburg and Northern New York, and indeed must be developed. This is only possible through the concerted efforts of both the public and private sectors of the City of Ogdensburg.

3. STUDY DEVELOPMENT

The work of the consultant team commenced on January 27, 1987, and was funded by the City of Ogdensburg and New York State Department of State.

The team's first efforts involved meeting with city officials, gathering data from maps, photographs, on-site visits, and other available documents. Data collected was documented and analyzed for its compatibility with the stated objectives of the study. Upon completion of the analysis, design studies were undertaken with the intent to capitalize on the assets of the existing environment and to minimize the its liabilities. The analysis and preliminary recommendations were presented to city officials and members of the New York State Department of State on October 6, 1987 and were accepted with minor alterations. Efforts were made to conduct working sessions with various local individuals and service groups from the private sector as well as the public sector.

After presenting preliminary findings, the design team proceeded to develop the conceptual plans for upgrading the area. On December 6, 1987, the consultant team made a formal presentation to the Ogdensburg Common Council, and received their full endorsement to proceed into the report phase of our study.

This report is a summary of our study analysis and recommendations.

EXISTING CONDITIONS

EXISTING CONDITIONS

1. LAND USE: PLATE I

Plate I shows Existing Land Use patterns and indicates that over 90% of the area is presently used for public recreation with the heaviest concentration of use existing along passive area, referred to as Crescent Park. Comprised of approximately 3000 linear feet of waterfront, this area at present is underutilized and neglected. The West Bank consists of primarily privately-owned lands such as warehouses, woodworking facilities, marinas, a Niagara Mohawk substation, and the new Trafagar Power generating facility. Also contained in this area is a portion of publicly-owned land used for fishing. The mixed ownership of the West Bank by both public and private sectors makes comprehensive management of the rivershore difficult. However, private ownership primarily occurs on the south half of the riverbank, and public ownership on the northerly half is only interrupted by two isolated parcels.

The conclusion gathered here is that the primary land use is recreational in nature and could be developed and improved as a recreation corridor along the river, and more importantly act as a corridor supporting the tourism potential of private holdings along the West Bank. The major obstacle at present is funding this development.

2. CIRCULATION: PLATE II

Pedestrian circulation patterns exist on informal paths throughout the entire study area on both sides of the Oswegatchie River. Formal pedestrian paths occur on the north end of the eastern shore and make it possible for one to walk from the existing pump house on the Oswegatchie to Greenbelt Park on the St. Lawrence and to experience a variety of vistas, topographic and vegetative changes, and user activities along the way. Vehicular circulation along the eastern shore is limited though the roads that do exist offer significant potential for experiencing some of Ogdensburg's past due to the abundance of significant structures that remain. Views of the river and the West Bank not only offer scenic opportunities for motorists, but they can be magnets for drawing motoring tourists to riverside development.

There is vehicular and pedestrian access along the Crescent Area, as well as along the western portion of our study area. There is no definite street system existing along East River Street.

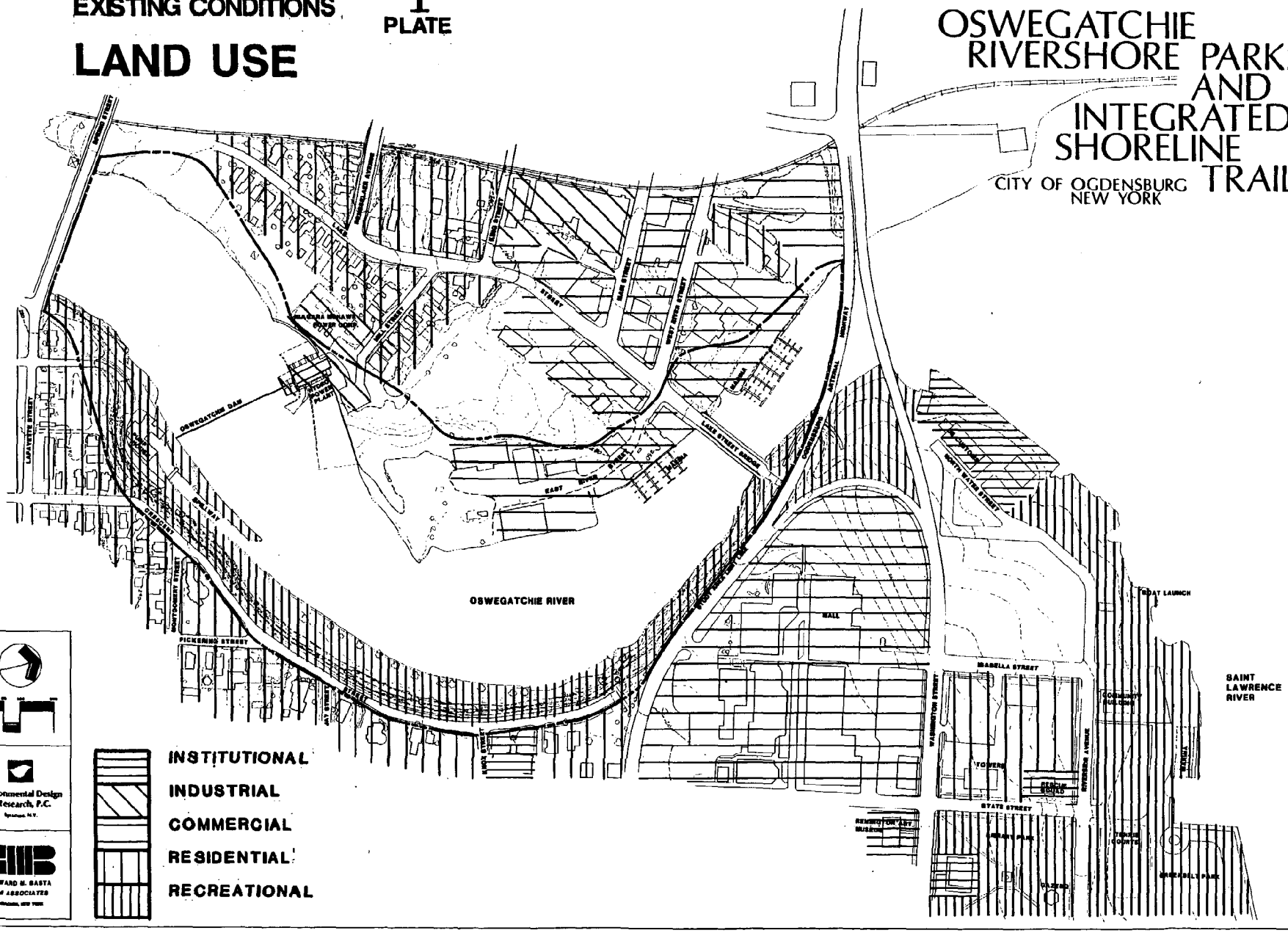
EXISTING CONDITIONS

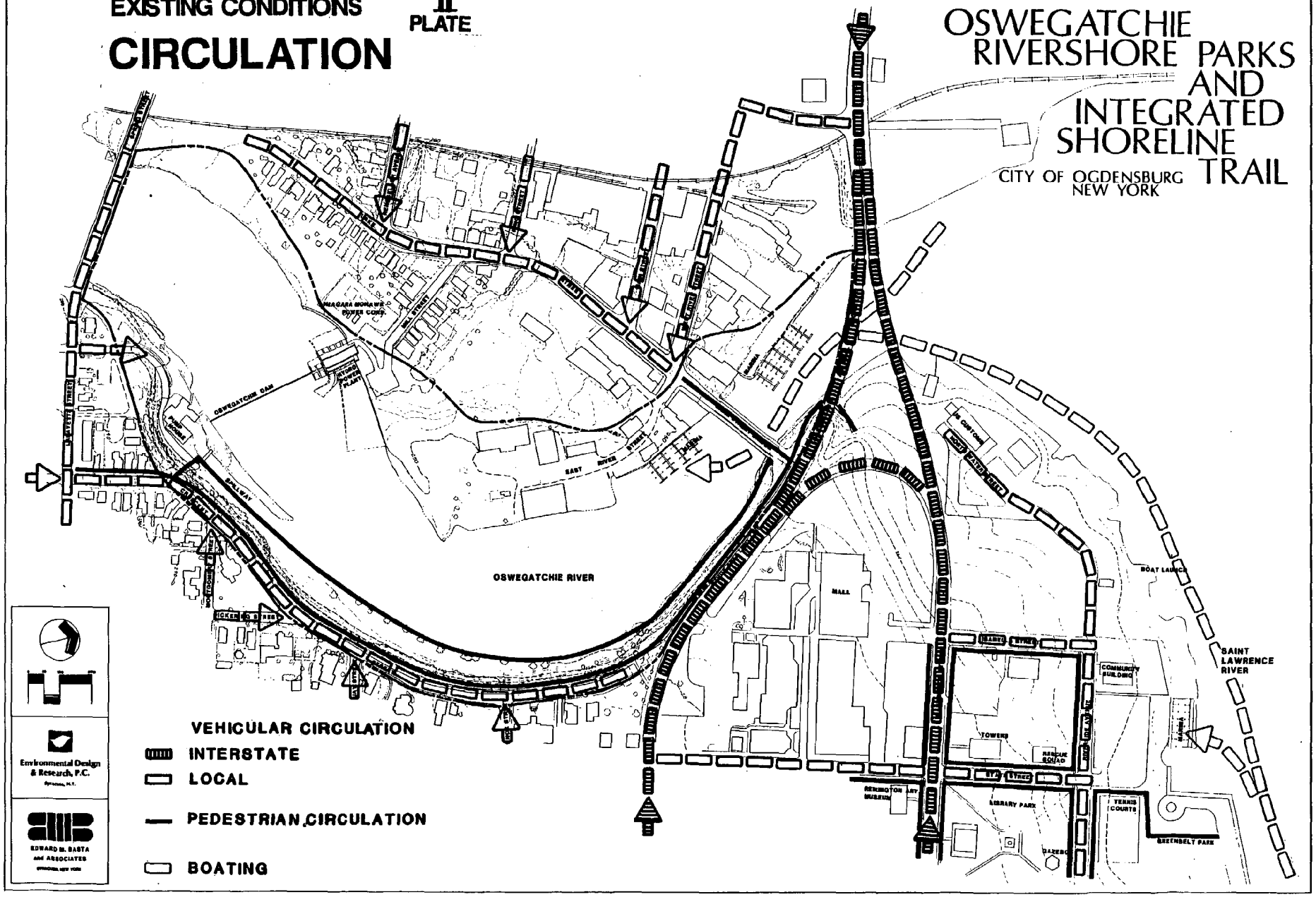
I
PLATE

LAND USE

OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL

CITY OF OGDENSBURG
NEW YORK




EXISTING CONDITIONS
II
PLATE
CIRCULATION
OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL
CITY OF OGDENSBURG NEW YORK
OSWEGATCHIE RIVER
SAINT LAWRENCE RIVER
OSWEGATCHIE DAM
SPILLWAY
EAST RIVER STREET
MILL STREET
MAIL
TOWERS
LIBRARY PARK
TENNIS COURTS
GREENBELT PARK
COMMUNITY BUILDING
BOAT LAUNCH
VEHICULAR CIRCULATION
INTERSTATE
LOCAL
PEDESTRIAN CIRCULATION
BOATING
Environmental Design & Research, P.C.
EDWARD M. BASTA and ASSOCIATES

It should also be noted here that there is circulation by boat on the Oswegatchie River itself. Many visitors arrive in Ogdensburg and dock at Greenbelt Park or at one or two existing marinas, both in the Oswegatchie River.

Conclusion: While providing movement throughout the study area, existing circulation routes do not function as a total system that is safe, secure, attractive, convenient, and/or handicapped accessible. They exist but are not apparent to visitors and tourists in the area. Efforts should be made to label circulation routes, direct users to points of interest, and provide user comforts and security.

3. PROPERTY OWNERSHIP: PLATE III

The City of Ogdensburg owns the entire eastern shore of the Oswegatchie River as well as a large portion of property along the western shore. The remainder of the western shoreline is privately owned, and primarily consists of commercial properties. Two privately-owned residential properties have direct access to the Oswegatchie and have access to the river and bisect public holdings.

Conclusion: Except for the two residential properties on the West Bank, a comprehensive recreation corridor, or "Greenway", connecting all private and public interest areas, is possible. There is ample public land presently owned by the City for the development of recreational use and trail use. Thus, development could occur with a minimum of property acquisition. The parcels that might be acquired would be the two residential parcels bordering the Oswegatchie.

4. ZONING: PLATE IV

At present the study area contains zoning from B1 business to R5 residential multifamily use. Most of the study area is designated as "parkland" or public use. However, there is a mixed zoning on the western bank that includes residential and business.

Conclusion: The recreational opportunities offered by the River are reinforced and protected by existing zoning. The commercial and residential zones on the West Bank provide excellent opportunities for interaction of public and private land uses. This interaction, when fully developed, provides opportunities for the creation of points of interest for residents and tourists.

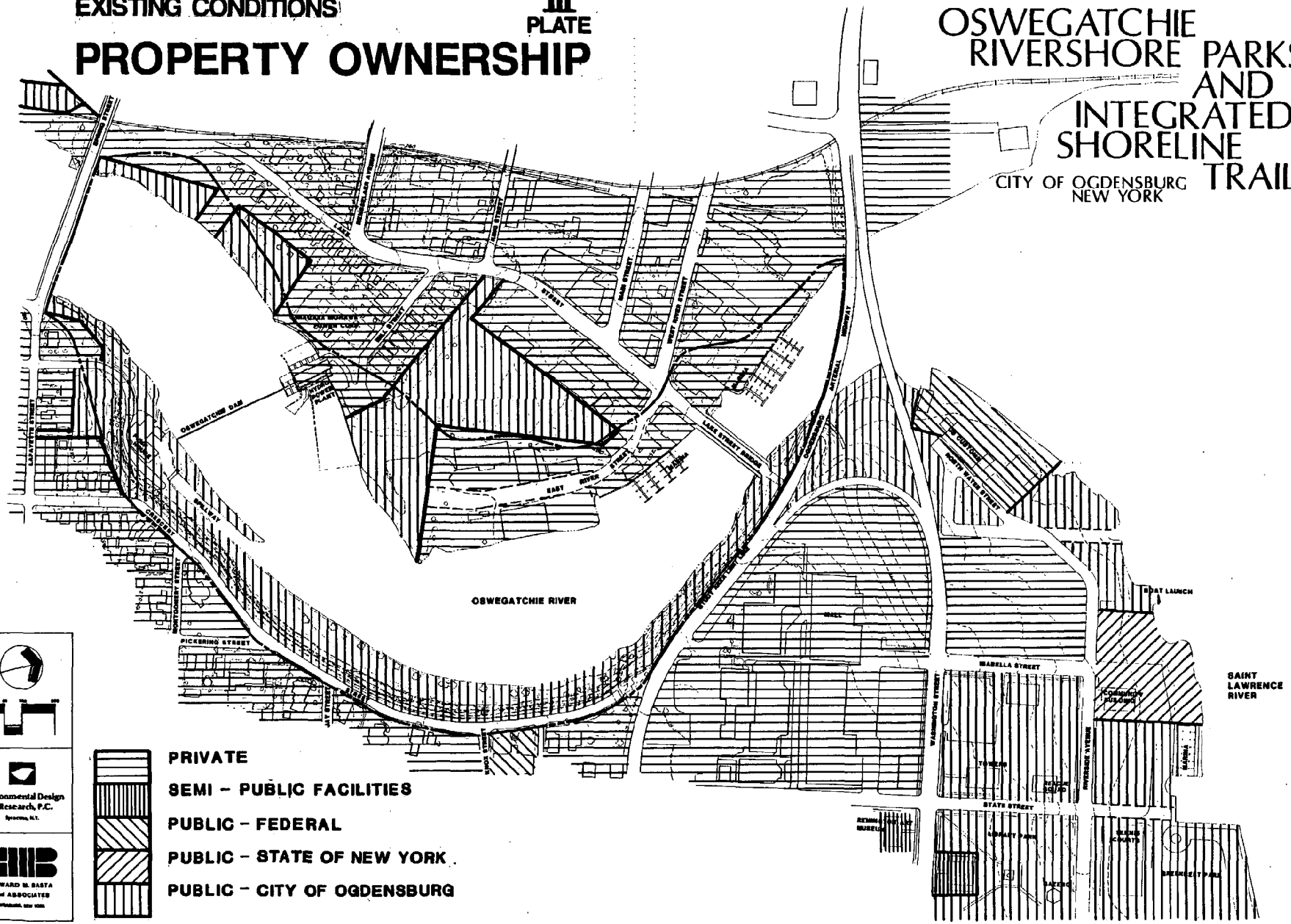
EXISTING CONDITIONS

III PLATE

PROPERTY OWNERSHIP

OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL

CITY OF OGDENSBURG
NEW YORK



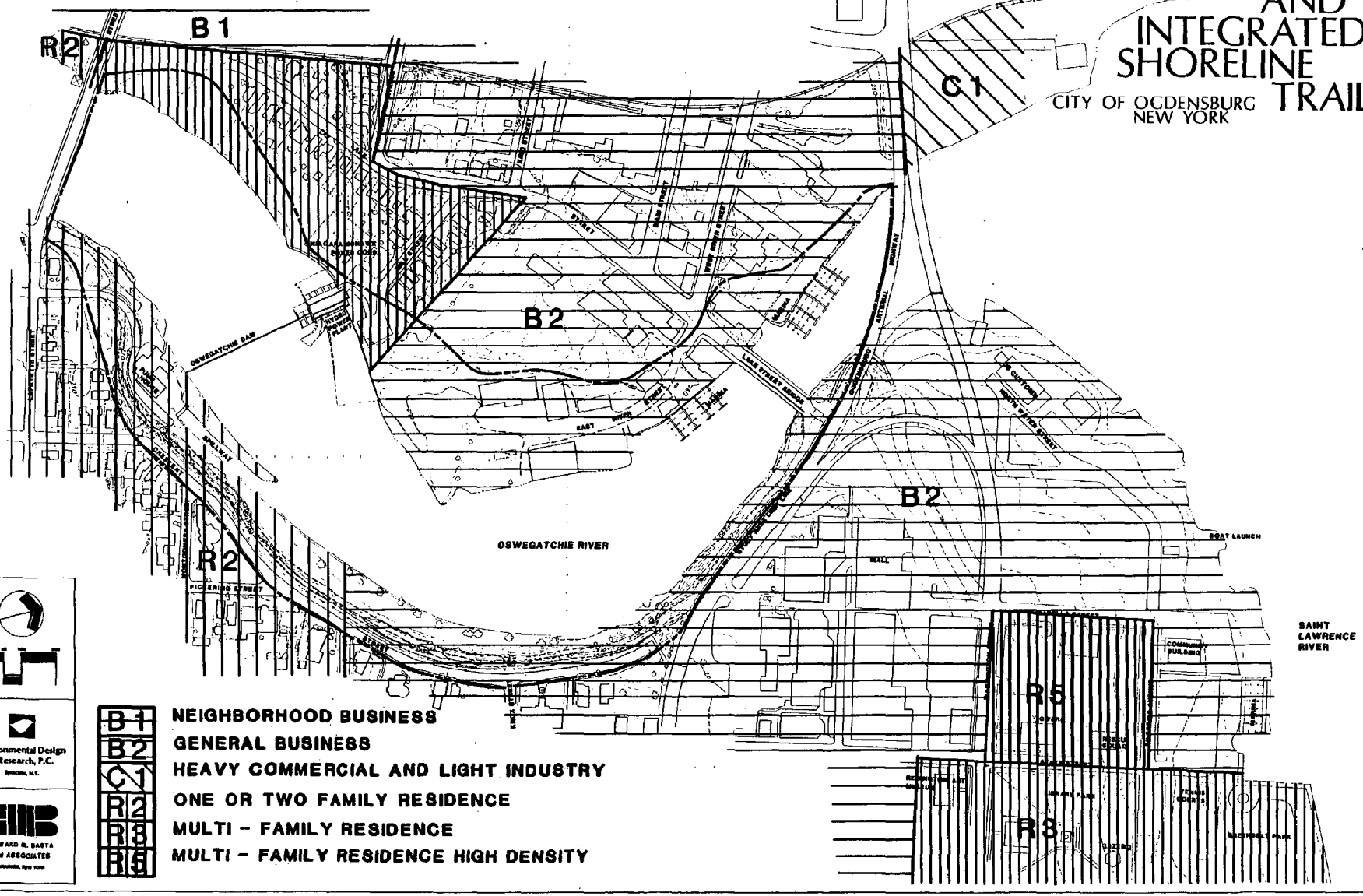
EXISTING CONDITIONS

IV
PLATE

ZONING

OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL

CITY OF OGDENSBURG
NEW YORK



Environmental Design & Research, P.C.
Syracuse, N.Y.

EDWARD M. BASTA and ASSOCIATES
Ogdensburg, New York

5. SIGNIFICANT AND HISTORIC ARCHITECTURE: PLATE V

Once known as the "New York of the North," the City of Ogdensburg has a unique and colorful history. Once-prominent citizens not only created the Ogdensburg we know today, but they played an important role in events of broader national significance. Because of its far-reaching scope, this history has the potential of appealing to a large number of visitors as well as to the local population.

Today this legacy is evidenced most notably by the City's architecture and landscape design. While numerous buildings are lost, a significant number remain. In many cases these structures represent noteworthy styles of American architecture from the nineteenth century with a significant concentration of these structures along the Crescent, overlooking the study area.

A. The Oswegatchie Pump House

The Oswegatchie Pump House was originally constructed of stone quarried on site. From 1868 to 1912 this facility served as a pumping station for the City's water supply. Because of its unusual character, the Pump House has potential for becoming a focal point within the project area; it could be adapted to house numerous community-related activities described elsewhere in this report.

Abandoned for several years, the Pump House is not beyond repair. This is largely due to the original quality of its materials and construction. Further study will reveal the extent of repair and renovation required to adapt the structure to a new use.

Other significant examples of American architecture can be found bordering the project area. These buildings remain largely intact and form a cohesive grouping which defines and shapes the project area.

B. & C. The Arsenal Building and The Post Office

The Arsenal Building at the foot of the Spring Street Bridge was erected in 1858, and served as the headquarters for the local militia. The Post Office located at 431 State Street was completed in May of 1870 and dedicated by President Ulysses S. Grant. Constructed of Berea sandstone from Ohio and designed by Albert B. Mullett, a prominent American architect from Washington, DC, the three-story building housed the Post Office on the ground floor, a federal courtroom on the second floor, and revenue offices on the third floor.

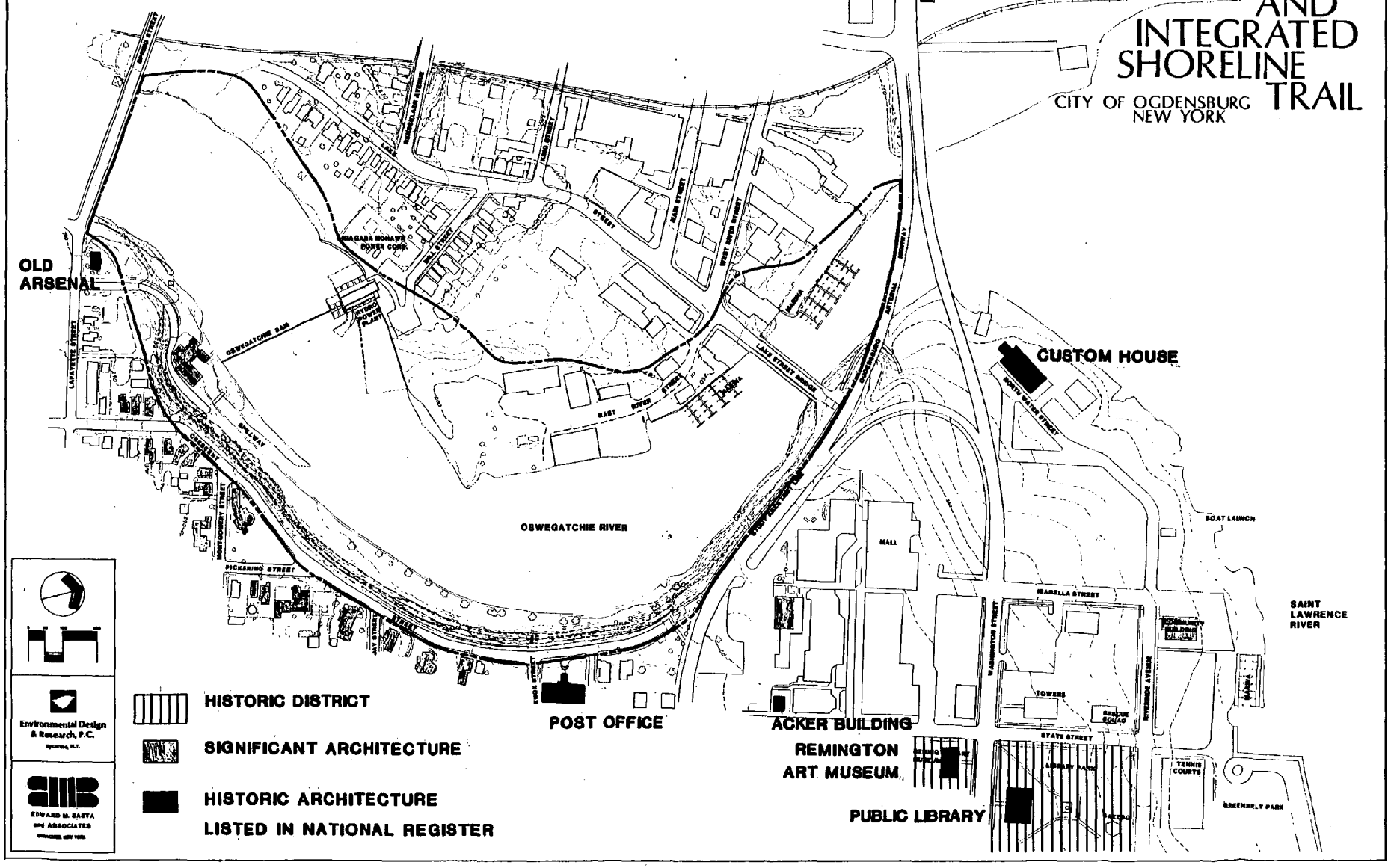
EXISTING CONDITIONS

HISTORIC AND SIGNIFICANT ARCHITECTURE

V
PLATE

OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL

CITY OF OGDENSBURG
NEW YORK



The Post Office and Arsenal are currently listed on the National Register of Historic Places. Other buildings on Crescent and State Streets merit similar recognition and should be nominated either individually or collectively as a historic district. Such action would greatly enhance prospects for historic preservation.

D. & E. The Bell House and The Langford Residence

Two Second Empire style structures just north of the Post Office include the Bell House, originally built by local jeweler H. G. Foote, and the Langford Residence, built by James S. Bean, a local grain merchant. Crowned with a Mansard roof, the Bell House in particular is an excellent example of a style that was once popular with newly-rich nineteenth century Americans who sought an expression of cosmopolitan Parisian elegance.

F. The Augsbury House

The nearby Augsbury House was erected by G. S. Dorwin, a prominent attorney. The June 18, 1891 Ogdensburg Advance states that "A. A. Paquette (a well known local builder) had the contract for the house's framework." Built of Potsdam sandstone and cedar shingles, the structure's bold geometry, sweeping veranda and arched openings represent a fine example of Shingle Style architecture. These elements help create a visual drama that recalls New England seaside villas from the 1880's. Around the turn of the century, this house was owned by Elie R. Herriman. After the death of Fredrick Remington, his widow took an apartment and resided there until her death in 1917.

G. The Littman Residence

Further south, the current Littman Residence provides an excellent example of an Italian villa. Built in 1862 and skillfully sited atop the broad sweeping Crescent, this house with its adjacent formal gardens was well suited to the stature of its original builder, Judge William Clinton Brown.

The 1984-5 City Directory indicates that the prominent attorney, Louis Hasbrouck, III, a member of one of Ogdensburg's first families, resided in the Italianate structure now known as the Moose Lodge, a fraternal organization.

Numerous other examples of important residential styles can be found nearby. A partial list includes Gothic Revival, Greek Revival, Colonial Revival, Richardson Romanesque, Victorian and Bungalow style architecture. These buildings represent Ogdensburg's dynamic spirit and development during a formative period in this nation's history.

It is rare to find a community of this size with such a unique and colorful history. This subject deserves wider public recognition.

KEY AREAS: EXISTING CONDITIONS

KEY AREAS: EXISTING CONDITIONS

1. EXISTING PUMP HOUSE

Presently used for storage by the City, this facility represents significant architecture and offers excellent development opportunities for historic perspective, educational reuse, and other community-related activities. Its proximity to the Oswegatchie Dam and power generative capacity present potential opportunities to demonstrate the "harnessing of the river's energy" that would increase park usage.

2. CRESCENT PARK

Stretching along the Eastern shore of the Oswegatchie, Crescent Park unfolds, offering tree-lined Crescent Street with an abundance of historic and significant architecture as well as unparalleled views overlooking the Oswegatchie on its way to the St. Lawrence. Present use of Crescent Park is limited to passive recreation use, i.e., jogging, walking, fishing, etc. The banks of Crescent Park, while offering pastoral beauty, are nonetheless steep in elevation and present a maintenance problem for the City to maintain.

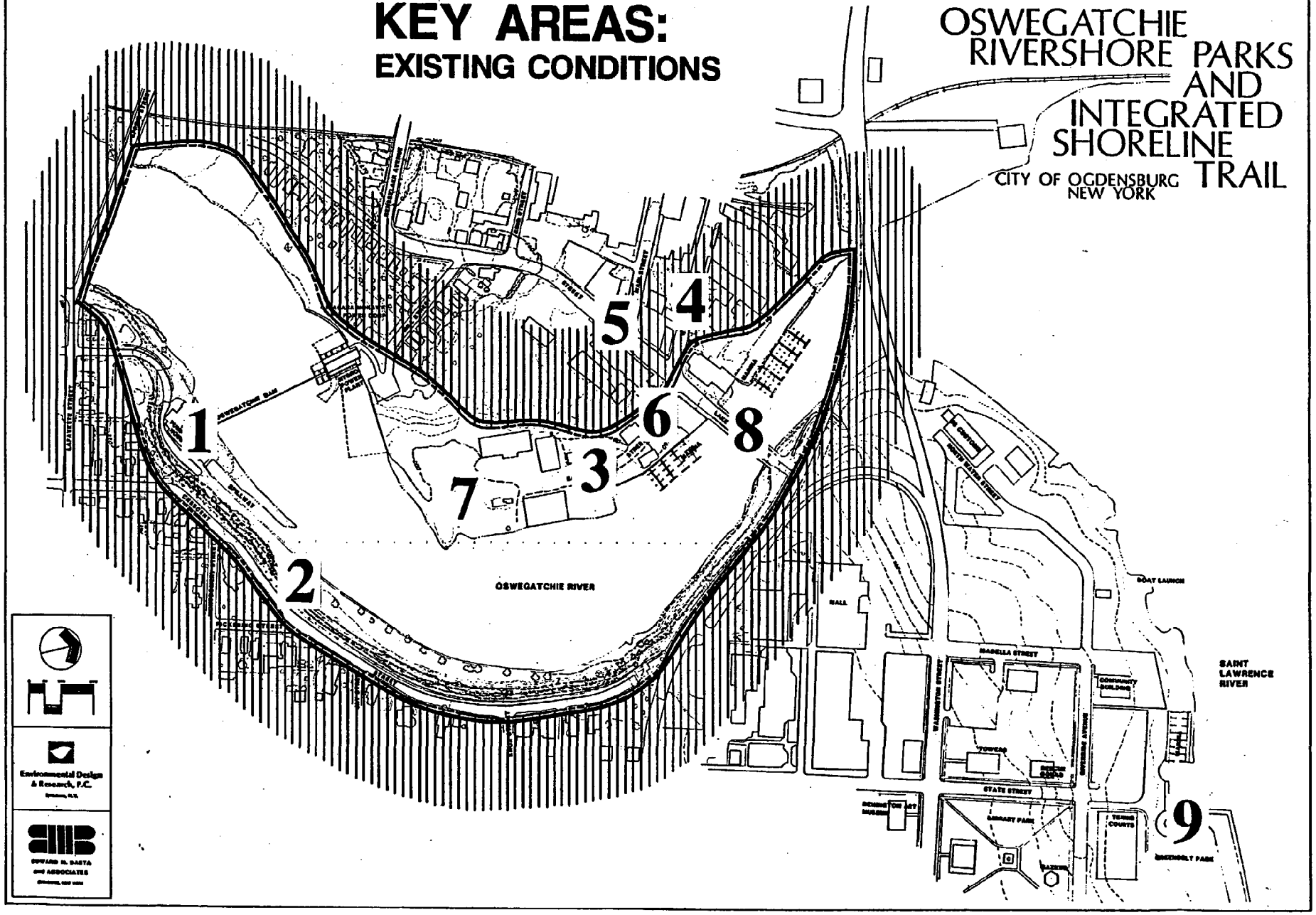
3. RIVERFRONT RETAIL DISTRICT

Comprised primarily of woodframe buildings, present uses include storage, woodworking facilities, and marinas. Additional retail activity includes a private marina catering to local boaters, providing docking, fuel, bait, and fishing supplies. The infrastructure of the street, curbing, and walks is nonexistent and thus the area contains little in the way of urban street amenities. The public space in this area includes a wide-open space situated in between private holdings. The area's shoreline is now used by local fishermen in search of perch, sun fish, black bass, and walleye. Access is by gravel road in need of repair. The area, however, presents opportunities for development. The views of the eastern slope, the existing Pump House, and the existing Oswegatchie Dam present excellent development opportunities.

KEY AREAS:
EXISTING CONDITIONS

OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL

CITY OF OGDENSBURG
NEW YORK



4. WEST RIVER STREET

While not directly a part of this study area, this street provides the physical link for users to get to the riverfront retail district, the marina and the public park space. Presently this street is lightly traveled and in need of physical changes to improve traffic flow and pedestrian circulation.

5. LAKE STREET

Not directly a part of the study, it is an important part of Ogdensburg's economy because of its proximity to the riverfront retail district. Comprised of retail outlets and housing, this area presents potential for the growth of the riverfront retail district.

6. EAST RIVER STREET

As physical link of Lake Street and West River Street to the riverfront retail district, the area presently has few aesthetic qualities and should be rebuilt to enhance economic chances for development. There are no amenities, i.e., walks, curbing, and has limited pedestrian activity.

7. CITY-OWNED PARK PROPERTY

As it now exists, it is an overgrown neglected space used primarily by local fishermen. With no existing physical structures, this area possesses potential development possibilities. As an open flat area, easily accessible by boat, car or bike, it presents a convenient public area to residents, visitors, etc. This space affords an excellent view of the Dam, pump house, Crescent, and Oswegatchie River. Both passive and active activity could occur on this area. It is easily reached and centrally located.

8. EXISTING LAKE STREET BRIDGE

Originally the connecting pedestrian and vehicular route between the "second ward" and "downtown," this structure was abandoned after the completion of the Ogdensburg arterial highway. At present it is viewed as an eyesore in terms of aesthetic value and practical use. The structure has been neglected and is beginning to show signs of that neglect. In terms of practical use, it remains a pedestrian link to the downtown mall and provides structural support for utilities crossing the river. The bridge receives limited use as a pedestrian link to downtown Ogdensburg since neither the West Bank retail district nor the mall generate pedestrian traffic or interest.

The Lake Street Bridge possibly offers the greatest opportunities for regenerating tourist interest in the study area. The prospect of converting an abandoned bridge into a useful urban feature presents a challenge. Structurally, the existing bridge is in good to excellent condition. There are several active municipal utilities that run underneath the structure. Because these utilities are active at this time, it makes it impractical to reroute or abandon these utilities. Once it is accepted that the bridge must remain, possibilities for improvements must be addressed. Functionally, the Lake Street Bridge offers scenic views from the Oswegatchie to the St. Lawrence. The viewer oversees marinas, boaters, Canada, and significant architecture from a vantage point unlike any other available.

9. GREENBELT PARK - INFORMATION AREA

Many visitors enter Ogdensburg by boat via the St. Lawrence River, and once there, have little idea of what Ogdensburg has to offer. Though not included in the study area, it is important that the major port of entry for tourists provide an information area to direct people to Ogdensburg and its features, i.e., the Riverfront. The Information Area would provide the visitor with instructions, suggestions, and pedestrian routes.

CONCEPTUAL PLAN

CONCEPTUAL PLAN

OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL

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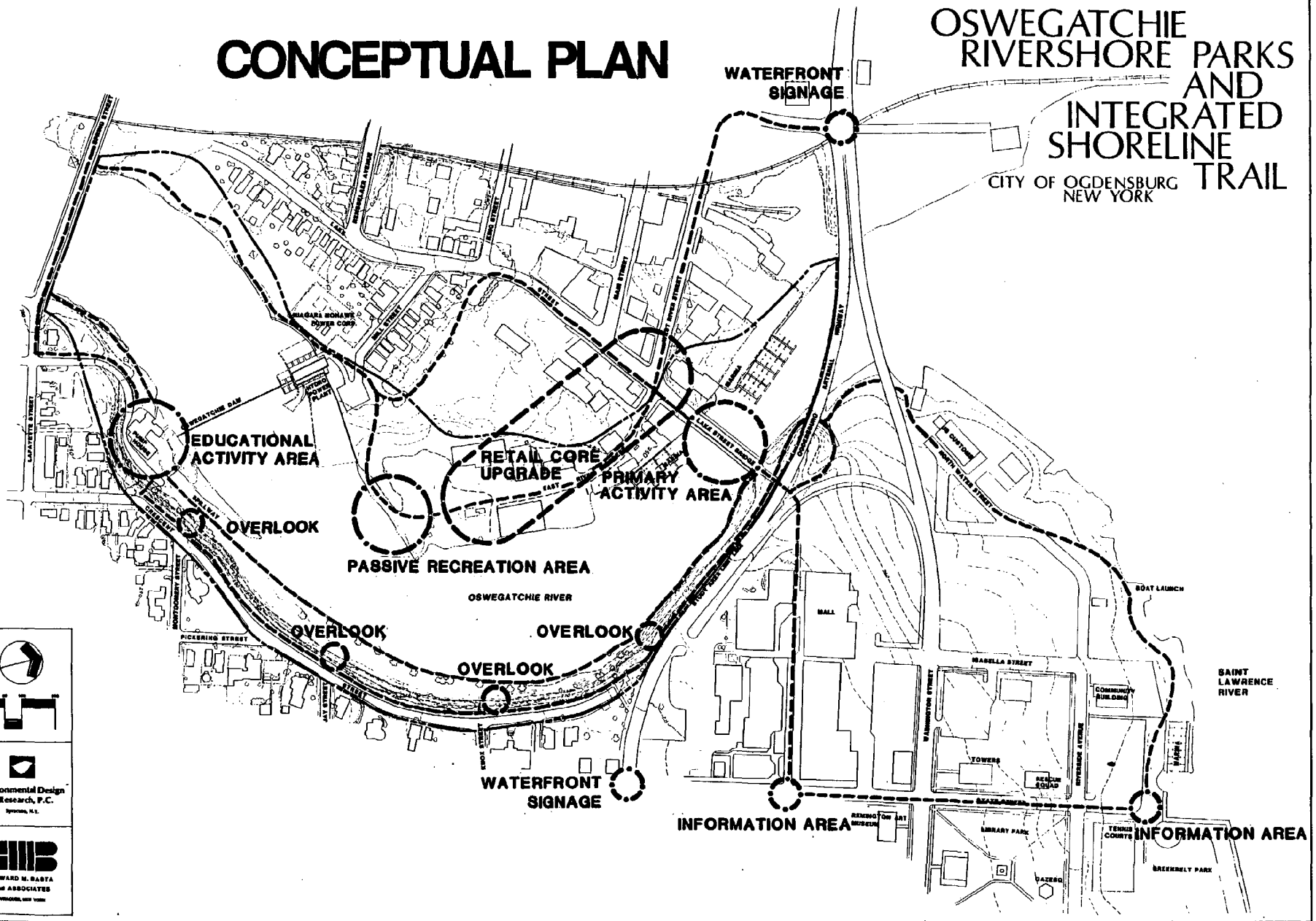

KEY AREAS: PROPOSED RECOMMENDATIONS

KEY AREAS: PROPOSED RECOMMENDATIONS

1. EXISTING PUMP HOUSE - PROPOSED EDUCATIONAL CENTER

This building, although abandoned for several years, offers much in redevelopment possibilities. The architecture is significant and the building appears to be structurally sound. Adaptive reuse as an educational center - public facility could serve as the anchor for the southern portion of Crescent Park.

There is insufficient parking at present for any proposed activities. However, there is an area on the upper portion of city-owned property that could be developed into parking with access to the educational center. This parking could be barrier-free.

Potential Programs Include:

Hydro Power Generating Plant. A hands-on power generating station could be developed as an educational tool to explain to visitors how power is actually generated by hydro water.

Historic Museum. In conjunction with the hydro generating plant, a museum housing local historical items could be an integral part of the adoptive reuse.

Interpretive Center. Another reuse concept could be an interpretive center. Focusing on the Oswegatchie River, St. Lawrence River, St. Lawrence Valley, and Thousand Islands area, this center could offer a greater appreciation of the entire region.

Community Meeting Rooms. Lecture, discussion, and community meeting rooms could be incorporated within the educational center. Typical users might be scouting groups, social groups, performing arts, etc. An additional use would be art instruction, by rehabilitating a portion of the structure into creative space such as for painting and sculpting. The idea of working in an environment with a view towards the Oswegatchie and the St. Lawrence would certainly provide creative spirit.

KEY AREAS:
PROPOSED RECOMMENDATIONS

OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL

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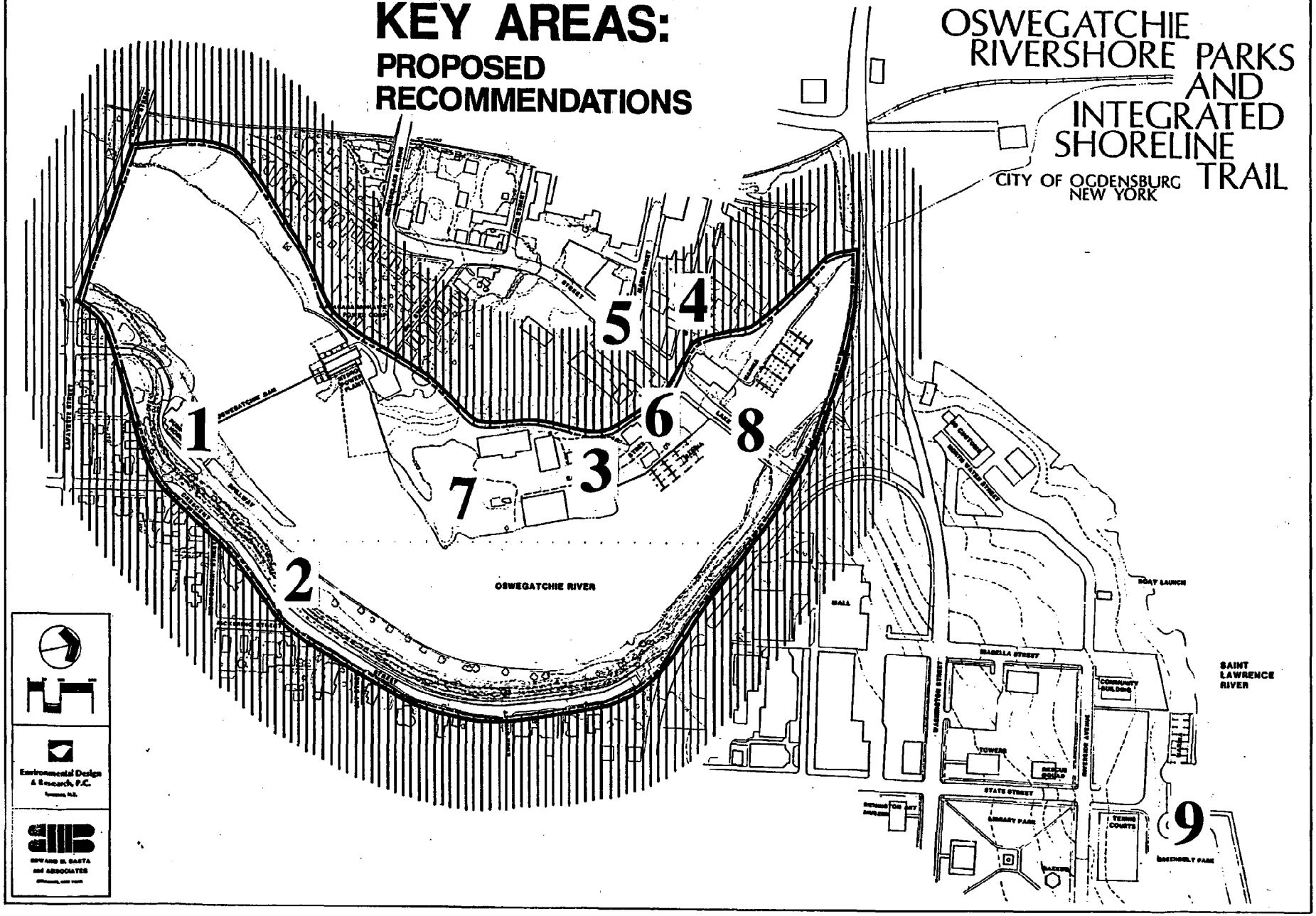


Fish Production. At present, the St. Lawrence Sportsmen Hunting and Fishing Group has received approval from the City of Ogdensburg to develop and maintain an egg farm to eventually stock the Oswegatchie River with walleye fish. This group also proposes to clean and repair the existing inlet gates and Oswegatchie spillway in an effort to encourage additional fishing activity by local residents as well as tourists.

Obviously additional research must be done into the building itself. Thus, an initial recommendation would be for the City to conduct a study to determine the feasibility of rehabilitating this structure. This study should include structural analysis, roof analysis, and internal analysis to determine the capabilities and possibilities for potential improvements.

2. CRESCENT PARK

Presently, Crescent Park functions as a passive recreational area. The occasional jogger, walker or bicyclist may use the space, but for the most part Crescent Park is underutilized. Based on observation and on-site interviews, lack of accessibility impedes use of the area.

Crescent Park offers the greatest potential for passive activities in the Oswegatchie study area. Even with its steep topography and enclosures, the space provides a pastoral beauty unmatched in this area. Despite its inherent beauty, however, Crescent Park does require significant improvements to restore it to its grandeur and aesthetic and to bring it up to safety and protective codes, including:

Sea Wall. The existing sea wall requires repointing and structural repair. A safety rail should be installed along the length of the river.

Vegetation. The existing banks require stabilization with ground material. Because these slopes are so steep, there has been excessive erosion in this area. There also exists several older trees that require pruning and removing.

Spillway. The existing spillway is an interesting link between the Oswegatchie River and the Pump House outflow. It is an aesthetic delight as it contrasts the velocity of water cascading over the Dam with the gentle flow of the spillway. Physical improvements required would be to shore up the existing walls and provide safety railings for the protection of visitors. Existing bridges and concrete walls near the entrance gates need rehabilitation in terms of shoring, bracing and upgrading.

Overlooks. To capitalize on the beauty of the Oswegatchie from the top of the Crescent, overlooks looking North towards the St. Lawrence River and Canada, and South towards the Oswegatchie Dam and existing Pump House are proposed.

These overlooks would be elevated platforms located along the top of the Cresent at locations with prime vistas. At present four such overlooks are recommended, each at a different elevation, accessible from Crescent Street, and consisting of modest platforms with benches, lighting, railings, and trash receptacles. An added feature will be the addition of weatherproof historic markers which would periodically be changed to reflect different periods of Ogdensburg's history and background. As designed, these overlooks and historic markers could be installed by city forces.

3. RIVERFRONT RETAIL DISTRICT - PRIVATE RETAIL DEVELOPMENT

This area presently consists of a private marina and a gravel parking lot. Obviously the City cannot assist individual private developers. The City can however improve the amenities to encourage private development such as street curbing, pavements, lighting, street trees, furniture, etc. This would improve the physical structure of city-owned property, thus provide an impetus for private expansion and development.

4. WEST RIVER STREET

This street is the vehicular/pedestrian link between arterial highway and the riverfront retail district. The problem in this area is one of street identification and infrastructure improvement: lighting, furniture, curbing, etc. to improve the streetscape and encourage private development. An additional improvement would be the construction of signage to indicate to visitors where to go, what to do, and how to get there.

5. LAKE STREET

At one point in the history of Ogdensburg, Lake Street was the link to Ford Street and the "downtown area." With the addition of Ogdensburg's arterial highway in the late sixties, Lake Street had no place to go and was terminated at the face of the arterial highway. It remains in that condition today. It is in need of physical improvements, i.e., curbing, walks, lighting, pavement, street trees, signage, to convert it from a derelict vehicular corridor to part of a positive pedestrian link between two economic centers of the community.

6. EAST RIVER STREET

As it now exists, East River Street provides vehicular access into the study area. Unless a person is familiar with what exists at the other end, he would not be encouraged to utilize this corridor. Improvements to the street are essential to the economic success of the Riverfront district since it will act as visible evidence to motorists moving through Ogdensburg on Route _____ that the Riverfront District exists. Recommended improvements include construction of a street, curbing, walks, pavement, drainage, street trees, and lighting.

7. RIVERFRONT PARK

Presently an underutilized, little known public space, this area has been neglected and ignored. The area is a flat, wooded expanse of land that should be developed into a usable park affording visitors excellent views of Crescent Park, historical architecture, Oswegatchie Dam and many other existing features. Recommendations include the creation of a park with gazebo, picnic area, small boat launch, fishing pier, and a public parking lot that would serve the adjacent private development areas. The concept is to utilize existing city land and also to obtain a completely different aspect of the Oswegatchie River. Ingredients would include:

- street lighting;
- benches;
- picnic areas;
- parking lot;
- gazebo; and
- fishing pier.

8. LAKE STREET BRIDGE DEVELOPMENT: OSWEGATCHIE PAVILION

As it exists today, the Lake Street Bridge is the albatross of the Oswegatchie River. It sits unused and ignored, more a liability than an asset.

The recommended design concept is to turn it into an asset by taking an abandoned bridge and transforming it into an attractive, functional showplace for the City. As mentioned previously, the Lake Street Bridge shall remain. It is not economically feasible to remove it. The idea then is to work within that framework and yet arrive at a unique solution.

The proposed concept involves several items on or in the Bridge including:

1. Removing portions of the existing bridge pavement. This shall reduce the amount of pavement but more importantly, it creates interest by allowing users to view the Oswegatchie River and boaters passing underneath the Bridge. It would not affect the structural integrity of the Bridge because only non-loadbearing panels would be removed.

2. Adding tree planters on portions of the remaining span. This concept adds canopy, enclosure, and softens the existing bridge span. The planters would also provide sitting areas for visitors and users. Complimentary street furniture might also be incorporated as well as period lighting and waste receptacles.

3. Expanding lookout nodes at certain areas along the Bridge. These nodes would provide spaces for viewing towards the St. Lawrence and the Oswegatchie.

4. Community Pavilion. The major feature is a structure constructed on the Bridge itself, utilizing the structural supporting elements of the Bridge as a base. This structure would be a community pavilion that would act as an anchor, a beacon for boaters, visitors, and residents, that draws activity toward this area. This pavilion would be available to community groups, city residents and others. Spaces within the structure itself could be made available on a lease or rental for concession use. Food vendors, tourist information areas, and other activities could occur.

   The pavilion would be constructed directly on the existing bridge. The architectural character of the structure would be to complement Ogdensburg's culture, and act as a beacon for visitors and residents to gravitate to the Oswegatchie Pavilion area.

   An additional feature would be a staircase down to the lower level that permits a boater to temporarily dock a small boat and use the Oswegatchie Pavilion as well as other city facilities.

   Oswegatchie Pavilion is meant to encourage gathering. It is to be a people place. Art shows, craft shows, plays, demonstrations, and dances are but a few of the activities that would take place. Oswegatchie Pavilion would also be an excellent place to view the annual Seaway Festival fireworks display. It would also be multi-seasonal. The movable planters could be repositioned to allow ice skating in the winter months, with the Pavilion serving as the warming area.

As planned, there is no demolition or removal of any of the Bridge's structural elements. On the contrary, we propose to add to the Bridge area and to create a reason to visit the area. Our intention is to downplay the "abandoned bridge" image and to encourage the Oswegatchie Pavilion proposal, as if to say that the Bridge has grown into a unique addition to the City of Ogdensburg.

9. INFORMATION AREA AT GREENBELT

As mentioned in existing conditions, at present there is nothing existing at Greenbelt Park that illustrates what the City of Ogdensburg has to offer in terms of museums, restaurants, or amenities. Boaters, unlike vehicular travelers, become pedestrians immediately upon docking their boats. They must then walk to a destination. What we propose is a system to guide the visitors.

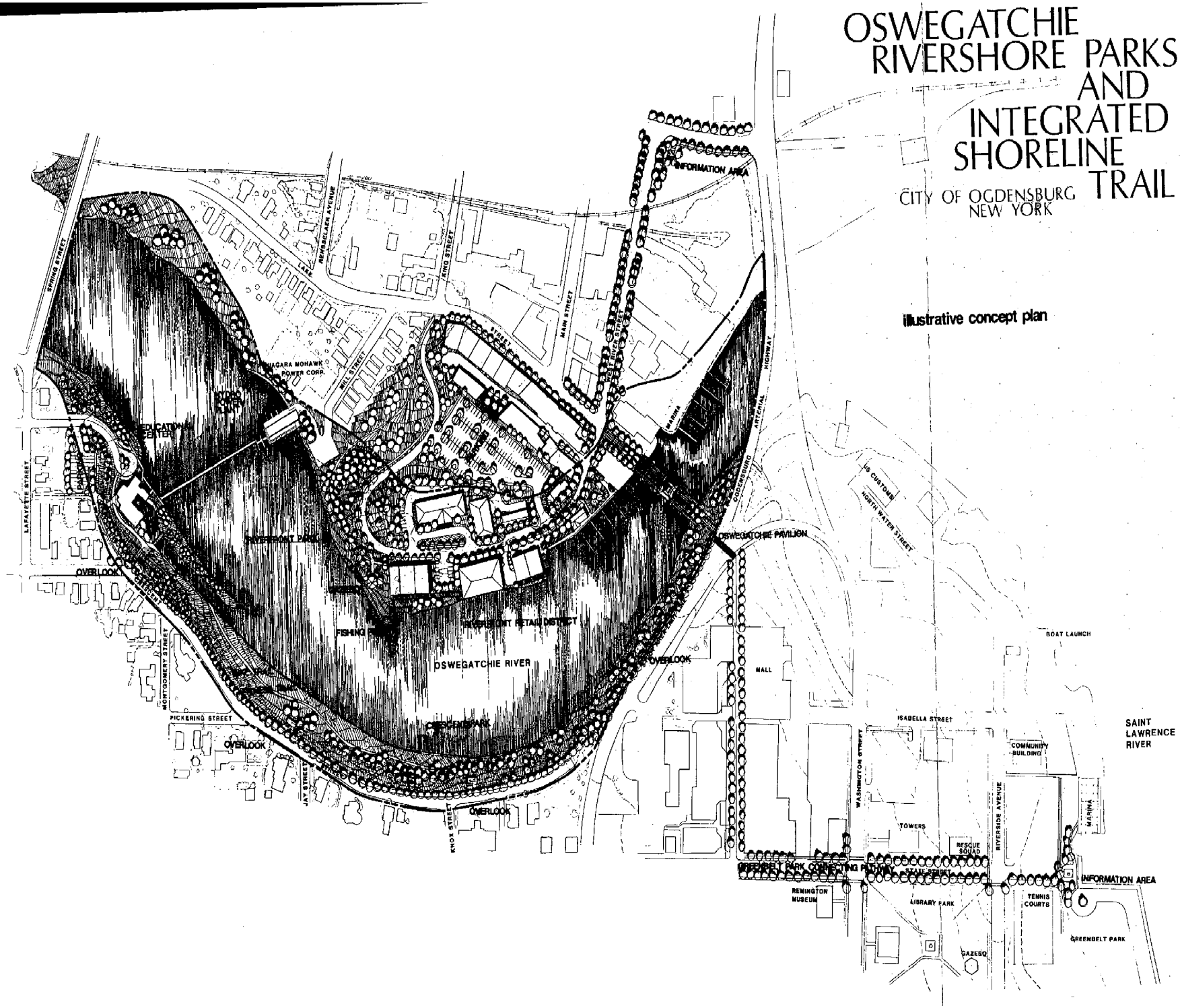
One concept would be to provide a scaled map of Ogdensburg, illustrating key areas: Oswegatchie Pavilion, waterfront retail area, museums, restaurants, points of interest, and how to get there. This system could be identified by a logo that would make it easier for a visitor to traverse the City.

MASTER PLAN ILLUSTRATIVE

OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL

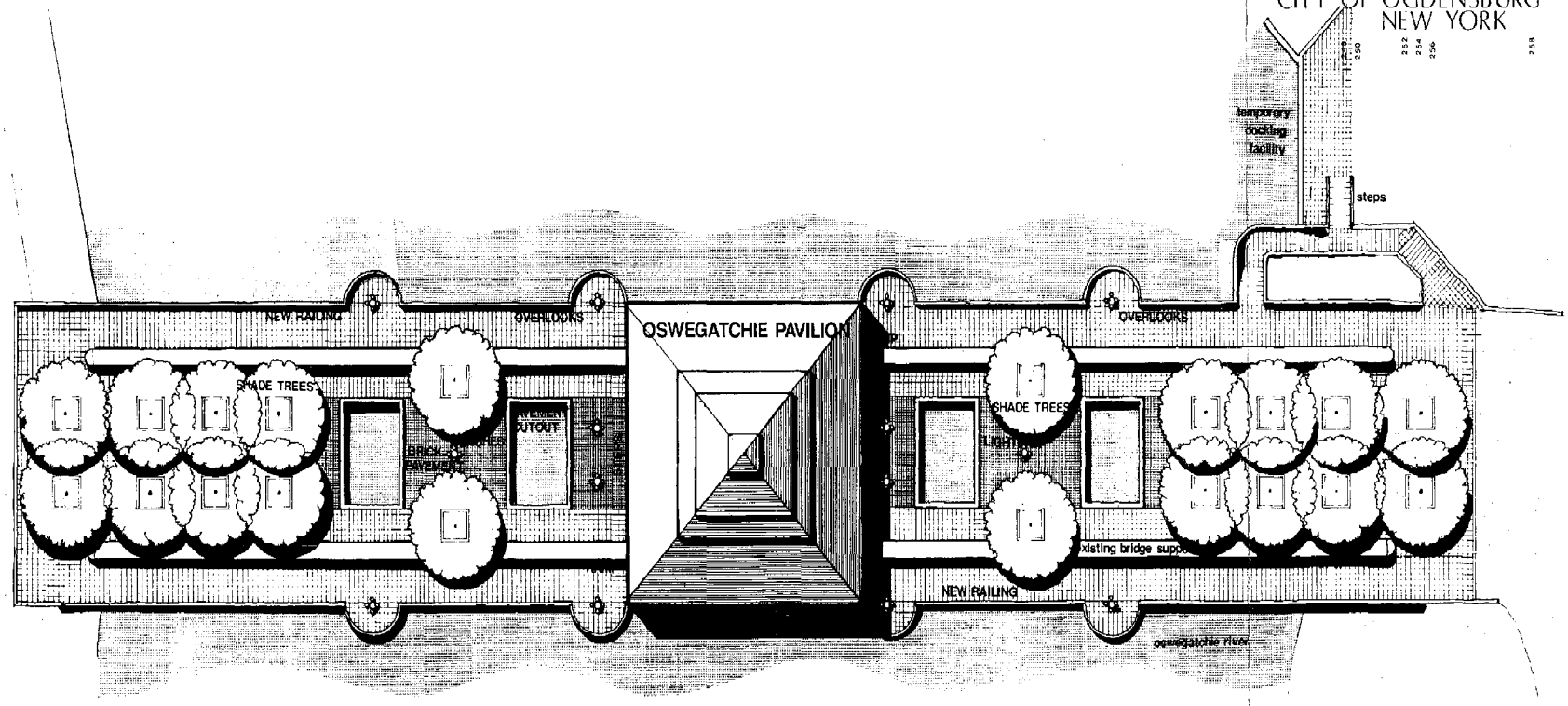
CITY OF OGDENSBURG
NEW YORK

illustrative concept plan



OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL

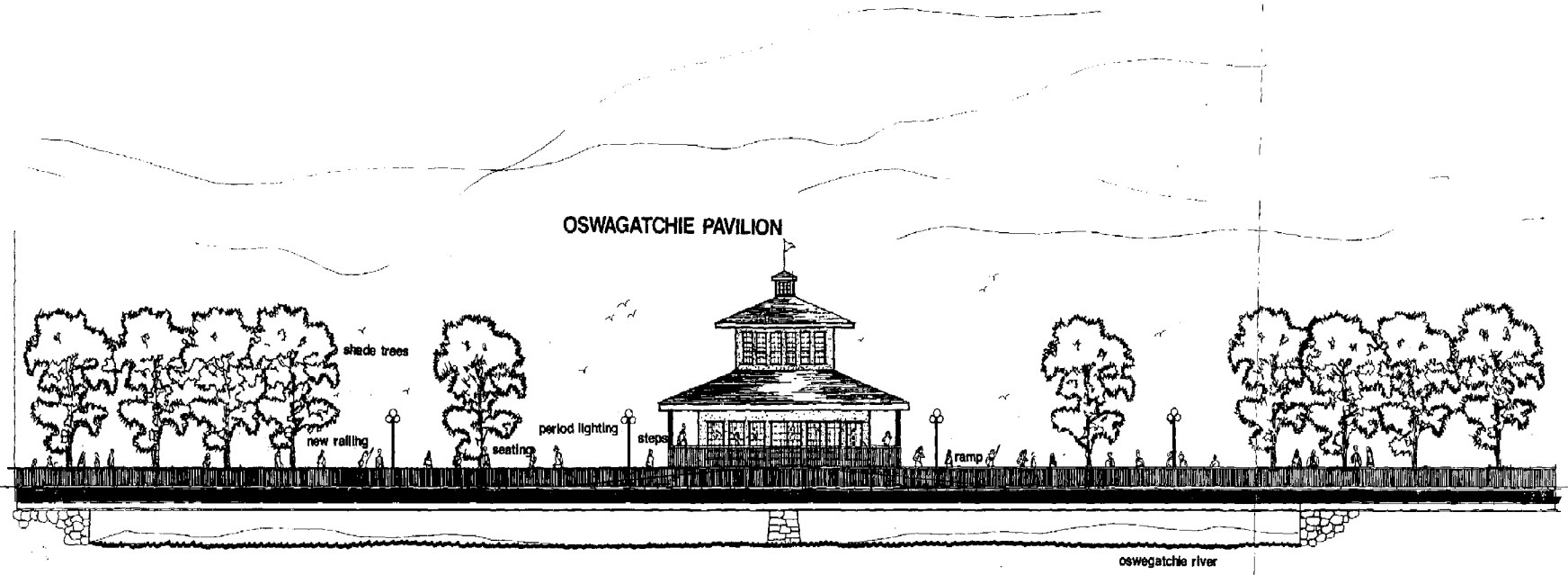
CITY OF OGDENSBURG
NEW YORK



OSWEGATCHIE PAVILION

PLAN VIEW

SCALE 1"=10'

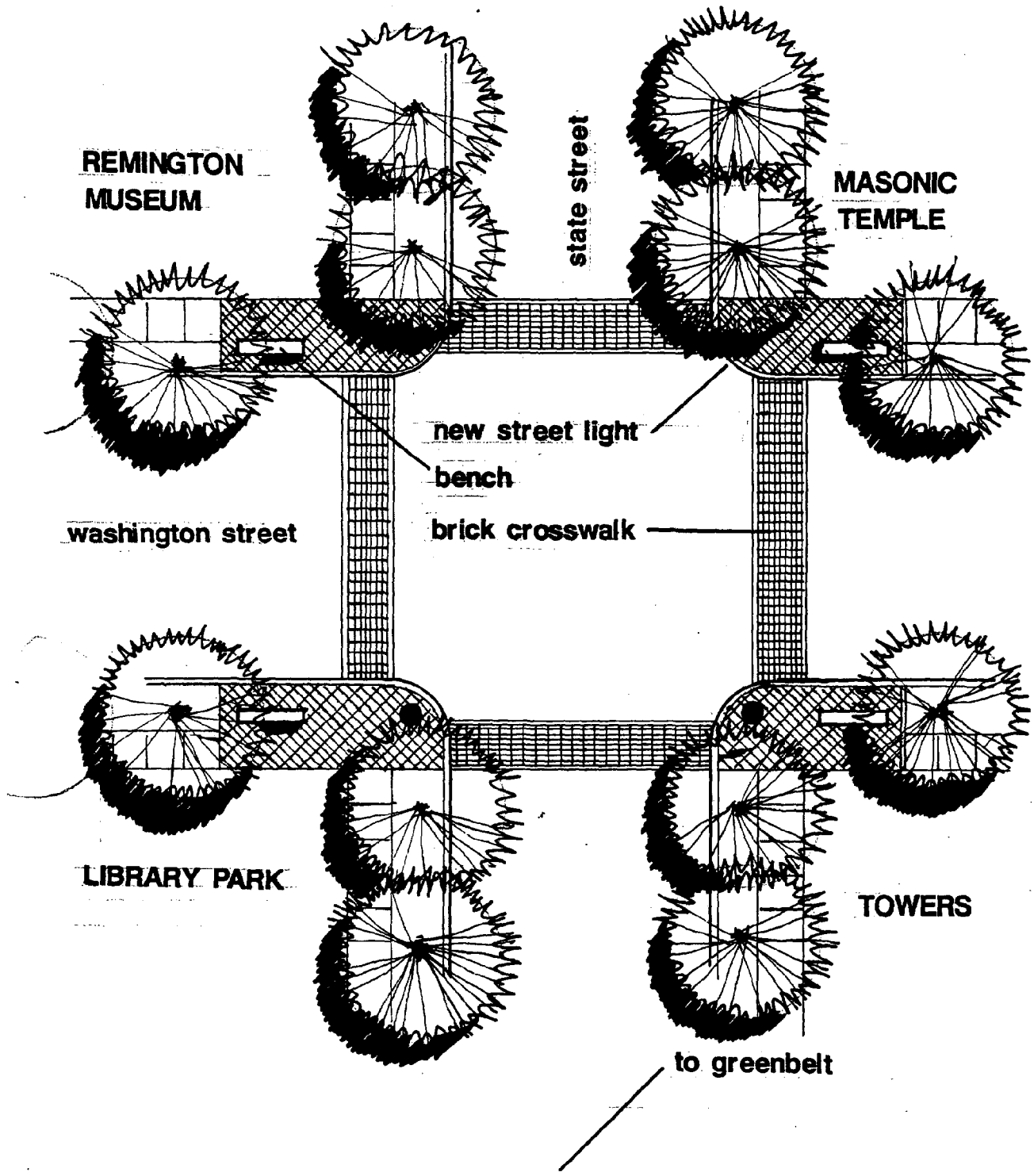


SECTION VIEW

SCALE 1"=10'

OSWEGATCHIE PAVILION

DESIGN VOCABULARY
ILLUSTRATIVE SKETCHES

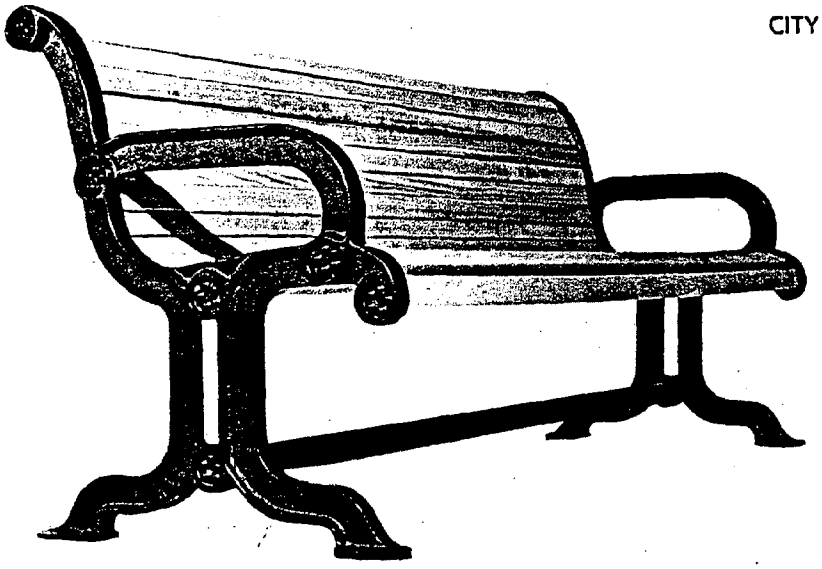


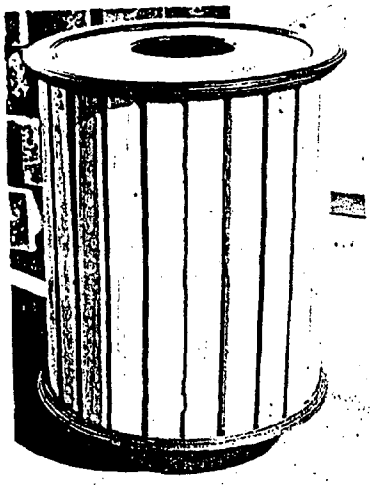
TYPICAL INTERSECTION DESIGN

OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL

CITY OF OGDENSBURG
NEW YORK

TIMBERFORM





EDWARD M. DASTA AND ASSOCIATES

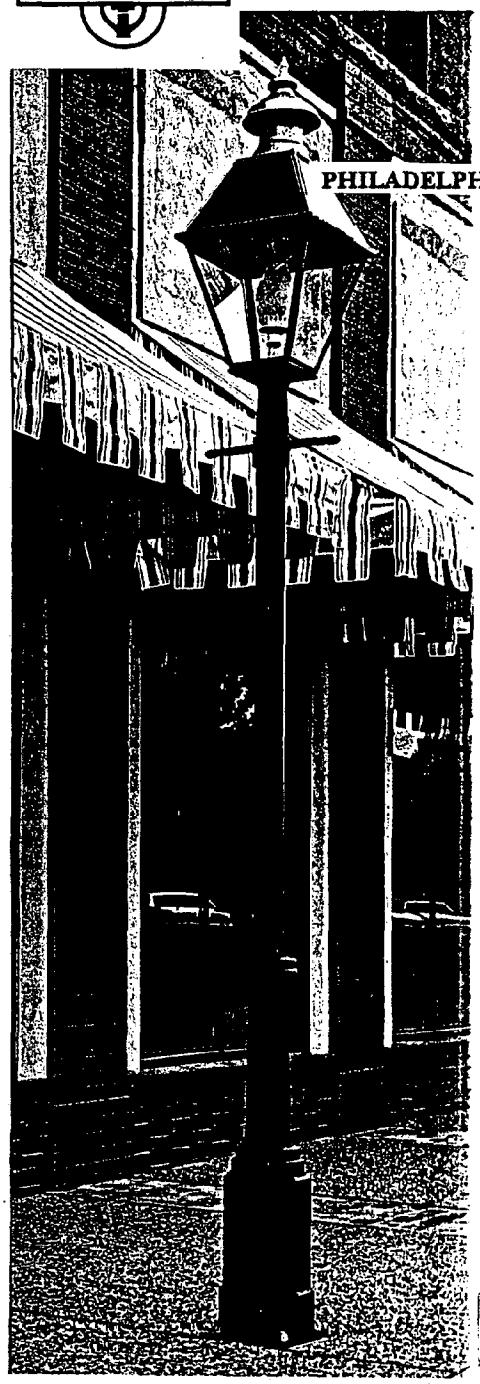
Environmental Design & Research, P.C.

STREET BENCH

WEISBACH

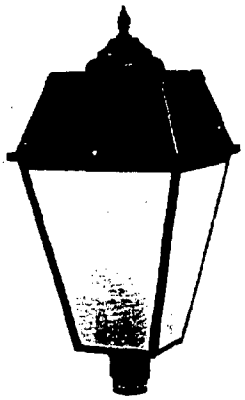
OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL

CITY OF OGDENSBURG
NEW YORK

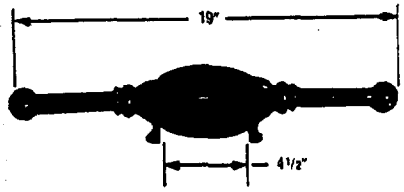


PHILADELPHIA

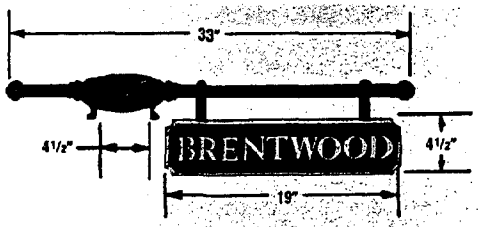
PARKLANE II



MOUNT VERNON



MODEL NO. 508
LADDER REST
4 1/2" POST



MODEL NO. 508
SIGN BRACKET
4 1/2" POST

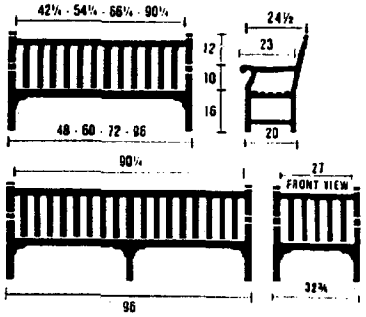
EDWARD M. BASTA and ASSOCIATES

Environmental Design & Research, P.C.

STREET LIGHT

OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL

CITY OF OGDENSBURG
NEW YORK



All dimensions are shown in inches.

Mendip Teak Bench

EDWARD M. GASTA and ASSOCIATES

Environmental Design & Research, P.C.

PARK BENCH

PROPOSED COST ESTIMATE

Environmental Design & Research, P.C.

OSWEGATCHIE RIVERSHORE PARKS AND INTEGRATED SHORELINE TRAIL
COST ESTIMATE
PREPARED BY: Environmental Design & Research, P.C.
DATED: December 22, 1987

EXISTING PUMP HOUSE/PROPOSED EDUCATIONAL CENTER

II. EARTHWORK TURNAROUND AND PARKING LOT

D. General cut			
93.3 c.y. @ $1.25		$	116.63
E. Haulaway			
58.7 c.Y. @ $3.00		$	176.10
	Subtotal	$	292.73

IV. PAVEMENTS

A. Vehicular			
1. Hot Mix Asphalt			
Turnaround	489 s.y. @ $17.50	$	8,557.50
Parking Lot	1155 s.y. @ $17.50		20,212.50
2. Granite Curbing			
Turnaround	693 l.f. @ $20.00	$	13,860.00
Parking Lot	241 l.f. @ $20.00	$	4,820.00
3. Line Painting	880 l.f. @ $ .40	$	352.00
4. Gravel	250 s.f. @ $ 6.00	$	1,500.00
	Subtotal	$	49,302.00
B. Pedestrian			
1. Concrete			
Entrance	1000 s.f. @ $ 2.35	$	2,350.00
Parking Lot	1315 s.f. @ $ 2.35	$	3,090.25
2. Modular			
Pavers	260 s.f. @ $ 6.50	$	1,690.00
3. Concrete			
Steps	4440 s.f. @ $ 8.00	$	35,520.00
4. Bridge 50' long			
Lump Sum		$	15,000.00
	Subtotal	$	57,650.25

V. MISC. SITE IMPROVEMENS

A. Benches	10 @ $ 660.00	$	6,600.00
B. Lights	27 @ $ 2,500.00	$	67,500.00
C. Flagpoles	2 @ $ 1,500.00	$	3,000.00
D. Stone Retaining Wall (Rehabilitation)	Lump Sum	$	75,000.00
E. Wrought Iron Railing 4' high	975 l.f. @ $ 40.00	$	39,000.00
F. Signage	3 @ $300.00		900.00
G. Litter Baskets	6 @ $840.00	$	5,040.00
H. Wooden Steps	986 s.f. @ 20.00	$	19,720.00
	Subtotal	$	216,760.00

VI. LAWNS & PLANTINGS

A. Shade Trees	31 @ $250.00	$	7,750.00
B. Ornamental Trees	11 @ $175.00	$	1,925.00
C. Shrubbery	Lump Sum	$	3,000.00
D. Seeded lawns with straw mulch 2,244 s.f. @ $ .90		$	2,019.99
	Subtotal	$	14,694.99
	Total	$	338,699.97

CRESENT STREET RIVERSHORE PROMENADE

IV. PAVEMENTS

A. Gravel	889 s.y. @ $ 6.00	$	5,334.00
B. Concrete	9000 s.f. @ $ 2.35	$	21,150.00
C. Concrete Steps	225 s.f. @ $ 8.00	$	2,016.00
	Subtotal	$	28,500.00

V. MISC. SITE IMPROVEMENTS

A. Benches	40 @ $ 660.00	$	26,400.00
B. Lights	64 @ $ 2500.00	$	160,000.00
C. Stone Retaining Wall (Rehab)	Lump Sum	$	100,000.00
D. Stone Retaining Wall	700 l.f. @ $250.00	$	175,000.00
E. Wrought Iron Railing	2200 l.f. @ $ 30.00	$	66,000.00
F. Litter Baskets	15 @ $840.00	$	12,600.00
G. Overlooks	4 Lump Sum @ $1500.00	$	60,000.00
	Subtotal	$	600,000.00

VI. LAWN & PLANTINGS

A. Shade Trees	112 @ $250.00	$	28,000.00
B. Shrubbery	Lump Sum	$	10,000.00
	Subtotal	$	38,000.00
	Total	$	666,500.00

RIVERFRONT RETAIL DISTRICT

COMMERCE STREET/EAST RIVER STREET

IV. PAVEMENTS

A. Vehicular

1. Hot Mix Asphalt	2133 s.y. @ $ 17.50	$	37,333.33
2. Curbing	600 l.f. @ $ 20.00	$	12,000.00
		$	49,333.33

B. Pedestrian

1. Concrete	3000 s.f. @ $ 2.35	$	7,050.00
2. Modular Pavers	2400 s.f. @ $ 6.50	$	15,600.00
	Subtotal	$	22,650.00

V. MISC. SITE IMPROVEMENTS

A. Signage/Kiosk	Lump Sum		$ 2,500.00
B. Lights	8 @ $ 2,500		$ 20,000.00
C. Tree Grates	24 @ $ 400		$ 9,600.00
		Subtotal	$ 32,100.00

VI. LAWNS & PLANTING

A. Trees	24 @ $250		$ 6,000.00
		Total	$ 110,083.33

WEST RIVER STREET

IV. PAVEMENTS

A. Vehicular			
1. Hot Mix Asphalt	2133 s.y. @ $ 17.50		$ 37,333.33
2. Curbing	1600 s.f. @ $ 20.00		$ 32,000.00
B. Pedestrian			
1. Concrete	7600 s.f. @ $ 2.35		$ 17,860.00
2. Modular Pavers	6000 s.f. @ $ 6.50		$ 39,000.00
		Subtotal	$ 126,193.33

V. MISC. SITE IMPROVEMENTS

A. Benches	16 @ $ 660		$ 10,560.00
B. Signage	2 @ $ 300		$ 600.00
C. Lights	32 @ $2500		$ 80,000.00
D. Litter Baskets	8 @ $ 840		$ 6,720.00
E. Tree Grates	64 @ $ 400		$ 25,600.00
		Subtotal	$ 123,480.00

VI. LAWNS & PLANTINGS

A. Trees	64 @ $250		$ 16,000.00
		Subtotal	$ 16,000.00
		Total	$ 265,673.33

LAKE STREET

IV. PAVEMENT

A. Vehicular

1. Hot Mix Asphalt	800 s.y. @ $17.50	$	14,000.00
2. Curbing	730' @ $20.00	$	14,600.00

B. Pedestrian

1. Concrete	3650 s.f. @ $ 2.35	$	8,577.50
2. Modular Pavers	2950 s.f. @ $ 6.50	$	19,175.00
	Subtotal	$	56,352.50

V. MISC. SITE IMPROVEMENTS

A. Benches	6 @ $ 660	$	3,960.00
B. Lights	15 @ $2500	$	37,500.00
C. Litter Baskets	4 @ $ 840	$	3,360.00
D. Tree Grates	28 @ $ 400	$	11,200.00
		$	56,020.00

VI. LAWNS & PLANTING

A. Trees	28 @ $250	$	7,000.00
	Subtotal	$	7,000.00
	Total	$	119,372.50

EAST RIVER STREET

IV. PAVEMENTS

A. Vehicular

1. Hot Mix Asphalt Concrete	2133 s.y. @ $17.50	$	37,327.50
2. Curbing Line	1600 l.f. @ $20.00	$	32,000.00
3. Line Painting	800 l.f. @ $ .40	$	320.00

B. Pedestrian

1. Concrete	7500 s.f. @ $ 2.35	$	17,625.00
2. Modular Pavers	6000 s.f. @ $ 6.50	$	39,000.00
	Subtotal	$	126,272.50

V. MISC. SITE IMPROVEMENTS

A. Benches	15 @ $ 660	$	9,900.00
B. Lights	30 @ $2500	$	75,000.00
C. Signage	2 @ $ 300	$	600.00
D. Litter Baskets	8 @ $ 840	$	6,720.00
E. Tree Grates	60 @ $ 400	$	24,000.00
		$	116,220.00

VI. LAWNS & PLANTING

A. Trees	60 @ $250	$	15,000.00
	Subtotal	$	15,000.00
	Total	$	257,492.50
TOTAL RIVERFRONT RETAIL DISTRICT		$	663,955.00

RIVERFRONT PARK

IV. PAVEMENT

A. Vehicular

1. Hot Mix Asphalt Concrete

Road	2133 s.y. @ $17.50	$	37,327.50
Park	5705 s.y. @ $17.50	$	99,872.50
2. Curbing	2440 l.f. @ @20.00	$	48,800.00

B. Pedestrian

1. Concrete

Park Walkway	7650 s.f. @ $ 2.35	$	17,977.50
Sidewalk	2550 s.f. @ $ 2.35	$	5,992.50
2. Modular Pavers	2050 s.f. @ $ 6.50	$	13,325.00
	Subtotal	$	223,295.00

V. MISC. SITE IMPROVEMENTS

A. Benches		
Park	15 @ $ 660	$ 9,900.00
Parking	3 @ $ 660	$ 1,980.00
B. Lights		
Park	30 @ $2500	$ 75,000.00
Parking	20 @ $2500	$ 50,000.00
C. Signage	4 @ $ 300	$ 1,200.00
D. Litter Baskets		
Park	10 @ $ 840	$ 8,400.00
Parking	5 @ $ 840	$ 4,200.00
E. Wooden Decks	Lump Sum	$ 20,000.00
F. Gazebo	Lump Sum	$ 50,000.00
G. Tree Grates	20 @ $400	$ 8,000.00
	Subtotal	$ 228,680.00

VI. LAWNS & PLANTINGS

A. Seeded Lawns	Lump Sum	$ 15,000.00
B. Shade Trees		$ 18,750.00
Park	75 @ $250	$ 18,750.00
Parking	41 @ $250	$ 10,250.00
C. Ornamental Trees	18 @ $175	$ 3,150.00
D. Shrubbery	Lump Sum	$ 10,000.00
	Subtotal	$ 57,150.00
	Total	$ 509,125.00

Stonedust Trail	8880 s.f. @ $ 2.00	$ 17,600.00
Concrete Steps	210 s.f. @ $ 8.00	$ 1,680.00
Boardwalk	1800 s.f. @ $20.00	$ 36,000.00
Wooden Steps	Lump Sum	$ 20,000.00
	Total	$ 75,280.00

TYPICAL STREET CORNERS 10 @ $10,000.00	$ 100,000.00
INFORMATION AREA AT GREENBELT PARK	$ 25,000.00
Total	$ 125,000.00

NEW BRIDGE

IV. PAVEMENTS

Pedestrian

1. Modular Pavers	11,987 s.f. @ $ 6.50	$ 77,915.50
2. Steps	219 s.f. @ $ 8.00	$ 1,752.00
3. Pavement Cutouts	600 s.f. @ $15.00	$ 9,000.00
4. Bridge Extensions	4 @ $4,000	$ 16,000.00
5. Ramps Total of 4 concrete 42 c.y. @ $200		$ 8,400.00
		$ 113,067.50

V. MISC. SITE IMPROVEMENTS

1. Benches	16 @ $ 660	$ 10,560.00
2. Planters	20 @ $1800	$ 36,000.00
3. Lights	14 @ $2500	$ 35,000.00
4. Custom Railing	888 l.f. @ $ 30	$ 26,640.00
5. Litter Baskets	12 @ $840	$ 10,080.00
6. Pavilion 1800 s.f.		$ 144,000.00
	Subtotal	$ 262,280.00

VI. LAWNS & PLANTING

1. Prepared soil Mixture	74 c.y. @ $50	$ 3,700.00
2. Ornamental Trees	20 @ $175	3,500.00
3. Groundcover	500 s.f. @ $ 1.25	$ 625.00
	Subtotal	$ 7,825.00
	Total	$ 383,172.50
	GRAND TOTAL	$3,256,861.63

IMPLEMENTATION

IMPLEMENTATION

Implementation of the proposed improvements can be accomplished through combinations of local initiatives and a variety of public and private resources at local, state, and national levels. A summary of those resources consisting of technical assistance in identifying and securing funds, funding programs, and sources of funds, labor and materials follow:

Local Waterfront Revitalization Implementation Grant Program

Contact: Nancy Nugent
New York State Department of State
(518) 473-2480

The prospects for securing funding for a feasibility study (including structural analysis and cost estimates) under the Waterfront Revitalization Implementation Grant Program are long-term. Such funds as the State had for these grants have been allocated. The Department is trying to get the State to allocate additional monies for this purpose but this has not yet happened. The City can submit a proposal and the Department of State would include the amount of the proposal in their next budget request.

Project: Pump House rehabilitation/reuse feasibility study

Regional Economic Development Partnership (REDS)

Contact: NYS Department of Economic Development

The Regional Economic Development Partnership Program provides grants and low interest rate loans to promote economic development. The promotion of Tourism would qualify as a goal under this program, particularly since the State is now devoting more attention to the promotion of tourism.

Projects: Pump House rehabilitation/reuse feasibility study
Lake Street Bridge-Oswegatchie Pavilion

Environmental Quality Bond Act (EQBA)

Contact: NYS Office of Parks, Recreation and Historic Preservation

For the recreation projects, the potential funding source is the Environmental Quality Bond Act Municipal Parks Projects Program administered by the NYS Office of Parks, Recreation and Historic Preservation. The improvement of indoor and outdoor recreation facilities are eligible to receive financial assistance under this program. Each approved project can receive up to 50% reimbursement of the total cost to the municipality.

Projects: Crescent Park Overlooks

Riverfront Park Development: picnic area; boat launch; and fishing pier

Greenbelt Park Information System

National Heritage Trust and Parks Add On

Contact: NYS Office of Parks, Recreation and Historic Preservation

The National Heritage Trust and Parks Add On are so-called member items (they go through the State legislature). The National Heritage Trust provides aid to projects which support the preservation and improvement of natural and historic resources.

Projects: Crescent Park sea wall repairs, erosion control, spillway repairs, overlooks, historic markers

Riverfront Park Improvements

Urban Initiatives Program

Contact: John Oster, Director of Operations
NYS Division of Housing & Community Renewal
(716) 856-1382

This program provides up to $100,000 for "bricks and mortar".

Projects: Pump House Adaptive Reuse
Streetscape Improvements
Lake Street Bridge-Oswegatchie Pavilion

New York State Council on the Arts

Contact: Townley McIlheny
(212) 614-2962

The Council on the Arts can provide funding for planning, architectural and landscape architectural design as well as for community, arts, and historic programming.

Projects: Pump House feasibility study
Pump House community programs

Federal Assistance Program Retrieval System

Contact: NYS Department of State
Office for Local Government Services
(518) 474-6748

Federal funding on a project-specific basis can be identified using the request form included.

CONEXUS

Contact: NYS Community and Neighborhood Assistance Program
(518) 474-5700

Private philanthropic organizations, corporations, foundations, and other sources of funds can be identified on a project-specific basis using CONEXUS, a computerized community economic development and housing database.

Ogdensburg Economic Development Zone

Both the REDS and EQBA programs are competitive, with many communities submitting proposals for funding. However, because of its designated Economic Development Zone and the potential for improving employment prospects as a result of tourism and recreation activities, Ogdensburg would have some advantages in such competitions.

However, no programs presently exist to fund publicly-supported projects because they are located in a Zone. The major benefits of Zone designation accrue to private businesses which increase employment in the Zone and these benefits are primarily in the form of tax benefits.

Industrial Access Program

Contact: NYS Department of Economic Development

One program, the Industrial Access Program, administered by the NYS Department of Economic Development, is available to municipalities to provide low interest rate loans and/or grants for certain types of infrastructure projects which can be shown to have direct results in the form of increased private sector employment. Retail commercial facilities, however, are not considered eligible.

Black River-St. Lawrence Resource Conservation and Development Council

Contact: Richard Lewis

The Council is a non-profit organization covering a 7-county area including St. Lawrence with a Board composed of one representative from each county legislature and one from each water conservation district for a total of 14 representatives. While this is not a government organization, Mr. Lewis is a federal government employee with the U.S. Department of Agriculture. If the Council accepts a proposal from a community and makes it part of their work program, Mr. Lewis can provide technical assistance in the form of a search for funding sources and preparation of grant applications, among others.

City of Ogdensburg Municipal Forces

Work which may be feasible to implement using City maintenance crews include:

Crescent Park: sea wall repairs, erosion control, vegetation maintenance, spillway repairs, construction of overlook platforms and installation of site furnishings and historic markers

Greenbelt Park Information System: signage installation

Improvements to curbing, walks, lighting, street tree planting, and other streetscape improvements can be programmed into routine public works projects.

Local Outreach Program

Contact: NYS Department of Corrections

This program is a source of low cost site furnishings, including benches and picnic tables, for installation by local forces.

SUMMARY

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The City of Ogdensburg, New York, like other similar smaller cities, struggles to exist. Historically, manufacturing was the foothold of this city's economy. However, that basis has shifted, and Ogdensburg must adapt to change. To do that, Ogdensburg will have to pursue additional avenues. One of these avenues is tourism. Tourism is an industry that creates millions annually, and it continues to show excellent growth possibilities. Ogdensburg is fortunate in that there are existing natural and cultural resources in addition to man-made attractions to encourage travel and tourism in this area. The role of this study is to assist the City in developing certain areas of Ogdensburg to further enhance Ogdensburg's position in the tourism and recreation industry.

The study attempts to analyze existing conditions and to suggest recommendations to improve the study area as well as the entire City.

Improvements have been recommended that are unique and innovative, yet realistic and practical; improvements that the City of Ogdensburg can physically and fiscally complete and that future generations of the area can look at with pride.

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