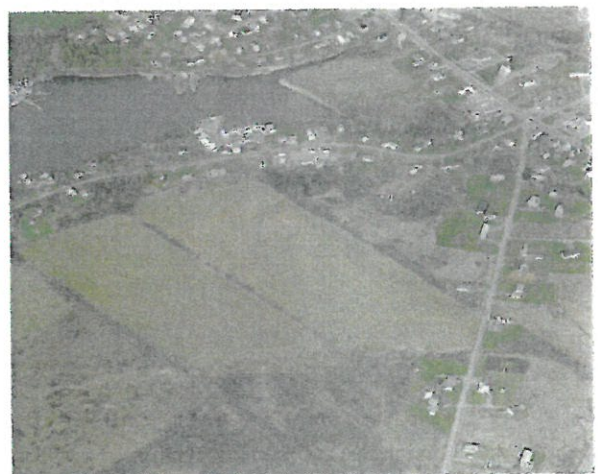

Comprehensive Land Use Plan for the Village of Chaumont



Comprehensive Land Use Plan 2010

Presented within is a Plan for the Village of Chaumont including inventory sections for the Village and Town.

The project, nearly 2 years in the making, describes the potential of our community as it grows and develops into the future. It is merely a vision of possibilities of what our Village and Town could become. It describes the public input received; historic and recent trends; transportation and community facilities; environment and natural resources; structures, land use and character; and includes future land use recommendations and considerations. It includes a vision, current land use patterns, and future recommendations.

This was developed to serve as a guide to consider steps we might take in shaping the community in terms of its institutions, homes, businesses, community areas and parks and its overall quality of life.

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**Chaumont Comprehensive Land Use Plan
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CHAPTER I INTRODUCTION – PUBLIC INPUT

Introduction

The Village of Chaumont, during several site plan and subdivision review applications in 2007 and 2008, became aware of the need for an updated community vision. While the Village has an adopted Land Development Code, it did not have an overall Vision or current Plan in place to determine whether proposed projects in the Village were consistent with the direction desired by the community. Currently, the Village's Land Development Code regulates using a site plan review process for certain commercial and multi-family projects, and when development lots are proposed, a subdivision process.

During Planning Board discussions about planning for Chaumont's future in the fall of 2008, Town Planning Board members also voiced a desire for the Town of Lyme to update its Vision and Comprehensive Plan, adopted in 1999. Thereafter, the process has evolved into a parallel planning process to examine public opinion and support for the Town and Village to update their respective Comprehensive Land Use Plans which could lead to recommendations on future development proposals and related issues through implementation steps identified by a joint planning process.

Parallel Process

Chaumont and Lyme began the process of completing a respective Comprehensive Plan Update by holding combined meetings with the Town and Village Planning Board members. At times, other officials and citizens attend such meetings, along with staff from the Jefferson County Planning Office, who were requested to provide technical assistance throughout the process. Initial meetings have been held to review what a typical Comprehensive Plan contains, its purpose and usefulness to a community. Agreement was reached that a Village and Town Plan with respective Visions Village of Chaumont

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and recommendations should be completed by a Joint Planning Board Committee with assistance from County staff. Thereafter, the Village Board authorized the Village Planning Board, to represent the community. This Committee has held monthly meetings, gathered information about the Village and Town; conducted citizen input surveys, a brainstorming issue session as well as two public input drop-in events working toward completing a plan for the Village and Town.

Chaumont Plan Purpose

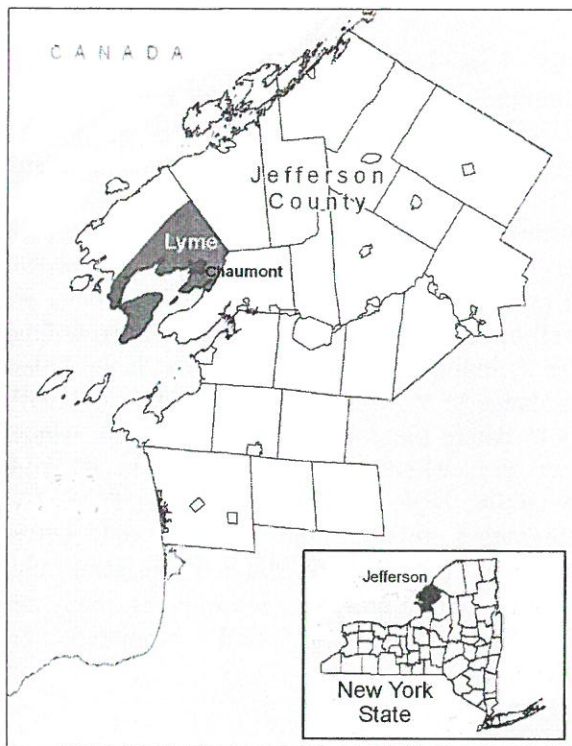
The Comprehensive Plan sets forth the communities' visions, goals and recommended actions in order to continue to make our communities desirable places to work, live and visit. It describes Chaumont and Lyme's brief historical context, outlines various trends that have shaped its recent past, current environmental and development conditions, as well as recommendations and policies regarding the community's future. Thus, it provides guidance to Village and Town leaders and staff as to where the communities have been, where they are, where they would like to go and generally, how they propose to get there. By illustrating this desired Village and Town direction, potential development projects and priority environmental issues/areas can be identified, supported, and promoted or preserved.

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Location

The Town of Lyme is located in the "North Country" portion of upstate New York. It lies approximately 75 miles north of the City of Syracuse on Lake Ontario in northwestern Jefferson County. It also lies approximately 12 miles northwest of the City of Watertown, Jefferson County's county seat. The Village of Chaumont lies within the Town of Lyme at the mouth of the Chaumont River.



Citizen Community Input

Early on during the planning process, planning board members placed a priority on gaining public input not only from year-round residents and business owners, but also from seasonal residents and visitors where applicable. Increasing awareness about the planning process was another intention. Through the citizen input surveys, various public input drop-in sessions, and a refined issue list of Strengths, Weaknesses, Opportunities, and Threats Village of Chaumont

generated through a brainstorming session, community insights were gained that could not have been gained otherwise. Many of those involved were encouraged that the Village and Town were undertaking a planning process and could possibly enhance the communities with such a focused effort.

Community Survey Input/Results

The design and use of Community Surveys were a priority for the Planning Boards in order to learn about Village and Town opinion, and potentially help build consensus on a variety of planning issues in both municipalities. A survey was used also because it could generate input from perhaps hundreds of citizens, while generating objective results that could be summarized graphically for any audience.

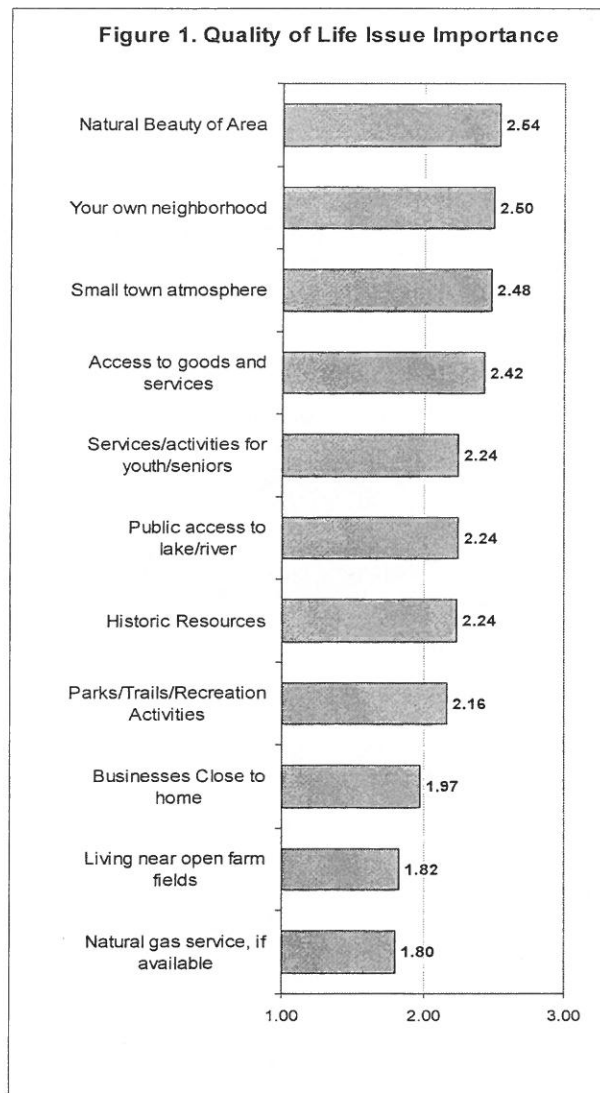
The Community Surveys were disseminated during the spring and early summer of 2009 to gain input from year-round residents and business owners as well as seasonal residents and visitors. The survey was administered to the community by distribution throughout the Town in public places such as: the post office, public library, both banks, Village & Town Offices, and Lyme Central School. It was also mailed to all 2,285 taxable property addresses in the Village and Town, while removing duplicate addresses. A total of 613 surveys were completed and returned to the Village and Town Clerks. This level of response represents a nearly 27 percent return rate. Many polls and surveys use a fraction of that percentage to represent local, state or even national opinion.

For the purposes of understanding the results of the Village residents and property owners, a subset of 106 out of the 613 completed surveys were summarized from just Village respondents. Their submitted surveys indicated that they either lived in or owned property in Chaumont.

Figure 1 summarizes the Village survey responses indicating the relative importance of various aspects of the community that people

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consider when land use planning is initiated. Respondents indicated the relative importance of natural resources, other area qualities, such as access to goods & services were to their quality life. The scale ranged from 1 to 3, with 1 = Not Important, to 2 = Important, to 3 = Essential. On average, the most essential element to the respondent's quality of life was Natural beauty of the area which rated 2.54 on the scale from 1 to 3. Your own neighborhood rated second at 2.50. Small town atmosphere ranked a close third at 2.48, on average, with Access to goods and services a close fourth at 2.42.



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Figure 2. Recreational Opportunity Satisfaction

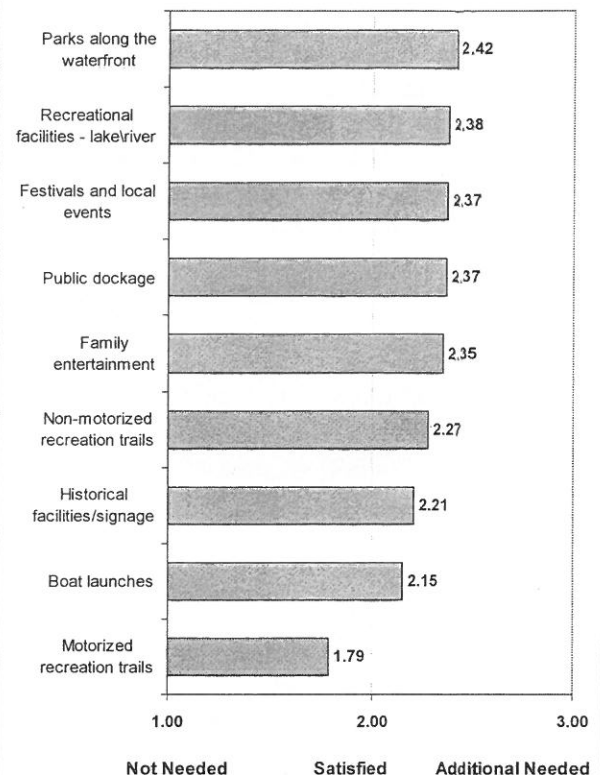
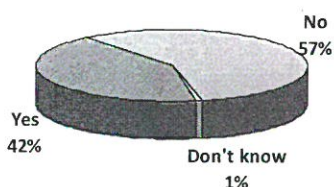


Figure 2 summarizes the Village responses indicating the recreational opportunity satisfaction throughout the community. Parks along the waterfront ranked highest among all respondents, rating a 2.42, which is between satisfied and additional needed. Also, based upon the open ended responses, increased public access to the water is needed. A close second, was recreational facilities - lake \ river rated 2.38. This could mean many things, however, it is clear that the desire exists for more water access and parks and recreational facilities on or near Chaumont Bay\River and\or Lake Ontario.

Tied for third in Figure 2 were Festivals and local events, and Public dockage, both rated at 2.37. While there are local events in Chaumont, it would appear there is a desire for more of them, perhaps festivals as well. Similarly, Public dockage, which also rated highly with all survey respondents, was also deemed necessary by Village respondents.

Of the Village respondents, Figure 3 illustrates 57 percent were not satisfied with the businesses offered in Chaumont. It should be noted; however, that Dicks Grocery store was still closed at the time, and had not been re-opened by the new owner yet. However, 42 percent indicated yes, they were satisfied with the businesses in the Village.

Figure 3. Businesses Satisfaction: Chaumont



However, Townwide business satisfaction had a much higher percentage of respondents indicating yes, or 56 percent, as Figure 4 indicates.

Figure 4. Businesses Satisfaction: Lyme

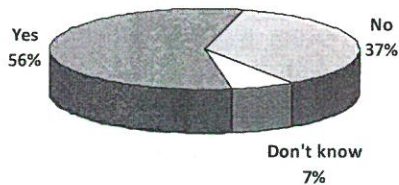


Figure 5, illustrates the Village respondents' preferred scale of commercial development (two were chosen per respondent). For those respondents in Chaumont, 63 percent indicated balanced between local and regional markets while 53 percent chose small scale and geared primarily to local consumption.

Figure 5. Scale of Commercial Development

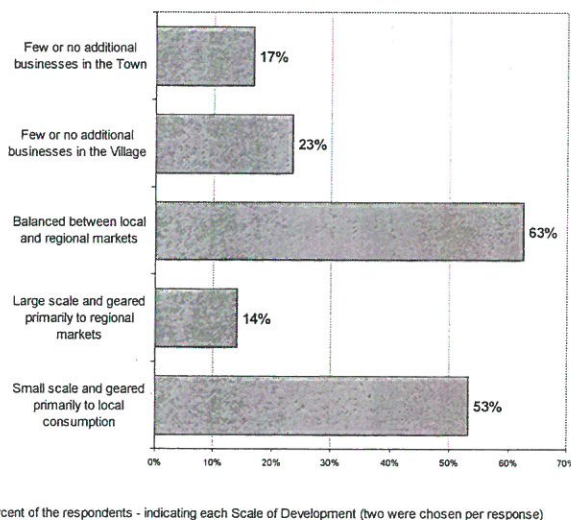
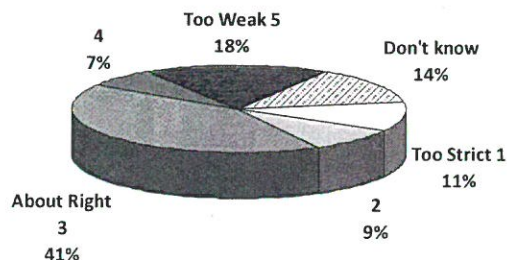


Figure 6 illustrates the opinion that Village respondents voiced regarding the land use controls within Chaumont. On a scale of 1 to 5, 1 was rated Too Strict, while 5 was Too Weak.

Figure 6. Land Use Controls in the Village



The largest segment rated Land Use Controls in the Village to be About Right by 41 percent of the Village respondents. The second largest group indicated Too Weak rated by 18 percent of respondents. Another 9 percent rated between About Right and Too Strict, and 7 percent rated between About Right and Too Weak. Also of note, 14 percent didn't know, while 11 percent of respondents chose Too Strict.

Similarly, Figure 7 illustrates opinion that Village respondents voiced regarding the land use controls within Lyme. On a scale of 1 to 5, 1 as Too Strict, and 5 was Too Weak. While 27 percent of the respondents felt that the Land Use Controls in the Town were Too Strict, almost as many respondents felt they were About Right, at 26 percent of respondents. However, 16 percent felt they were Too Weak, while another 15 percent indicated they Didn't Know. Also, another 9 percent felt they were between About Right and Too Strict, and 7 percent felt they were between About Right and Too Weak.

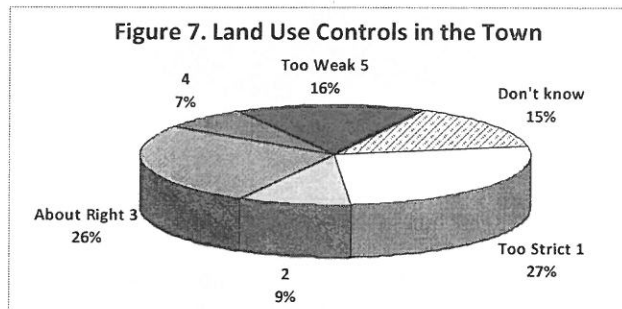


Figure 8 illustrates the preferred Level of Growth\Development in Chaumont by the Village respondents. Moderate to slow growth with tighter development restrictions was indicated by 46 percent of respondents. By contrast, Moderate to rapid growth with limited development restrictions was indicated by 31 percent of the respondents.

Figure 8. Level of Growth / Development: Chaumont

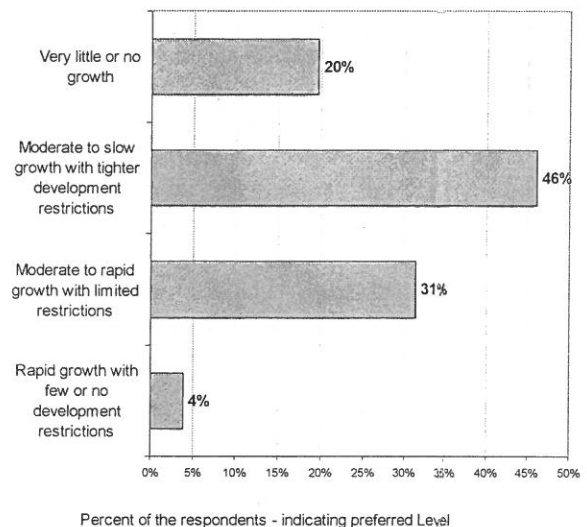
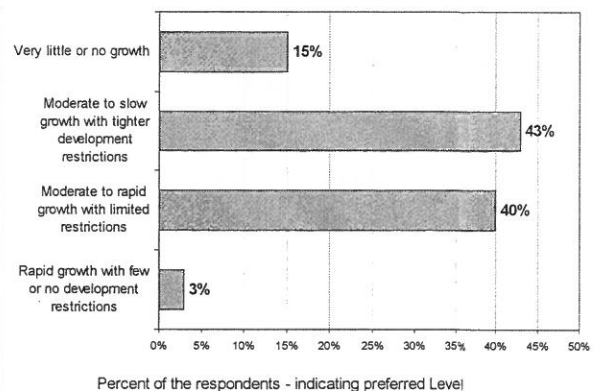


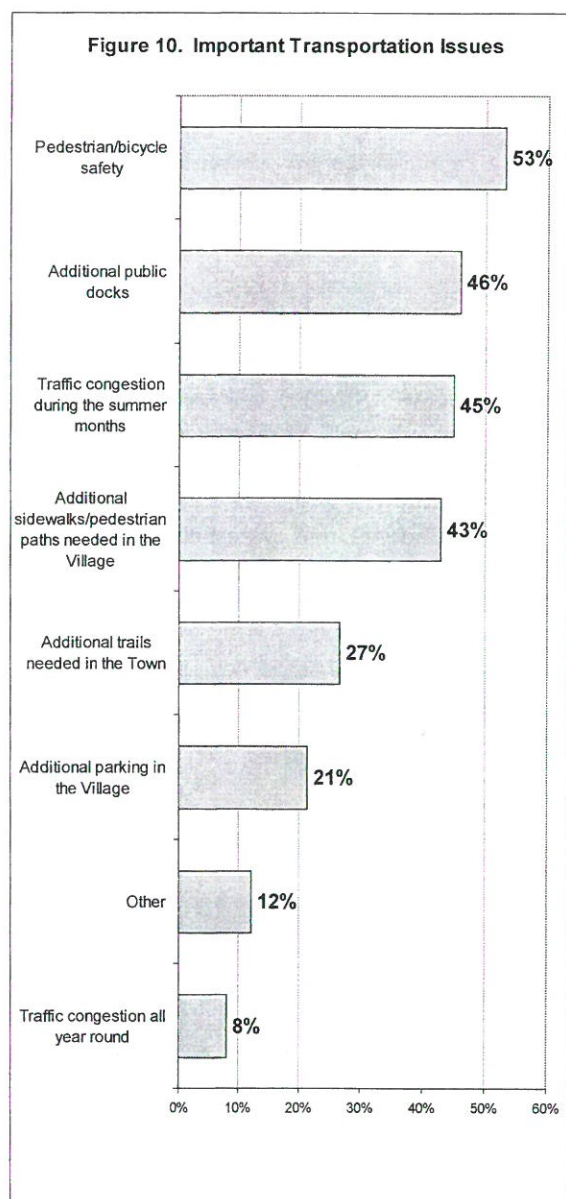
Figure 9 illustrates the Village respondents' desire for Level of Growth\Development in the Town of Lyme. Slightly less, or 43 percent of respondents indicated Moderate to slow growth with tighter development restrictions. However, in contrast with that group were those 40 percent of the respondents that indicated Moderate to rapid growth with limited development restrictions within the Town of Lyme.

Figure 9. Level of Growth / Development: Lyme



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Figure 10 dealt with Important Transportation Issues facing the Village and Town. Respondents selected 3 of the issues they felt were most important. The most highly indicated issue was pedestrian/bicycle safety at 53 percent of Village respondents. Second was additional public docks at 46 percent. A close third, was traffic congestion during the summer months. Also of note, was additional sidewalks/pedestrian paths needed in the Village, with 43 percent of responses chosen.

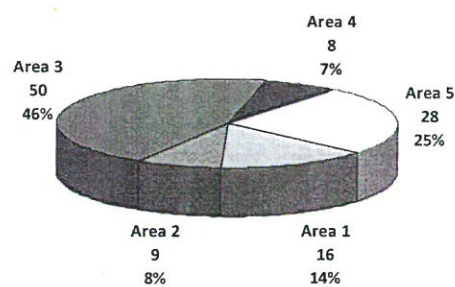


Village of Chaumont

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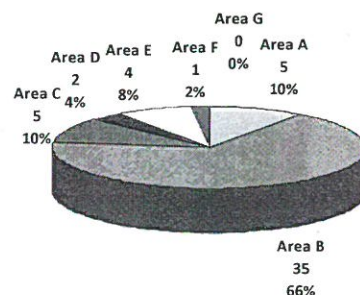
Figure 11 illustrates the area distribution of the Village respondents as far as property ownership or residency, (refer to the Survey Areas Map) and shown by the respective zoom-ins on the following pages. Of those who completed the survey indicating Village Area Ownership or Residency, 46 percent were from Area 3. Area 5 had the second most respondents out of the Village Areas with 25 percent.

Figure 11. Village Areas: Respondent Ownership or Residency



Similarly, Figure 12 illustrates the Village respondent area distribution within the Town as far as property ownership or seasonal residency. Area B had the most respondents from the Village, with 66 percent.

Figure 12. Town Areas: Respondent Ownership or Seasonal Residency



Footnote * - Area G did not have any respondents from the Village

The next question and series of answers dealt with the areas in the Village and the Village respondents' rating the appropriate land use types within each area. To simplify the summary, each graph will show the average ranking of each land use per area below.

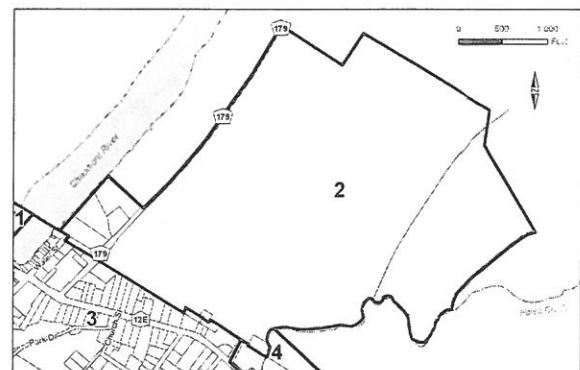
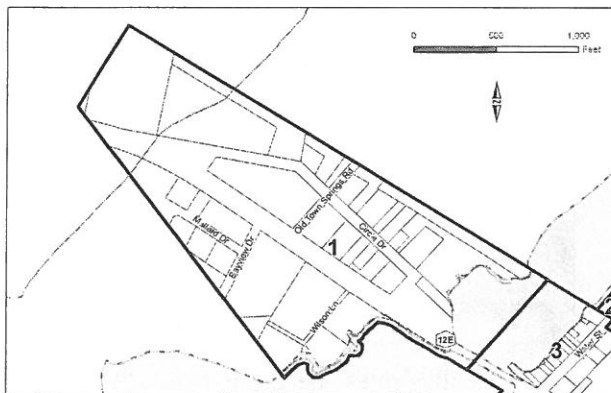
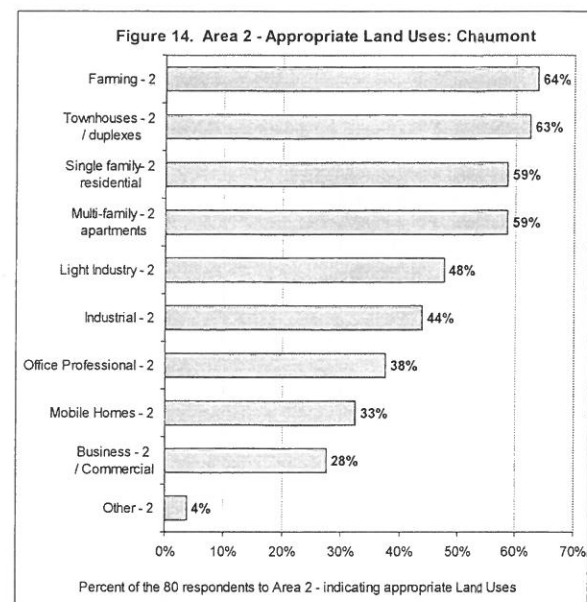
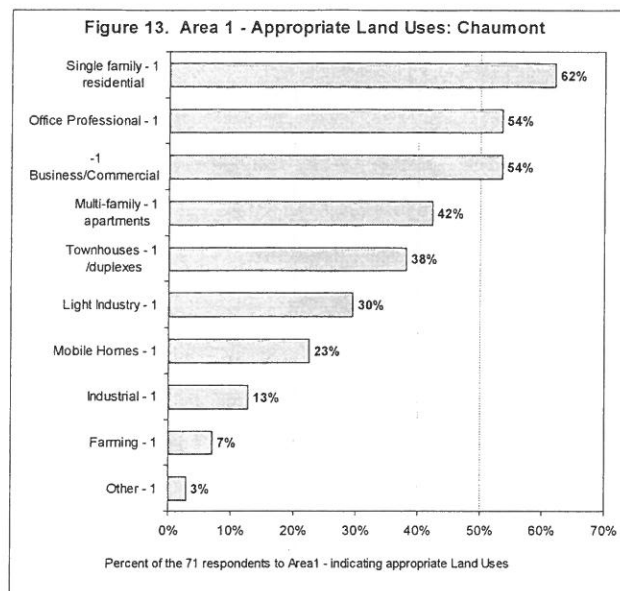


Figure 13 illustrates those 71 Village respondents who answered the question regarding appropriate land uses within Area 1 of the Village. It would appear that single family residential, office professional, and business/commercial were preferred land uses for Area 1, ranking 62 percent and 54 each percent respectively. Conversely, mobile homes, industrial, and farming all were rated appropriate in less than 23, 13, and 7 percent of the responses respectively.

Figure 14 illustrates the input from 80 Village respondents that answered the question regarding appropriate land uses within Area 2 of the Village. In this case, it would appear that farming, townhouses/duplexes, single family residential and multi-family are preferred land uses for Area 2 among respondents, albeit at 64 percent, 63 percent, and 59 each percent respectively.

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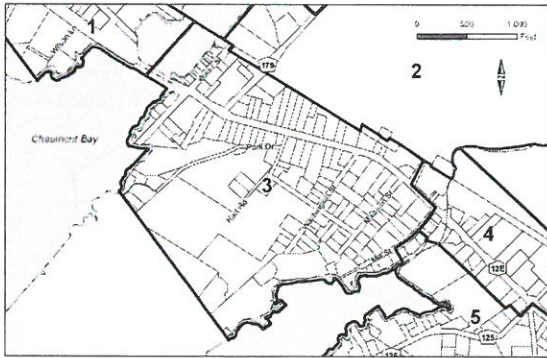
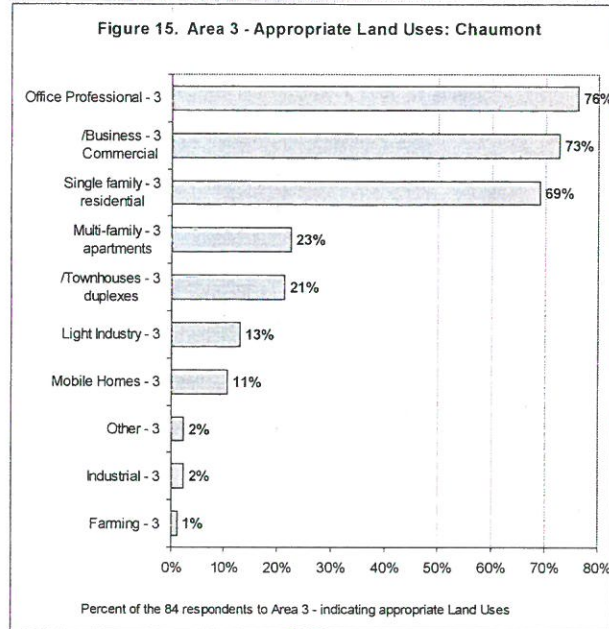


Figure 15 illustrates the input from 84 Village respondents who answered the question regarding Area 3 in the Village. Similar to Area 1, it would appear that office professional, business\commercial and single family residential are preferred land uses for Area 3 among respondents, at 76 percent and 73 and 69 percent respectively. Also of note was the low rated appropriateness indicated for the other use categories: multi-family, townhouses / duplexes, light industry, mobile homes, industrial and farming at a rate of 23, 21, 13, 11, 2, and 1 percent respectively.

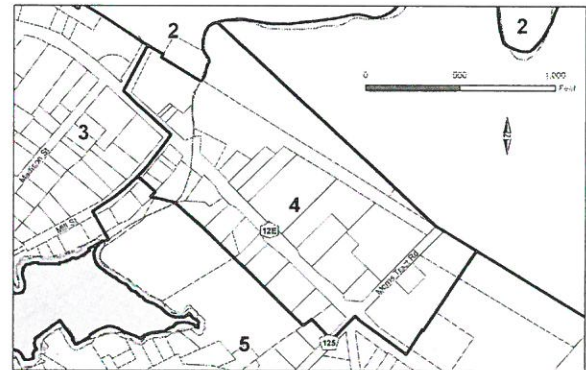
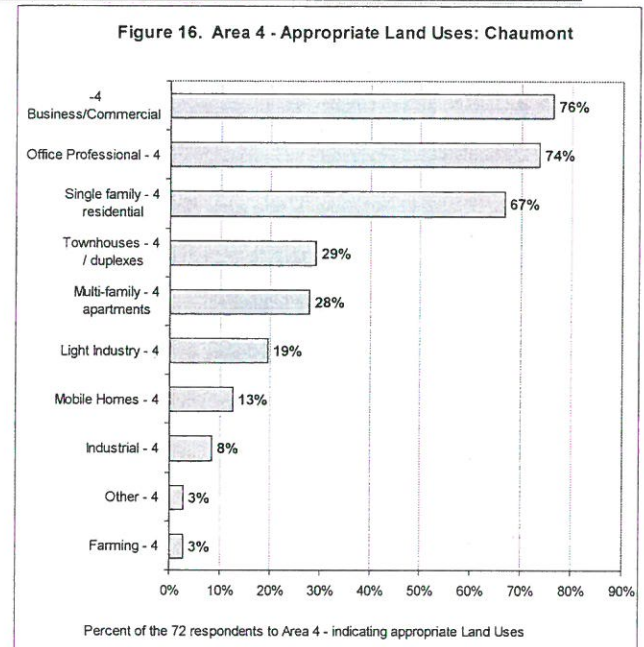


Figure 16 illustrates the input from 72 Village respondents who answered the question regarding Area 4 in the Village. Again, business \commercial, office professional and single family residential rated highly for appropriateness, at 76, 74, and 67 percent of respondents respectively. Similar to Area 3, were the lower rating among the other categories in Area 4: townhouses / duplexes, multi-family, light industry, mobile homes, industrial and farming at a rate of 29, 28, 19, 13, 8, and 3 percent respectively.

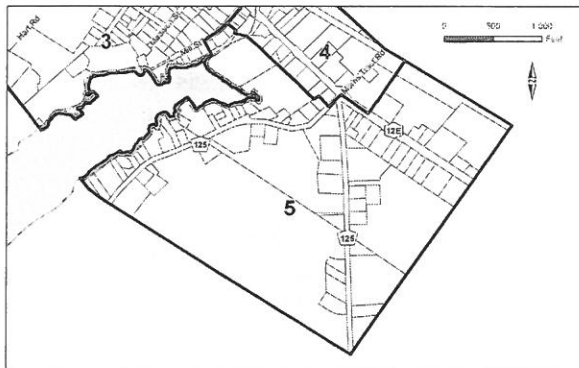
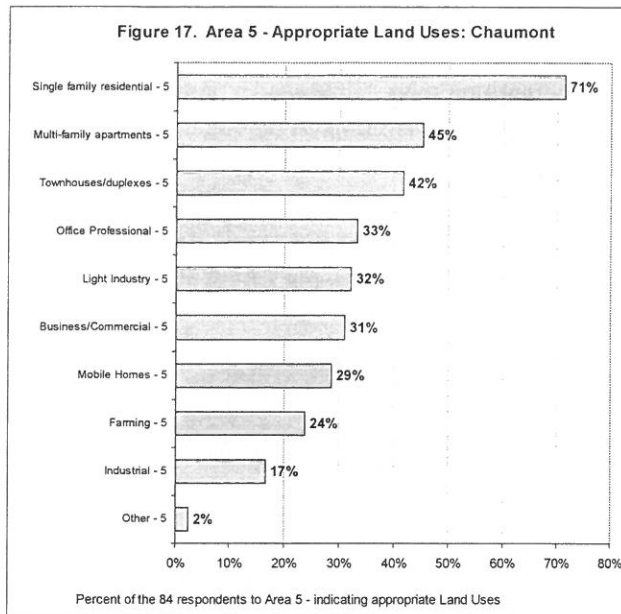


Figure 17 illustrates input from 84 Village respondents regarding Area 5 in the Village. Again, single family residential rated highest by respondents, at 71 percent. Other than multi-family apartments, rated at 45 and townhouses, at 42 percent, all other uses were rated less than 35 percent of respondents each as appropriate.

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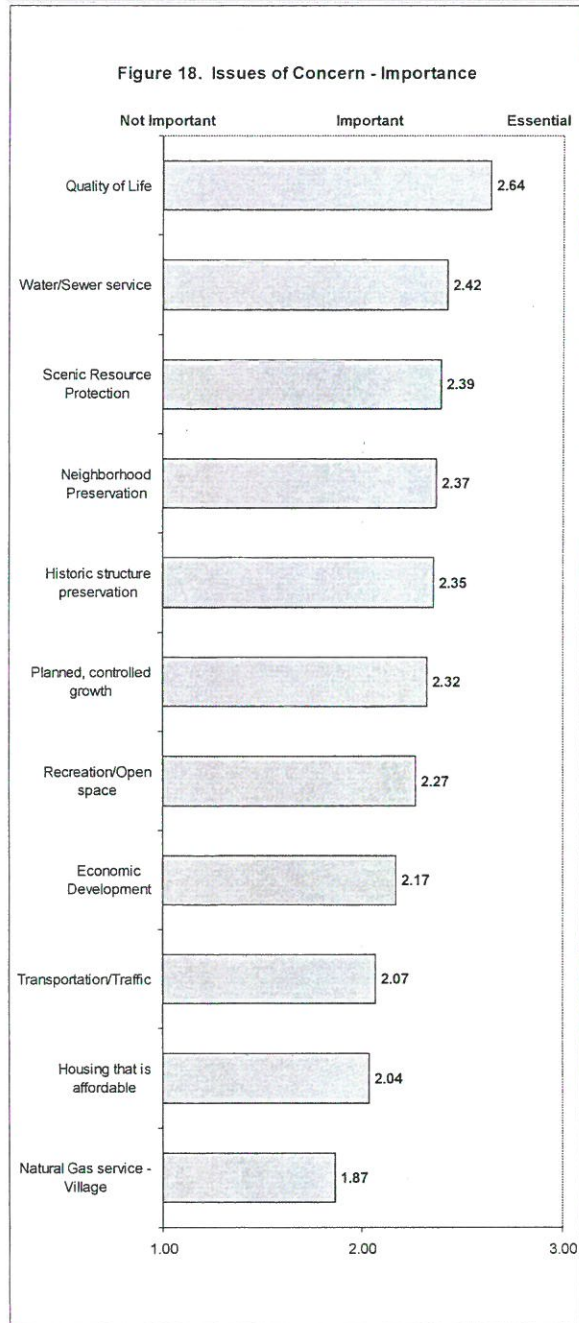


Figure 18 illustrates the Village respondents rating of each issue of concern's importance. The responses were ranked by average response. Quality of life rated highest in terms of importance to respondents on average at 2.64 out of 3. Water/Sewer Service and Scenic resource protection rated second and third

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respectively at 2.42 and 2.39. Third and fourth were historic structure preservation and planned, controlled growth at 2.35 and 2.32 respectively. Recreation/Open Space and economic development also ranked between important and essential, at 2.27 and 2.17 respectively.

Figure 19. Village Respondents Only: Property Ownership / Rent Status

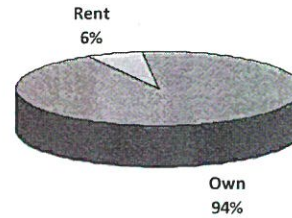


Figure 19 illustrates the property ownership status of the Village respondents. As shown, 94 percent of the respondents own their property.

Figure 20. Village Respondents: Year-round / Seasonal Status

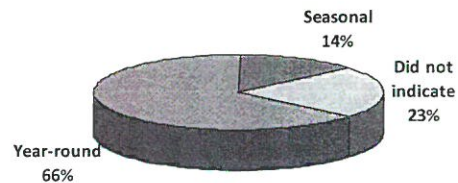


Figure 20 illustrates the year-round / seasonal status of Village respondents. As shown, 66 percent indicated they were year-round, 14 percent were seasonal, and 23 percent did not indicate their status.

Figure 21. Town Respondents from Village: Property Ownership / Rent Status

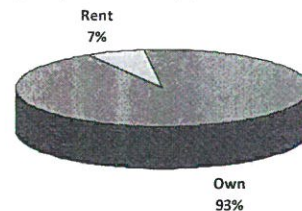


Figure 21 illustrates the property status of Town respondents from the Village. Similar to the Village respondents, Village respondents with

property in the Town were mostly property owners, at a rate of 93 percent.

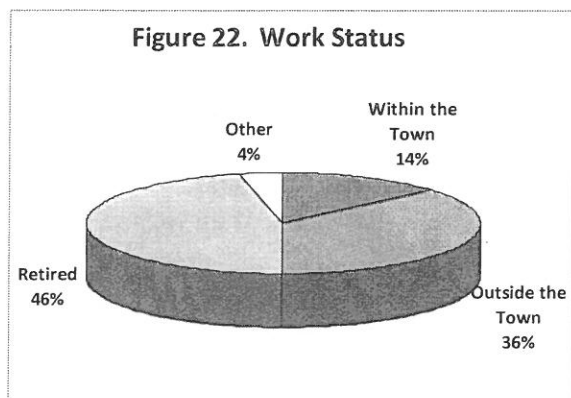
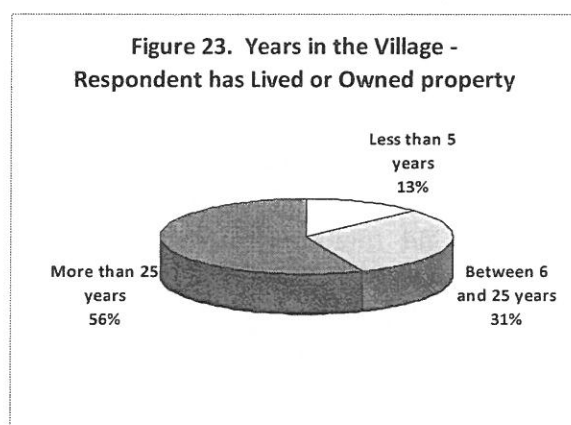


Figure 22 illustrates the work status indicated by Village respondents. While 46 percent were retired, and 36 percent worked outside the Town, only 14 percent work within the Town.



Lastly, Figure 23 illustrates how many years the respondents have lived or owned property in the Village. Not surprisingly, 56 percent of the respondents indicated more than 25 years. Another 31 percent indicated between 6 and 25 years. Clearly, most of the respondents to the survey were long-term residents or owners.

Open-ended Survey Results

The Community Survey provided three questions with space for respondents to enter open-ended comments. Question #5, included comments on how strict or weak people rated the Village and Town land use controls. Question #11, asked respondents to describe the area's greatest assets worth preserving in the Village and Town. The last area of the survey designated for open-ended comments was after Question #15. This space allowed respondents to add comments if they had additional thoughts after completing the survey.

Of the 613 Village and Town respondents who completed the survey, 552 entered open-ended comments. The open-ended responses were summarized and entered into a Microsoft Access/Excel data worksheet. A series of Access queries were used to categorize the comments into the following groups: Water Resources; Business Development; Natural Beauty; Recreation; Small Town; Wind; Road Traffic; Peace and Quiet; and Historic Structures as described below.

Water & Waterfront Resources

(353 respondents identified waterfront and water resources as great assets; 57.6% of all survey respondents)

Nearly 58 percent of the respondents felt the water and waterfront/shoreline areas are one of the tops assets worthy of preservation in the Town and Village. The following key words were used to identify comments regarding the Water & Waterfront Resources category: Water; river; lake; shoreline; bay; and front.

Small Town \ Village Atmosphere

(213 respondents; 34.7% of all respondents)

Many of the survey respondents (nearly 35 percent) indicated the small town and small

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village atmosphere as one of the area's top three greatest assets, worthy of preserving\enhancing. The following key words were used to identify the Small Town category: Small; atmosphere, quaint; friendly; life; people; walk; size; calm; and neighbor.

Business Development

(179 respondents; 29.2% of all respondents)

Nearly a third of survey respondents or 29.2 percent indicated new business development as a priority. Similarly, there were 150 survey respondents or 24% who placed the need for a grocery store as a priority. It should be noted, however, that Dicks Grocery store (now the IGA) was still closed at the time, and had not been re-opened by the new owner yet. The following key words were used to identify comments regarding the Business Development category: grocery; restaurant; fitness; pharmacy; drug store; car wash; laundromat; food; and market.

Natural Beauty – Scenic Quality

(175 respondents; 28.5% of all respondents)

In general, responses within this category felt natural beauty and scenic quality was one of the top greatest assets and placed a high priority on preserving the natural, scenic beauty of the local area. The following key words were used to identify comments regarding the Natural Beauty category: natural; resource; scenic; trees; quality; wood; landscape; point; and flowers.

Recreation

(147 respondents; 24% of all respondents)

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Recreation assets and needs were reiterated with specific examples listed, most of which were the following key words used to identify the Recreation category: Recreation; beach; launch; dock; entertainment; hunt, fish; access; and golf.

Historic Structures - District

(103 respondents; 16.8% of all respondents)

The respondents indicating historic structures felt they were one of the great assets of the community worthy of preserving. The following key words were used to identify the Historic Structures category: Historic, heritage, history, district, old, and preservation.

Road Traffic

(103 respondents; 16.8% of all respondents)

Respondents expressed concern about issues related to parking, road safety, enforcement of traffic laws, and maintenance of sidewalks and roads. The following key words were used to identify the Road Traffic category: Road; street; traffic; maintenance; ice; parking; and speed.

Wind

(67 respondents; 10.9% of all survey respondents) The following key words were used to identify the Wind category: Wind; turbine; and energy.

Of those who had an open-ended comments related to the development of wind energy:

- Pro-wind energy development
 - 39 respondents
 - 58% of all open-ended wind comments
 - 6% of all survey respondents
- Against wind energy development

- 20 respondents
- 30% of all open-ended wind comments
- 3% of all survey respondents
- Cautious wind energy development
 - 8 respondents
 - 12% of all open-ended wind comments
 - 1% of all survey respondents.

Peace and Quiet

(42 respondents; 6.9% of all respondents)

Respondents felt the area's peace and quiet is key to living in and continued enjoyment of the area. The following key words were used to identify the Peace and Quiet category: Peace; quiet; no noise; and pristine.

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SWOT Exercise

After the Community Survey, the next input phase conducted during the spring of 2009 identified issues and examined potential Strengths, Weaknesses, Opportunities and Threats (SWOT) in the Village and Town. The session consisted of members of the Village Planning Board, Town Planning Board and other citizens who attended from the area. It consisted of a brainstorming session to identify issues and opportunities that the Village and Town face and may face in the future. It also consisted of a follow-up meeting to clarify several points as a group. Please refer to the entire SWOT results on the following page.

Essentially all of the strengths identified by the group involved either the character of Chaumont and Lyme's environment, ideal location or the strength of its people and local organizations. Its beauty, ranging from the lake and river, the shoreline areas, harbors and bays, and other areas in the town with post-card qualities, to Lyme's tireless people, from the abundance of agricultural working landscapes, historical areas/landmarks, to the small town atmosphere and annual cultural and recreational events and activities. Lyme's beauty, people and local offerings keep seasonal residents and visitors coming back for decades. These qualities are what Lyme and Chaumont should take advantage of and build upon to continue to sustain the community and shape it in ways its residents and property owners desire.

Weaknesses identified during the session also involved the Town's environment and other local characteristics. While there is some limit to the extent of volunteerism, there are volunteers who work tirelessly in Village of Chaumont

the community. At times, a resistance to regulations can be present. Retiree limited income was cited, however, their incomes typically are more stable during ups and downs. Limited infrastructure capacity was cited as a weakness, however, if slow growth is desired, that could be considered appropriate. Some weaknesses addressed a short summer season, and a lack of plentiful lodging. However, many of the weaknesses listed, present either areas for growth or development, or opportunities of some kind that could be focused on if desired.

Many Opportunities were identified which involve the environment and Townspeople, a winter festival was identified, which could extend the tourism season. Expanding the size of local events was another idea identified, which could mean more volunteers and local motels rooms may be needed. Other opportunities were discussed which involved capitalizing on local weaknesses or building on its strengths. The weakness that many local soils have for supporting individual septic systems was discussed, which would present an opportunity for a local septic pumping business where such systems have failed.

The few threats identified were the long winter season, failing individual septic systems, water quality contamination, and possible noise and visual impacts from wind turbines.

Please refer to the following page for a complete list of the strengths, weaknesses opportunities, and threats identified.

SWOT COMMUNITY ISSUE LIST**Chaumont – Lyme**

STRENGTHS	WEAKNESSES
Peace, quiet	Variable weather
Natural Beauty Flora and Fauna	Lack of plentiful lodging
Small Town Atmosphere	Limited Infrastructure capacity
Small School	Short summer season
Lake & River Waterfront	Lack of funding
Recreational opportunities	Assessment structure
Location, proximity to Canada	Zoning enforcement
Affordable land	Resistant to regulations
Garden Club	Somewhat limited volunteerism
Historic Structures	Retiree fixed incomes
Yacht Clubs	Lack of direction
Beach	Individual septic systems
Library resources	
Level of retirees	
Change in seasons	
Organizations	
Multi-use trails	
Snowmobiles, etc.	
Easy commute to jobs on Fort Drum	
Fishery	
Wind resources	
Nature conservancy area	
NYS park & wildlife areas	
Seaway Trail Scenic Byway	
Chamber of Commerce	

OPPORUNITIES	THREATS
Cultural events	Long winter season
Capture drive thru traffic	Recent downturn in economy
Expand infrastructure capacity to enable growth in Village	Noise and viewshed impacts from Industrial Wind turbines
Potential winter festivals	Seasonal fluctuations
Build awareness of sporting and rec. events:	Water quality contamination
- Lyme Triathlon	Failing individual septic systems
- Tour de Chaumont	
- Willie Putnam Tournament	
- Host girls tournament	
- Le Race de Chaumont	
- Sailing races	
-Advertise with Signage, flyers, maps, website links	
Lymelight – get word out	
Help Lymelight and distribute flyers	
Use a tour to view X-Mas Decorations	
Webcam and link to Google	
Income from Wind Turbines	
Septic pumping business	
Snowmobile trails	
Parking for Ice fishing	
Historic structure preservation	
Seasonal fluctuations	
Map of Town/Village locations	
Community Bulletin Board	
Septic testing	

Public Drop-in Events

Two public drop-in sessions were conducted during the summer of 2009 at the Copley House. The purpose of the sessions was to involve the Village and Town communities early-on in the planning process, similar to conducting the Community Surveys early. However, the advantage to conducting the open sessions was that they were informal, totally open sessions where people could provide input in detail or learn about the planning process in great detail. Vocal and written comments were gathered during the sessions. The first was held on Wednesday, August 26th from 7 to 9 pm. The second was held from 10 am to noon on Saturday, August 29th.

The sessions included displays regarding Comprehensive Planning, Community Input to Date, Past and Present Village and Town Trends and Existing Conditions, Existing Regulations in the Town and Village, and Potential Planning Issues for discussion.

Attendance was light, however, those who attended were able to spend more time looking at the displays and providing input to the Village and Town Planning Board members and County Planning Staff in attendance. Aside from the two Planning Board members from the Village, and two from the Town, and a Village Trustee, eight members of the public attended during the two hours session held on Wednesday evening. During the Saturday morning session, twelve members of the public attended, in addition to the two members of Village Planning Board, three members of the Town Planning Board, and the County Planning Staff attended.

Written input consisted of completed Drop-in Comment and Public Input Sheets, and hand written notes by members in attendance as vocal input was being provided.

Public Drop-in Stations and Materials Presented**1. Summary of Comprehensive Planning**

- Comprehensive Planning defined, list of benefits, typical process
- Potential draft outline of local plan
- Village and Town Planning and Zoning Tool Use - Statewide

2. Community Input to date

- Village of Chaumont\Town of Lyme Community Survey Results
- Community Survey Areas Map
- Community Brainstorming Strengths, Weaknesses, Opportunities, and Threats

3. Past and Present: Village and Town Trends and Existing Conditions

- Brief History & Historic Map
- Population and Housing Trends 1980 to 2007, US Census Bureau,
- Agricultural Districts Map
- Prime Ag Soils Map
- Land use Maps - Village and Town
- Waterbodies and Shaded Relief Map
- Aerial Imagery 2006

4. Existing Regulations: Village and Town

- Town Comprehensive Plan
- Land Development Code - Village
- Zoning Law - Town
- Zoning Map - Town

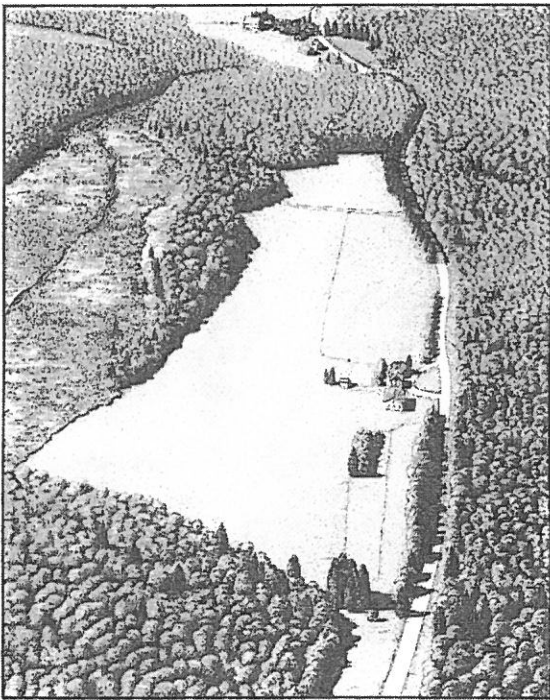
5. Potential Planning Issues for Discussion

- Development Forms: Conventional and Creative
- Development access and transportation impacts
- Draft\Proposed Village Land use and Zoning Maps for Discussion
- Public Drop-in Comment and Public Input Sheet
 - Top three issues or topics for both the Village and Town
 - Special Places in Chaumont and Lyme

Development Forms: Conventional and Creative

During the Drop-in Sessions, posters that illustrated development scenarios were presented for discussion. They illustrate a site before development, then the same site with conventional development, and that site with a creative form of development. A board with a residential scenario, and another board with a residential/commercial scenario were examined by visitors. Refer to the residential scenario below from: *Dealing with Change in the Connecticut River Valley: A Design Manual for Conservation and Development - 1988*.

Aerial view of site before development



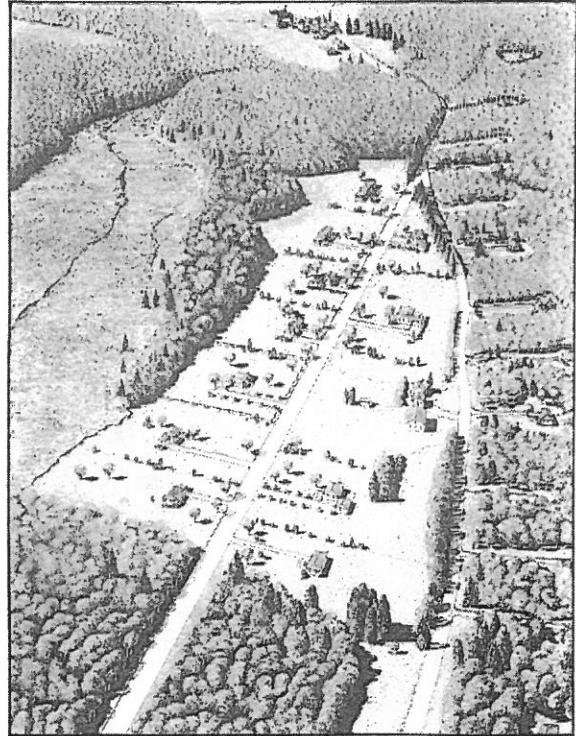
Aerial View of Site C Before Development

SITE DATA

Landuse: Dairy farm on a town road
 Landcover: Field, wetland and forest
 Utilities: No Town water or sewer
 Zoning: 1 acre minimum, 150 ft. frontage

- Farmstead located adjacent to scenic town road
- 60 acres of hayfield leased to neighbor farmer
- 40 acres of wetland and wildlife habitat

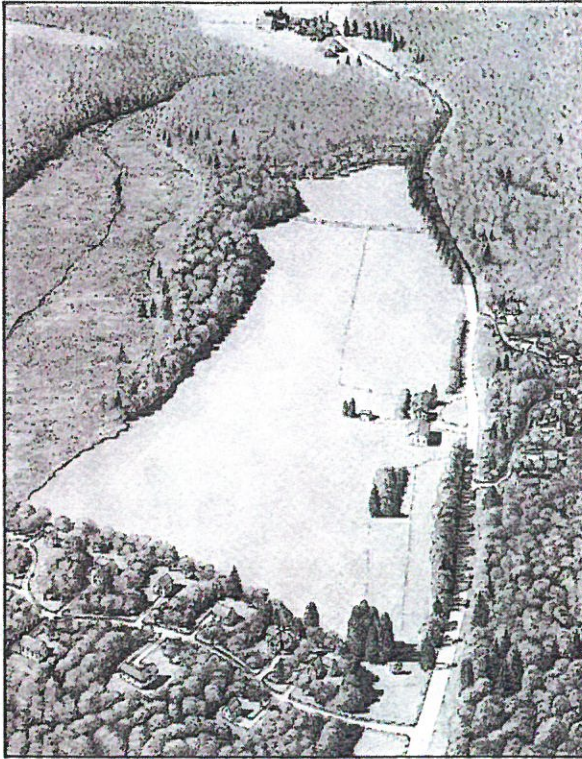
Village of Chaumont

Aerial view of site after potential
Conventional Residential Development

Aerial View of Site C After Conventional Development

The above example of Conventional Development results in the town road being widened and straightened, impacting farmland value and scenery. The developer locates 26 lots on entire acreage affecting most of the farmland and forest. Wetlands and wildlife habitat are then subdivided, thereafter become vulnerable to additional future development. Any future timber management is then precluded by large lot development.

Aerial view of site after potential
Creative Residential Development



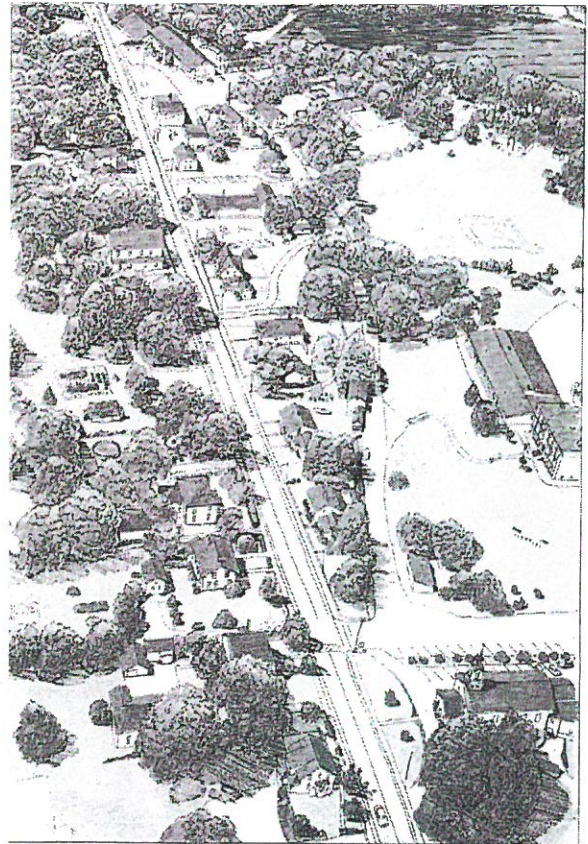
Aerial View of Site C After Creative Development

This alternate example of Creative Development of the same site results in the town road designated as scenic road and moderate improvements within existing right-of-way. The Town then enacts mandatory open space development provision for farmland. The developer locates 28 lots on 24 acres, saving over 100 acres of farmland and forest. Thereafter, the farmlands, wetlands, wildlife habitat, forest, ridgelines and scenery are preserved. This allows the farmland to continue to be leased by a neighboring farmer.

The same amount of development (number of lots) while using less than $\frac{1}{4}$ the acreage, with the leftover acreage permitting significant future farm use.

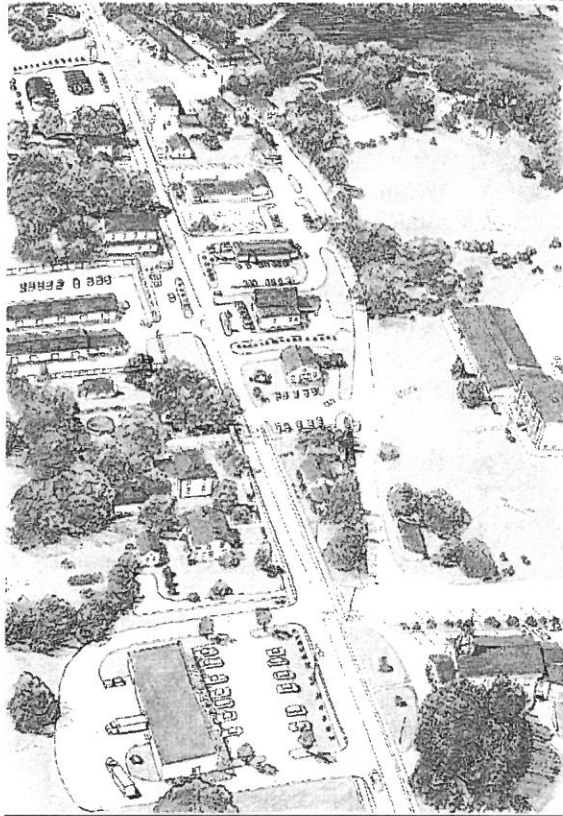
The next example was not presented at the Drop-in, however it illustrates a mix of residential, commercial & institutional uses in an Historic Town Center infill development scenario from a similar publication: *South County Design Manual: South County Watersheds Technical Planning Assistance Project - 2001*.

Aerial view of a 2nd site: Historic Center
Pre-infill development



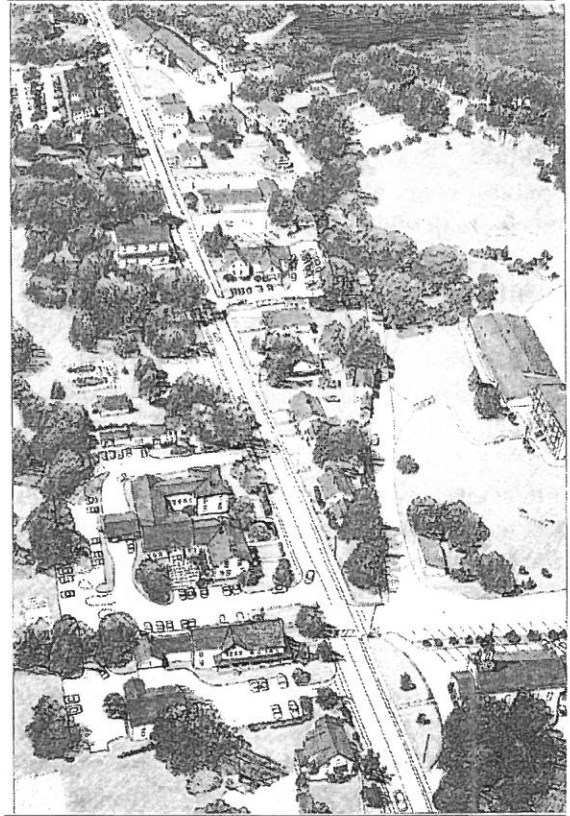
This example is an historic mill village with historic homes, commercial buildings, brick mills, churches and other buildings along the main street. Visually, it currently creates a variety in size, shape and architectural styles, unified by the scale and function of main street. Functionally, it is still a 19th century village, with home, school, church, commercial and government uses in close proximity. This creates a walkable community, with a high degree of livability and sense of place.

Aerial view of 2nd site after potential
Conventional Infill Mixed Development



Under current zoning in the example town center, lot size and setback requirements, minimum areas for parking, and open space requirements for each building lot make it hard to build anything without tearing down existing buildings and consolidating lots. While this had slowed development to some extent, typically its only a matter of time before the rewards to develop outweigh the costs of pursuing this inefficient style of development. It also means that development is also likely to be driven, not by local residents, but by corporations in some cases looking to expand franchise coverage. The result often does not relate to the existing village in either scale or appearance, which tends to favor automobile over pedestrians, and which almost ensures the loss of historic character and architecture that remains in the village.

Aerial view of 2nd site after potential
Creative Infill Mixed Development



Design concept: New uses are required to conform to the visual character and physical patterns of the existing village, rather than the other way around. The emphasis is on maintaining a compact, pedestrian-friendly environment, while meeting the demands of the marketplace for convenient vehicular access and parking.

Uses: A mix of residential, commercial, institutional uses would be encouraged, with an emphasis on smaller scale businesses that could fit into existing buildings or new buildings at a compatible scale.

Access: shared curb-cuts between parcels reduce conflicts between cars and pedestrians and improve the streetscape appearance. Driveway connections cross lot lines,

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minimizing curb-cuts and allowing customers to visit neighboring businesses, without pulling back onto Main Street. Drive-thru windows and associated queuing lanes at the rear of buildings allow a needed function, for many modern businesses, while keeping the streetscape pedestrian friendly.

Parking: Parking lots at the side and rear of structures break areas of asphalt up into smaller units more in scale with existing structures.

Architecture: Existing buildings are retained, with additions placed to the rear in compatible architectural styles. Larger uses are accommodated by connecting existing buildings together.

Landscape: Shade trees would be added, and existing trees preserved which would shade new parking lots and reduce their apparent scale. Evergreen shrub plantings screen parking from view.

Streetscape: Improvements to and maintaining sidewalks, addition of benches and trash receptacles, and pedestrian-scale street lights encourage people to walk to and between uses. Existing utilities could be buried, improving the appearance of the street, opening up views of historic structures and preserving trees.

INTRODUCTION - PUBLIC INPUT

Other Possible Planning Issues for Discussion

Overall Planning Project Considerations

- √ Future growth potential
- √ Attracting growth
- √ Promoting current businesses
- √ Curb cut\access management
- √ Drainage \ erosion control
- √ Water quality
- √ Historic character street layout
- √ Historic building styles – design issues

Residential Project Considerations

- √ Building setbacks vs build-to lines
- √ Lot sizes, larger vs smaller
- √ Pedestrian scale or walkable to\from
- √ Highway frontage development vs new roads\streets
- √ Soil Conditions influencing development patterns
- √ Dead-end streets vs loop streets
- √ Clustering
- √ Cost effective services
- √ Future infrastructure needs
- √ Connections between developments

Commercial Project Considerations

- √ Shared access drives
- √ Building setbacks vs build-to lines
- √ Lighting – excess glare, safety
- √ Landscaping - buffering, screening
- √ Yard front & parking lot buffering
- √ Parking to the side or rear
- √ Signage, size, total allowable
- √ Buffers \screening between land use types
- √ Mixed use development
- √ Pedestrian scale or walkable to\from
- √ Area pedestrian access and flow
- √ Business hours of operation
- √ Maximum building heights
- √ Connections between parking areas\developments

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HISTORIC & RECENT TRENDS

CHAPTER II HISTORIC & RECENT TRENDS

Brief History

Chaumont is named after the estate in France owned by James LeRay De Chaumont. James LeRay acquired some 350,000 acres of land in Northern New York as payment for assisting the fledgling United States during the American Revolution. Lyme's name was suggested by a former resident of Lyme, Connecticut.

Prior to European settlement, much of the area consisted of frontier wilderness, being primarily uninhabited, except during Native American fishing, hunting and trapping expeditions. Natives of the Onondaga Nation are believed to have first frequented the area to fish. Later, the Iroquois and Algonquins claimed the territory. Still later, the Algonquins were driven off by the Oneidas. Oneida use consisted mainly of occasional hunting and trapping due to frequent raids from hostile tribes across the St. Lawrence River. It is written, however, that a 5 acre native settlement was located on Point Peninsula near Three Mile Bay.

After the Revolutionary War, New York State acquired title from the Oneidas and in 1791 sold this section (whole of Jefferson, Lewis, St. Lawrence and part of Oswego Counties) to Alexander Macomb who headed a group of land speculators. The region forming the Town of Lyme, except Point Peninsula (which was part of the Chassanis tract), was part of historic lot number four of the Macomb Purchase. Initially taken from lands once part of Brownville, Lyme (formed in 1818) included areas that eventually would become the Towns of Clayton (1833) and Cape Vincent (1849) as well.

Under James LeRay's direction in 1801, two of his agents and a group of companions came from Ulster County by waterway through Oswego and entered Chaumont Bay to establish a settlement. They then sailed up the Chaumont River about two and one half miles and settled on the north side of the stream. At this original settlement, now known as Old Town Springs, they built a large double log house to be used as a store and dwelling, and a frame building. From this original location, a well marked trail led to French Creek, only twelve miles away. After heading east for the winter, their spring return proved it to be an unhealthy location when stagnant water from flooding led to rampant malaria. The mouth of the Chaumont River was later chosen for settlement in 1803.

Later in 1803, the Village was surveyed into a town plat. A saw mill was constructed; a tavern in a log house opened; and a warehouse were erected. Several families for the first time located there for permanent settlement, mostly from Ulster County. They flourished for a year or two. However, in 1806, the saw mill failed, lake fevers were prevalent, several deaths took place, and village growth halted. In 1805, construction of a vessel was begun by a New Yorker, who died before it was finished. The first school opened that year.

At this time, land was cleared on Point Salubrious, named that by James LeRay because of its freedom from Malaria. This 'healthful' place and its shoreline fisheries promoted its settlement. Also in 1805 others settled on Point Salubrious who opened a store of goods at Chaumont. Other early settlers on Point Salubrious included Silas Taft.

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When the War of 1812 began, there were less than a dozen families settled. There was an inn north of the bay, but with few exceptions the area was an unbroken wilderness. At the advice of General Brown, the inhabitants began building a block house, on the north shore of the bay, in front of the stone house of F. Coffeen, which had been commenced in 1806, but was unfinished. A detachment of British soldiers assured the residents that if they would tear down their block-house their properties would be respected. Pieces of the block-house were then used to erect a school on Point Salubrious, a store, and a cooper shop.

Point Peninsula's first settlers arrived in 1812 and 1814. Among the early settlers were the Wilcox brothers from Stonington, Connecticut who established the settlement of Wilcoxville. Additional settlers arrived in 1817, and still more families arrived about 1822 and 1825.

To settle the area's densely forested lands, the earliest settlers had to create clearings first for constructing living spaces, and then for formation of cropland. A need for raw materials and to dispose of unneeded timber brought about the construction of saw mills, along with asheries to create potash. Potash was then sold to manufacturers of glass, soap, gunpowder, and fertilizer. Potash production provided many early settlers with a way to obtain badly needed cash and credit as they cleared their wooded land for crops.

In 1803, a State road was laid out through the village from Brownville to Port Putnam (Millans Bay) on the St. Lawrence River. In 1814, a road was constructed along the length of Point Salubrious. In 1815, James

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LeRay was to build a turnpike from Cape Vincent to Perch River. During the next year, this turnpike was to be extended to Brownville. The crossing at Chaumont was by Ferry until 1823, when funding for a wooden toll bridge was secured. By 1849, funding borrowed on credit from the Town, was secured to build a substantial stone bridge across the Chaumont River. With poor road conditions at various times, most travel, communication and commerce were still primarily conducted over waterways until better methods were developed.

As mentioned, early travel was by way of Lake Ontario and the St. Lawrence River. As steamboat use became prevalent on the system, waterway travel became more dependable. The completion of the Erie Canal in 1825, brought the port of Sackets Harbor into great importance. Much of the County's commerce then turned toward that port by water to Oswego and to the Erie Canal via the Oswego Canal.

According to the Lyme Heritage Center, during the 1830's, sheep farmers were prevalent in Lyme. Woolen factories were also important until the 1860's and 1870's. However, after the railroad connected the area to far away markets, dairy farms increased in popularity as more became established during the 1870's and 1880's.

In 1848, a cheese factory was established on Point Peninsula. At that time, prior to electricity being available and home refrigeration, milk that was not used on the homestead was primarily used to make cheese. During the height of business, 32 patrons supplied milk. A 2nd cheese factory was later established. A 3rd cheese factory was also established in Chaumont. Cheese making at Pt Peninsula ceased in 1926 when

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milk was trucked to Limerick, which had a larger cheese factory.

In 1851, the Chaumont branch of the railroad that connected Watertown to Rome was completed. By April of 1852, it had been completed to Cape Vincent, including a bridge over the Chaumont River. The rail line spur from Watertown to Cape Vincent existed for a century, from 1852 to 1952.

By 1853, the Village of Chaumont had fifty dwellings, five stores, several shops and warehouses, four saw mills (two driven by steam), a grist mill, rail road depot, and two school houses, and at least one church. It should be noted, however, that the former business location near the north side of the bay at the landing, had decreased, while the area near the depot grew since the completion of the railroad.

Three Mile Bay, situated at the old turnpike, three miles west of Chaumont, began to increase about 1836. From 1835 to 1853, Three Mile Bay became a station of ship building (at least 32 during the time), especially schooners, as well as several club boats for local regattas. Ship tonnage constructed in Three Mile Bay amounted to 6,410 tons by 1852.

Other area ship and vessel building efforts occurred on Point Peninsula (4 were constructed) and Chaumont where nearly 3,000 tons worth of vessels were constructed. By 1895, the shipbuilding industry had declined in Lyme.

By 1854, Three Mile Bay had about seventy dwellings, five stores, two taverns, three warehouses, wharves, two churches, and the usual variety of mechanics. Three Mile Bay was situated about a mile south of the

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railroad line, which helped business and industry diminish in prosperity over the next hundred years, by not being closer to easy transport to markets.

Also by 1854, Chaumont also became well-known for its important stone quarries, where in 1825-26, in 1837-40, and in 1851-53, vast quantities were taken to Oswego, for canal locks and piers, as well as for building construction. The stone was often loaded upon vessels at wharves, adjacent to the quarries. These operations employed 100 to 200 people at a time.

Farming by 1864 had affected much of the Lyme's acreage, with 20,803 acres being improved, according to the Jefferson County Atlas, leaving only 8,109 acres unimproved. Also according to the Atlas, the Town's population had reached 2,738 residents, there were 416 dwellings and 580 families. There were 17 school districts, teaching the 987 children. There were 857 horses, 1,370 working oxen and calves, 1,716 cows, 2,379 sheep, and 982 swine. Dairy products included 91,716 pounds of cheese, and 120,497 pounds of butter. Other products included 4,475 bushels of apples, 6,870 bushels of potatoes, 4,731 tons of hay, and 120,380 bushels of spring grain.

Fishing was another important early industry in the area, which at one time was considered to be superior to any other Town. By 1808, fishing with scoop nets became prevalent. Seines were soon after introduced. The seine fisheries were mostly conducted around Point Salubrious, but a few other places were also conducive to the practice. The main season for taking lake herring and whitefish was November, when the fish spawned along the shorelines. Around 1816 and for many years thereafter,

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not less than 10,000 barrels were caught yearly. The principal catch was lake herring (locally known as ciscos), as well as whitefish, pike, pickerel muskellunge, and bass. By 1895, however, the use of gill nets and other various causes, the fishing industry had dwindled to almost nothing in the area.

By 1895, Chaumont had two hotels, the Peck House and the National. Chaumont also had several seed dealers and a hay dealer for farming needs. Other businesses at the time were: the Copley Brothers - manufacturers of lime & limestone products, and merchants of lumber, butter, cheese, hay, and grain. The brothers were farmers and dealers of produce as well. A village grocer, druggist, and undertaker existed. Two livery stables, two blacksmiths, a builder and owner of vessels, and a saw mill, a wagon maker, an architect and builder, three physicians\ surgeons, several seed growers, coal and hay dealers, as well as a dealer in coal, farming implements, wagons and sleighs were based in Chaumont. They also had a grocer\baker, a merchant who sold drugs, clothing, boots, hats and furnishings dealer, who was also a postmaster. The Village had a hardware store, that also sold stoves and agricultural implements. Also present was another grocer, a coal dealer, house painters, and a meat market.

Also by 1895, Three Mile Bay had two general stores, a grocer who also sold furnishings, a furniture store, two harness dealers, a blacksmith, a planing-mill that sold sashes, doors and blinds, a saw-mill, wagon shop and millinery.

It should be noted that all of the early settlements in Lyme had direct access to the

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best and most reliable source of transportation, the waterways of Lake Ontario and the surrounding rivers and streams. The close proximity to the water would prove to be one of the greatest economic motivators for settlement and expansion. Not only would new settlers come to the area via the water, but transportation worked equally well in the reverse to export the goods produced to outside markets. One early large market was Boston.

Later, the railroad provided easy access to far away markets such as New York City for cheese, fish, and hay for horses. As roads and their maintenance improved, rail service became less important, especially after the interstate highway system was established in the 1950s.

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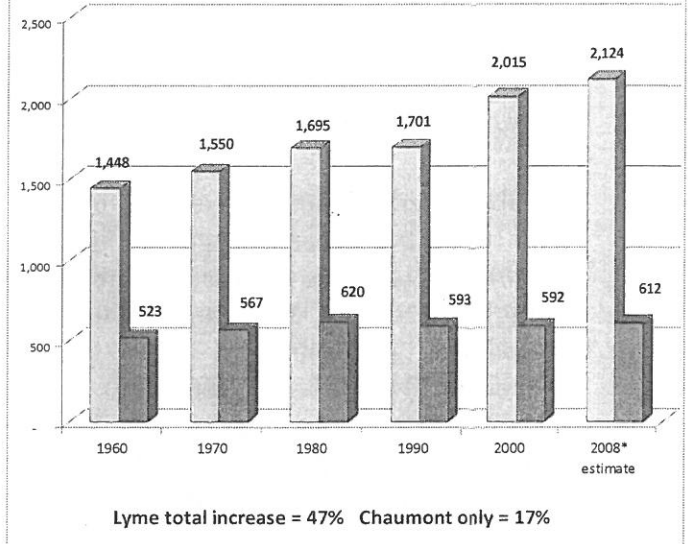
Recent Demographic Trends

According to the Census Bureau, recent population trends and an estimate show the Town increasing from 1960 to 2008 by 47 percent, shown by Figure 27. However, it would appear that the Town increased slowly from 1960 to 1990, and then by 2000 it had experienced a greater level of settlement. Chaumont during the same time period experienced one steady and one slight increase, separated by a decrease between 1980 and 1990. The village, however, is estimated to have increased by 17 percent overall since 1960.

County population also experienced relatively level population growth from 1960 to 1980, until the activation of the 10th Mountain Division at Fort Drum in 1985, leading to a 25 percent increase by 1990. The estimated increase after 2000 has been largely the result of another Fort Drum expansion, as Figure 28 illustrates. Overall, the County increase from 1960 to 2008 is estimated to be 34 percent.

From 1980 to 2000, Lyme's age groups (including the Village population) have followed the national trend of an aging population, or increasing numbers of individuals in the upper age groups, as Figure 29 illustrates. More retirement aged persons also reflect people "coming back" or "settling permanently" in Lyme after years away or years of seasonal visits. While those 35 and over have increased dramatically, Lyme meanwhile felt a decline in people aged 20 to 34, which could be due to a lack of local and regional employment opportunities for that segment. Similarly, most age groups under 35 declined in the time period except in the 5 to 14 age group.

**Figure 27. Recent Population Trends:
Total Town & Village 1960 - 2007**



**Figure 28. Recent Population Trends:
Jefferson County 1960 - 2008**

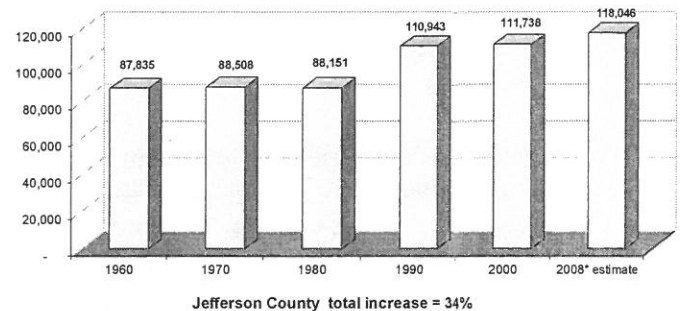
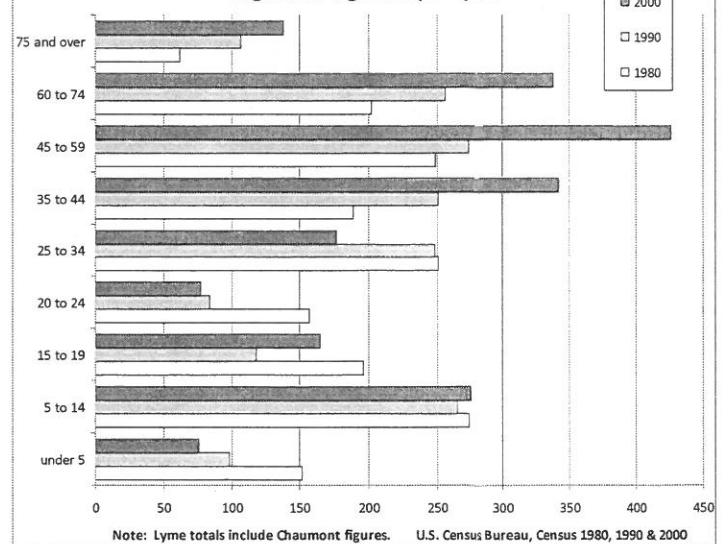


Figure 29. Age Groups - Lyme



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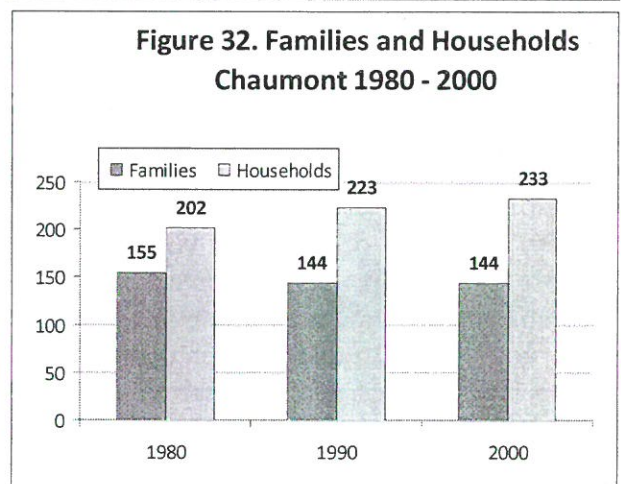
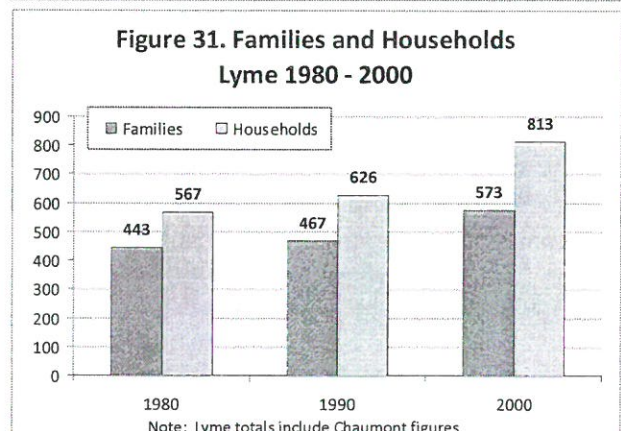
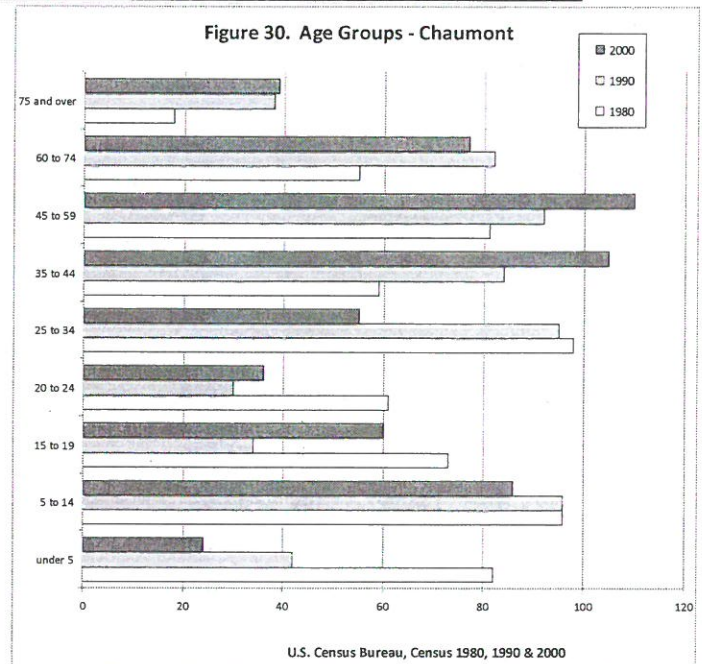
HISTORIC & RECENT TRENDS

As Figure 30 illustrates, Chaumont's age groups for the same time period also reflect the national trend of an aging population with increasing numbers of people above age 35 and a decrease of those under 35.

Similarly, families and households in Lyme have also experienced change, as Figure 31 illustrates. It shows increasing numbers of households from 1980 to 2000, with households increasing by 43.3 percent (including the Village population). This occurred while the number of families increased at a slightly slower rate, by 29.3 percent during the time period.

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

Chaumont's household numbers increased as well, albeit at a slower pace, as shown in Figure 32. However, the Village's families decreased during the time period. Households increased by 15.3 percent, while the total number of families decreased by 7 percent from 1980 to 2000. This trend of modest household increases with a decline in the number of families could be from the departure of some the 20 to 34 aged residents from households, leaving fewer families in the Village for the time period.



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Figure 33 illustrates the percentage of year-round to seasonal housing units in Lyme. In 2000, year-round units consisted of 39 percent of the Town total, while seasonal comprised the remaining 61 percent. These figures include the units in Chaumont.

Figure 34 illustrates the percentage of housing units that were year-round and seasonal in the Village. The pie chart reflects 94 percent of the units in Chaumont were year-round, with 6 percent seasonal in 2000.

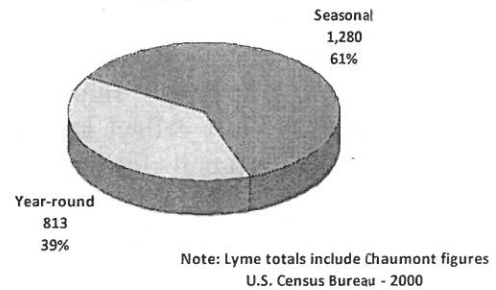
Figure 35 breaks down the total housing units, illustrating Housing Unit Status or the number of seasonal, year-round, owner occupied, and renter occupied housing units throughout the Town from 1980 to 2000. It shows a decline in the number of seasonal units with a 28.4 percent increase in year-round occupied units. Also, owner occupied units increased by 42.9 percent, while renter occupied units increased at a more rapid pace of 51.9 percent. Such changes reflect a pattern of conversion of seasonal units to year round (as some long term seasonal residents retire and convert their seasonal home to year-round), as well as additional year round unit construction.

Figure 36 reflects the Housing Unit Status in the Village from 1980 to 2000. It illustrates a decrease in seasonal units of 23.8 percent, an increase in year-round of 3.6 percent, and a significant increase in renter occupied units of 100 percent for the time period.

The next few figures on the following pages address the number of housing units by type, resident employment by occupation, and resident employment by industry in Lyme and Chaumont respectively.

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**Figure 33. Housing Units - Lyme
2000**



**Figure 34. Housing Units - Chaumont
2000**

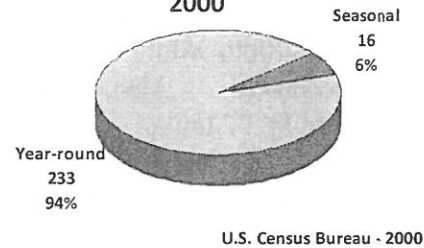


Figure 35. Housing Unit Status - Lyme

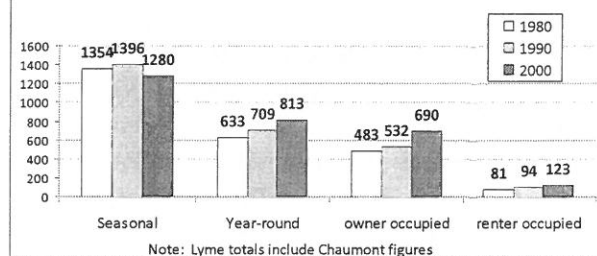
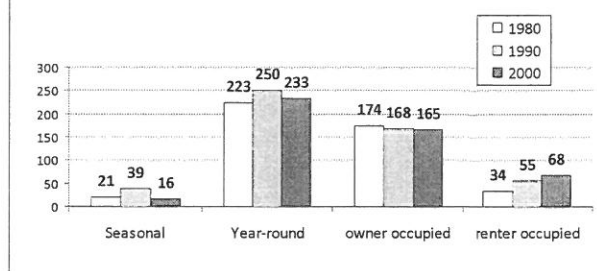


Figure 36. Housing Unit Status - Chaumont



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Figure 37 illustrates Lyme's housing unit types Town-wide from 1980 to 2000. The totals include Chaumont units, and include seasonal and year-round figures. Single family housing units reflect an increase of nearly two hundred units for the time period, with decreases in duplexes, mobile homes, and other units (most likely rv use).

Figure 38 illustrates Chaumont's housing unit types for the same time period. Similar to the Town totals, single family detached units increased in the Village by 15 percent from 1980 to 2000, while the number of duplexes decreased. Also, multi-family units increased by 22 units.

Figure 39 illustrates the Town of Lyme's recently issued Certificates of Occupancy for single-family & modular homes, mobile homes, seasonal homes, and multi-family units. Where applicable, the County Code Office, and individual Town & Villages, report on a quarterly basis, respective certificates of occupancy issued. Generally in Lyme since 2005, the number of single family homes constructed has been fairly steady, while mobile homes placed within the Town has decreased since 2005.

HISTORIC & RECENT TRENDS

Figure 37. Housing Unit Type * - Lyme

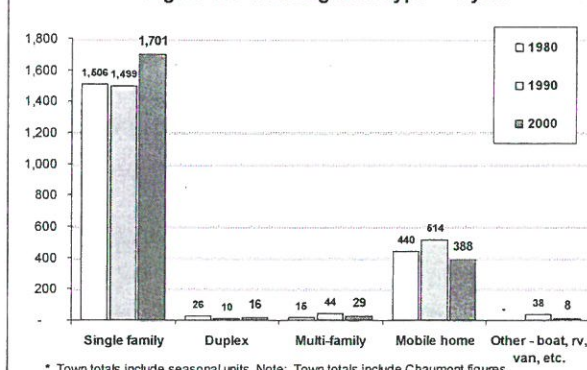


Figure 38. Housing Unit Type ** - Chaumont

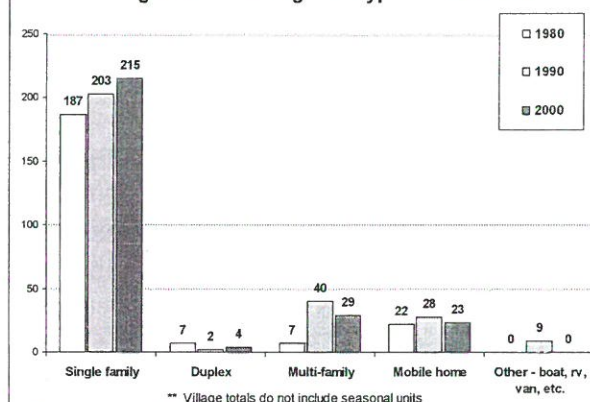
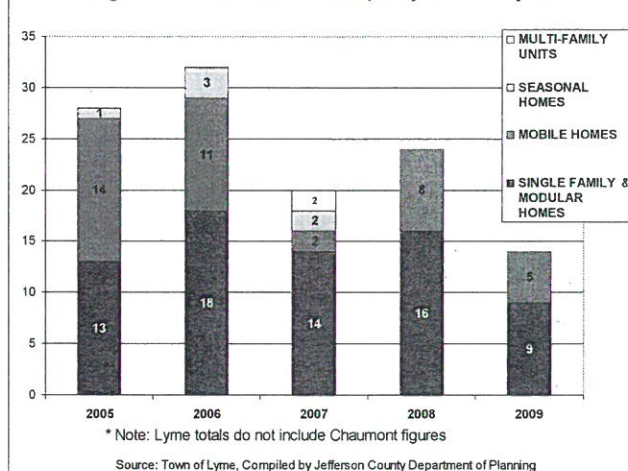


Figure 39. Certificates of Occupancy Issued - Lyme *



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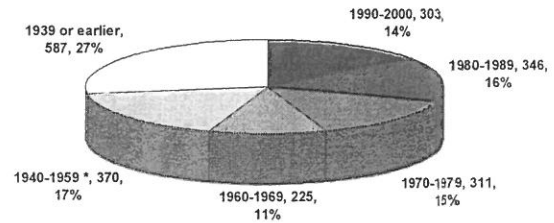
Examining the relative age of structures within a Town or Village provides a snapshot of the age of portions of the Town and Village's housing stock. New housing may not need as much maintenance and normally has a significant amount of its life expectancy remaining. According to the 2000 census, nearly one third of Lyme's structures were constructed prior to 1939, as illustrated by Figure 40.

Chaumont, however, as of the year 2000, had two-thirds, or 66 percent of its structures that were built prior to 1940 as shown by Figure 41. This reflects the presence of many of Chaumont's historic structures and that a visible legacy may still be present today, at least in terms of the ratio of older structures. This also can reflect that much of the community's growth may have occurred in previous decades. Similarly, Chaumont's lack of recently built structures with only 7 percent constructed from 1990-2000, reflects the relatively slow population growth and small number of new households.

Figure 42 illustrates Town-wide household income for the year 2000 (which includes Chaumont residents). It shows that 49 percent of Lyme's households earned between \$35,000 and \$99,000 in income for that year. In Chaumont, 53 percent of the Village households earned between \$35,000 and \$99,000 in the same year, as Figure 43 illustrates. Collectively, the two figures also illustrate that 13 percent of the entire Town households, and 18 percent of the Village households earned less than \$15,000 dollars in 2000, which meant that housing affordability and overall cost of living were and probably are important factors of life.

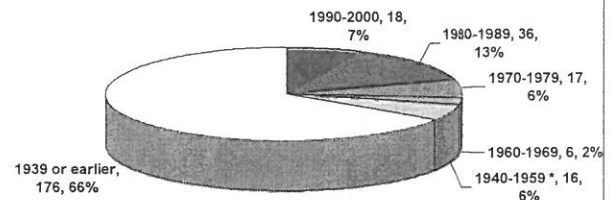
HISTORIC & RECENT TRENDS

Figure 40. Year Structure Built - Lyme



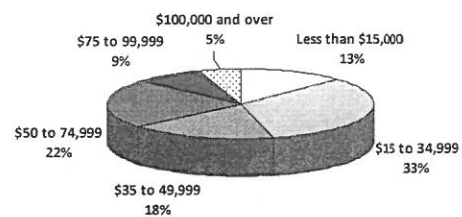
Note: Lyme totals include Chaumont figures, * 1940 to 1959 = two decades

Figure 41. Year Structure Built - Chaumont



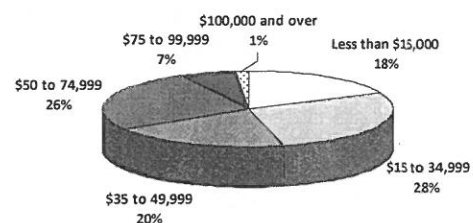
Note: * 1940 to 1959 = two decades

Figure 42. Household Income 2000 - Lyme



Note: Lyme totals include Chaumont figures

Figure 43. Household Income 2000 - Chaumont



According to the Census Bureau, resident occupations are the type or category of jobs that residents have, which may or may not be within the Town. Figure 44 illustrates the occupations that residents of Lyme held in the latest census available which was in 2000. As expected, management, professional, and related positions comprised the highest number of occupations of Town and Village residents with 278 residents in that occupational group (for a total of 32 percent of the resident occupations). Second on the list, were sales and office occupations, with 230 residents making up 26.5 percent of occupations.

Figure 45 illustrates the occupations that residents of Chaumont held in 2000. Similar to Lyme, the Village's largest occupational group was in the Management, Professional and related category, with 85 Village residents, which comprised 32.2 percent of the total. Also second in the Village was the Sales and Office category, with 80 residents, who comprised 30.3 percent of the total Village resident occupations.

Resident employment by industry is considered the type or sector of employment that residents work within. Again, the business could be located anywhere in the region, so the only measure is of the type of industry or employment sector only. Figure 46 illustrates the resident employment by industry category in Lyme. Educational, health and social services comprised the largest sector of employment for Lyme residents, with 205 residents, at 23.6 percent of resident employment. Second by industry was Retail Trade, with 125 residents, or 14.4 percent of the total.

Figure 44. Resident Occupations - 2000

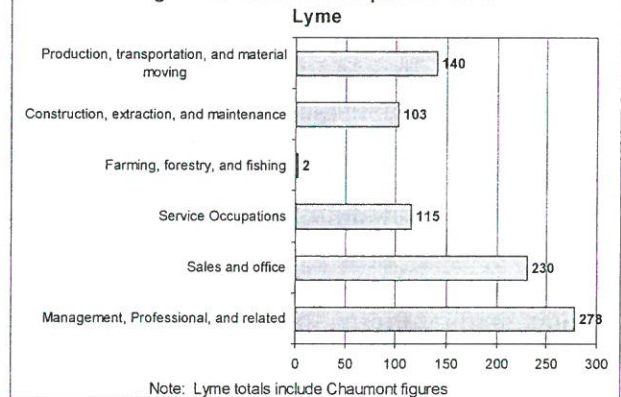
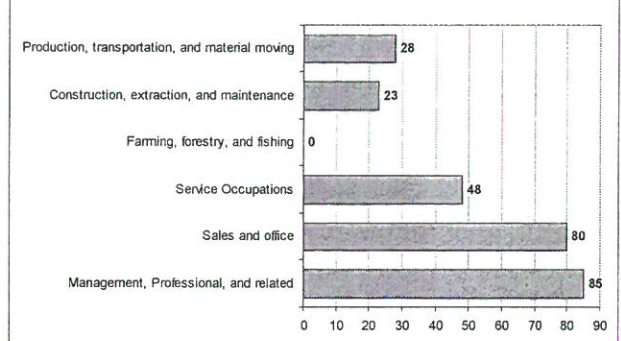
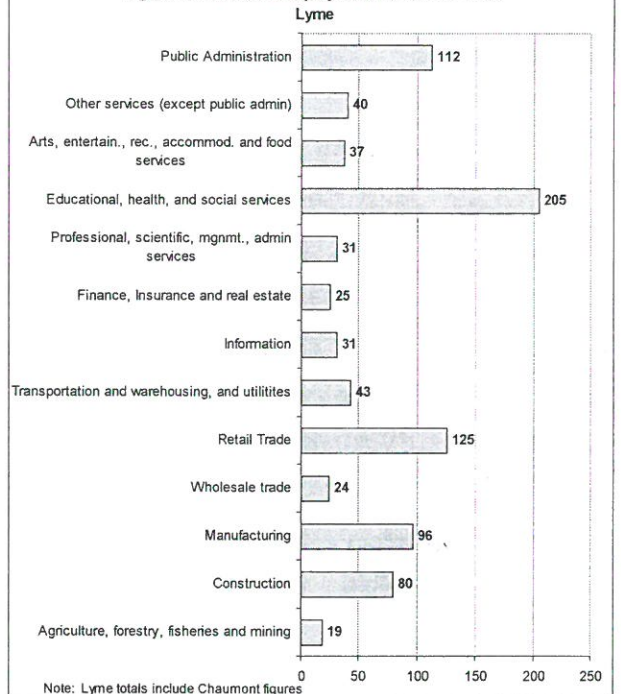
Figure 45. Resident Occupation - 2000
Chaumont

Figure 46. Resident Employment Industries - 2000



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Figure 47 illustrates the resident employment by industry category in Chaumont. As in the Townwide total, Educational, health and social services comprised the largest sector of employment for Chaumont residents, with 53 residents at 20.1 percent of resident employment. Second by industry was Retail Trade, with 42 residents, or 14.4 percent of the total.

Figure 48 illustrates Lyme resident's average commuting time to work from 1980 to 2000. As one can expect with the recent Townwide growth in Lyme noted in the population discussion, with a finite number of local jobs, commuting times increase as more people commute further to stay involved in the workforce. While most commutes are still less than 30 minutes, the 20 to 29 minute segment contained the highest number of commuters Townwide in 2000. Also of note, was the significant increase in commuters in the under 10 minute segment, from 1990 to 2000, more than half of which was due to a similar change in Village commuter times.

As mentioned above, Chaumont's residents experienced the highest increase in those commuting for less than 10 minutes to work, as Figure 49 shows. Of note, the Village also felt a decrease in those commuting between 20 and 29 minutes, and felt a significant drop in the 30 to 44 minutes segment.

HISTORIC & RECENT TRENDS

Figure 47. Resident Employment by Industry - 2000
Chaumont

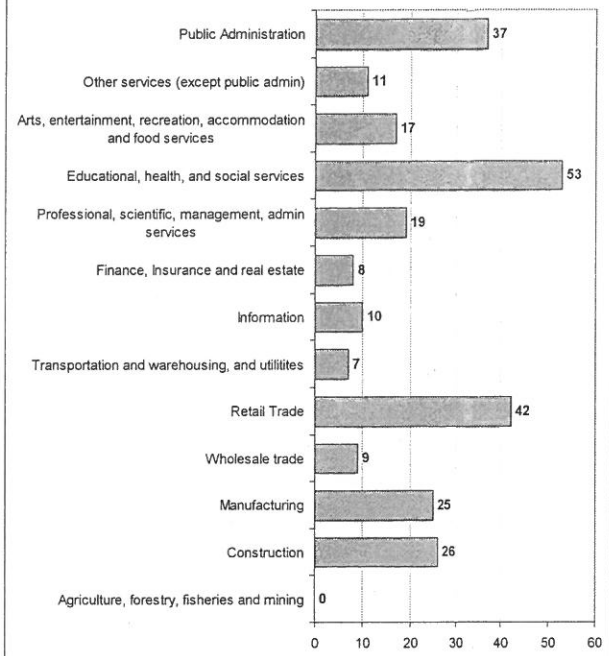


Figure 48. Travel Time to Work - Lyme
(In minutes)

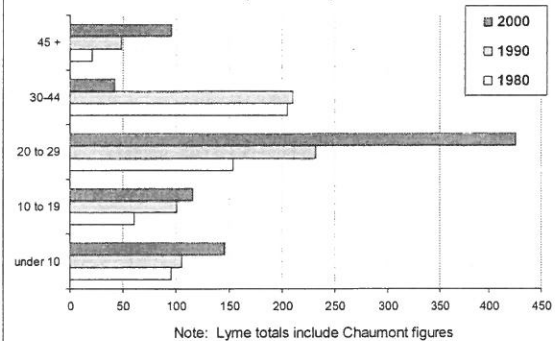
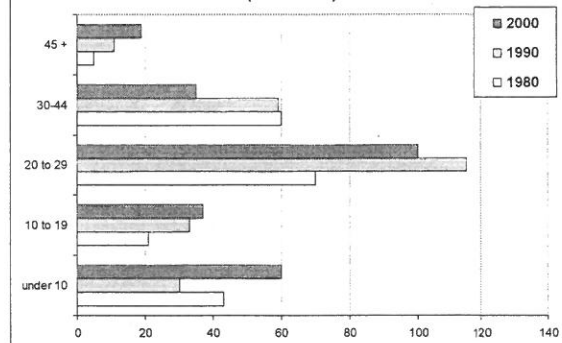


Figure 49. Travel Time to Work - Chaumont
(In minutes)



While Figures 44 through 47 on previous pages described occupations and industry categories in 2000, of additional interest are the number of local businesses that offered such employment opportunities. According to the County Business Pattern data published by the Census Bureau, there were 26 registered business locations within the Chaumont area (13622 zip code) in 2007. Such business establishments (NAICS industries) include those with paid employees. However, crop and animal production; rail transportation, National Postal Service; pension; administration; and most government employees are not included. Figure 50 shows that from 1998 to 2007, registered businesses in the Chaumont Zip Code area increased from 17 to a total of 26, and in the Three Mile Bay Zip Code the total was 6 in 1998 and 2007.

Figure 51 illustrates total employee levels for Businesses within the Lyme Zip Codes. As the figure shows, 1999 was a recent high in local employment at 181 workers in Chaumont area, while Three Mile Bay's recent peak was in 2000 with 20. More recently, 2006 had the lowest total in the Chaumont area during the period with 94 employees, a little over half of 1999's total.

Figure 52 illustrates the payroll trend for the same local businesses described in Figures 50 and 51, also from the County Business Patterns information. It shows payroll increasing from 1998 to 1999, decreasing between 1999 and 2000, and then increasing slightly from 2001 to 2004 in the Chaumont area. Therefore while the local number of businesses increased from 1998 to 2007, payroll experienced an early significant increase, a decline and some fluctuations, and lately felt slight increases in the Chaumont area.

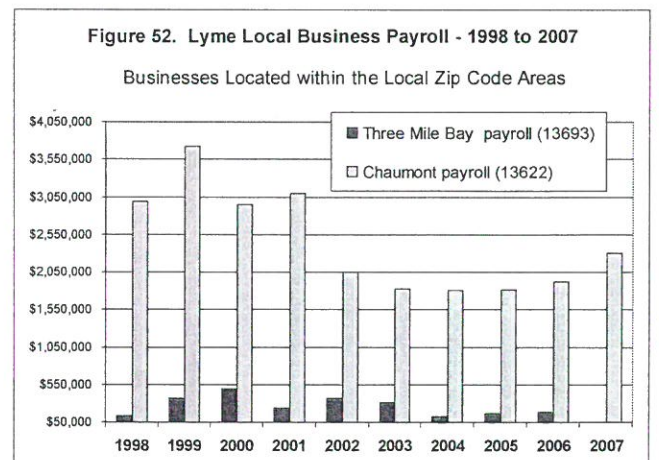
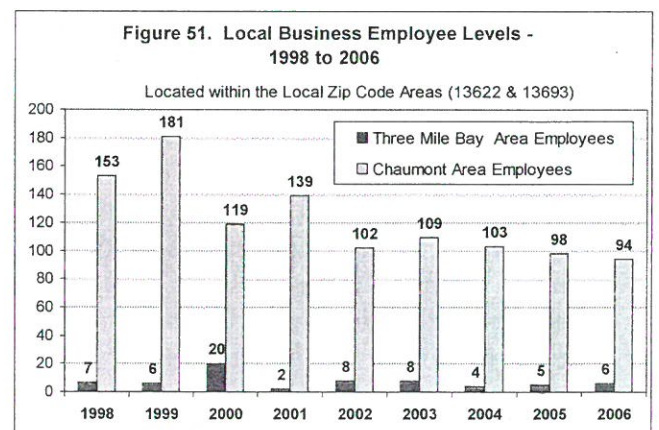
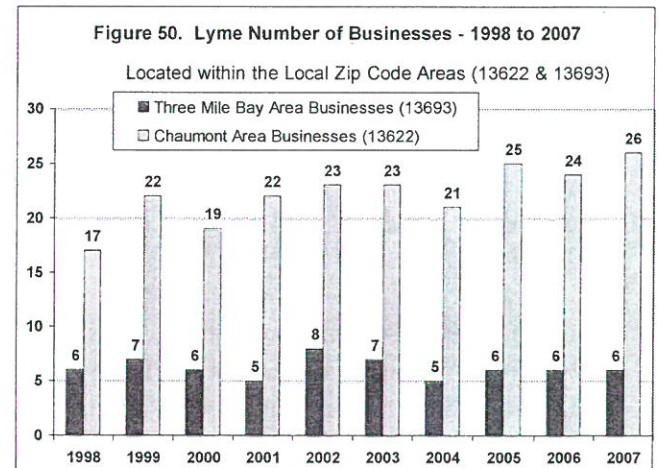
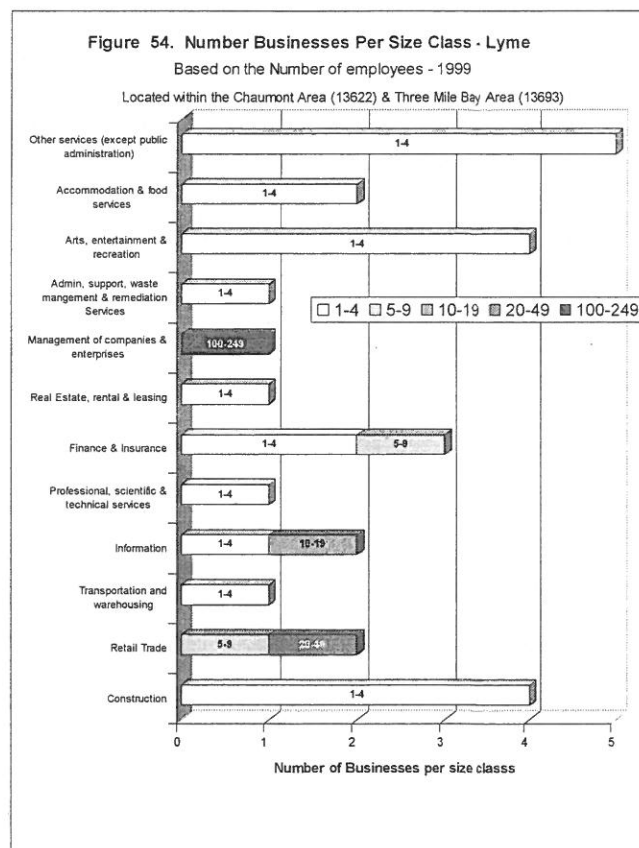
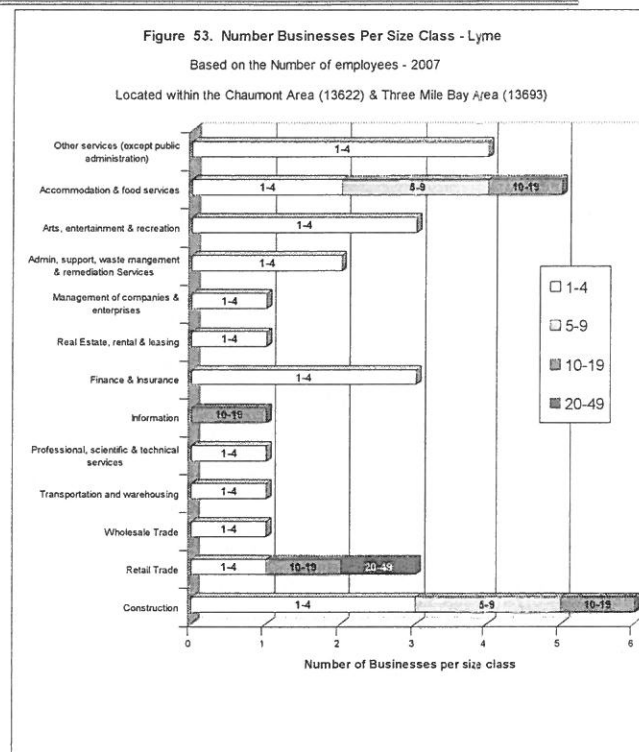


Figure 53 illustrates that of those local businesses in the Chaumont and Three Mile Bay zip code areas (13622 & 13693) in 2007, 23 of the 32 (72 percent) employed between 1 to 4 employees. It also shows that 4 other businesses employed 10 to 19 employees that year. This data illustrates that many of the current businesses in Lyme are indeed small businesses, at least in terms of total employees.

Figure 54 shows the same number of businesses per size class for the businesses in the Chaumont and Three Mile Bay zip code areas (13622 & 13693) in 1999. Comparing the business numbers from 1999 to 2007, it would appear that two of the construction companies increased in size (two were added), and two had more than 4 employees by 2007. Similarly, the number of and size of the accommodation and food service businesses increased in number and size as well during the time period.



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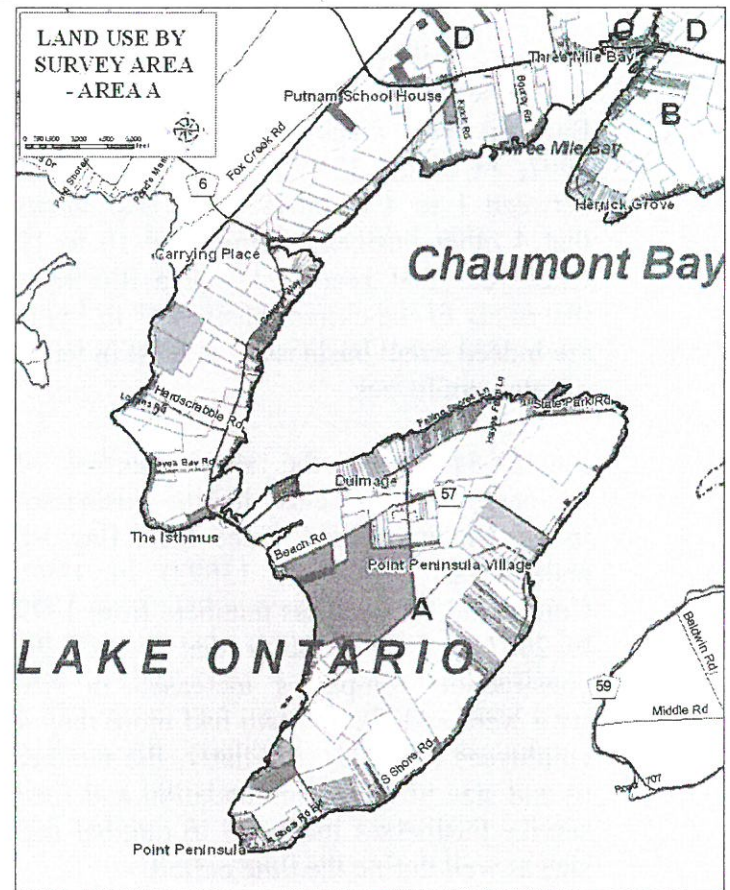
HISTORIC & RECENT TRENDS

Recent Development/Landuse Patterns














As noted in the Brief History section, Lyme over the years has experienced a distinct pattern of more dense community settlement in the Village of Chaumont and in Three Mile Bay, with spread-out homes in the more open agricultural and former farmed areas of the Town. The abundance and variety of waterfront property along Point Salubrious, Independence Point, Three Mile Point and Point Peninsula in Lake Ontario and along the Chaumont River originally led to settlement patterns, and during the last century have fostered seasonal homes and a steady increase in year-round homes along shoreline areas. Arguably, the views and scenic qualities along the waterfront have attracted settlement for decades and continue to do so.

The following images illustrate 2009 land use by parcel assessment according to the Jefferson County Real Property Tax Services Office, shown by Survey Area.

Town Land Use by Survey Area

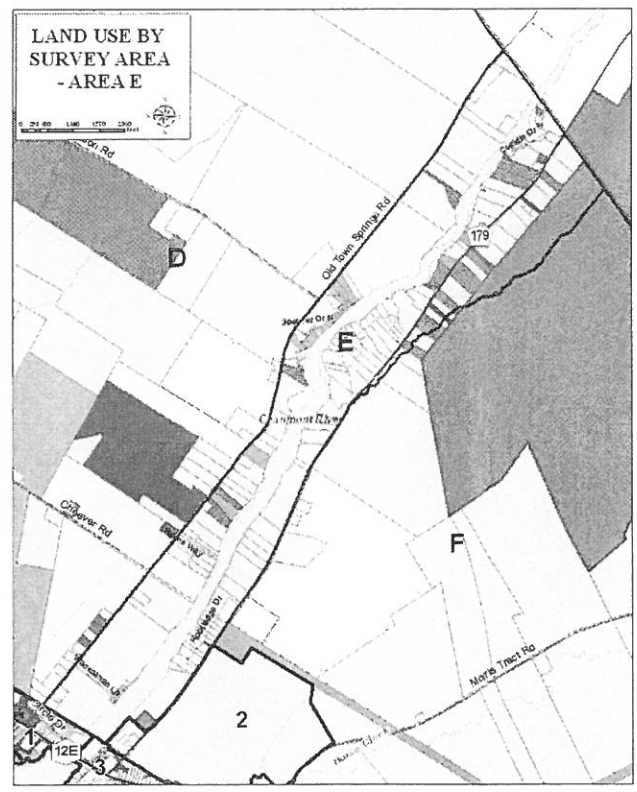
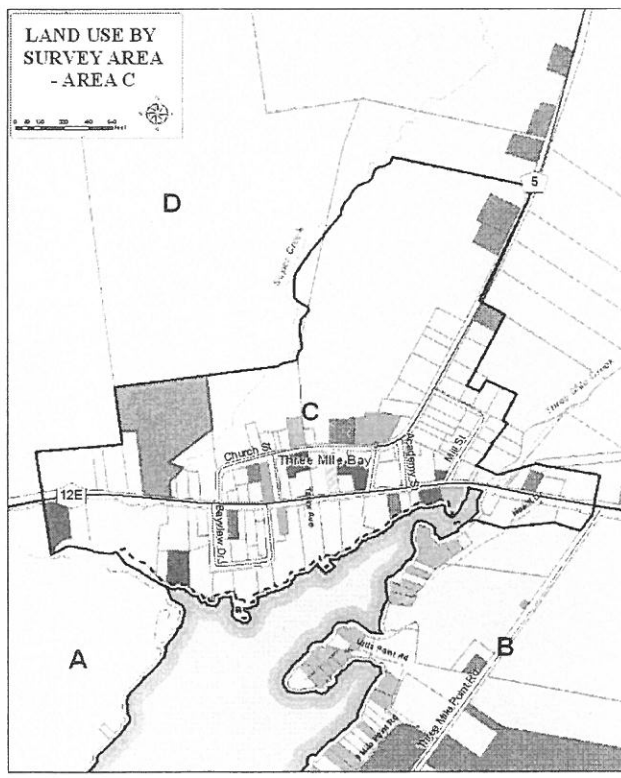
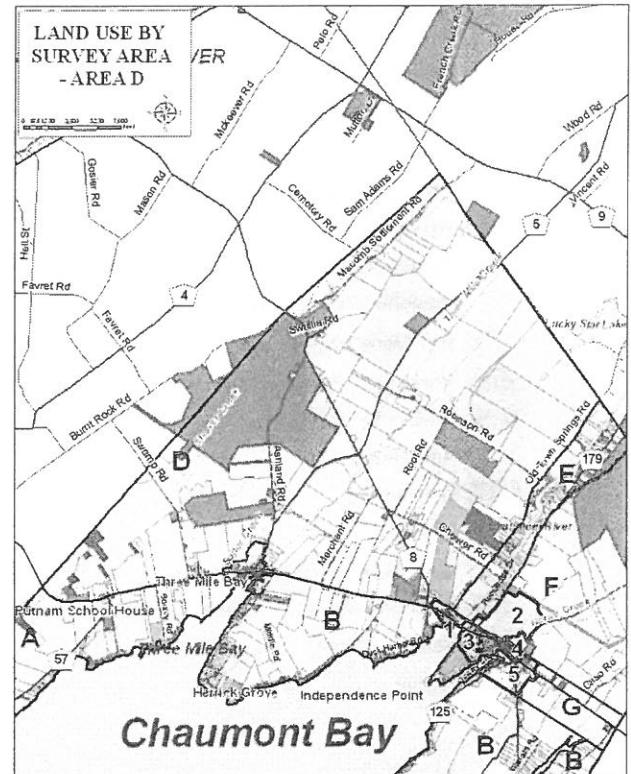
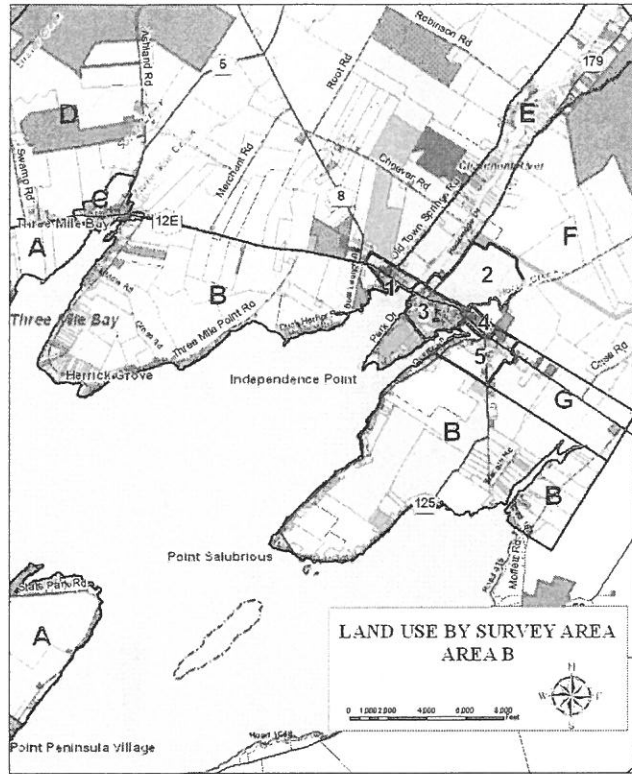


Legend

-  Survey Areas
-  Public & Private Open Space
- Land Use by Assessment: 2009**
- Category & Description**
-  Residential, One Family Year Round Residence
-  Residential, Rural Residence with Acreage
-  Residential, Multifamily
-  Residential, Seasonal Residences
-  Residential, Mobile Home
-  Agricultural
-  Commercial
-  Industrial
-  Community and Public Services
-  Recreation and Entertainment
-  Forest and Parks
-  Vacant

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HISTORIC & RECENT TRENDS

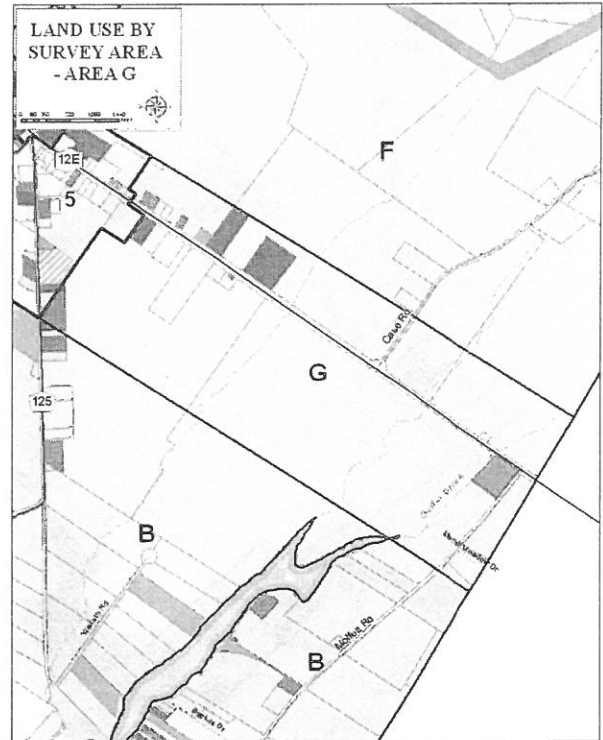
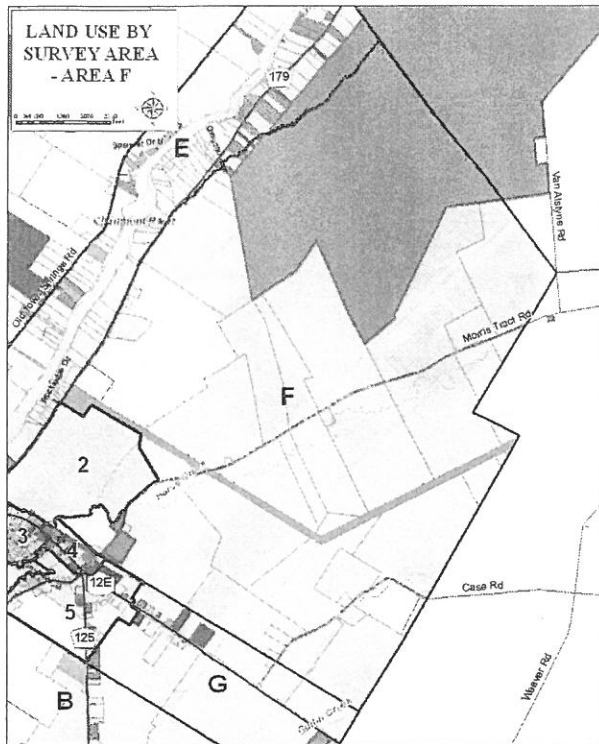


Legend

-  Survey Areas
 Public & Private Open Space

Land Use by Assessment: 2009**Category & Description**

-  Residential, One Family Year Round Residence
 Residential, Rural Residence with Acreage
 Residential, Multifamily
 Residential, Seasonal Residences
 Residential, Mobile Home
 Agricultural
 Commercial
 Industrial
 Community and Public Services
 Recreation and Entertainment
 Forest and Parks
 Vacant
-



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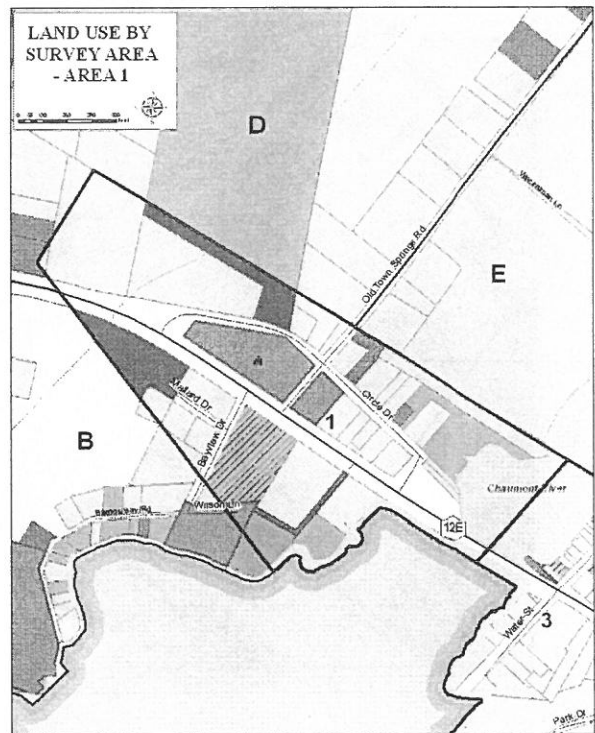
- Survey Areas
- Public & Private Open Space

Land Use by Assessment: 2009

Category & Description

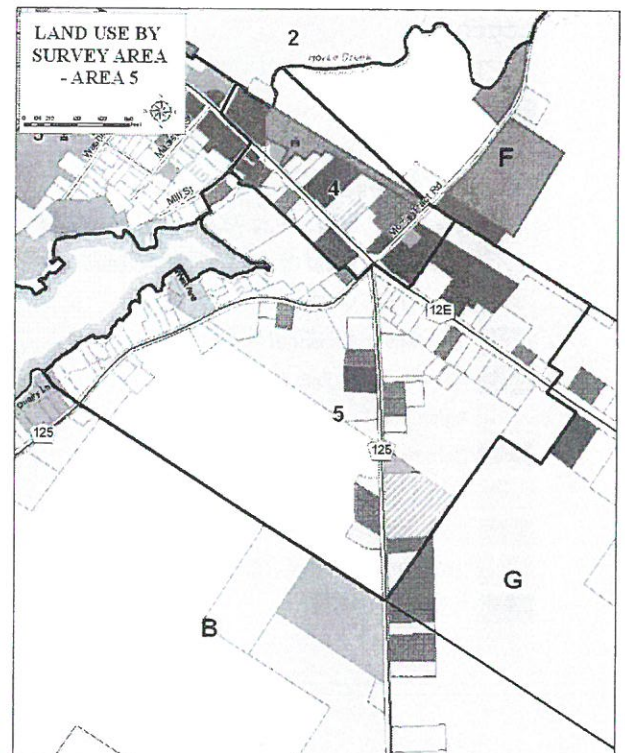
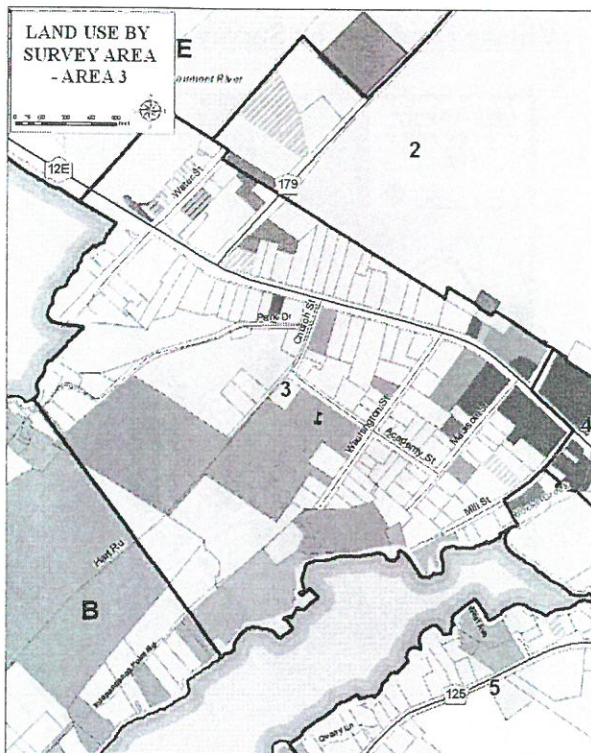
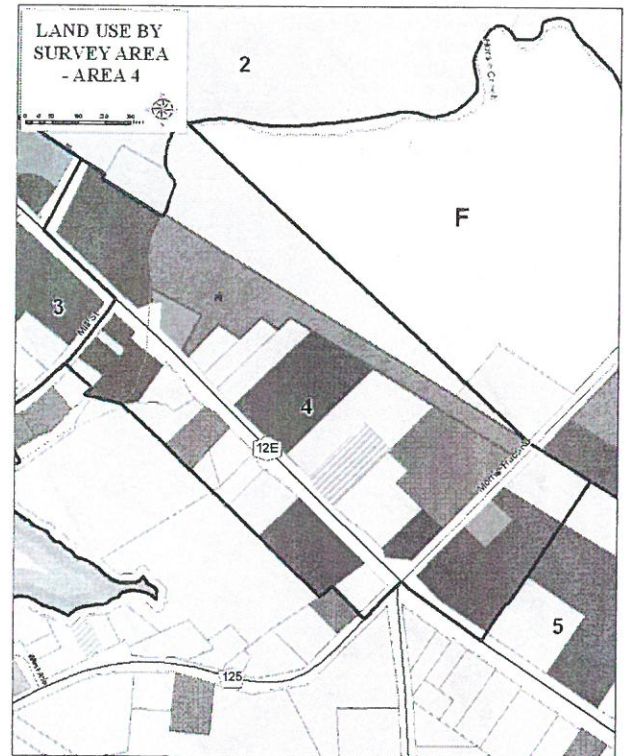
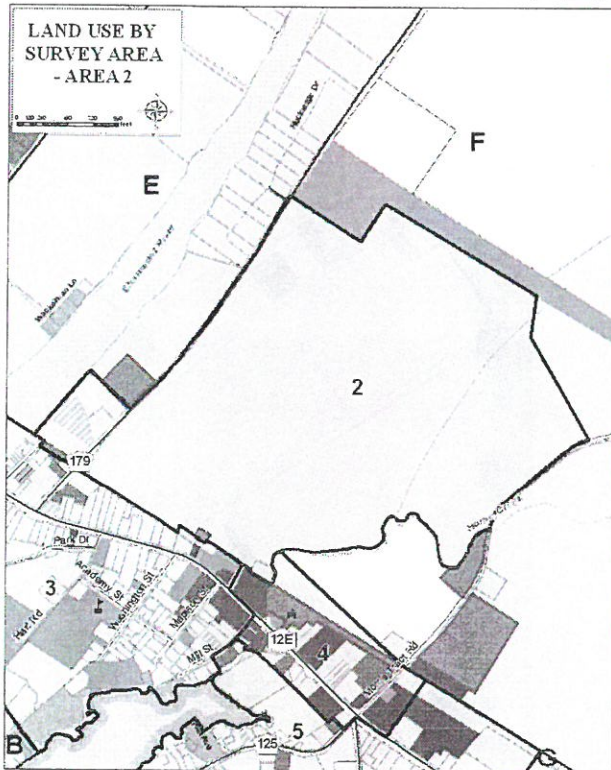
- Residential, One Family Year Round Residence
- Residential, Rural Residence with Acreage
- Residential, Multifamily
- Residential, Seasonal Residences
- Residential, Mobile Home
- Agricultural
- Commercial
- Industrial
- Community and Public Services
- Recreation and Entertainment
- Forest and Parks
- Vacant

Village Land Use by Survey Area



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Alternative Energy Sources

Renewable energy sources such as solar, geothermal, and particularly wind have gained in prominence in the area. Because such energy systems, while producing energy locally, can have regional, community and neighborhood impacts, local governments need to review their land use planning tools to regulate proposed renewable energy in a way that is reflective of community values and planning.

National, State and local (PILOT) incentives for alternative energy production have resulted in several potential solar and wind turbine projects proposed and reviewed in Jefferson County. Specifically, several solar grant projects are being pursued in the Towns of Clayton and Alexandria. Also, several wind projects have been proposed in the region. Completed in the summer of 2009, Wolfe Island wind facility, in Ontario, Canada included 86 turbines just across the St. Lawrence River from Cape Vincent. Two wind projects have been proposed in Cape Vincent including one with turbines in Lyme; a project in Clayton with some turbines proposed in Orleans; as well as a wind project on Galloo Island that has been approved in Hounsfield.

While grid capacity, project economics, community and wildlife impacts and other matters may affect project feasibility and ultimate construction, the solar and wind resources present in some areas in Jefferson County provide an environment that could encourage small and large scale solar and wind energy projects. The community and regional cumulative impacts of several potential project sites eventually operating within the area should be considered.

Any new solar, wind, geothermal, or other local energy proposals should be viewed in the context of their economic impact, visual effect on the scenic quality and visual character of the community; as well as their potential noise and other environmental impacts.

Although additional large scale solar and wind projects may be proposed, the Town should consider projects in appropriate areas that eliminate or at least minimize impacts within scenic priority areas, sensitive habitat, and concentrated residential areas. Furthermore, the potential visual, noise, and other impacts solar or wind turbines could have on residential areas and communities should be addressed as part of the review process and setback determination.

Wind projects have impacts on nearby land uses, historic and scenic landscapes and avian and bat populations. The location of any inventoried scenic views or historic sites/districts within or adjacent to identified wind sites should also be a factor for consideration. The location of any inventoried wetland or water areas that are home to birds or any rare or endangered species within or adjacent to identified wind sites should be a factor for consideration in evaluating the potential for these sites, as in many cases conflicts arise among between these uses. The location of prime bird habitat, scenic vistas or historic sites within identified wind resource areas may persuade local planners to avoid or set back such uses.

Standards and considerations for solar water heaters, photovoltaic panels, and other solar appurtenances, geothermal energy devices such as geo-exchange heating and cooling and ground source geothermal systems, as well as private, meteorological, and

commercial wind energy systems should be established. This will ensure such alternative energy systems may be accommodated in appropriate areas in the Town and/or Village while eliminating or mitigating the community impacts where possible.

Introduction

A direct correlation exists between the transportation network and the physical development of communities. The land use and travel generation relationship is constant because changes in one ultimately affect changes in the other. Transportation and land use must be coordinated to ensure a rational use of land, and a viable transportation network that continues to serve the community and region.

A major key to economic growth for many communities is to have a convenient link to the outside markets. Such access provides a way for goods to be available, as well as needed goods, services and employment levels that may not be found within the community. The most prevalent modes of transportation within Lyme and Chaumont are through roads and highways, waterways, and sidewalks where available. The remainder of this section will give an overview of the transportation system in the Village and Town, with the greatest concentration given to the existing road network.

Road or Highway Types

Roads offer the primary means of transport into and out of a given area or neighborhood. They also provide access to properties of all types. As noted in the brief history section, their quality affects growth patterns, access to commercial markets, and commuting patterns. Roads serve various functions throughout a given community. Arterials, major and minor collectors, and local streets and roads have different capacities and serve in different ways.

Arterial streets or highways are designed to carry major traffic loads through and within a given area or region. Arterials carry the highest volume of traffic and much of the traffic consists of longer trips. In rural areas, they serve as major thoroughfares. For planning purposes, arterial road service to abutting land should be subordinate to the movement of traffic loads. NYS Route 12E is considered an arterial highway through Lyme, Three Mile Bay and Chaumont.

Major collectors are streets that carry moderate traffic loads, gathering traffic from local streets and then emptying it into arterials. Similarly, **minor collectors** gather traffic from local streets, but also run through residential, commercial or industrial areas providing property access and traffic movement functionality. County Routes 5, 6, 8, 57, 125, and 179 serve as Collector Roads within Lyme and Chaumont. There are other local collector streets within Chaumont as well.

Primarily, **local roads** provide land access and have lower traffic volumes. Local roads typically make up the largest volume of mileage, but carry only a small portion of total vehicle miles of travel. Local streets offer the lowest level of traffic mobility and thru-traffic is often discouraged. Where on-street parking is permitted, they serve to store vehicles as well.

Road Design Capacities

In order to gauge the adequacy of the road system and measure proposals that could affect levels of service, generally recognized capacities should be examined. The numbers of expected vehicles per hour and average daily traffic levels are generally

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accepted guides to weighing project impact on road capacity. Example design capacity standards are shown in Table 1 and can be used for general planning purposes. They are flexible, however, and will be affected by other factors which must be taken into account during the design or approval of new streets and/or projects. The need for a developer sponsored traffic study should be considered when appropriate.

Table 1. General Street Design Capacities

street \ road type	Practical Capacity - vehicles per hour	Design Capacity - average daily traffic
2-lane city street, 2-way	600-750	6,500-8,500
2-lane city street, 1-way	900-1,100	10,000-12,000
3-lane city street, 1-way	1,300-1,800	12,000-14,000
4-lane city street, 2-way	1,100-1,600	12,000-18,000

Note: The capacities are based on typical traffic flow characteristics; 10% of total daily flow in peak hour; 60 to 65% of peak hour traffic in predominant direction of flow; 20% turning movement; 10% trucks; 50% green signal time.

Source: International City Management Association, 1979

Road Mileage

Vehicle traffic within the Town and Village travels along various state, county, town, and private roads and highways. Table 2 shows Town Roads comprise the greatest amount of mileage in Lyme, with about 43 miles of roads consisting of 52.3 percent of the automotive road system. County Roads comprise the second most amount of

mileage, with about 32.5 miles consisting of almost forty percent of the system. State Roads include about 6.95 miles, consisting of about 8.4 percent of roads in the Town.

Table 2. Town of Lyme Road Mileage

Ownership/ Maintenance	Mileage	Percent
Town of Lyme	43.18	52.3%
Jefferson County	32.49	39.3%
New York State	6.95	8.4%
Total	82.62	

Chaumont & Lyme Traffic Levels

Automobiles, trucks and other vehicles use the road system in their round-trip daily commute to work, recreate, purchase goods at retailers and for many other purposes. Also, deliveries are made, tourists travel, and some traffic goes through Town on its way to other destinations. Such traffic is measured periodically as well as estimated by the New York State Department of Transportation and by the Jefferson County Highway Department on their respective roadways. This is performed to measure traffic levels to help insure the roadways are operating within their design capacity levels or to identify areas of concern. Please refer to the Average Daily Traffic Level Map or Table 3. Traffic Levels to the right.

Table 3. Traffic Levels - State\County Rds

Average for any 24 hour period	
Roadway	Number of Vehicles
NYS Route 12E	
segment 1	2,485
segment 2	4,002
segment 3	5,239
segment 4	4,662

Table 3. Traffic Levels - State\County Rds

Average for any 24 hour period	
<i>Roadway</i>	<i>Number of Vehicles</i>
County Rte 5	
segment 1	119
segment 2	60
segment 3	65
County Rte 6	
	149
County Rte 8	
segment 1	480
segment 2	427
County Rte 57	
segment 1	50
segment 2	109
segment 3	186
segment 4	361
segment 5	476
County Rte 125	
segment 1	169
segment 2	283
County Rte 179	
	142

Sources: County counts compiled by Jefferson County Highway staff May thru August (2007-08)

NYS Dept. of Transportation, Region 7 (2007)

This information can also be useful to planners when examining a proposed project along a certain road, highway or intersection to help identify its potential traffic impact to the existing system. For example, a given business or group of homes will generate a typical number of vehicular trips per day based on the size of business, number of homes, etc.

Such expected trips can be weighed or compared to existing traffic levels. For example, roads or intersections are designed for a given number of vehicles. If a Village of Chaumont and Town of Lyme

proposed project is reviewed that could generate a greater number of vehicles than the design capacity of the road or intersection, then improvements to the roadway in terms of turning lanes, or intersection improvements should be considered. For reference purposes, a sample of expected trips generated by a few common land uses can be found in Table 4.

Table 4. Sample Trip-Generation Rates by Land Use

Type of Development	Average Weekday Trip-Ends
Single-family, detached	9-10 per dwelling unit
Townhouse \ Apartment	6 per dwelling unit
Fast food restaurant with drive-thru	500 per 1,000 sq. ft. of floor area
Supermarket	111 per 1,000 sq. ft. of floor area
Shopping Center	50 per 1,000 sq. ft. of floor area
Office Building	3 per employee
Light industrial	3 per employee

Source: Institute of Transportation Engineers
"Trip Generation." 6th Ed, 1997

Arterial\Major Collector Road Protection

New York State invests significant amounts of resources in its arterial road system. Such highways are vital links between communities and serve as essential corridors for commerce, trade, tourism, and recreational travel. However, in a familiar pattern, residential and commercial growth has occurred along many arterials serving

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the state's communities. This growth over time can create a need for costly highway improvements including additional travel lanes, bypasses, turning lanes, and intersection signalization. Unfortunately, few communities have enacted controls to address the rate and quality of this arterial roadside development, and taxpayers must bear the costs associated with strip development, traffic congestion, safety problems, and the resulting expensive remedial highway improvements.

Strip development occurs so slowly that it is seldom viewed as a crisis until traffic problems become severe. Development therefore is often allowed to continue in a haphazard manner until significant problems occur.

Arterials that carry large volumes of traffic are attractive locations for strip development. Residential and commercial developments locate along the arterial over time until strip development becomes the predominant land use pattern. The ability of the arterial to move traffic then becomes seriously compromised, resulting in increased traffic congestion and reduced safety. Ironically, it is often the small and medium-scale businesses that cumulatively create the worst problems.

Inefficient zoning, access points and street layout force businesses to connect access driveways to the arterial. If shared drives and/or side streets had been developed correctly, driveway access could have been rerouted to these streets. While NYS DOT has the right to restrict access on state roads to a point, they must allow access to properties adjacent to their roads, unless it is along a limited access roadway. Every parcel of land is required by law to have

reasonable access to it, and it is not always possible to limit driveways to a set spacing throughout the length of an arterial. In many cases, municipalities zone and allow subdivision of properties in a section of land in such a way that many small parcels must be granted access onto the arterial or else they would have no access at all. Additionally, such growth occurs not only on state roads, but also along county roads.

Local governments have the potential to better control land development along arterials and collectors. If it is a state controlled roadway, the local municipalities and the state jointly control the roadway and access to it. Reasonable access does not mean that access has to be provided directly off a main street or highway. In some cases, reasonable access may be provided off side streets or roads. Local governments therefore can prepare and adopt comprehensive planning and zoning ordinances to guide the overall development patterns and even prohibit strip development. Regardless of the existence of a comprehensive plan, municipalities can also enact access management controls to regulate the placement and design of driveways.

Pedestrian Considerations

Prior to the advent of the automobile, many communities flourished as pedestrian oriented, compact hamlets or villages. Chaumont and Three Mile Bay reflect this pattern in their historic downtowns and nearby walkable neighborhoods with churches and other destinations in close proximity. This development pattern precluded the need for many parking spaces at business locations.

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More recently, automobile dependent development that is more spread out with larger parking areas, results in building placement further from the street and residential areas. This pattern reinforces automobile dependency, which affects traffic levels and limits pedestrian options. Options for more mixed-use, more compact development should be examined to reverse this trend. Similarly, parking should be located to the rear and/or side yard, with bicycle and pedestrian pathways included to provide better pedestrian access. Maintaining suitable pedestrian scale and convenient access benefits storefronts by increasing the variety and likelihood of customer traffic from drop-in and destination shoppers. Ongoing sidewalk maintenance from residential areas as well as along Main Street affects the level of pedestrian access now and into the future. Chaumont has sidewalks within downtown and several neighborhoods nearby that connect to downtown. Three Mile Bay has newly constructed sidewalks along 12E.

Seaway Trail National \ State Scenic Byway

NYS Route 12E comprises the Seaway Trail Scenic Byway within the Town of Lyme. The entire Seaway Trail is a 518-mile multi-state Scenic Byway that coincides with the scenic shoreline of Lake Ontario and the St. Lawrence River within Jefferson County (NYS Routes 3, 180, and 12E). It encompasses the military history, agricultural ingenuity, shipping heritage, and recreational resourcefulness that shape the distinct setting. It also serves as the main road through the Town and Village, providing a direct link to Cape Vincent, Clayton and Alexandria Bay and many other State Parks on the St. Lawrence River. The Seaway Trail is a preferred route for large

numbers of bicyclists during warm weather. While it serves as the only official bike route, Point Peninsula and Point Salubrious see a fair amount of bike traffic as well.

Two Seaway Trail informational kiosks serve Chaumont, one near the Fire Dept. Park, and one near the telephone company.

St. Lawrence Seaway

The waters of Lake Ontario are traversed by a variety of boats and ships including pleasure craft of all sizes as well as freighters transiting this portion of the St. Lawrence Seaway. Smaller vessels and recreational boats are common to the area. Recreational and charter fishing vessels are more common during the winter months. Lake Ontario is part of the 2,342-mile long St. Lawrence Seaway, the only commercial shipping route between the Great Lakes and the Atlantic Ocean. The locks of the Seaway accept vessels 740 feet long, 78 feet wide and up to 166.5 feet in height above the waterline. The Seaway handles 3,000 to 4,000 ship transits and 30,000,000 to 40,000,000 tons of cargo during a typical navigation season. Large freighters are commonly visible along the shorelines of Lake Ontario and the St. Lawrence River.

Marinas and Other Boating Facilities

Lyme's lakeshore, including Chaumont Bay, contains several marinas of various sizes, two yacht clubs, and a few waterfront restaurants and motels, as well as several marinas that include campgrounds. Such businesses rely to a large extent on the summer lake boating season, including: recreational boating, sailing, kayaking, charter fishing, and sport fishing. Power boats of many sizes flourish during the

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summer. Year-round and seasonal residents, as well as visitors recreate on the unique bays and harbors in and around Chaumont, Three Mile Bay, Point Salubrious, Independence Point, Three Mile Point, and Point Peninsula. Boat launch facilities are described in the following chapter.

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Introduction

Lyme and Chaumont's community facilities offer year-round and seasonal residents, as well as visitors with a diversity of services and opportunities that may otherwise not be provided. Community facilities are buildings, lands, and services or other public improvements which serve the community. Public roads, discussed above, parks, water districts, the library and school are a few examples of community facilities.

The Town of Lyme and Village of Chaumont have a wealth of public or community facilities and have worked to increase such services while minimizing public expenditures in doing so. Other community facilities include Long Point State Park, boat launches, the public library, fire stations, Town/Village Hall, and the Village Beach. Additional public recreation areas include the Chaumont Barrens Nature Preserve and the Ashland Flats and Point Peninsula Wildlife Management Areas.

Recreational Facilities\Opportunities

Lyme offers many opportunities for warm weather recreational endeavors such as swimming, fishing, biking, walking trails, boating and camping. The Bay Breeze 9-hole golf course near Chaumont provides convenient golf opportunities within the area. Annual events include fishing derbies, a little league tournament, the Le Race De Chaumont (5k & 12k runs), the Tour De Chaumont Bay bike ride (25, 50, & 100 mile), and the Lyme Triathlon (600m swim or 3.5 mile kayak/canoe, 17.6 mile road bike, 4 mile run).

Winter recreational opportunities include ice fishing, cross country skiing and snowmobiling. The NYS Corridor Snowmobile Trail (maintained by the TI Snowmobile Club) connects Chaumont and Lyme to Cape Vincent, Clayton and Alexandria Bay via the Towns of Cape Vincent or Clayton.

Many public facilities in the community contribute to support these activities and other various events. Lyme Central School owns a total of 18.33 acres, including two soccer fields, one baseball diamond, one softball diamond, one outdoor basketball court, an outdoor playground, and a gym in the school.

The Village of Chaumont operates 1.5 acres of tennis courts and basketball court, a 2.4 acre park beach and ten acres of ball fields. The Nature Conservancy maintains an interpretive hiking trail at the Chaumont Barrens. The State of New York operates the Chaumont Boat Launch area adjacent to the west end of the Village on Boat Launch Road and another at Long Point State Park on Point Peninsula. Long Point SP encompasses 20 acres and includes facilities for camping, docking, shoreline fishing, picnicking, and a boat ramp. Facilities can accommodate a daily capacity of 1,000 persons. Annual attendance is approximately 14,000 persons. The State also manages Ashland Flats Wildlife Management Area, and the Point Peninsula Wildlife Management Area.

In and near the Village of Chaumont the Adams Chaumont Bay Marina and Campsites, the Chaumont Yacht Club, Crescent Yacht Club, Guffin Bay Resort & Marina, and the Sportsmans Hideaway Campground & Marina all offer seasonal

dockage, various boat marina services, and in some cases campground facilities. Near Three Mile Bay, the Hidden Harbor Campground & Marina offer such services, as does the Shangri-La Campground & Marina.

Boat Launches

For those who may not use the marinas, own waterfront property or do not have deep enough water at their property, there are several public boat launch facilities within the Town. New York State maintains a boat launch just outside the Village on Boat Launch Road off NYS Route 12E. Another boat launch exists on the Isthmus to Point Peninsula, and Long Point State Park maintains a public launch as well, also on Point Peninsula. A new NYS DEC public fishing site with boat launch is being developed in Three Mile Bay with picnic facilities.

Recreational Needs

A cursory assessment of the immediate need for additional recreational facilities in the Town of Lyme and Village of Chaumont is based on the analysis of existing supply and population characteristics matched to park and recreation standards. Future needs can be assessed by utilizing the same methodology, but population projections and recreational preference and trends information must also be considered.

According to National Recreation and Parks Association (NRPA) standards, 10 acres of park and recreation related open space should be provided for each 1,000 people. When this standard is applied to the Town and Village, with a total 2008 estimated year round population of 2,124 residents, the

minimal amount of park and recreation open space that should be provided area is 21.24 acres.

Developed park and recreational facility acreage in the Village and Town total about 34 acres. While most of the formal acreage may be located within the Village and the State Park on Point Peninsula, Chaumont also serves as the hub of school activities for the school district, and provides a central location for many cultural and historic activities in the community. However, a brief discussion of standards for various types of recreational facilities is listed below.

Certain types of recreational facilities rely on population density for their need level. The population density of the town of Lyme outside the Village was 27.5 people per square mile in 2008. The Village of Chaumont, however, had a population density of 505.8 people per square mile in 2008. This higher density warrants several levels of parks and facilities, which exist in the Village.

Play Lots

Play lots should be provided for preschool children up to 6 years of age primarily in conjunction with multifamily developments and where desirable, in single-family neighborhoods remote from elementary schools. Although Town-wide population density may not indicate the need for such a facility in Lyme, the Village density, especially as further development may be proposed, could warrant the development and maintenance of the new play lot centrally located.

Playgrounds

The playground is the chief center of outdoor play for children from 5 to 12 years of age. They also offer some opportunities for recreation for young people and adults. They should be of sufficient size and design and be properly maintained to serve both the elementary educational program and the recreational needs of all age groups in the immediate surrounding area. Lyme Central School has a playground currently. It is desirable to provide 3 acres for every 250 families (110 elementary school children).

According to the 2000 Census, there were approximately 270 youth within this user group in the entire town of Lyme (about 80 of which were in Chaumont) indicating that the present playground could be considered adequate. Therefore, the demand for this type of facility in the village is accommodated primarily at the existing school, especially as most town school-aged residents attend the Lyme Central School system. Access to the playground for town residents living further away, however, could be an issue when school is not in session. Three Mile Bay could warrant another similar facility.

Pocket Park

Pocket parks are small landscaped areas that are provided for the general public as a place for rest and relaxation. They typically are less than an acre and provided in more urban settings. Both the Village Beach and Memorial Park serve Chaumont in this capacity.

The 2008 population estimate of the town of Lyme would require 1 acre of this park type to meet NRPA's standards. Areas that serve

this function in Chaumont include: Village Beach (5 acres), and the Memorial Park open space area within Memorial Drive (0.36 acres) that includes marble picnic tables and walkway.

Playfields

Playfields are multipurpose recreation areas, primarily for the use of adolescents and young adults. They often include athletic fields for such organized sports as baseball, football, soccer, and track; playgrounds for the use of smaller children are also often included on the same site. Three acres of playfield space should be provided for each 1,000 persons served.

According to this standard, 6.37 acres should be provided town-wide (as of the 2008 estimate of population). Similarly, the 2000 population of the town between 5 and 24 years of age (430 people) at a minimum justifies the current playfields in Chaumont. While current demand is met at the school facilities, which include a playground, an outdoor basketball court, soccer fields, and baseball\softball diamonds. The fire department in Chaumont offers two tennis courts and a basketball court (0.86 acres). However, local practice schedules and tournaments do require additional fields at various times. Therefore, the Town of Lyme anticipates the refurbishing its two soccer fields and adding two new baseball fields just outside the Village, as well as one new softball field to expand practice capacity and allow local leagues and the number of teams in tournaments to be expanded as needed.

Neighborhood Parks

Neighborhood parks are designed for passive recreation such as sitting, as well as active areas for court and field sports and free play. They should be located within walking distance of neighborhoods. They can be either alongside playgrounds or playfields or as separate facilities. At least 1 acre of such space should be provided for each 1,000 persons served.

Community Parks

Community parks are usually larger than the other recreation areas within a community and can contain a variety of active and passive recreation facilities. At least 2.0 acres of community park land should exist for each 1,000 persons served. Therefore, this standard calls for over 4 acres of community parks. However, during the summer, the number of seasonal residents Townwide could heighten this need.

Residents in Chaumont recognize the need for a neighborhood or community park located along its waterfront. Most recently, the community survey indicated a desire for larger public neighborhood or community park that provided dockage or water access and areas to view the shoreline. This need is strong especially among those who may not own waterfront property, and could also be a destination for visitors.

Large Regional Parks

Major recreation facilities to serve large areas for day outings should be found in regional parks. A regional park would provide large picnic areas and such facilities as boating, swimming, golf, natural areas,

and ski/ areas, where appropriate, as well as large playfields including football and baseball fields.

A large regional park, which is usually the responsibility of a regional agency, county, or state authority, should be at least 100 acres and be within a half hour to an hour's drive for its users. Here, again such standards and guidelines vary with the characteristics of the area in question. The present town of Lyme population is served by several large regional parks within a half hour to an hour's drive.

Other Recreational Areas

Ashland Flats Wildlife Management Area is a 2,040 acre area managed by New York State comprised of two areas located two miles northeast of the village of Three Mile Bay, along the Depot and Ashland roads. Much of the land borders Burnt Rock Road and County Route 8. Ashland WMA is primarily an area of open meadows, second growth and young forests typical of the Lake Ontario plains. A snowmobile trail crosses through the WMA providing an important connection with adjoining trails. A walking trail was created when a water line was buried in an old railroad bed that crossed the WMA. There is parking for one or two cars on Burnt Rock Road. It is not a through trail. It is open to hunting and trapping during open statewide seasons and hunting hours. This WMA is one of the stocking sites for pheasant hunting in Jefferson County. Deer hunting is also popular on the area.

Point Peninsula Wildlife Management Area is a 1,045-acre area managed by New York State located on Lake Ontario on the western edge of Point Peninsula, 8.5 miles southwest of the village of Three Mile Bay. It is divided by Beach, South Shore and Pine

Woods roads. The Point Peninsula WMA is a natural wetland complex consisting of sand beach, dune, emergent marsh, grassland and wooded shrub swamp. The WMA is predominantly wetlands, with mix of grasslands and wetlands on the property's eastern edge. Public use of the Point Peninsula WMA includes hunting, trapping, wildlife observation and bird watching. Hunting and trapping occurs during open statewide seasons and hunting hours. The area is popular for Deer hunting.

Chaumont Barrens is a 2,100 acre nature preserve managed by the Nature Conservancy. It is one of the few remaining alvar grassland landscapes and offers a self-guided, 1.7-mile hiking trail. The area consists of flat rocky terrain of grasslands, limestone woodlands, cedar forests, pavement barrens and rare plant communities. Alvar communities are adapted to survive extreme conditions: shallow soils, regular spring flooding, and summer drought.

Statewide Trends in Recreation and Tourism

According to the most recent Statewide Comprehensive Outdoor Recreation Plan (SCORP 2009-2013), several other trends are expected to impact Recreation Needs in the future. Statewide, the population is expected to increase at a small rate over the next 20 years. However, large numbers of immigrants are expected to settle here from abroad; there will be a net out migration of younger New Yorkers, an increase in racial diversity is expected, and an increase in the proportion of elderly population resulting from both the aging of the baby boomers and the continuing increase in life expectancy. As the population ages and more of the baby boom generation enters

retirement, recreation providers may see demands for activities such as golf, relaxing in the park, historic site visitation, walking, and other passive activities increase. Similarly, with increasing numbers of elderly and retirees, leisure time patterns will change, with traditionally slow periods such as week-days for recreation and related visitation becoming more and more frequent during off-peak periods. This could require changes to the recreation infrastructure in some cases.

Another trend cited in the SCORP 2009-2013, was that today's youth are spending less time participating in outdoor recreational activities. Many factors contribute to this pattern, such as increases in electronic media use, costs of activities, lack of time, transportation to and from, competition with structured sports, a lack of awareness of available facilities, as well as safety concerns. A related trend regarding leisure time is that while the number of adult hours devoted to work over the past generation has decreased, passive indoor activities such as watching television has increased at an even greater rate. This alternate use of leisure time has decreased the availability of leisure time for outdoor activities for individuals and families.

One possible cause could be that while more leisure time has become available, it may be available in smaller pieces rather than large, contiguous blocks favorable to family outings and the like. It has been noted that the time devoted to outdoor recreation has increasingly been occurring during peak hours, which can put pressure on limited resources.

The future of travel, tourism and recreational activities dependent upon gasoline is more uncertain due to fuel cost

and availability. This could impact such recreational activities as snowmobiling, ATV usage, boating and camping. As a result, if fuel costs rise again, there could be a decrease in motorized recreation, and a resulting increase in non-fuel related activities. However, in 2007 and 2008, when fuel costs were relatively high, state campgrounds around the North Country had high occupancy rates. This could be due to the high cost of travel that led to shorter trips for recreation and increasing numbers of close to home vacations.

More specific trends for outdoor activities, participation rates and the number of activity days per year are shown in Table 5. It illustrates the percentage of the population participating in various activities, and the average number of activity days per activity in 2005.

Tourism Recreation Benefits

Lyme, Chaumont and Three Mile Bay's local economies offer residents, seasonal residents and visitors services and support facilities to expand their recreation potential throughout the area discussed above and in sections below. Capturing additional tourists that live and travel through the area is a constant challenge. Effective signage plays a role, but also building awareness via the internet has proven to be another critical tool for many communities throughout Jefferson County. Awareness of local resources, facilities and support businesses can be a crucial link to additional tourism trips within the community. More tourism visitors and their business demand could increase not only the number of local businesses, but also the level of services area businesses can offer.

Table 5 - Recreation Participation and Activity Days - New York State 2005

Activity	% Population Participating	Activity Days Per Participant
<i>Relaxing in the Park</i>	78.0	8.3
<i>Walking \ jogging</i>	64.1	33.9
<i>Swimming</i>	44.9	8.5
<i>Biking</i>	32.2	10.0
<i>Historic Sites \ Museums</i>	57.9	5.9
<i>Boating</i>	26.8	5.7
<i>Fishing</i>	18.2	5.8
<i>Hiking</i>	19.3	6.8
<i>Field Sports</i>	18.8	11.2
<i>Court Games</i>	24.7	9.3
<i>Tennis</i>	10.8	4.7
<i>Golfing</i>	12.7	10.9
<i>Camping</i>	26.9	5.6
<i>Hunting</i>	6.3	7.7
<i>ATV</i>	6.4	6.4
<i>Local Winter</i>	31.0	3.9
<i>Downhill Skiing</i>	7.8	5.1
<i>X-Country Skiing</i>	6.8	4.1
<i>Snowmobiling</i>	4.8	2.77

Source: Statewide Comprehensive Outdoor Recreation Plan - 2009-2013

Italics notes the Top 8 Recreation Activities in terms of Percentage of the Population Participating

Tourism Potential

It is recognized that while tourists do visit and recreate in Town and Village areas, there may be considerable tourism traffic that simply drives through the area on their way to other regional destinations. Capturing some of this pass through tourism traffic by expanding awareness through simplified or improved signage, brochures,

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advertising as well as possibly additional local destination development could be a potential goal for the communities. A visitor's center of some kind could address this need by serving of as a convenient destination to coordinate and house such information, as could many other activities to coordinate related steps and efforts in this direction.

Municipal Water Districts

Municipal Water is provided by the Village of Chaumont, through the Development Authority of the North Country's (DANC) western regional water line. The line generally parallels NYS Route 12E from Glen Park to Cape Vincent (along the former railroad right-of-way). Municipal Water is generally available throughout much of the Village.

Activity began in 1990 toward the formation of the Town's first water district, at the northwestern end of the Village of Chaumont. Town of Lyme Water District #1 was approved by the Town Board in 1993. By 1995, the water supply from Chaumont was secured. Extension of WD #1 on Independence Point was approved in 1997. It now totals about 43 users or hookups. Three Mile Bay's Water District #2 provides water to its residents with about 154 users or hookups.

Water District #3 provides water to the Bay Breeze Golf Course. Water District #4 serves about 40 users or hookups along Millens Bay Road and Cheever Road. Water District #5 serves about 50 users or hookups along Old Town Springs Road for another mile and a half beyond WD #1. Properties using private water sources in the Village included 31, within the Town

included 919 according to the 2009 real property parcel data.

Municipal Sewer Service

Municipal sewer service is available in the Village of Chaumont. The plant was funded through a grant/loan from USDA Rural Development and the NYS Revolving Loan Fund. Design capacity was 100,000 gallons per day, as of 2004. Treated effluent is discharged in Chaumont River Bay.

Lyme Free Library

The Town and Village library is located in the Village of Chaumont, on NYS Route 12E. The library is open on Monday and Saturday from 10 to 4pm, Tuesday and Friday from 10 to 8 pm, and Wednesday from 10 to 6pm. The library's holdings include over 16,000 volumes. They also have audio books and about 30 periodicals. The library currently has 5 computers with internet access for public use. The library has a children's room and hosts a weekly children's story time.

Post Offices

Currently, the US Postal Service has a Post Office located in the hamlet of Three Mile Bay and another in the Village of Chaumont, both on New York State Route 12E.

Educational Facilities

Lyme Central School, located in Chaumont, was originally built in 1941, and serves all grade levels. Several improvements have been made to the facility, including a heating system upgrade in 1978, a new gym in 1984, and in 1997 the addition of three classrooms and a library renovation. As of

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the fall of 2008, pre K-6 grade enrollment was 178 students, while grade 7-12 enrollment totaled 166.

Community Groups

The Chaumont – Three Mile Bay Chamber of Commerce actively promotes activities, events and businesses within the Town and Village. Events include the Lyme Community Field Days, fishing derbies, bazaars and craft fairs, the little league tournament (with about 48 teams), the Tour De Chaumont Bay bike ride, and the Lyme Triathlon.

The Lyme Garden Club actively undertakes projects that address the overall beautification of the Town and Village. Some of the beautification efforts include Christmas projects, flower planters situated at strategic locations, large garden maintenance, and garden and home tours.

The Lyme Community Foundation formed to provide community education and enrichment. They are based in the Copely House.

The community takes great pride in the Youth Commission activities. Its purpose is to establish, promote, supervise, and maintain sports, fitness, recreational, educational and cultural programs. Aimed at youth between 5 and 20, year-round and seasonal residents are welcome. The Youth Commission seeks to provide a diversity of programming to promote a safe environment for youth to develop both physically and mentally. The Commission provides many services and functions: organizing sports leagues and camps; coordinating summer recreation programs, supporting the Outdoor

Club; sponsoring trips and operating the teen center.

Historical Resources

The Lyme Heritage Center maintains information on local history and genealogy and offers a wealth of knowledge of the local past.

The Town of Lyme Multiple Resource Area was listed on the State and National Register of Historic Places in 1991. It encompasses twenty four components throughout the corporate limits of the Town of Lyme. Dating from approximately 1806 to 1831, the components reflect several major periods during the Town's history, including; initial settlement; economic and industrial development throughout the nineteenth century; the evolution of agriculture; and architectural history. The components include: homes; cemeteries; the Chaumont, Point Salubrious, and Three Mile Bay Historic Districts; churches and schools; and agricultural structures (NYS Office of Parks, Recreation, and Historic Preservation – Town of Lyme Multiple Resource Area Nomination Form).

Multiple Resource Area is a designation given to groups of properties within relatively close proximity to each other that are deemed worthy of preservation. Listing on the State and National Registers recognizes the importance of properties to the history of the country and provides them with a measure of protection. In addition, owners of income producing properties may qualify for federal income-tax benefits. Properties owned by municipalities and not-for-profit organizations are eligible to apply for state historic preservation matching grants. (NYSOPRHP, 1991)

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CHAPTER IV ENVIRONMENT & NATURAL RESOURCES

Introduction

The physical attributes and natural resources of an area typically have a direct effect upon the types of development that occurs. The weather, water bodies, soil types, landscape or slopes and major features as well as the presence of resources encourage or discourage various development patterns.

The Town of Lyme has long been influenced by its environment. As witnessed by its history, the lake and its harbors, creeks and productive soils have been constant contributors to its development pattern. Along Lake Ontario, seasonal homes and increasing numbers of year-round homes have taken advantage of its harbors and varied waterfront views. Horse Creek's power was harnessed during the Chaumont's early settlement for mills, helping establish early industry within the Village. The Town's productive soils allowed subsistence farming, and later, larger farms to be established, numbers of which still raise dairy, livestock, and produce hay and vegetables today.

Sometimes, the same soils that support pasture and crops have limitations for development such as high water table, shallow depth to bedrock in some areas, or other conditions such as clay soils that may limit septic system operation. The same landscapes that provide spectacular views of the lake and its harbors can often limit potential development patterns.

When studying past, present, and any potential future development, a careful examination of an area's physical

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characteristics must take place. This chapter describes the primary features of Lyme and Chaumont for general planning purposes. However, smaller site level variation and change should also be considered when debating specific development needs.

Local Climate

Although the relationship can be overlooked, local weather affects development patterns and resulting uses. Favorable summers have long influenced Lyme's history as they continue to affect waterfront seasonal and year-round home demand. In contrast, the relatively cold, snowy winters also affect the local area by limiting outdoor activity levels, resulting in some residents who spend their winters in warmer states.

The area's climate is characterized as humid-continental. Winters are long and sometimes severe, spring is cool and short, summers are warm and moderate, autumn is also warm, but usually short. The climate is influenced by the proximity to Lake Ontario. During the colder months of the year, the 'North Country' is known as 'snow country.' In late fall and winter months, the relatively warm lake provides moisture to air masses moving in from the west. These air masses then move over the area's colder land surfaces and encounter higher ground in a short distance. This combination of low temperatures and intervening high ground condenses the moisture and often causes heavy snowfall. Average annual snowfall in Lyme is closer to 80 inches (Watertown averages about 110 inches), but occasionally 200-300 inches can fall in any given part of the region (usually in the higher elevations).

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While the lake helps provide a source of snow during the winter, the large body of water also moderates the extreme cold in winter and the heat during summer.

Winds typically come from the west, often northwesterly during winter months and southwesterly during summer months. Such

Important Open Views and Viewsheds

The Town of Lyme and Village of Chaumont, have over 40 miles of shoreline (the most of any Town in the county) and 57.3 square miles (36,672 acres) of land in total, comprising many scenic landscape views. The Town's various landscapes are made up of a variety of elements, including the lake and its bays, river corridor, historic homes and businesses, agricultural operations, and other unique natural areas. The natural landscapes and historically relevant buildings form scenic views (in some case panoramic views) that are integral to the quality of life for residents and offer much of the appeal for those visiting the area as well. Promotion materials for the area often include any number of views touting the area's unique scenic quality and historic charm.

Throughout many areas in Lyme, sweeping views of the Lake, harbors, farm fields, and forest edges comprise many spectacular viewsheds. Along New York State Route 12E, also known as the Seaway Trail Scenic Byway as it transects the Town, there are several examples of such views visible from the roadway. The Seaway Trail Corridor in the Town contains agricultural operations, wooded areas, scattered residential areas and a few businesses.

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winds are influenced by the large open water found in Lake Ontario. Therefore, the presence of wind is relatively consistent throughout the year. More southerly winds sometimes occur, bringing warm spells at times, typically during summer or fall.

The sense of place for many residents and strong appeal to visit, settle, and remain here comes from such open spaces, scenic views and quality of life elements only found in Lyme and Chaumont. Further evidence was demonstrated in the Community Input Survey responses, where the natural beauty of the area received the highest rating in terms of its essential importance to quality of life among 11 aspects of the community.

Water Resources

Lake Ontario

The Town of Lyme and Village of Chaumont share their western boundaries with Lake Ontario as mentioned previously. Lake Ontario is the last of the chain of Great Lakes that straddle the Canada/United States border. While it's the smallest of the Great Lakes, its surface area is 7,340 square miles. It is relatively deep, with an average depth of 283 feet and a maximum depth of 802 feet, second only to Lake Superior. It is the 14th largest lake in the world and has a shoreline 712 miles long.

Lyme's shoreline, along Lake Ontario, has several bays that provide shelter from the lake's intense wave action. Chaumont Bay is the large bay area providing shelter along a significant portion of Lyme's western shore, with other smaller bays also serving recreational boaters and seasonal residents:

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Guffin Bay, Sawmill Bay, and Three Mile Bay.

Chaumont Bay

Chaumont Bay is about seven miles long and three miles wide. Its area covers about 15,320 acres and averages 15 feet in depth. The bay is sheltered from heavy winds largely by Point Peninsula and Pillar Point in Brownville and to a lesser extent, Cherry Island. Chaumont Bay is bounded by Guffin Bay at its east and contains two smaller embayments: Sawmill Bay, and Three Mile Bay.

Chaumont Bay is popular with boaters and hosts a series of sailing regattas annually. It also serves as the setting for the swim portion of the annual Lyme Triathlon. It also hosts a series of fishing derbies annually.

After this season, three State boat launches will be present in Lyme. One is at Long Point State Park on Point Peninsula (on Chaumont Bay). The second is located in Chaumont near the west side of the Village as described in the preceding chapter. The third will be completed in Three Mile Bay in 2010.

Wetlands

Wetlands are shallow areas commonly called swamps, marshes, bogs, wet meadows, estuaries, potholes, etc. As mentioned previously, these shallow areas are essential aquatic ecosystems that support the production of many types of vegetation, mammals, reptiles, waterfowl, fish and rare plants. Typically, wetlands are very productive, contributing greatly to biological diversity. Wetlands are very dynamic in

nature and can be vulnerable to human encroachment and damage.

Wetlands also provide flood and storm water control by absorbing and storing rain and snowmelt waters, thus minimizing flood damage. They also act as surface and groundwater recharge areas and help maintain important water sources. Wetlands buffer shorelines from erosion and help cleanse waters of pollutants through natural filtration and other processes. Please refer to the Wetlands Map for their NYS DEC classification and locations within the Town of Lyme.

Even more valuable is that wetlands provide habitat for fish, waterfowl and other wildlife. They are among the most productive ecosystems providing a forage base for all levels of the food chain including spawning fish, nesting birds and many rare and endangered species. Another value of wetlands is that they provide natural beauty and valuable open space that can often be used for education and recreation.

Floodplains

Floodplains are federally designated areas that have a higher risk to flooding. Such areas were mapped by the Federal Emergency Management Agency (FEMA) throughout much of Jefferson County. The program and mapping was designed to limit development in flood prone areas and to offer participating communities an insurance mechanism for protecting properties at risk of flooding.

FEMA's Flood Insurance Rate Maps (FIRM) show areas at risk based upon historic, meteorological, hydrologic, and

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hydraulic data, as well as open-space conditions, flood control measures, and development. Such flood prone areas have a 1 percent or greater chance of being flooded during any given year. Such areas have a 26 percent chance of flooding during a 30-year period.

If development is proposed in or near flood prone areas, the FIRM maps should be consulted. Community officials then use the maps to administer floodplain management regulations and therefore mitigate flood damage. Lending institutions and Federal agencies use the Flood Maps to locate properties and buildings to determine whether flood insurance is required when making loans or providing grants for the purchase or construction of buildings. Development should be monitored and avoided within such areas to protect the function of the floodplains as well as the health, safety, and property of the community's residents.

Coastal Barriers

In addition to areas designated as special flood hazards, two by the Department of the Interior as part of the Great Lakes Coastal Barrier Resource System. The two locations are identified as "The isthmus Unit NY- 64," and "Point Peninsula Unit NY- 65." In general, these areas lie at the isthmus and at the location of the previously discussed wetland area on Point Peninsula, respectively.

The Coastal Barrier Resources Act of 1982 established a system of 186 undeveloped coastal barrier units from Maine to Texas. The Act prohibits new federal expenditures and financial assistance within designated units, with limited exceptions. The Great

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Lakes Coastal Barrier Act of 1988 directs that undeveloped coastal barriers along the shore areas of the Great Lakes be identified and included in the Coastal Barrier Resource System. In summary, the two Acts are designed to discourage development of coastal barriers that are unstable and susceptible to flood and storm damage.

St. Lawrence Seaway

With regard to floodplains and coastal barriers adjacent to open water bodies in Lyme, there is one important factor to consider. The level of Lake Ontario, and therefore Chaumont Bay and the smaller bays in Lyme and Chaumont, is not fully determined by natural inputs of precipitation and flow from the Lake Ontario watershed and the other Great Lakes. The international St. Lawrence River Board of Control was established in 1952 when construction of the St. Lawrence Seaway was concluded. The main function of the Board of Control is to ensure that outflows from Lake Ontario (via the St. Lawrence Seaway) meet the requirements of the International Joint Commission (an entity created to resolve disputes over the use of waters along the U.S./Canadian Border). Many factors are considered by the Board of Control in their decision making processes, including the needs of shoreline property owners from Niagara County, New York to Quebec, and the needs of Montreal Harbor. In summary, decisions and actions regarding water levels that are not made locally have the potential for significant local impact.

Topography - Landform

The way the landscape is shaped, otherwise known as its landform, typically gives an area its unique identity or its 'sense of

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place.’ As mentioned previously, landform or topography also determines or influences the direction which development will expand, the potential for certain types of development, the costs of providing services and ultimately, the value of land. Flat land, for example, can ease some development costs affording greater accessibility; however, it may contain drainage difficulties. Rolling land offers views of the surrounding landscape, while development costs may begin to increase. Similarly, steeply sloping land can increase private and public development costs in terms of site leveling, services, and road construction dramatically.

The topography in Lyme varies, ranging from relatively flat to rolling lowlands and a few upland areas. The rolling lowlands are generally characterized by relatively flat to rolling land which slopes gently toward the creeks and the Chaumont River that drain into Lake Ontario as shown by the Water Features and Shaded Relief Map. Portions of this area have a high water table, as evidenced by numerous wetlands. Some areas also contain rock outcrops, with shallow depth to bedrock, and some areas of loamy soils (fertile soils containing clay and sand with other humus). There are several wetland areas along the western edge of the Town, as shown by the Water Features and Shaded Relief Map.

Geology

Much of central and western Jefferson County, including Lyme, was covered by a sea 450 million years ago that eventually left a belt of limestone across much of the area. Since that time, the glaciers and erosion left extensive flat areas and ledges of almost bare limestone in several areas in and

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around the Town, as described in Chapter II, History section.

Bedrock Geology

The area along Lake Ontario, including Lyme and Chaumont is located in the Ontario Lowlands physiographic region which includes sedimentary rocks of the Lower Paleozoic age. Much of the underlying bedrock is comprised of the Trenton group (Trenton Limestone) and Black River Group (Lowville Limestone and Watertown Limestone).

General Soil Conditions

According to the General Soil Map in the Soil Survey of Jefferson County, New York, published in 1989, much of Lyme is dominated by very deep to very shallow soils that formed in marine and glacial lake deposits, glacial till, as well as rock outcrops. The Town encompasses over 30,000 acres of mostly clay soils, with blue and Black River limestone underlying the surface at a depth of between 2” to 15” in random outcroppings throughout the Town. The topography of Lyme is generally level with some areas of relief. Northern Lyme consists of flat cropland while the Town’s three major peninsulas (Point Peninsula, Point Salubrious, and Three Mile Point) are characterized by gently rolling open grasslands.

Prime Farmland

Prime farmland is defined by the USDA as the land that is best suited to producing food, feed, forage, fiber and oilseed crops. It has the soil quality, growing season, and moisture supply needed to produce a sustained high yield of crops while using

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acceptable farming methods. Prime farmland produces the highest yields and requires less energy and resources on average, and farming it results in the least damage to the environment.

Prime farmland soils identified in Lyme are shown on the Prime Agricultural Soils Map. The general criteria for prime farmland are as follows: a generally adequate and dependable supply of moisture from precipitation or irrigation, favorable temperature and growing-season length, acceptable levels of acidity or alkalinity, few or no rocks, and permeability to air and water. Prime farmland is typically not excessively erodible, is not saturated with water for long periods, and is normally not flooded during the growing season.

Septic System Suitability

Soils in Lyme, generally described above, continue to influence development levels throughout the Town and Village. Generally, certain soils or soil conditions present have limitations for buildings and private septic system placement.

Soils in the County have been classified according to their ability to support on-site septic systems by the Soil Survey. Such septic systems consist of septic tank absorption fields in which effluent from a septic tank is distributed into the soil through subsurface tiles or perforated pipe. The following ratings are based on soil properties, site features, and observed performance of the soils. Permeability, high water table, depth to bedrock or to a cemented pan, and flooding affect absorption of the effluent. Large stones and bedrock or a cemented pan also interfere

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with installation of individual septic systems.

Suitability is considered '*not limited*' if soil properties and site features are very favorable for the indicated use. Good performance and very low maintenance can be expected.

Suitability is considered '*somewhat limited*' if soil properties and site features are moderately favorable for the indicated use. The limitations can be overcome by special planning, design or installation. Fair performance and moderate maintenance can be expected.

Suitability is considered '*very limited*' if soil properties or site features have one or more features that are unfavorable for the specific use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

Unsatisfactory performance of septic tank absorption fields, including excessively slow absorption of effluent, surfacing of effluent, and hillside seepage, can affect public health. Ground water can be polluted if highly permeable sand and gravel or fractured bedrock is less than 4 feet below the base of the absorption field, if slope is excessive, or if the water table is near the surface. There must be unsaturated soil material beneath the absorption field to effectively filter the effluent.

On-site testing or investigations must be performed to be certain whether the present soils or soil conditions will support an

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individual septic system on a given site or project area.

Impaired Water Quality

According to the New York State Dept. of Environmental Conservation (NYS DEC) the Lake Ontario shoreline from Tibbets Point to Point Peninsula to Bull Rock Point; Chaumont Bay; and Guffin Bay are listed as impaired segment waterbodies for fish consumption due to elevated levels of priority organics (PCBs, dioxin) and pesticides (mirex) present in contaminated sediments. Such chemicals bioaccumulate up the food chain, ultimately becoming more concentrated within predatory fish species. Causes are past historic industrial discharges into the lake, the Niagara River and the Upper Great Lakes. For an updated list of impairments and fish consumption advisories, please consult the most recent fishing guide or NYS license information.

Chaumont Bay and Guffin Bay are also listed as impaired segment waterbodies for algal/weed growth due to elevated levels of nutrients. Known causes of such elevated nutrients are from the remaining failing or inadequate on-site septic systems along the Bays that were not included in the Chaumont sewage treatment plant project in 2002. Guffin Bay sanitary surveys confirmed household discharges, which contribute pathogens as well as nutrients that result in excessive aquatic weed and algal growth, increased oxygen demand and a general decrease in water quality and aesthetics.

Similarly, the Chaumont River was listed as having minor impacts due to nutrient

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loading and lower dissolved oxygen in the water from agricultural runoff and on-site septic systems including the hamlet of Depauville. Thus aquatic life and recreation uses were considered stressed at the time. However, since then, Depauville completed construction of its sewage treatment plant (1989), and the Jefferson County Water Quality Coordinating Committee coordinated activities with an area farmer to address such water quality concerns. Inadequate on-site septic systems that were not part of the sewage treatment plant may still be contributing nutrients to the river, as a more recent macro invertebrate assessment near Depauville was completed in 2002, which documented moderately impacted water quality.

Over the years, local experience in Sawmill Bay (an area within Chaumont Bay) appeared to indicate improved water quality after a local laundromat closed operations. However, local encounters with the lake in Three Mile Bay (another area within of Chaumont Bay) witness weed prevalence and growth during the summer months.

Lake Ontario

Lakewide impairments to fish consumption include Trout, Salmon, Channel catfish, American eel, Carp, White sucker, Walleye, and Smallmouth Bass. Actual impairments can fluctuate annually based on testing and recommendations from NYS DEC. For an updated list of impairments and fish consumption advisories, please consult the most recent fishing guide or NYS license information.

Significant Habitat

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Several areas in Lyme consist of significant or rare habitats for various birds, deer, fish and other wildlife. They've been identified and listed in the New York State Natural Heritage Program because of their unique characteristics.

Point Peninsula Marsh, on Point Peninsula is a New York State Wildlife Management Area serving as a rare ecosystem. It remains as one of the largest, undisturbed, scrub-shrub and forested wetlands on Lake Ontario, which is rare in the eastern Ontario Plain ecological subzone. It provides valuable area for Black Terns (SC) to nest. It is categorized by the Coastal Fish and Wildlife Habitat rating program as irreplaceable.

Point Peninsula itself is also listed as a Significant Habitat comprising of a large mosaic of active farmland and fallow old fields, with occasional woodlots and conifer plantations. It supports wintering northern harriers (T) and short-eared owl (SC) and has been known to support the most significant concentration of wintering raptors documented in New York State. It is also categorized by the Coastal Fish and Wildlife Habitat rating program as irreplaceable. It may be one of the most critical wintering areas in the Northeastern U.S. for arctic-breeding raptors, including the short-eared owl, rough-legged hawk, snowy owl, northern shrike and the northern harrier.

The Point Peninsula WMA is a natural wetland complex consisting of sand beach, dune, emergent marsh, grassland and wooded shrub swamp. The WMA is predominantly wetlands, with a mix of grasslands and wetlands on the property's eastern edge.

Late summer mowing is conducted each or every other year to prevent grassland succession to brushland or young forest. Shallow soils afford the grass species relatively slow growth. Mowing is conducted by cooperative agreements with the DEC and private landowners to prevent grassland succession to brushland or young forest. The upland area is predominantly old farm fields and hay fields. The DEC, in partnership with Ducks Unlimited, is constructing two new wetland complexes on the WMA. It is also home to many species of small game, white-tailed deer and multiple species of grassland nesting birds. Point Peninsula is located in a bird migration corridor and provides important stopover and feeding habitats for a wide diversity of migratory bird species. The marsh and western shoreline of the WMA supports a breeding population of black terns, as well as substantial populations of breeding and migrating waterfowl.

Ashland Flats is the other New York State Wildlife Management Area in Lyme. It is primarily an area of open meadows, second growth and young forests typical of the Lake Ontario plains. Current management practices at Ashland WMA are aimed at restoring and creating grassland habitat for various bird and wildlife species. In addition to the grassland habitat restoration projects, management techniques such as the construction of small dikes and ditch plugging will help increase the amount of waterfowl nesting and feeding cover on the area.

Small game, deer and grassland nesting birds are found on the area. Late summer mowing of the grasslands is done on a yearly basis to sustain the grasslands, preventing them from becoming young

forest or brushland. Shaver Creek and a number of "potholes" also provide wetland habitat used by waterfowl and several species of furbearing mammals.

Chaumont Barrens is another rare landscape in Lyme. It is a unique alvar landscape owned by the Nature Conservancy. North American alvar sites are characterized by a mosaic of austere, windswept vegetation, and occur in an arc along north western Jefferson County, through Ontario, to northern Michigan. Alvar communities are supported by a rare combination of extreme conditions: shallow soil, flooding, and drought, which provide habitat for a unique mixture of plants, including many rare in New York State. The landscape at the Barrens includes exposed outcrops, deep fissures, and rubble moss gardens as well as patches of woods, shrub savannas, and open grasslands.

Chaumont Barrens is a significant attraction in the Town. Historically, the area is publicized quite well in Nature Conservancy literature, and many groups and individuals take advantage of the marked trail.

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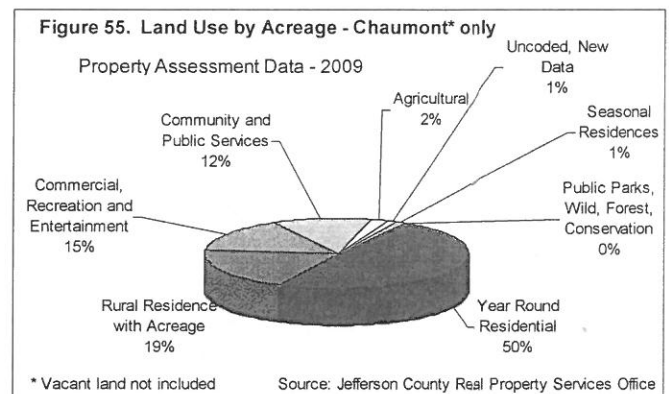
Introduction

The Town and Village have experienced various influences during their developed history. The proximity of Lake Ontario and its associated rivers and creeks allowed access and transportation during initial settlement, provided food (along with sustenance farming), fresh water and power supporting various mills and their resource extraction activities. Ship building and large sailing vessel related activities were also fostered by the lake. The abundant forests provided wood combined with nearby local labor cultivated boat construction, and early captains and guides. With the advent of the automobile, personal sailboat, power boat, cottage and charter development, seasonal visitation and tourism has flourished to this day. Likewise, technology influenced farming activities, as refrigeration, long distance delivery along with farm machinery and farming methods improved; productivity increased allowing people the freedom to pursue other work forms. During this century, many of these activities continue to shape Chaumont and Lyme.

How the area's land and buildings were used in the past, how they are currently developed and most importantly how they will be developed in the future is critical in shaping the Village's quality of life for its residents and visitors. As previously mentioned, community character, in large part, motivates people to settle, and visit, thus it promotes growth and investment.

The following sections provide a discussion and illustrate Chaumont's developed structures, land uses and character throughout the Village. Year-round and seasonal residences, businesses, historic

structures, natural resources, and Village character areas are discussed and shown on several maps. The purpose of such information is to provide the foundation for discussing future development throughout the Village.

Year-Round Residential

Year-round single-family homes comprised 94 percent of the housing units in the Village in the year 2000. However, they comprised 69 percent of the acreage in the Village in 2009. Their distribution is most dense within the Village of Chaumont, as the Land Use by Assessment Map illustrates.

The Land Use by Assessment Map also illustrates mobile home and multi-family apartment locations. Both types are located in scattered locations throughout the Village, most of which are located along side streets.

Seasonal Residential

While Town-wide, the lake and its shoreline areas have attracted settlers for many years, there are only a handful of seasonal units

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with the Village limits. As Chapter 2 illustrates, only 6 percent of the Village homes were seasonal in 2000. In fact, from 1990 to 2000 the number of seasonal homes in Chaumont dropped by more than half. In all likelihood, certain numbers of the seasonal homes were converted for year-round use. The Land Use by Assessment Map shows the distribution of such seasonal homes in the Village, which are located along the Chaumont Bay and Sawmill Bay shoreline.

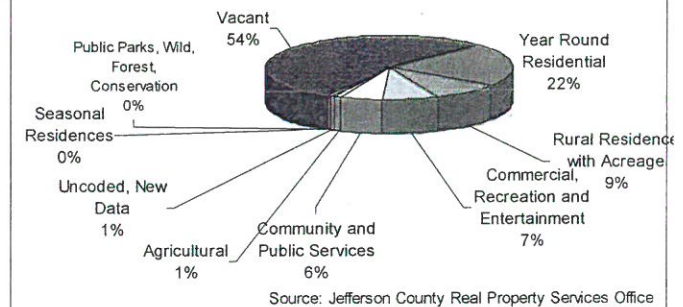
Businesses

Commercial businesses are also shown on the Land Use by Assessment Map. Many businesses are located in Chaumont along Main Street (New York State Route 12E) the National and State Scenic Byway. The marinas are located on Chaumont Bay and Sawmill Bay.

The marinas, motels, several of the restaurants, hardware store, and banks in Chaumont, rely not only on residents within the Village, but also on the numerous seasonal and year-round residents throughout the Town. Many businesses also rely on visitors and tourists that frequent the area's water bodies and shorelines, open recreation areas and historic sites.

Therefore, many businesses in Chaumont and Lyme either directly or indirectly depend on the area's waterfront location and landforms, being Chaumont Bay on Lake Ontario, with the lakeshore's rolling hills allowing views of the lake and surrounding farm fields and wooded areas. Such character and scenic quality are critical to Chaumont and Lyme's economic survival and quality of life.

Figure 56. Land Use by Acreage - Chaumont only
(vacant land included) Property Assessment Data - 2009



Undeveloped/Vacant Areas

Although Chaumont has many homes and businesses, nearly half of the Village's acreage is considered vacant or undeveloped, as Figure 56 indicates. Based upon the assessment data for either former farm fields or those that may still be used for hay, (as shown on the Character Areas Map) farming affects a portion of property in Chaumont. The Land Use by Assessment Map illustrates the location of the vacant parcels.

Character Areas/Landforms

The above described agricultural, residential, commercial and recreational land uses, when recognized in their associated landscape/landform type described below, comprise the various areas throughout the Village. A character area is a portion of the community with distinct features or characteristics that differ from neighboring areas. The character areas were generalized and mapped using aerial photography and land use parcels, and generalized into four general Character Areas identified throughout Chaumont.

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Open Recreation

The Open Recreation Character Area consists of the Village Beach, tennis courts at the Fire Hall, and the school ball fields. Such public and public recreation lands, being permanent public open space intended for recreation purposes, will provide such opportunities well into the future.

Community Residential and Business Center

The Community Residential and Business Center Character Area consists of most the Village of Chaumont, with its fairly dense year-round residential, few scattered seasonal homes, as well as associated small businesses and institutional uses along Main Street. Along the waterfront areas, marinas and the yacht club provide significant marina support for boaters.

Open Forest\Scrub; Open Agricultural & Rural Residential

Both the Open Forest\Scrub and Open Agricultural & Rural Residential Character Areas only occur in a few areas of the Village. Their openness is associated with farm fields and otherwise undeveloped land and forested\scrub areas, as well as a few homes that are less densely developed with generally larger lots than in the community residential business areas.

Priority Character Areas

Certain Character Areas within the above described sections are of particular importance to Chaumont. They represent areas of important historic community character, significant scenic views and vistas, and collectively give Chaumont its identity, or those which make it a unique,

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desirable place to live, work and visit. Such areas should not be developed with inappropriate uses and/or intensities. Further direction for such areas is found in the Town Vision Statement and its Goals, Strategies and Actions in the following section. The Priority Character Areas Map illustrates their location throughout the Town.

Historic Structures & Landmarks

As described in Chapter II, Historic and Recent Trends, Chaumont boasts of a rich and varied history with famous figures and landmarks. Fortunately, many of the original home structures and/or landmarks exist today in the Village. Although some major structures have been lost such as the blockhouse fort, and the original hotels, several examples of the Village's developed history are still standing. The Historic Structures and Landmarks Map illustrates many such locations throughout the Village, as well as Chaumont's historic district on the register.

Such historic structures and the historic district should be recognized and/or protected when development is proposed. Such historic resources relative to any proposals should be taken into account and any mitigation should be required or incompatibility solutions discussed before approval.

For those structures on the National or State Register of Historic Places, or for those that have been nominated, even "unlisted actions" according to the State Environmental Quality Review Act (SEQRA) could then be considered "Type 1 actions" if they are within or are substantially contiguous to the historic

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property (please refer to the brief SEQRA summary below).

The Village may want to consider studying its historic resources in a separate more detailed effort to further prioritize and identify those sites, landmarks or areas it wishes to officially protect. Such historic preservation methods through zoning amendments, a Design Review Board and/or a Landmark Preservation Law could provide additional protection measures for the Village's historic resources.

SEQRA Summary

The State Environmental Quality Review Act's (SEQRA) purpose is to incorporate the consideration of environmental factors (including a consideration of historic structures and landmarks) into an agency's decision making process at the earliest possible time. Local agencies in Chaumont are the Planning Board, Zoning Board of Appeals, and Village Board of Trustees. An involved agency is a public body which has jurisdiction by law to fund, approve, or directly undertake an action. Actions are undertakings, funding or approving projects or physical activities (Discretionary Actions). Other examples of actions would be planning and policy making activities, and/or adopting rules, regulations and procedures.

SEQRA distinguishes Actions in three categories: Type 1, Type 2, and Unlisted Actions. Type 1 Actions carry the presumption that they may have a significant adverse impact on the environment (example of a Type 1 Action: site plan approval of an 11 acre shopping center). Type 2 Actions have been categorically determined to not have a significant adverse

impact on the environment (example of a Type 2 Action: issuance of a building permit). Unlisted Actions are not on the Type 1 or Type 2 lists, and fall below the Type 1 thresholds (example of an Unlisted Action: approval of a zoning change affecting 20 acres within a district).

For the complete explanation of SEQRA requirements, please refer to the New York State Dept. of Environmental Conservation.

Inventory Purpose

All the preceding chapters and sections examine Lyme and Chaumont's past, as well as catalogue many of the areas current characteristics. Chaumont's developed future will depend not only on pending demographics and the economy, but also upon steps taken now and beyond toward shaping the desired future image and condition of the Village. The inventory sections are intended to be used as the foundation for discussing the potential plan vision, goals and strategies. The following alternatives should be considered and discussed for the general direction that later implementation steps may take. Recommendations, action plan steps and implementation tools should be developed using the basis provided within this document in conjunction with a pending examination of the current zoning and subdivision laws.

Introduction to Alternatives

The following section describes several general planning and zoning alternatives facing all communities. They illustrate various levels of regulation and the potential implications such policies could have on the community. As noted throughout the plan, the Village has applied for and secured grant funds to develop the present municipal sewer system in the past. Such steps, often improve development potential in the Village. The Village, in preparing this Comprehensive Plan, is preparing for these potential development opportunities. In addition, several issues must be addressed by the Village as they affect and sometimes hinder community quality of life.

Therefore, Chaumont is also facing a crossroads in terms of maintaining its character and environment while continuing to offer growth and development potential. In order to balance development, historic and scenic character with employment opportunities and environmental needs, the Village must consider several alternatives relating to future planning and zoning in the Village.

The following section illustrates four alternatives or courses of action that Chaumont could take relating to planning and zoning. The alternatives are considered with their potential implications to allow discussion as well as to compare community survey preferences regarding future growth direction described in Chapter I, Public Input.

Village Planning & Zoning Alternatives

Alternative 1: Status quo - Continue to deal with development without any changes in policies or administration. This could continue to result in unplanned haphazard growth - where the municipality has to deal with development and any issues as it comes - and later retrofit solutions to problems after development occurs. An example of this is the difficulty with traffic flow, traffic levels, and parking congestion and pedestrian needs during the summer. As adequate width streets, sidewalks and sufficient vehicular parking may not have been provided historically, therefore the Village can be faced with attempting to find and retrofit solutions to such problems. Another example of this is the ice fishing parking needs on Point Salubrious.

Another illustration would be the Village's lack of zoning districts, buffering, and compatibility guidelines which could effectively disrupt the quality of life of a neighborhood with one incompatible or obtrusive project.

Potential Implications:

It is extremely difficult and costly to address land use compatibility and scale, or adequate road access, parking needs or other development requirements after the fact. This is especially true when growth occurs sporadically, possibly on substandard lots or in close proximity to developed areas. Cumulative effects of growth cannot be dealt with adequately or efficiently after the fact.

Alternative 2: Loosen requirements or restrictions - could result in higher levels of growth in some areas depending upon market demand, with a greater need for services, and increased effects on the environment. This scenario could then increase demand for retrofitted solutions to development related problems due to a potential lack of infrastructure, and/or an increasingly haphazard development pattern, (leading to impacts on existing land uses). Such unplanned or unmanaged development could erode Chaumont's character, identity, and its special qualities, for example: its historic homes and businesses, waterfront scenic views, and overall character could be eroded over time.

Potential Implications:

It is very difficult and costly to address land use compatibility or improve road access, municipal services and other development requirements after the fact, especially as growth and various land uses happen sporadically sometimes in unexpected areas. Cumulative effects of such growth often cannot be dealt with adequately. The character and qualities that make Chaumont desirable for residents, businesses and tourists could erode and ultimately be significantly affected or altered.

Alternative 3: Tighten regulations or increase requirements - This could possibly result in less growth or development at least in areas with substandard lots, as theoretically fewer areas could meet development requirements. This could result in a decrease in development related effects on the area, with less of an increase in demand for municipal services and solutions to development related problems.

Other areas capable of meeting the requirements (outside the village, for example) could see and increase in growth as market forces respond to managed growth in appropriate areas with sufficient access, services, and facilities.

Potential Implications:

Less demand for incompatible development and redevelopment could decrease environmental impacts in some areas, however, the vitality of the Village and its character could change if growth decreases or ceases. While less growth would insulate existing land uses from incompatible projects, it would also limit enhancement opportunities. However, quality of life could improve as such areas that meet the access and service needs of the new development take advantage of such appropriate growth opportunities. Community character could be affected as maintenance and reinvestment declines or increases accordingly in distinct areas.

Alternative 4: Planned and managed Growth - Encourage growth consistent with a plan with an improved regulatory process by loosening some requirements and tightening others. This would also include a plan for municipal enhancements where growth is desired, fostering infill development, by bringing community assets to areas the community deems appropriate, such as sidewalks or other facilities, trails, parks, public open space, etc. Amend regulations to foster compatible development in scale and character, with buffering where needed. Reasonable and consistent growth management (with necessary services and public facilities) typically gives developers and residents the

confidence that their investments will be protected and increase in value over time.

Potential Implications:

Growth, redevelopment and new development in appropriate areas and areas with adequate road access, services, trails, open space and parks, would result in neighborhoods and the Village building upon its strengths, services and character thereby increasing the quality of life and vitality of Chaumont. Development would address services and other needs from the onset, expansion of the tax base would occur without the burden of providing additional roads and services in under-served areas later. Community character would be enhanced in some areas, and preserved in others while appropriate development occurs and includes character related provisions with minimal impact on its neighbors. Economic development opportunities would increase as historic character and scenic quality continues to drive demand and build upon itself in the community. Thereby investments that are maintained and protected typically encourage additional investment over time as the community builds upon its strengths.

CHAPTER VI. FUTURE LAND USE RECOMMENDATIONS

Chaumont Vision Introduction

The following Village vision and goals serve as broad mission statements and directions that Chaumont residents feel are important to aim for and attain. They are primarily related to the quality of life, land use development and planning. Strategies are somewhat more specific and address various components of each goal. The following vision, goals, strategies and their associated actions were developed by the Planning Board based upon public survey input, several public input meetings, the inventory information and guidance provided the community generated through the entire planning process. They were developed to be included in the Village's Comprehensive Land Use Plan to provide direction and guide community enhancement into the future.

In conclusion, the following vision and goals served as the foundation from which the subsequent strategies and actions of the Plan were devised. All elements of the strategies and actions in the Plan should be developed, worked upon and finally implemented in order to achieve the vision or one or more of the associated goals.

OVERALL VILLAGE PLANNING VISION

"Encourage appropriate development in suitable areas that enhance neighborhood and community character while preserving or enhancing the pedestrian, historic and scenic qualities of the Village. Proper development should occur while protecting the character of area neighborhoods, historic structures, homes, shorelines, and scenic views while enhancing pedestrian access and connections."

Physical Conditions Goal **Enhance and protect lake, creek and wetland water quality.**

- Strategy 1 - *Consider infrastructure needs and pursue funding sources for municipal sewer service and capacity for waterfront businesses & dwellings that may not have service currently.*

Historic & Scenic Resources Goal

Enhance and protect the priority historic character and scenic resource areas in the Village.

- Strategy 2 - *Foster compatible development and mitigate potential visual impacts within priority historic character and scenic resource areas.*

Transportation Goal **Enhance traffic flow in congested areas and address parking needs.**

- Strategy 3 - *Determine potential parking needs in congested areas and time periods to alleviate congestion, which could be implemented to improve traffic flow.*
- Strategy 4 - *Identify existing and potential recreation areas and pathways to locate needed recreation and support facilities.*
- Strategy 5 - *As development occurs, ensure pedestrian needs are addressed on-site and off-site, to include nearby pedestrian connections where appropriate.*
- Strategy 6 - *Examine the need for buoys establishing no wake zones, additional boat launches, and public docks to identify potential marine related needs.*

Community Facility Goal **Expand municipal services, recreation and/or park opportunities where needed to address community needs.**

- Strategy 7 - *Prioritize municipal services, recreation areas and parks areas to identify where additional resources or facilities are needed.*

Economic Goal

Preserve existing jobs and encourage small and large scale economic development where suitable\appropriate and feasible to foster a diverse local economy.

- Strategy 8 - *Encourage the prosperity, expansion and development of businesses in appropriate locations to preserve the area's unique character and heritage, to promote tourism and its related economic benefits, and to*

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FUTURE LAND USE RECOMMENDATIONS

preserve the integrity of the Village's historic landscape and scenic qualities.

- Strategy 9 - *Encourage economic development in appropriate areas to encourage employment opportunities for current and future residents.*

Land Use and Structures Goal

Foster development in suitable\appropriate areas that enhances village's quality of life, pedestrian and historic community character, and preserves property values.

- Strategy 10 - *Encourage residential and business development in appropriate areas that is harmonious with or adds to community character while promoting compatibility between mixed uses.*
- Strategy 11 - *Prioritize community areas and seek funding sources for municipal services to foster appropriate development levels.*
- Strategy 12 - *Protect and promote waterfront businesses and residences to ensure the character and scenic qualities of the waterfront and community areas are preserved.*
- Strategy 13 - *Encourage the restoration and protection of historically significant sites, facilities and areas.*
- Strategy 14 - *Ensure any necessary placement of telecommunication towers occurs with as little visual impact on the community as possible.*

Character Area Goal

Preserve and enhance the waterfront, residential, business and historic district areas in the Village by encouraging appropriate and compatible development in scale, type, and design where appropriate.

- Strategy 15 - *Incorporate appropriate development code amendments to include waterfront, residential, business, and historic district areas within the development code.*
- Strategy 16 - *Consider development code amendments to address signage, lighting, buffering, pedestrian connections, parking lot layout and build-to lines consistent with desired enhancement of the Village.*

RECOMMENDED ACTIONS - IMPLEMENTATION STEPS

- ACTION a:** Explore funding opportunities to expand sewer capacity and service to the non-served areas to allow appropriate growth in the Village.
- ACTION b:** Examine historic character compatibility techniques including land uses, building design and placement, landscaping, parking orientation, and lot coverage for possible inclusion in the development code.
- ACTION c:** Examine character compatibility techniques including landscaping, land uses and lot coverage and placement, for possible inclusion in the Development code.
- ACTION d:** Examine the commercial areas, determine their parking needs and locate potential parking areas or explore techniques for adding parking capacity.
- ACTION e:** Examine existing and potential recreation areas and pedestrian pathways throughout the Village, to attempt to identify potential future projects and other needs in the community.
- ACTION f:** Catalogue and prioritize additional projects, including recreation and/or park areas to examine additional funding sources.
- ACTION g:** Create zones within the Village and amend the development code to establish allowed land uses to protect existing land uses and encourage compatible development in scale, type and character in appropriate areas to enhance the community.
- ACTION h:** Identify historic structures and landmarks to be incorporated in the SEQRA and site plan review processes.
- ACTION i:** Consider a cellular tower law and administration to lessen the visual impact of towers on the community.
- ACTION j:** Incorporate appropriate development code amendments to include residential, business, and historic district areas.
- ACTION I:** Consider appropriate development code amendments to address signage, lighting, buffering, pedestrian connections, parking lot layout and build-to lines consistent with desired enhancement of the Village.
- ACTION k:** Examine options for publicity regarding waterfront resources in the Village.

Planning Project Considerations Introduction

The following Planning Project Considerations should be considered for use when reviewing development or redevelopment projects, updating the zoning regulation review criteria used to review projects, and establishing subdivision requirements which establish minimum standards for lot creation, road design, and ultimately, the pattern of development for generations. They are the product of extensive, open discussion and thought about how development can respect the area and be shaped to complement the character of the Town, its neighborhoods and hamlets and Village, and ultimately improve the quality of life for current and future residents.

Overall Village Project Considerations

- ✓ **Future growth potential** - explore funding opportunities to expand sewer and water plant capacity. Identify appropriate areas within the Village for suitable population and employment growth.

For example, certain areas in the Village have a predominant uses and/or character. Such areas should be considered for designation as residential, commercial, or mixed use zoning districts. They should be identified and established in order to ensure infill development and re-development occur while protecting certain residential areas, especially historic structures and patterns, as well as to coordinate and allow services to be expanded to reinforce such areas and to locate appropriate growth.

- ✓ **Attracting growth** - foster infill development that interconnects with existing neighborhoods and business areas that improves the overall desirability and destination quality of the village.
- ✓ **Promoting current businesses** - as new projects occur, foster traffic and pedestrian connections to existing businesses and residential areas, allow improvements that will enhance existing businesses' competitiveness, and enhance aesthetics.
- ✓ **Curb cut/access management** – shared driveway accesses and internal accesses for adjacent businesses are favored over an excessive number of curb cuts.

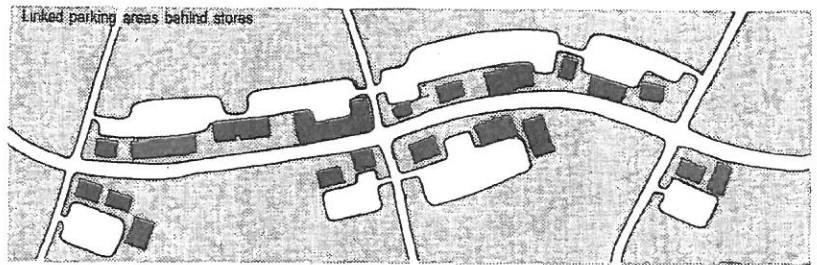
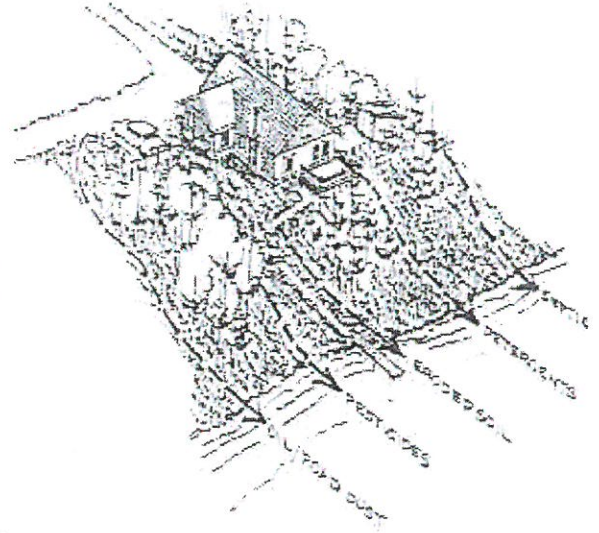
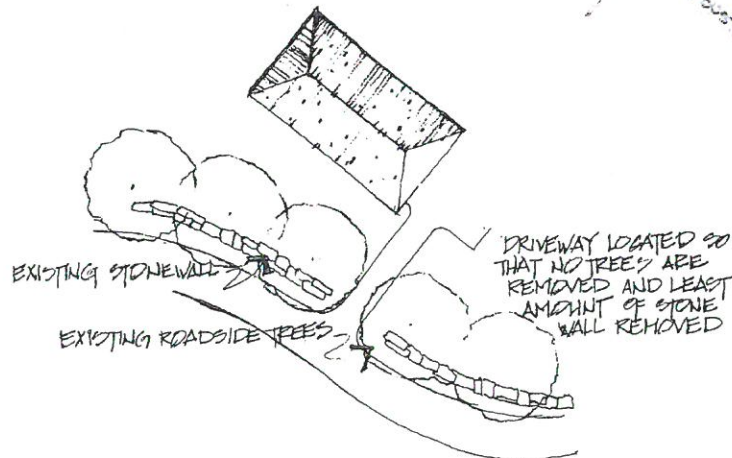


Figure 9-22. Connecting rear parking lots allows customers to drive to many other shops in the corridor without re-entering the highway and interrupting traffic flow. Such arrangements can be required for new development, expansion of existing buildings, and redevelopment.

- ✓ **Drainage = water quality** - drainage facilities should be incorporated onsite and existing drainage systems should be improved/upgraded or maintained to limit storm water impacts downstream or on neighboring properties. Such drainage facilities should include detention and retention, bank stabilization, and safe practices for snow removal and lawn care to keep particulates and contaminants from draining into local water bodies.

For example, any substance within the watershed which can be transported by water (e.g. detergents, eroded soil, septic effluent, pesticides, & oil/road dust) can eventually reach the lake and affect water quality. It is not only shorelines uses, but activities anywhere within a lake or stream's watershed which affect water quality.

- ✓ **Existing features** – where existing character features occur such as roadside trees, stone walls, tree lines, fencerows (which often have trees and fences of some kind), they should be preserved (or at least disturbed as little as possible). Such features serve to retain the rural character of roads.



- ✓ **Historic character street layout** - consider requiring new development areas to extend the grid pattern with blocks and multiple connections to maintain traffic flow and access.

For example, a lack of a grid pattern can funnel too much traffic from a side road onto the main traffic artery which often creates a congestion point. However, extending the grid pattern allows flow from several side roads at once, which typically softens the overall traffic impact.

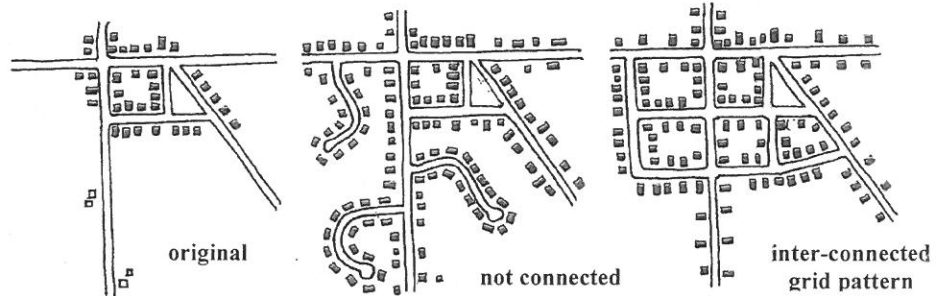


Figure 11-9. These three sketches show an existing village compared with two approaches to accommodating new development: a typical pattern of unrelated suburban-style cul-de-sac growth around the edges, laid out in a way that begins to unravel the traditional fabric, compared with the logical alternative of simply extending the established pattern of interconnected streets in a manner that reinforces village character. Source: Adapted from Doble et al., 1992.

- ✓ **Historic building form & styles** - Where appropriate, consider guidelines for historic compatibility when new developments are proposed and when reuse of existing buildings and homes occurs.



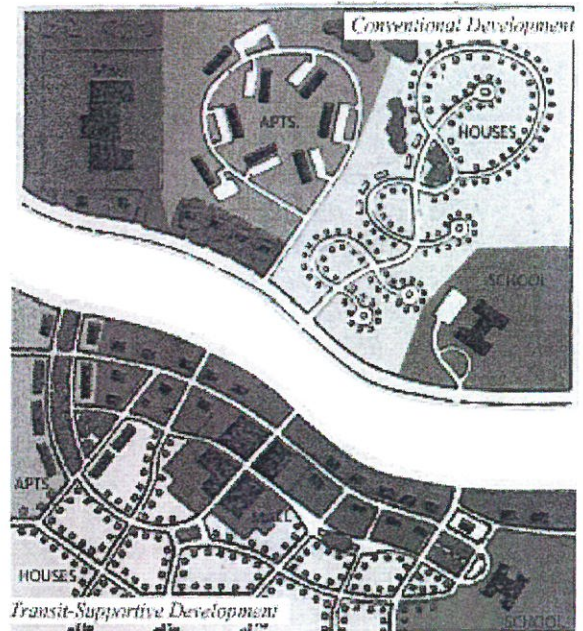
AN EXAMPLE OF A BUILDING OUT OF SCALE AND CHARACTER WITH THE EXISTING BUILDINGS ON EITHER SIDE.

For example, within historic districts or areas with a predominant style, form or scale, new structures should be required that echo the scale, style, form, rhythm and character of the neighborhood. Don't put a one story building in a three story block or a concrete-sided building on a street of wooden sided buildings. Consider consistency with size and materials whenever a new building is proposed, or when renovations that could affect the appearance of an existing structure are proposed.

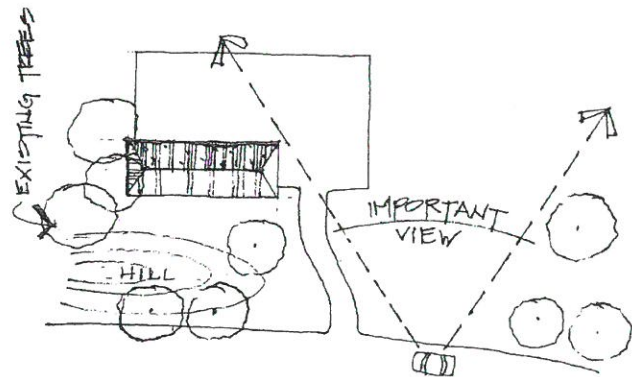


- ✓ **Mixed use buildings and projects** - Compatibility could include mixed use developments where feasible to include the historic pattern of services\employment centers with residences above or nearby, to allow enhanced pedestrian opportunities and decreased traffic congestion.

For example, interconnected mixed-use projects allow pedestrians to live and walk to nearby work and entertainment opportunities or to needed goods and services without having to drive distances to do so. This limits traffic congestion and parking demand.



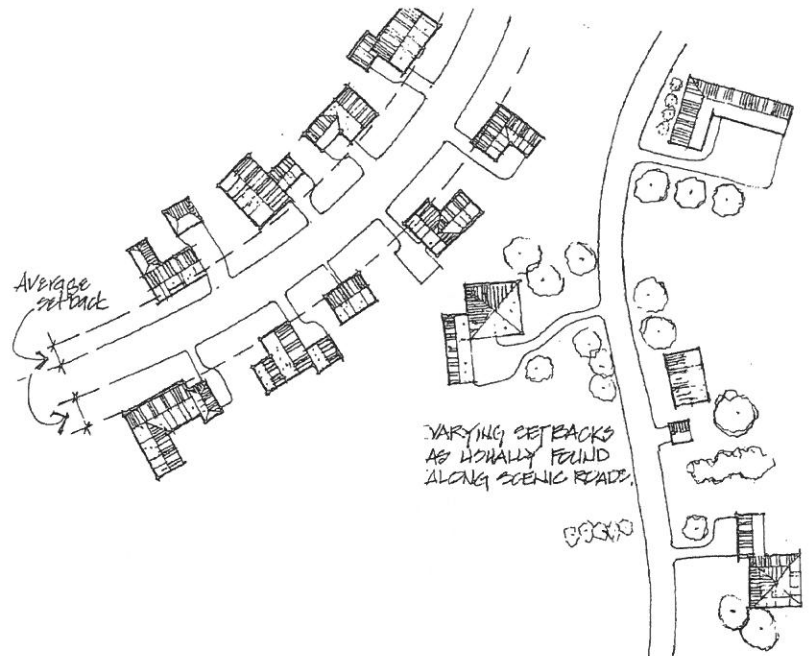
- ✓ **Building placement** – Buildings should be sited so that obstruction of important or priority views from roadways, sidewalks, and parks will be minimized. This can be achieved by taking advantage of topographic changes or existing vegetation.



BUILDING LOCATED OUT OF THE WAY OF A BEAUTIFUL VIEW OF THE COUNTRY SIDE, TAKING ADVANTAGE OF A SMALL HILL AND EXISTING TREES TO SCREEN THE BUILDING.

Residential Project Considerations

- ✓ **Building setbacks vs. build-to lines** - within the Village, deep setbacks should be discouraged. A shallow build-to line that maintains the small historic front yard pattern with larger rear yards should be required to maintain the historic residential and business patterns close to the street which are pedestrian friendly. In less dense areas where primary buildings are further from the road, larger setbacks could be considered.



- ✓ **Highway frontage development, vs new roads/streets** - strip development should be discouraged where possible, to maintain traffic carrying capacity of arterial and collector streets. Therefore, new streets or local streets should be used for new development where feasible.

For example, lots that are created one at a time along a main highway can slowly alter the function of the arterial road. As each fronting lot creates a subsequent driveway access, it allows another potential conflict point and reason that traffic must slow down or face either an oncoming automobile or exiting vehicle that may be decelerating or accelerating which ultimately affects traffic flow.

- ✓ **Clustering** – clustering of businesses or homes should be encouraged where feasible to limit strip development and allow open space character to be preserved. Also, clustering would allow farming to continue after development occurs.

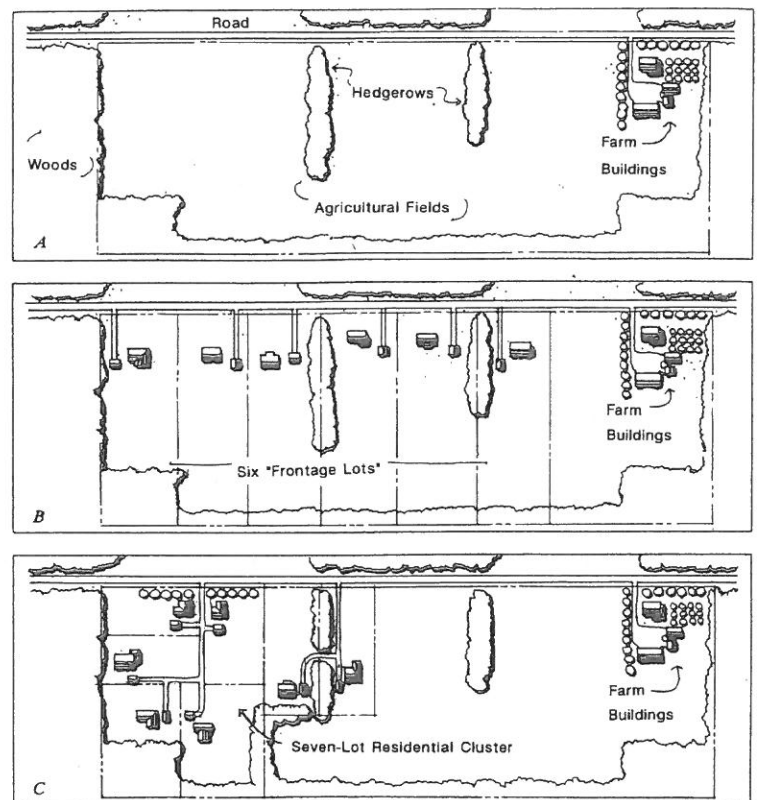


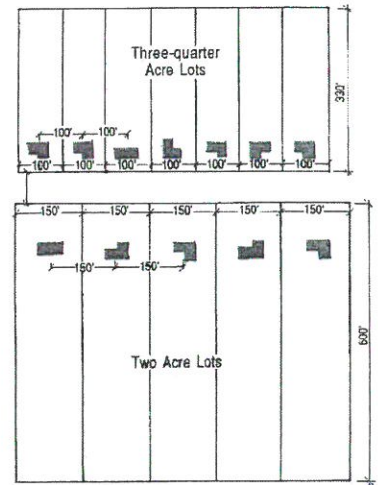
Figure 12-5. On unwooded sites, such as open fields or pastures, it is even more important to encourage (or require) clustering of new development. Even on relatively shallow sites, where there is little opportunity to locate homes far from the road, such as against a distant treeline, clustering principles can help reduce roadside clutter and preserve some open vistas. These three sketches, from *Managing Change: A Pilot Study in Rural Design and Planning* (Doble et al., 1992) show techniques being advocated by the Tug Hill Commission in upstate New York, where the cost of constructing paved subdivision streets operates as a strong disincentive for rural landowners to subdivide their property in any way other than through "strip lots" along existing public roads. This example shows several gravel-surfaced shared driveways, built to standards appropriate for the amount of traffic they must accommodate.

- ✓ **Pedestrian scale or walkable to/from** – where feasible, foster walkable projects that include sidewalks and pedestrian paths, within walking distance from other destinations, and are in scale with village businesses and residential areas.

For example, pedestrian scale typically balances pedestrian and vehicular needs while providing comfortable environments for people to assemble and associate with others. Community design should be human-scale with services within reasonable distance from one another. The following standards are recommended: homes within ¼ to ½ mile of most services; elementary schools within ¼ to ½ mile of homes; parks within an eighth to ¼ mile of homes; downtown should provide a balance of retail and commercial stores and services, e.g., hair salon, hardware store, pharmacy, grocery/deli, restaurants, clothing, post office, library, town/village offices within ¼ to ½ mile of the community center. Areas not being used by pedestrians should be assessed to determine possible reasons for lack of use.

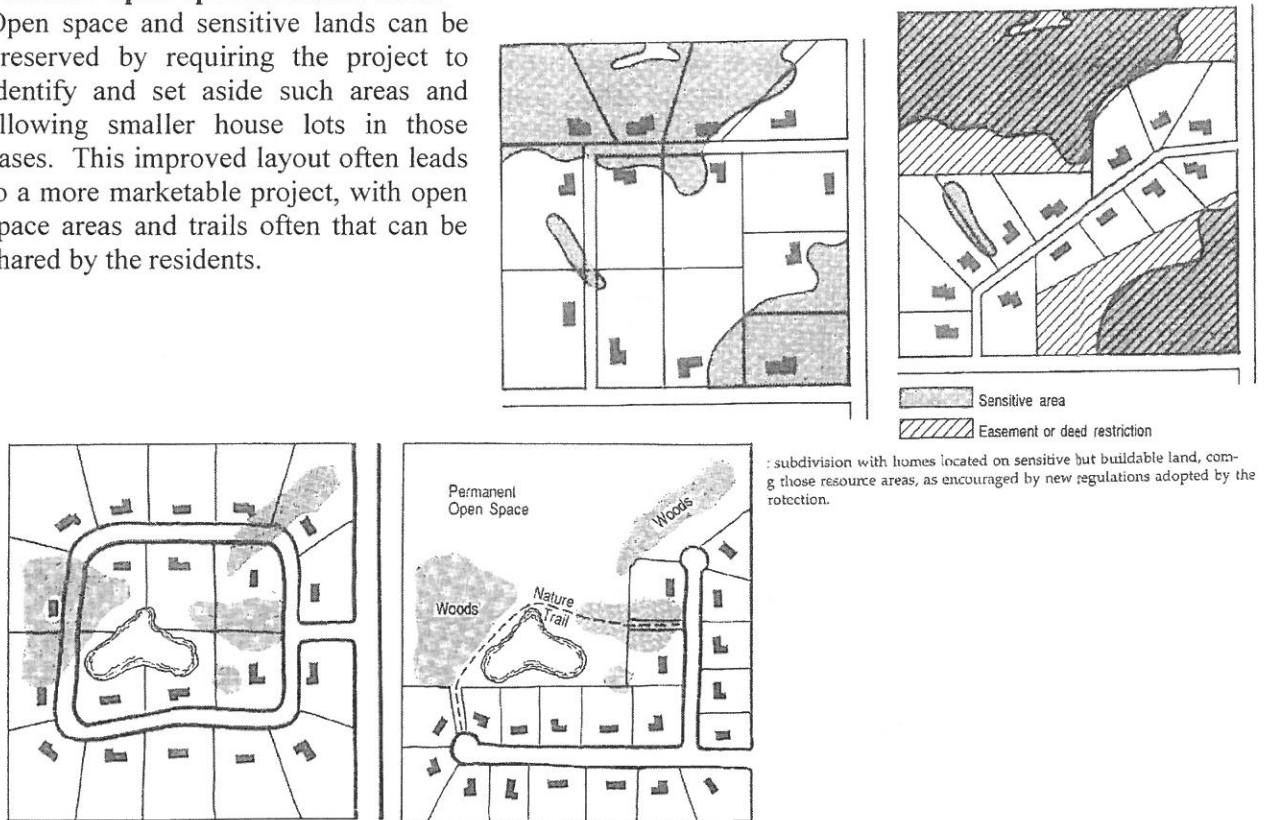
- ✓ **Lot sizes, larger vs smaller** - where feasible, smaller lots should be required to maintain the historic residential and business density and patterns close to the street which are pedestrian friendly.
- ✓ **Connections between developments** – developments should be connected by street access or parking lot connectivity to limit trips onto the main traffic artery.
- ✓ **Dead-end streets vs loop streets** – dead end streets should only be used to access a limited number of homes (less than twenty), after which a second connection should be provided to an arterial or collector road.

For example, if the single access became blocked by an accident or incident and an emergency occurred in a subsequent house further up the single access road, getting to the 2nd emergency could be delayed or even blocked off entirely for a period of time.



- ✓ **Cost effective services** – where possible, municipal services should be laid out in a compact manner to limit costs for future maintenance.
- ✓ **Future infrastructure needs** – infill projects should be encouraged to enhance existing infrastructure use and limit future maintenance needs.

- ✓ **Preserve open space/sensitive lands -**
Open space and sensitive lands can be preserved by requiring the project to identify and set aside such areas and allowing smaller house lots in those cases. This improved layout often leads to a more marketable project, with open space areas and trails often that can be shared by the residents.



Commercial Project Considerations✓ **Commercial nodes vs. the strip & connections between parking areas –**

Commercial areas should be focused at nodes and be connected by street access or parking lot connectivity to limit trips onto the main traffic artery, also shared driveway accesses are favored over an excessive number of curb cuts.

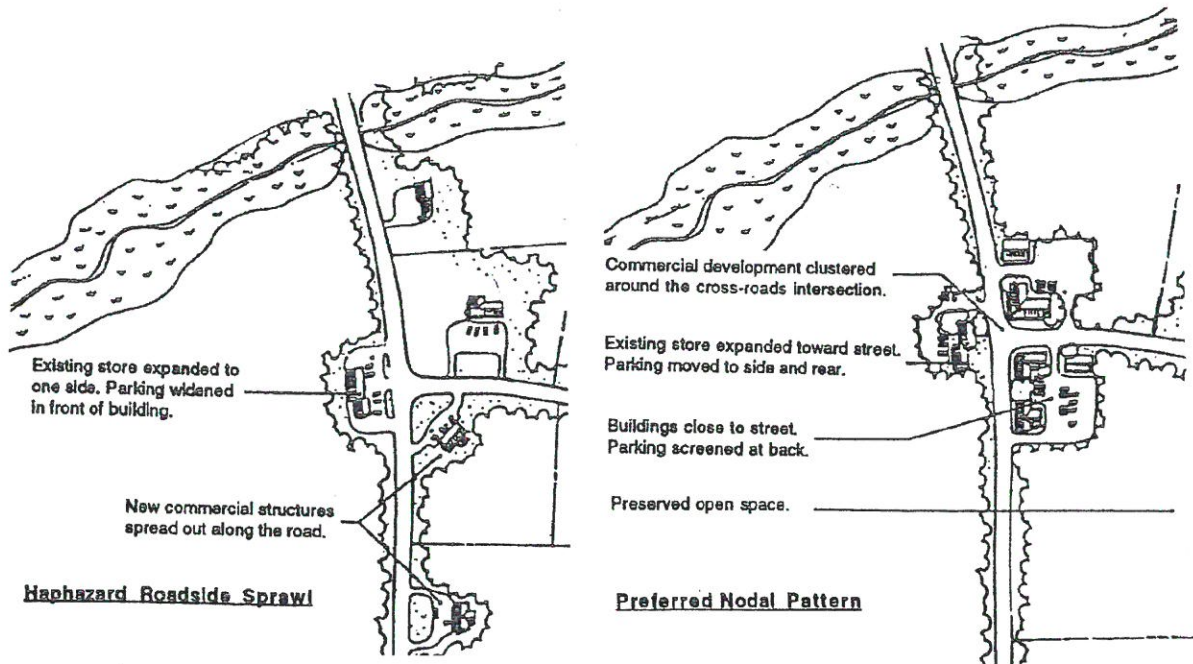
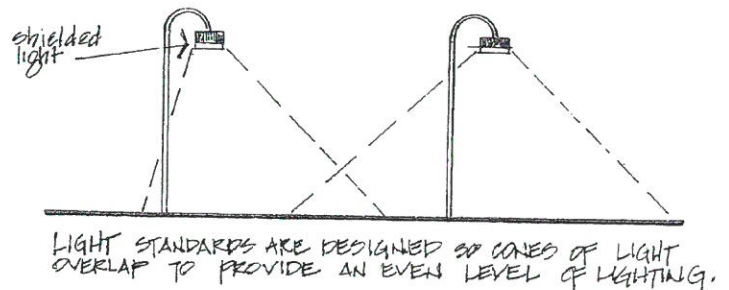


Figure 9-16. Two alternatives for arranging commercial development along a rural highway: strip versus nodes. Within the node, stores are located toward the front of their lots, with interconnected rear parking provision. Source: Dodson Associates.

- ✓ **Lighting** – Lighting should be used where appropriate, however, over-lighting and excess glare should be avoided, especially on neighboring properties and the public roads. Shielded or cutoff lights should be used to minimize lighting spill-over.

For example, lighting should be controlled in both height and intensity to maintain rural character. Light levels at the lot line should not exceed 0.2 foot-candles, measured at ground level. To achieve this, light fixtures should be fully shielded to prevent light shining beyond the lot lines onto neighboring properties or roadways.



- ✓ **Building setbacks** – Maintain current setbacks in business areas utilizing build-to lines.

For example, setbacks often push new buildings away from roads, fostering a contrasting character and anti-pedestrian pattern than historical patterns of development. Build-to lines require buildings to be placed closer to the street, allow parking to the side and rear, and create a pedestrian friendly streetscape by keeping businesses in close proximity.

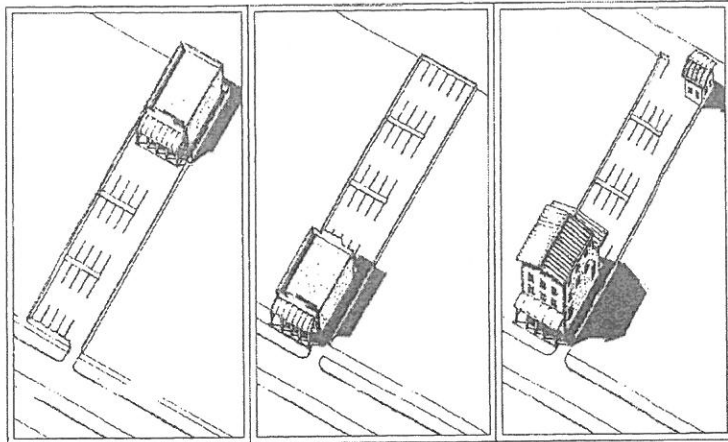
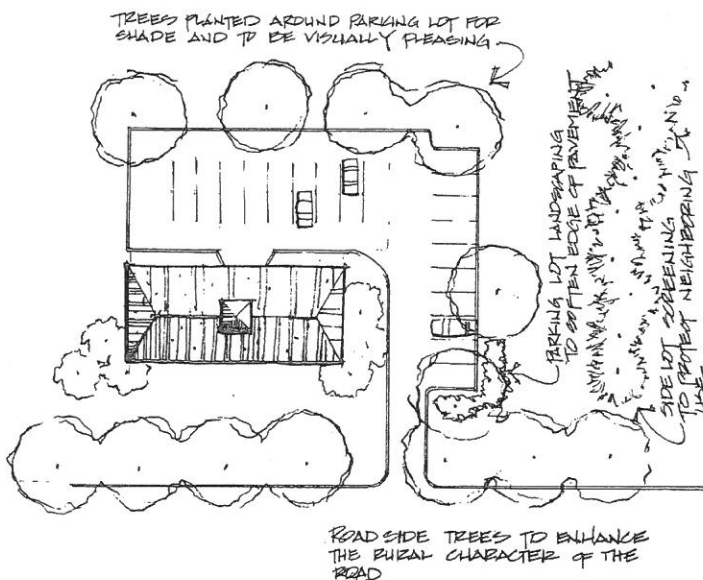


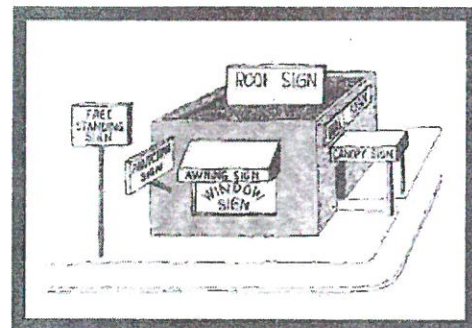
Figure 9-10. Alternative locations for buildings, parking, and access, Davie Settlement, Broward County, Florida. Source: Dover et al., 1990.

- ✓ **Parking to the side or rear** – the bulk of parking areas should be smaller distinct areas to the side or rear to allow closer building placement to the street in order to maintain the historic pattern of buildings along the streetscape, community character, and reinforce the visual presence of building as opposed to parked vehicles and pavement.
- ✓ **Front yard, parking lot landscaping, screening, and buffering** – appropriate landscaped buffering should be used to soften parking area edges and buildings, including screening views from public roads and between uses where needed.



- ✓ **Pedestrian scale, access and flow (walkable within, to & from)** - foster walkable projects with buildings near the street that include sidewalks or pedestrian paths, are within walking distance from other destinations, and are in scale with village businesses and residential areas. *For example, pedestrian scale typically balances pedestrian and vehicular needs while providing comfortable environments for people to assemble and associate with others. Community design should be human-scale with services within reasonable distance from one another. The following standards are recommended: homes within ¼ mile of most services; elementary schools within ¼ mile of homes; parks within 1/8 of a mile of homes; downtown should provide a balance of retail and commercial stores and services, e.g., hair salon, hardware store, pharmacy, grocery/deli, restaurants, clothing, post office, library, town/village offices within ¼ mile of the center of the community. Areas not being used by pedestrians should be assessed to determine possible reasons for lack of use.*
- ✓ **Business hours of operation** - for offices or businesses locating near or within primarily residential areas, consider compatible hours of operation (including hours that parking area lights are used).
- ✓ **Maximum building heights** – consider building heights compatible with current Village business and residential buildings to maintain historic patterns and community character.
- ✓ **Signage** – considering the slower speeds and pedestrian scale village, smaller, lower, and externally lit signs should be used, with a total allowable size limit to ensure efficient signage. Free standing signs should consider lower monument style. Internally lit signs should be constructed to limit glare. Glare from all signage should be minimized.

For example, Saratoga Springs, New York, regulates freestanding signage based on speed limit: downtown area is limited to 12 feet in height, 12 square feet in area; other districts within areas of slower speeds such as those 44 mph and less, 12 feet in height and 24 square feet; district areas with speed limits of 45 mph or greater, 20 feet in height and 40 square feet in size.



Source: *Signage Made Simple* -
Monmouth, NJ County Planning
Board.

Zoning Considerations

Village Plan additional recommended zoning considerations:

Currently, the land development code does not recognize distinct areas in the Village and thereby does not set up zoning districts.

- Plan recommends the Village examine establishing zoning districts with permitted and site plan or special permit uses defined within each zoning district to foster appropriate uses in certain areas. This would allow development and infill development to occur while addressing potential impacts and continued quality of life in currently developed areas.
- Building setbacks within each district would be established to maintain a similar or desired pattern of development compatible in the Village.

Similarly, certain uses warrant specific standards to be addressed within such special permit reviews. Therefore, such use standards should be added to the development code for the following uses in addition to the current supplemental regulations:

large retail,	marinas,
small retail,	restaurants,
auto service stations,	night clubs,
offices,	motels\hotels,
convenience stores,	light industrial,
adaptive reuse of historic structures,	cell towers,
multi-family residential	adult uses,
self storage facilities,	
boat storage & repair facilities,	
commercial, small wind, and met towers,	

- Consider the need for historic structure compatibility guidelines to ensure infill projects complement the historic character and pattern in the community.
- Examine the use of an administrative process for new accessory structures such as small storage sheds, covered porches, and the like (that meet setbacks) to streamline their review and approval.
- Lastly, the plan recommends that home occupations be defined, and a set of guidelines be established to allow the multitude of appropriate home occupations to flourish and to ensure they have little or no impact on neighboring areas and roads.

COMMUNITY SURVEY AREAS

Lyme and Chaumont

0 0.5 1 1.5 2 Miles



Hamlet of Three Mile Bay

0 250 500 1,000 Feet

D

C

A

CAPE VINCENT

CLAYTON

Legend

Public & Private Open Space

Survey Areas - Lyme

Area

A

B

C

D

E

F

G

Chaumont - Survey Areas

Area

1

2

3

4

5

Chaumont Bay

BROWNVILLE

Guffin Bay

LAKE ONTARIO

Village of Chaumont

0 500 1,000 2,000 Feet

B

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LAND USE BY ASSESSMENT

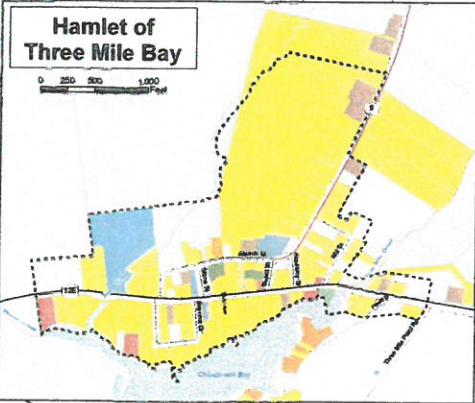
Lyme and Chaumont

0 0.5 1 1.5 2 Miles



Hamlet of Three Mile Bay

0 250 500 1,000 Feet



Legend

- Hamlets and Crossroads
- Municipal Buildings
- Schools
- Three Mile Bay Lighting District
- Public & Private Open Space
- Land Use by Assessment Category: 2009
- Residential: One Family Year Round Residence
- Residential: Rural Residence with Acreage
- Residential: Multifamily
- Residential: Seasonal Residences
- Residential: Mobile Home
- Agricultural
- Commercial
- Industrial
- Community and Public Services
- Recreation and Entertainment
- Forest and Parks
- Vacant

CAPE VINCENT

CLAYTON

Chaumont Bay

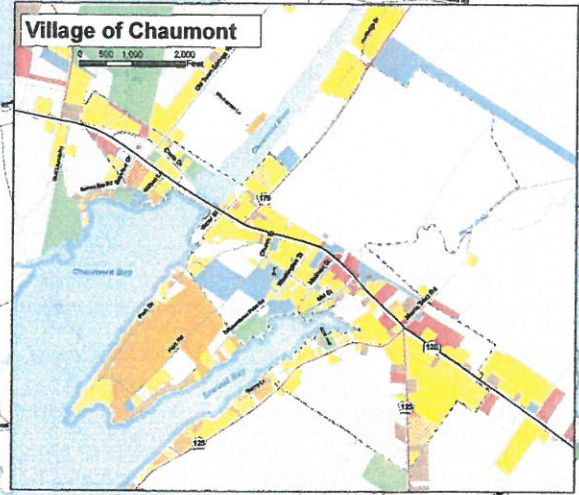
BROWNVILLE

Guffin Bay

LAKE ONTARIO

Village of Chaumont

0 500 1,000 2,000 Feet



Source: Jefferson County Real Property Tax Office
NY's Office of Cyber Security
Town of Lyme Planning Board
Jefferson County Planning Department

Lyme and Chaumont

0 0.5 1 1.5 2 Miles



0 - 100

101 - 250

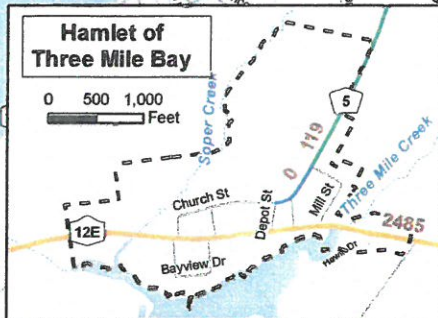
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5001 - 5500

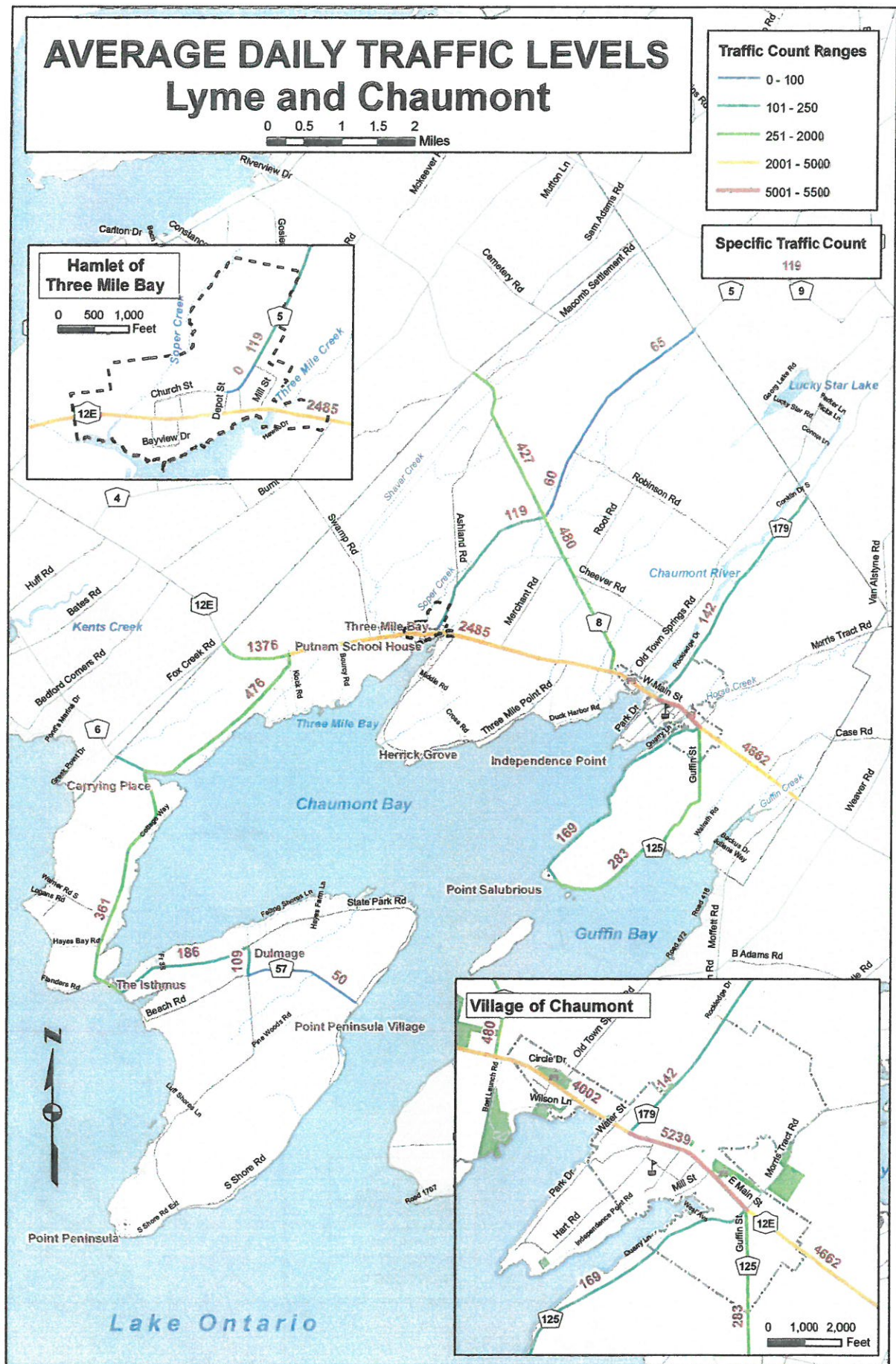
Specific Traffic Count

119



**Hamlet of
Three Mile Bay**

0 500 1,000
Feet



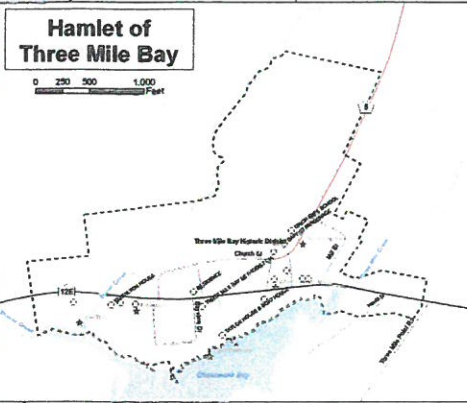
HISTORIC LANDMARKS, SITES, AND DISTRICTS Lyme and Chaumont



0 0.5 1 1.5 2 Miles

Hamlet of Three Mile Bay

0 250 500 1,000 Feet



Legend

- ★ National Register Sites
- Hamlets and Crossroads
- Municipal Buildings
- Schools
- Three Mile Bay Lighting District
- ◇ Locally Significant Historic Resources
- ▨ Parcels 2000
- National Register Historic Districts

CAPE VINCENT

CLAYTON

BROWNVILLE

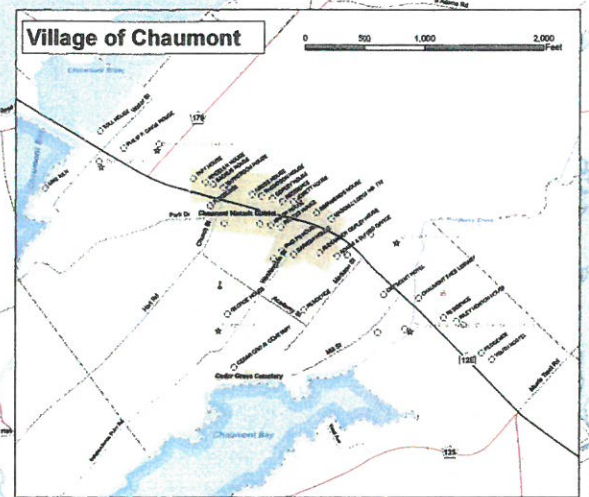
Chaumont Bay

Guffin Bay

LAKE ONTARIO

Village of Chaumont

0 500 1,000 2,000 Feet



December 2009

Source: Jefferson County Real Property Tax Office
NYS Office of Cyber Security
Town of Lyme Planning Board
Jefferson County Planning Department
St. Lawrence Eastern Ontario Commission

Draft Version
For review purposes

SCENIC VIEWPOINTS AND ROADWAYS

Lyme and Chaumont

0 0.5 1 1.5 2 Miles



Legend

- Hamlets and Crossroads
- Municipal Buildings
- Schools
- Scenic Viewpoints
- Three Mile Bay Lighting District
- Scenic Roads
- Streams & Creeks
- Foreground Scenic View Areas (1/2 Mile)
- Water features
- NYS DEC Wetlands

Hamlet of Three Mile Bay

0 500 1,000 2,000 Feet

CAPE VINCENT

CLAYTON

Chaumont Bay

BROWNVILLE

Guffin Bay

Village of Chaumont

0 750 1,500 3,000 Feet

Draft Version
For Review
Purposes Only



May 2010

Southern Jefferson County Real Property Tax Office
NYS Office of Cyber Security &
Critical Infrastructure Coordination
Town of Lyme Planning Board
Village of Chaumont Planning Board
Jefferson County Planning Department

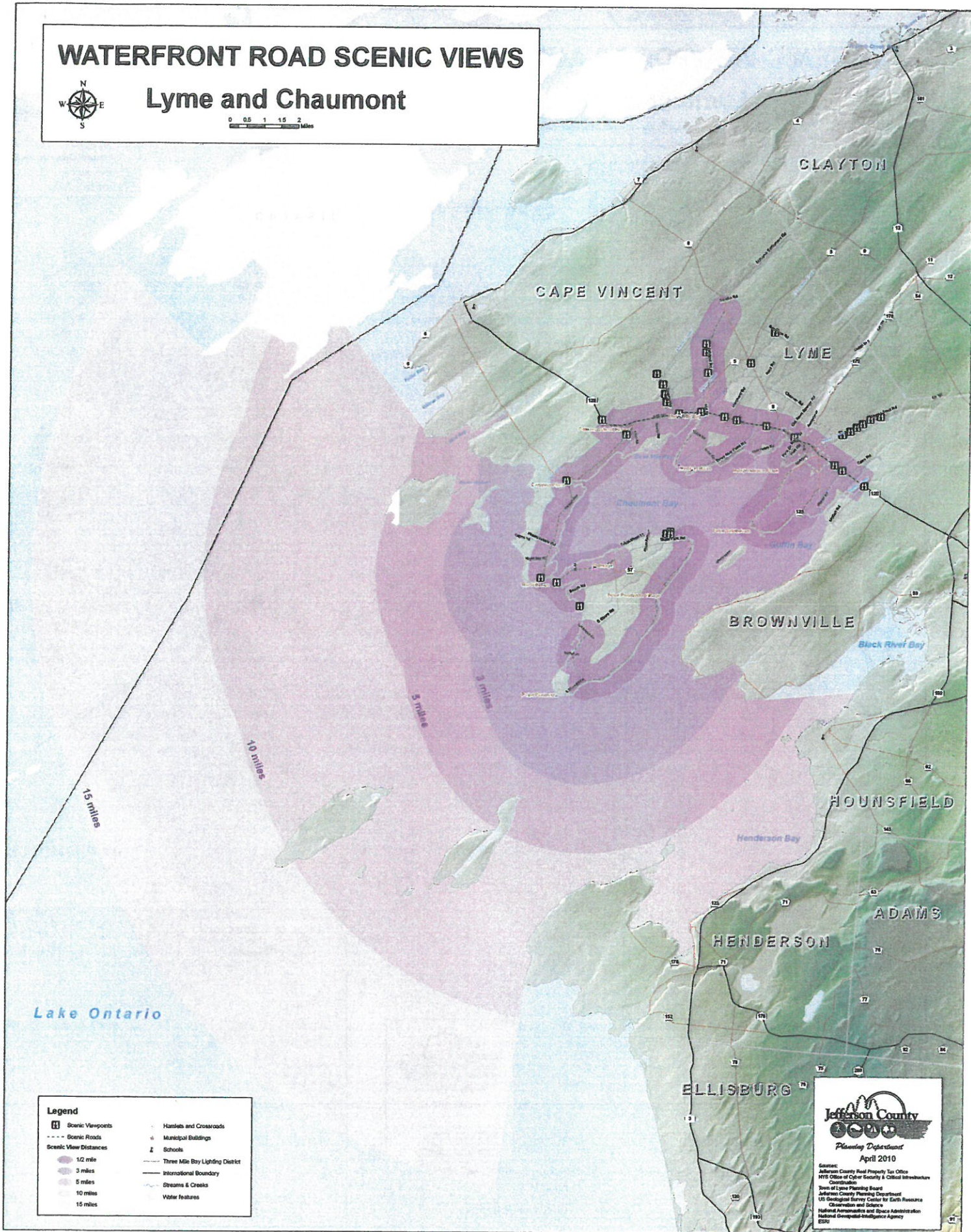
LAKE ONTARIO

WATERFRONT ROAD SCENIC VIEWS



Lyme and Chaumont

0 0.5 1 1.5 2 Miles



Legend

- | | |
|-------------------|----------------------------------|
| Scenic Viewpoints | Hamlets and Crossroads |
| Scenic Roads | Municipal Buildings |
| 1/2 mile | Schools |
| 3 miles | Three Mile Bay Lighting District |
| 5 miles | International Boundary |
| 10 miles | Streams & Creeks |
| 15 miles | Water Features |



Sources:
 Jefferson County Real Property Tax Office
 NY State Office of Cyber Security & Critical Infrastructure
 Coordination
 Town of Lyme Planning Board
 Jefferson County Planning Department
 US Geological Survey Center for Earth Resource
 Characterization and Science
 National Aeronautics and Space Administration
 ESRI

WATER FEATURES, WATERSHEDS, AND SHADED RELIEF Lyme and Chaumont

0 0.5 1 1.5 2 Miles



- Legend**
- Hamlets and Outcrops
 - Municipal Buildings
 - Schools
 - Three Mile Bay Lighting District
 - Streams & Creeks
 - Water Features
 - Sub-Watershed Boundaries
 - NYS DEC Wetlands

Hamlet of Three Mile Bay

0 500 1,000 2,000 Feet

CAPE VINCENT

CLAYTON

BROWNVILLE

Chaumont Bay

Guffin Bay

LAKE ONTARIO



Planning Department
May 2010

Sources: Jefferson County Real Property Tax Office
NYS Office of Cyber Security &
Critical Infrastructure Coordination
NYS Department of Environmental Conservation
US Geological Survey
Town of Lyme Planning Board
Jefferson County Planning Department

Village of Chaumont

0 750 1,500 3,000 Feet

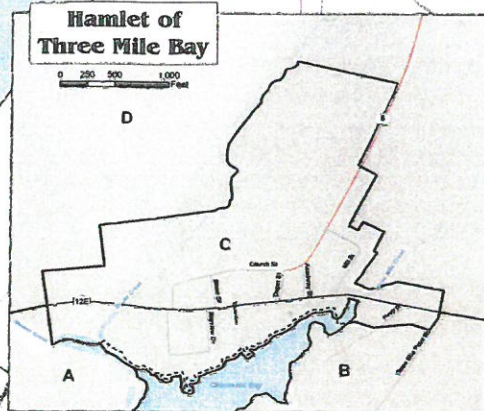
SOIL SUITABILITY FOR SEPTIC TANK ABSORPTION FIELDS Lyme and Chaumont

0 0.5 1 1.5 2 Miles



Hamlet of Three Mile Bay

0 250 500 1,000 Feet



CAPE VINCENT

CLAYTON



Chaumont Bay

Guffin Bay

BROWNVILLE

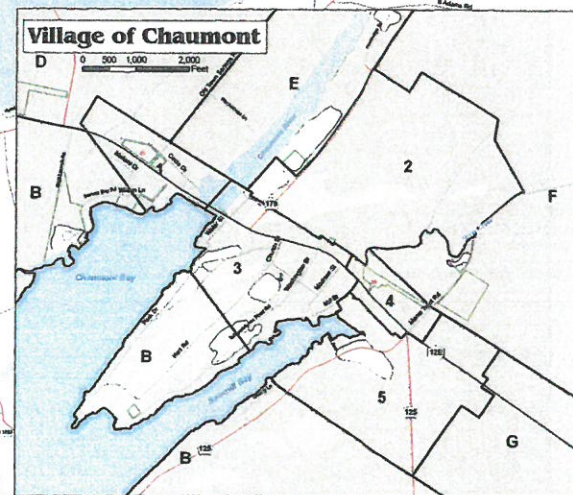
LAKE ONTARIO

Draft Version
For review purposes



Village of Chaumont

0 500 1,000 2,000 Feet



PRIME AGRICULTURAL SOILS

Lyme and Chaumont

0 0.5 1 1.5 2 Miles



Hamlet of Three Mile Bay

0 250 500 1,000 Feet

Legend

- Hamlets and Crossroads
- Municipal Buildings
- ⚡ Schools
- Three Mile Bay Lighting District
- All areas are prime farmland
- Farmland of statewide import
- Prime farmland if drained

CAPE VINCENT

CLAYTON

BROWNVILLE

Chaumont Bay

Guffin Bay

LAKE ONTARIO

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For review purposes



Sources: Jefferson County Real Property Tax Office
NYSD Office of Cyber Security
Town of Lyme Planning Board
Jefferson County Planning Department

Village of Chaumont

0 500 1,000 2,000 Feet

AGRICULTURAL DISTRICTS

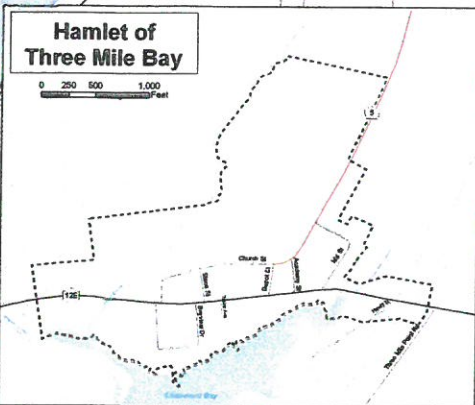
Lyme and Chaumont

0 0.5 1 1.5 2 Miles



Hamlet of Three Mile Bay

0 250 500 1,000 Feet



Legend

- Hamlets and Crossroads
- Municipal Buildings
- Schools
- Three Mile Bay Lighting District
- Ag District North # 2

CAPE VINCENT

CLAYTON

BROWNVILLE

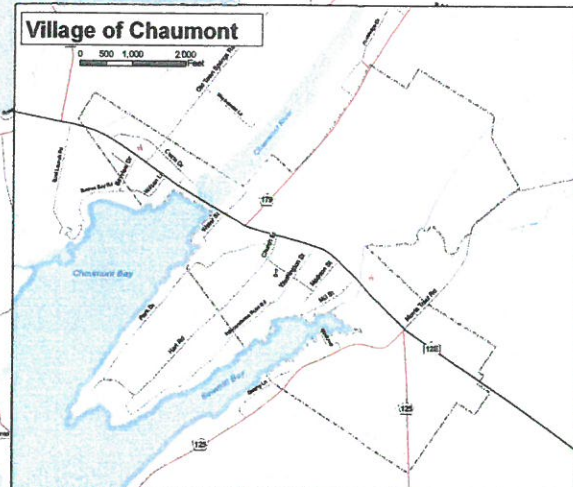
Chaumont Bay

Guffin Bay

LAKE ONTARIO

Village of Chaumont

0 500 1,000 2,000 Feet



February 2010

Sources: Jefferson County Real Property Tax Office
NY's Office of Cyber Security &
Critical Infrastructure Coordination
Town of Lyme Planning Board
Jefferson County Planning Department

AERIAL IMAGERY - 2006

Lyme and Chaumont

0 0.5 1 1.5 2 Miles

CAPE VINCENT

CLAYTON

Legend

- JC_VetodyLabels
- Hamlets and Crossroads
- Municipal Buildings
- Schools
- Three Mile Bay Lighting District
- Roads
 - State
 - County
 - Local
 - Private
 - Streams
 - Waterbody

Hamlet of Three Mile Bay

0 250 500 1,000 Feet

Chaumont Bay

BROWNVILLE

Guffin Bay

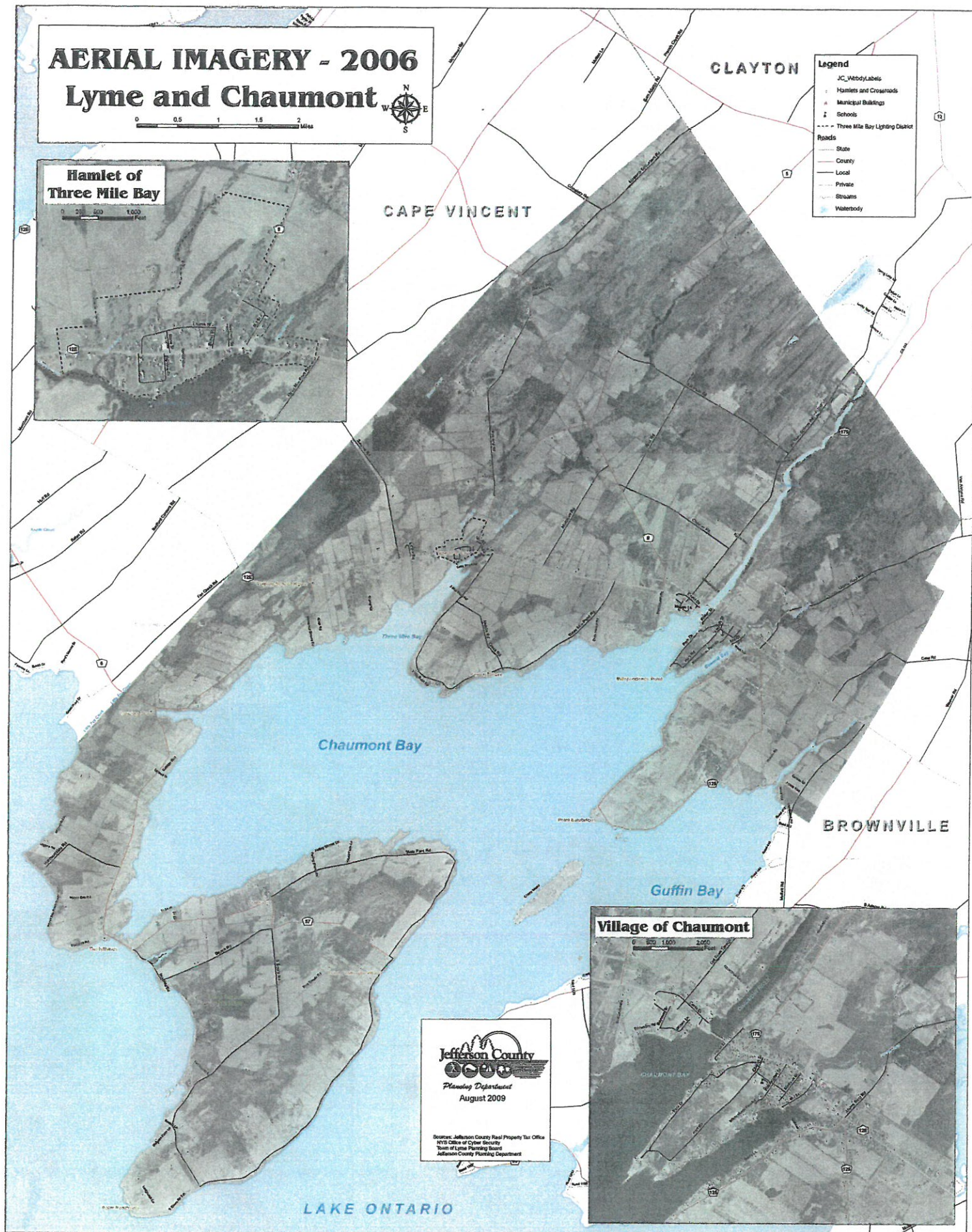
LAKE ONTARIO

Village of Chaumont

0 500 1,000 2,000 Feet



Source: Jefferson County Real Property Tax Office
1978 Office of Civil Service
Town of Lyme Planning Board
Jefferson County Planning Department



CHARACTER AREAS Lyme and Chaumont

0 0.5 1 1.5 2 Miles



Hamlet of Three Mile Bay

0 250 500 1,000 Feet

CAPE VINCENT

CLAYTON

Legend

- Hamlets and Closures
- Municipal Buildings
- Schools
- Three Mile Bay Lighting District
- Character Areas
 - Open Agricultural & Rural Residential
 - Open Forest/Scrub & Rural Residential
 - Open Recreation
 - Community Residential & Business Center
 - Waterfront Residential

Chaumont Bay

BROWNVILLE

Guffin Bay

Village of Chaumont

0 500 1,000 2,000 Feet



February 2010

Source: Jefferson County Real Property Tax Office
HHS Office of Cyber Security
and Critical Infrastructure Coordination
2006 Aerial Imagery
Town of Lyme Planning Board
Jefferson County Planning Department

Draft Version
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PRIORITY CHARACTER AREAS Lyme and Chaumont

0 0.5 1 1.5 2 Miles



Hamlet of Three Mile Bay

0 250 500 1,000 Feet

CAPE VINCENT

CLAYTON

Legend

- Scenic Viewpoints
- Hamlets and Crossroads
- Municipal Buildings
- Schools
- Three Mile Bay Lighting District
- Priority Areas
- National Register Historic Districts
- Character Areas**
 - Open Agricultural & Rural Residential
 - Open Forest/Scrub & Rural Residential
 - Open Recreation
 - Community Residential & Business Center
 - Waterfront Residential

Chaumont Bay

Guffin Bay

BROWNVILLE

Village of Chaumont

0 500 1,000 2,000 Feet

Draft Version
For review purposes



May 2010
Source: Jefferson County Real Property Tax Office
NY's Office of Cyber Security
and Critical Infrastructure Coordination
2007 Aerial Imagery
Town of Lyme Planning Board
Village of Chaumont Planning Board
Jefferson County Planning Department

LAKE ONTARIO

LAND USE BY ASSESSMENT CATEGORY WITHIN SURVEY AREAS Village of Chaumont

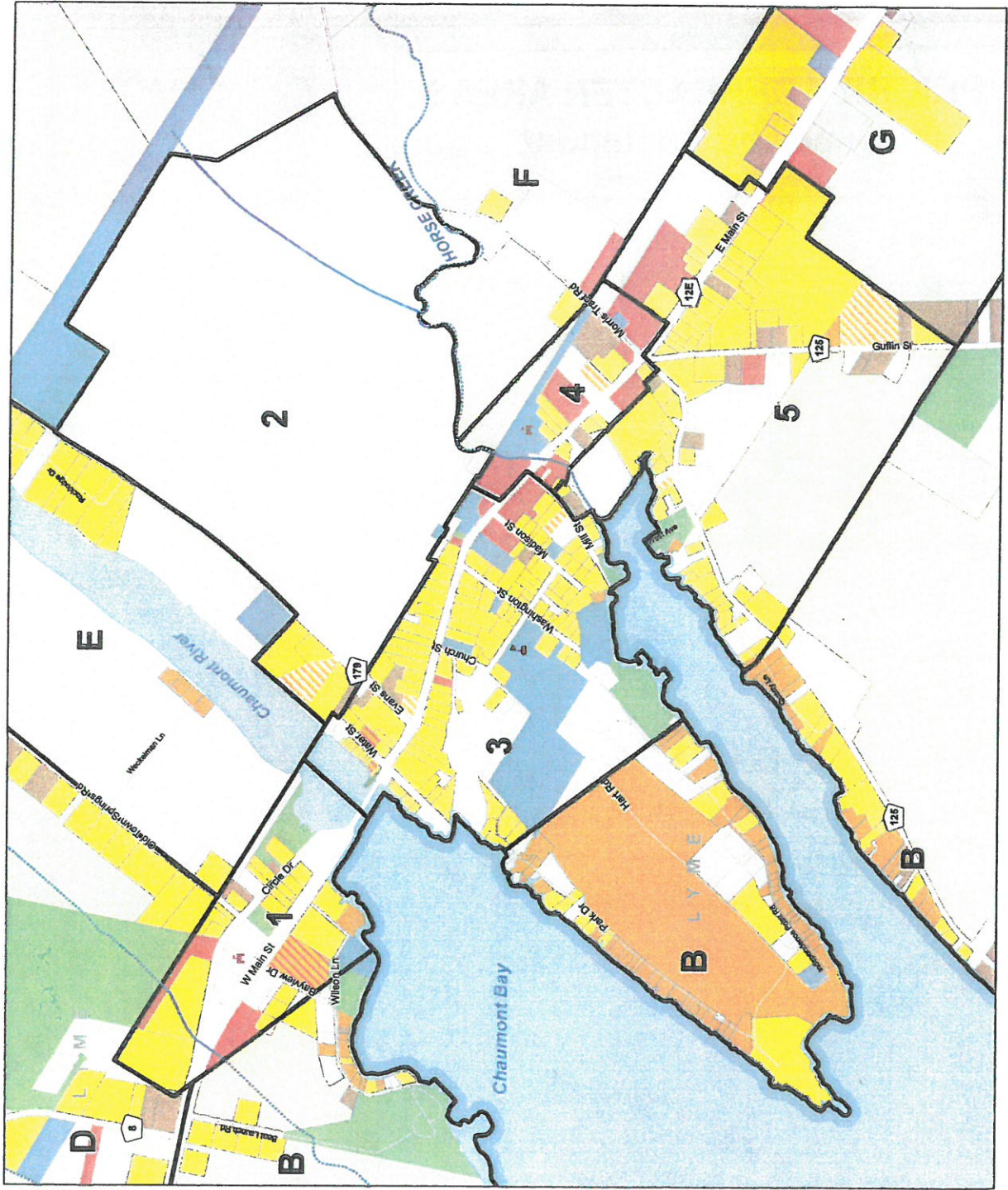
- Municipal Buildings
 - Schools
 - Survey Areas
 - Land Use by Assessment Category: 2009**
 - Residential, One Family Year Round
 - Residential, Rural Residence with Acreage
 - Residential, Multifamily
 - Residential, Seasonal Residences
 - Residential, Mobile Home
 - Agricultural
 - Commercial
 - Industrial
 - Community and Public Services
 - Recreation and Entertainment
 - Forest and Parks
 - Vacant
- DRAFT FOR DISCUSSION**








Land Uses are for discussion purposes only.
Map does may not reflect actual development.



Map prepared by Jefferson County Department of Planning
December 2009
New York Central State Plane Coordinate System
North American Datum of 1983
Sources:
Jefferson County Real Property Tax Services 2009
Jefferson County Department of Planning 2009
NYS Office of Cyber Security & Critical Infrastructure Coordination



LOCAL, STATE, & NATIONAL HISTORIC HOUSES, SITES AND DISTRICTS Village of Chaumont

-  Municipal Buildings
-  Schools
-  National/State Register House Locations
-  Locally Significant Historic - areas
-  National Register Historic Sites & Districts

**DRAFT FOR
DISCUSSION**



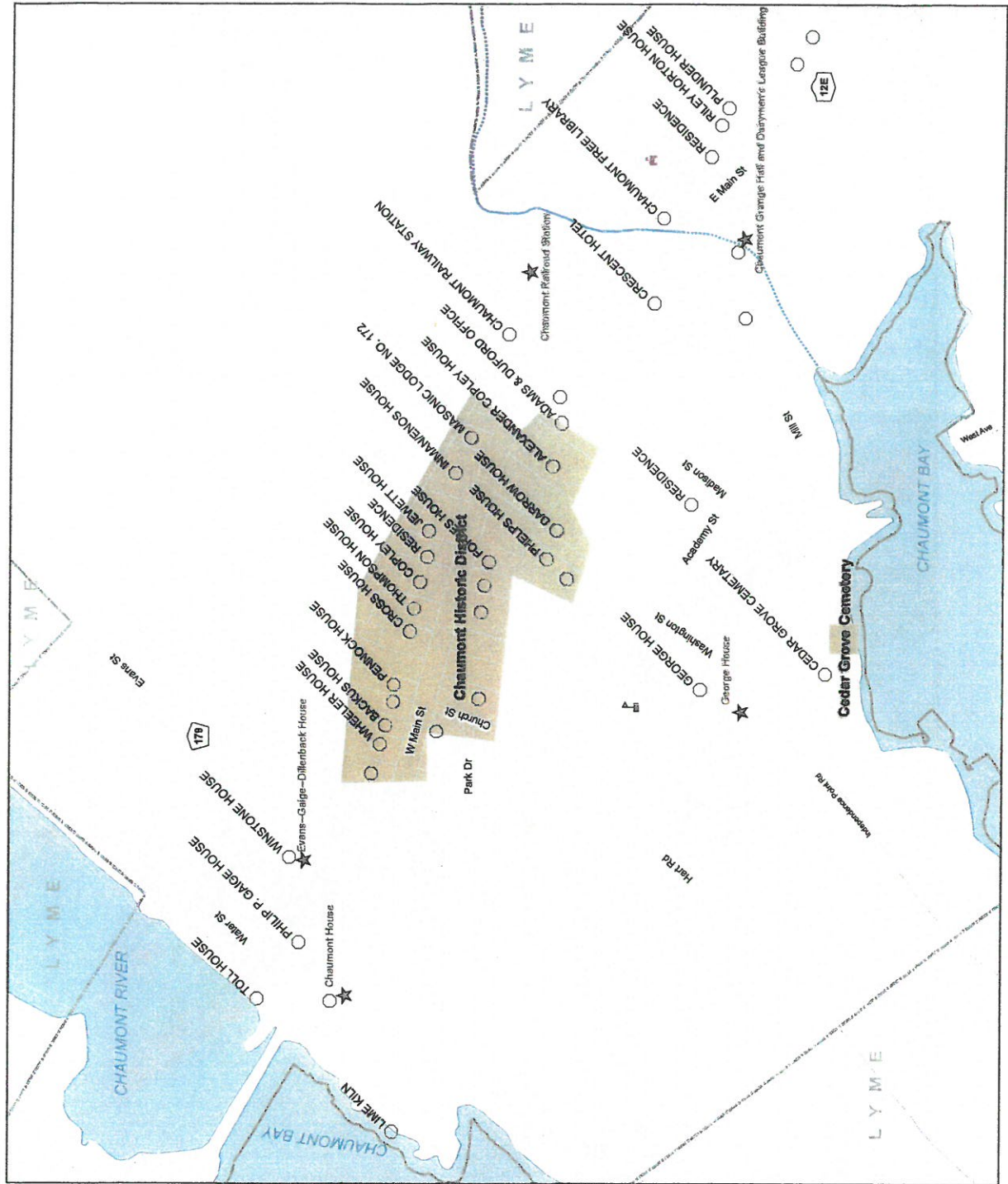
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Map prepared by Jefferson County Department of Planning
December 2009

New York Central State Plane Coordinate System
North American Datum of 1983

Sources:
Jefferson County Real Property Tax Services 2009
Jefferson County Department of Planning 2009
NYS Office of Cyber Security & Critical Infrastructure Coordination



CHARACTER & PRIORITY CHARACTER AREAS Village of Chaumont

-  Municipal Buildings
-  Schools
-  Scenic Viewpoints
-  National/State Register House Locations
-  National Register Historic Districts
-  State Route 12E Setback (1/2 Mile)
- Character Areas**
- Type**
-  Open Agricultural & Rural Residential
-  Open Forest/Scrub & Rural Residential
-  Open Recreation
-  Community Residential & Business Center
-  Waterfront Residential

**DRAFT FOR
DISCUSSION**



Land Uses are for discussion purposes only.
Map does may not reflect actual development.

0 250 500 1,000 1,500 2,000 Feet

Map prepared by Jefferson County Department of Planning
December 2008

New York Central State Plane Coordinate System
North American Datum of 1983

Sources:

Jefferson County Real Property Tax Services 2009

Jefferson County Department of Planning 2008

NYS Office of Cyber Security & Critical Infrastructure Coordination

